Templefields North East Design Code

Adopted July 2014

Harlow Council

Working together for Harlow

1 INTRODUCTION

Introduction

1.1 This design code has been prepared by Harlow Council for the Templefields North East Local Development Order (LDO) area.

1.2 The design code works alongside the LDO to create a certain, fast-track permitted development framework for target sectors within the LDO area.

Design code aims

1.3 The aim of the design code is:

- To achieve high quality design in accordance with the Harlow Design Guide Supplementary Planning Document and National Planning Policy Framework;
- to speed up the delivery of development in the area by providing clear standards on what is considered acceptable design quality in the area and consequently subject to planning consent;
- to provide certainty to landowners, developers, businesses on the standards for LDO development which need to be adhered to;
- to provide certainty to the local planning and highways authorities and the local community on the form of development permitted by the LDO; and
- to revitalise and regenerate the area by requiring LDO development to enhance the environmental quality and investment potential of the area.

Background

1.4 The design code is focused on critical urban design and contextual issues associated with enterprise zone development at the site. It is based on a detailed site and contextual appraisal and the range of technical assessments set out in the LDO Statement of Reasons.

Focus of the design code

1.5 The design codes are focused on ensuring:

- the delivery of attractive, well-landscaped development frontages adjacent to a highway to enhance the character of the area;
- the impact of development on identified sensitive heritage and landscape assets is mitigated; and
- the delivery of appropriate parking and cycle provision.

1.6 Within the internal areas of development sites, away from identified constraints, a wide scope is provided to enable businesses and developers to maximise the development potential of their sites.

1.7 The code does not prescribe distances between buildings as this is adequately covered by building regulations and right to light legislation.

Design code chapters

1.8 The code contains chapters on the following issues:

- building heights;
- building set back adjacent to a highway;
- front boundary landscaping adjacent to a highway;
- fences, gates, walls;
- impact on the Scheduled Ancient Monument;
- vehicle visibility splays
- parking standards and design.

1 INTRODUCTION

What is a design code?

1.9 A design code is a set of specific and precise design rules and requirements which guide the physical development of a site or place.

1.10 Design codes provide clarity over what constitutes acceptable design quality for a particular site or area. Design codes provide certainty for developers, local planning authorities and the local community.

1.11 Design codes can be effective tools for implementing an overall vision or masterplan for a place. Codes do this by setting out simple instructions and standards which coordinate development, without prescribing the final outcome.

Application of the code

1.12 The design code is applicable within the Templefields North East LDO boundary as defined in Appendix A of the Templefields North East LDO.

1.13 The requirements of this design code apply to development undertaken through the classes of permitted development contained LDO, where planning permission is conditional on development according with the design code. Certain classes of LDO permitted development are linked to specific chapters or tables of the design code, eg fences.

1.14 The design code does not apply to development undertaken through any planning permissions obtained outside the LDO, eg through the General Permitted Development Order or Use Class Order.

The design code and the NPPF

1.15 The LDO and design code must accord with the National Planning Policy Framework (NPPF). The requirements of the NPPF are clear with regard to design quality and new development:

- Good design is a key aspect of sustainable development and indivisible from good planning.
- New development should provide positive improvements in the quality of the built environment.
- Poor design should be replaced with better design.
- New development should take the opportunities available for improving the character of an area and the way it functions. Planning permission should be refused for development of poor quality design which fails to do this.
- Planning Authorities should:
  - always seek to secure high quality design;
  - plan positively for the achievement of high quality and inclusive design for all development; and
  - consider using design codes where they could help deliver high quality outcomes.

1.16 The Templefields North East design code has been prepared to ensure that the LDO is consistent with the NPPF in securing high quality design. It sets out clearly what forms of development the Local Planning Authority considers to be of an appropriate design quality within the LDO area.

Design Code Checklist

1.17 To assist developers and Development Management Officers, a check list has been prepared which is contained in Appendix A. This checklist guides applicants and officers through the requirements of the design code.

1.18 The checklist is intended to streamline the process of discharging any planning condition associated with the design code.

1.19 A completed design code checklist must be submitted alongside a LDO confirmation of compliance application, as set out in the LDO checklist.

Variations to the design code

1.20 Variations to the code are possible and may be justified, providing a development achieves high quality design and development outcomes. Proposed variations to the code which are deemed by the Local Planning Authority to be of a low design and development standard are likely to be refused.

The process for submitting variations to the design code

1.21 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.

1.22 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.

Who should use the code?

1.23 The code is intended to be a coordinating framework for the long-term development of the site. It should be referred to and used by the following stakeholders and involved in the development:

- Landowners;
- Developers;
- Businesses;
- Agents working on behalf of landowners, developers or businesses;
- Harlow Council Development Control Officers; and
- Essex County Council Highways Authority Officers.

Vision for Templefields North East

2.1 Templefields North East will be a better connected and more sustainable business park providing a prestigious location for cutting edge industries engaged in advanced manufacturing, engineering, ICT and health allied industries.

2.2 The vision for Templefields involves the following 8 interrelated aspirations for LDO development.

2.3 The LDO and design code aim to help deliver the enterprise zone's physical and economic vision for Templefields North East by providing an appropriate planning and urban design framework.

1.) Improved connections

2.4 Improving the connectivity of the site to the highways network, railway station, bus, pedestrian and cycle network is key to regenerating the site and stimulating additional private sector investment.

2.5 Templefields is currently a cul de sac, reliant on a single access at Edinburgh Way. This forces vehicular traffic to return back on themselves along River Way when exiting the site.

2.6 A new access point connecting River Way to Cambridge Road (A1184) will transform the accessibility, sustainability and investment potential of the site by:

- enhancing the connectivity of the site to the local and strategic road network in Harlow;
- providing a continuous through-route allowing bus operators to provide more regular and financially viable services;
- enhancing east-west pedestrian movement between the employment area and Harlow Mill station;
- enhancing the sustainability of the area and the potency of potential travel planning measures which aim to reduce congestion; and
- reducing and dispersing congestion on the A414, Edinburgh Way.

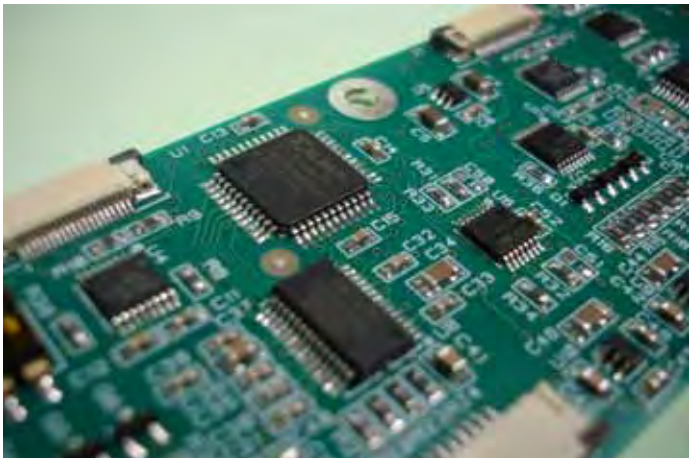
2.) Transforming River Way

2.7 The redevelopment and renewal of development parcels will help to transform the image of River Way as an attractive, tree lined industrial avenue.

2.8 Alongside the provision of a new gateway access onto Cambridge Road, enhancements to the character of development frontages and the public realm will provide a suitable address for modern, high-value employment activities.

3.) The creation of high skilled, knowledge intensive jobs

2.9 Growth in the target sectors will maintain and enhance the provision of high skilled, knowledge intensive jobs in Harlow. This is expected to provide long-term, town-wide benefits for Harlow in terms of employment opportunities, skills and economic regeneration.



4.) The clustering of businesses within the targeted sectors

2.10 Enterprise zone designation aims to nudge specifically targeted industries to locate in the area by providing planning and business rate incentives.

2.11 Given Templefield's location and existing industrial character, it is expected that the site will be an attractive location for advanced manufacturing and engineering firms engaged in the manufacture of machinery and equipment, motor vehicles, computer, electronic and optical products, fabricated metal products and electrical equipment.

2.12 The LDO provides a wide degree of scope and flexibility across the defined sectors.

5.) Respecting surrounding heritage and landscape assets and residential areas

2.13 LDO development will be undertaken in a manner which is sensitive to the site's heritage and landscape context.

2.14 A key aim of the LDO and design code is to ensure that there is no harm or negative visual impact on the setting of the adjacent scheduled ancient monument (Roman Temple site), listed building, conservation area and the sensitive landscape area to the north comprising the River Stort woodland and meadow landscape.

2.15 Design code standards in chapter 3 and 7 aim to ensure that that new development respects these significant heritage and landscape assets in terms of building height, orientation and layout.

2.16 These standards are based on a detailed site and contextual appraisal and the recommendations of a heritage impact assessment.

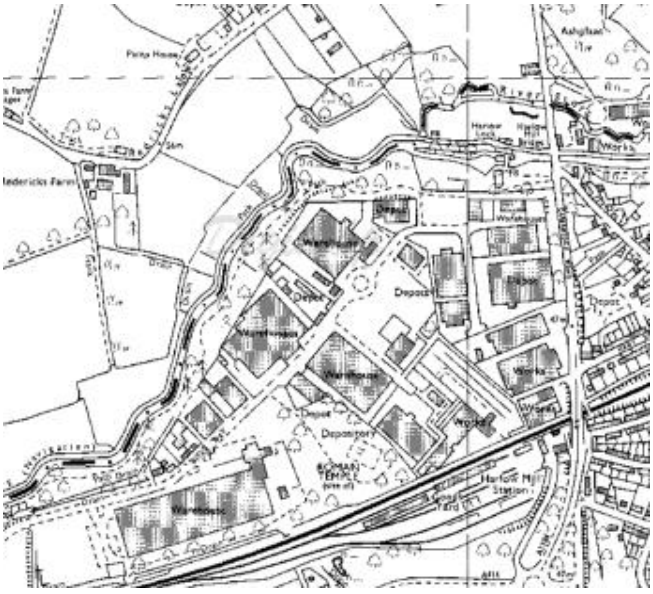
6.) Modernisation, diversification and densification of buildings and land parcels

2.17 The LDO aims to facilitate the redevelopment of large, vacant or under-utilised land into a framework of smaller land parcels and more letable business industrial premises suitable for small and medium sized enterprises.

2.18 A large proportion of the industrial buildings within the site were built for large firms in the 1970s and sites have changed little over the past 30 years. These sites were built for large manufacturing firms attracted to the New Town.

2.19 However, the UK market for manufacturing space has changed with demand now orientated more towards small and medium sized enterprises and start up companies. These businesses typically have lower staff head counts and require more flexible industrial units ranging from 100 to 500 square metres in size.

2.20 For this reason, when very large buildings have become available it is difficult to find large enough manufacturing firms to fill vacant floor space. Consequently, buildings have changed use to storage and distribution or warehousing functions (B8 use) and this has trend has gradually eroded the number of manufacturing jobs and overall jobs in the area.



Map circa 1980s

2.21 To encourage the transition back to higher skilled manufacturing and engineering jobs, it will be necessary to modernise and diversify the range of available buildings and sites in the area.

2.22 This is likely to involve the redevelopment large buildings and plots and their replacement with more modern industrial premises at a higher density, providing units of varying sizes suitable for small , medium sized and start up companies. The net effect will be more jobs and more businesses in the area.

2.23 Redevelopment will also provide the opportunity to regenerate and renew the time expired buildings and areas of landscaping and ensure new development accords with modern standards in terms of parking, sustainable drainage, access and energy efficiency.

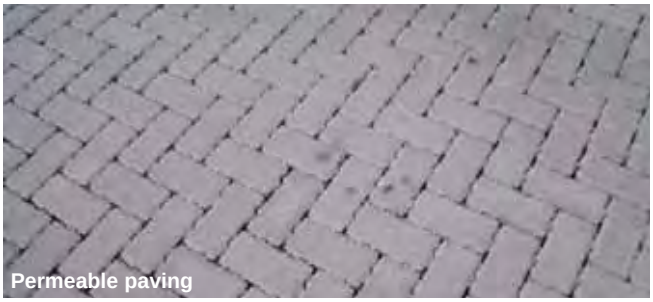
7.) Sustainable urban drainage and reducing flood risk

2.24 The LDO area is adjacent to the Stort flood plain, so it is crucial that the redevelopment of sites delivers appropriate sustainable drainage (SUDs) measures in order to manage surface water run-off and prevent flooding.

2.25 The provision of SUDs within new development is required as a planning condition in the LDO and will be assessed on a site by site basis.

2.26 A range of SUDs measures will be encouraged including swayles, filter strips, soakaways, green roofs, bioretention areas, infiltration and detention basins, ponds and wetland areas.

2.27 Through the provision of SUDs measures and the landscaping of areas of hard surfacing, development aims to deliver significant long term enhancements to the surface water management in the employment area.



Permeable paving

8.) Environmental quality, pollution prevention and ecology

2.28 Measures in the LDO and design code aim to enhance the environmental quality of the area and reduce the potential for pollution in adjacent sensitive ecological and habitat areas, in particular the River Stort.

2.29 Pollution prevention measures are conditioned in the LDO to prevent pollutants entering the Stort.

2.30 LDO conditions relating to important edge habitats and landscape areas aim to preserve important woodland habitats and ecosystems and avoid disturbance of any roosting and foraging bats.

Sustainable Urban Drainage (SUDs)

Drainage and ecological context


DESIGN CODE

3 BUILDING HEIGHTS

Introduction

3.1 This chapter of the design code sets out maximum building height standards for LDO development within the Templefields North East LDO area.

3.2 Any development undertaken under Schedule A (Building Development) or Schedule B (Extensions and Alterations) of the LDO must accord with the maximum building height standards shown on Table A of this chapter.

3.3 Because of the various constraints adjacent to the site boundaries, different maximum height standards are applied for development within different areas.

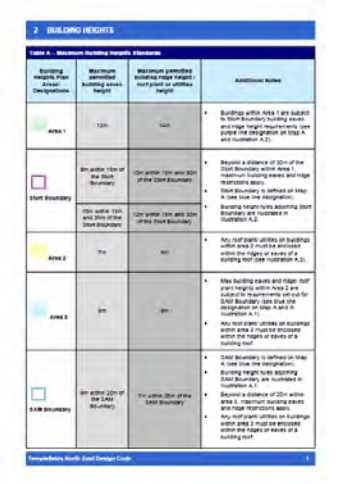
How to use this section of the design code

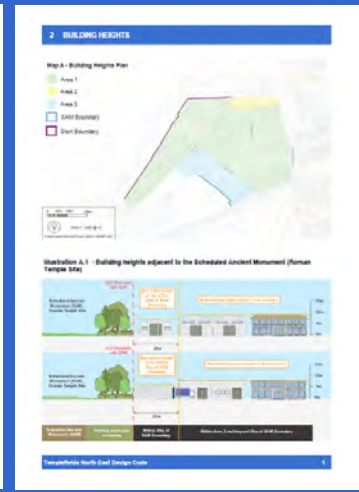
3.4 Maximum building height standards are set out in Table A. They should be read in conjunction with Map A and the illustrations provided in this chapter.

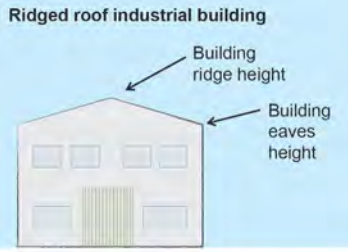
3.5 The standards relate to maximum building eaves and building ridge heights. This ensures that standards are applicable to the form of development expected in the LDO area. Building ridge and eaves are defined in the illustrations below.

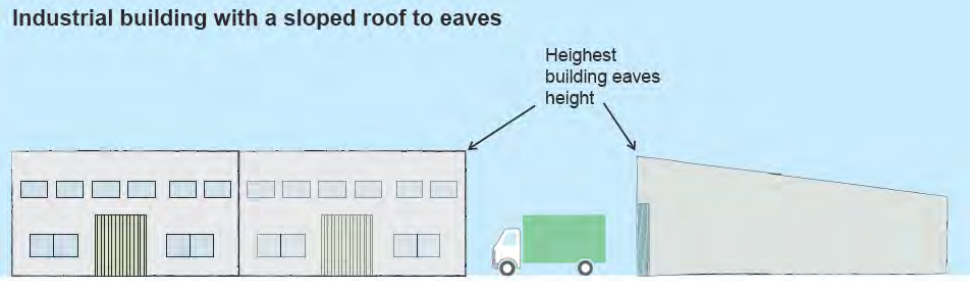
How to use the building heights code

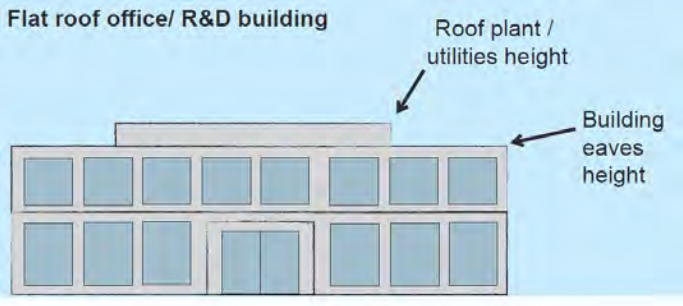
- **Table A** - sets out mandatory standards for different areas or within certain distance of key constraints.
- **Map A** - Building Heights Plan - shows building height areas and key constraints on a plan.
- **Supporting illustrations** - provide additional guidance to developers, to demonstrate how building maximum height standards should be applied in relation to key constraint area.
- **Building ridge and eaves standards** - are defined in the illustrations below.

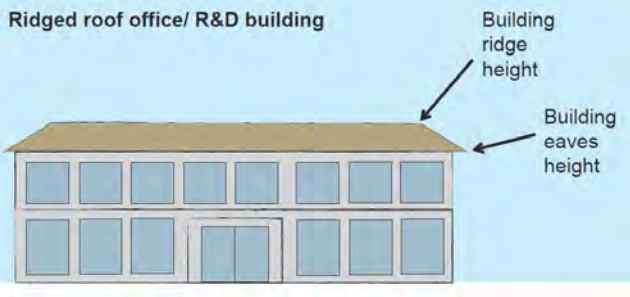












3 BUILDING HEIGHTS

Table A – Maximum Building Heights Standards

Building Heights Plan Areas/ Designations	Maximum permitted building eaves height	Maximum permitted building ridge height / roof plant or utilities height	Additional Notes
Area 1	**12m**	**14m**	• Buildings within Area 1 are subject to Stort Boundary building eaves and ridge height requirements (see purple line designation on Map A and illustration A.2).
Stort Boundary	**8m** within 15m of the Stort Boundary	**10m** within 15m and 30m of the Stort Boundary	• Beyond a distance of 30m of the Stort Boundary, Area 1 standards apply. • Stort Boundary is defined on Map A (see purple line designation). • Building height rules adjoining Stort Boundary are illustrated in illustration A.2.
	10m within 15m and 30m of the Stort Boundary	**12m** within 15m and 30m of the Stort Boundary	
Area 2	**7m**	**9m**	• Slightly lower maximum heights to safe-guard the setting of the adjacent Grade II Listed Building.
Area 3	**8m**	**10m**	• Max building eaves and ridge/ roof plant heights within Area 2 are subject to requirements set out for SAM Boundary (see blue line designation on Map A and illustration A.1).
SAM Boundary	**6m** within 25m of the SAM Boundary	**8m** within 25m of the SAM Boundary	• SAM Boundary is defined on Map A (see blue line designation). • Building height rules adjoining SAM Boundary are illustrated in illustration A.1. • Beyond a distance of 25m of the SAM Boundary, Area 3 restrictions apply.

Maximum building heights will be measured from proposed ground levels as shown on submitted plans showing proposed elevations for development which must be submitted to the Council in order to obtain LDO Confirmation of Compliance.

Plant and utilities should be enclosed under any pitched roof slope facing a highway.

When provided on flat roof buildings, roof plant and utilities structures should either be set back a minimum 2m from building eaves or incorporated into the design of any front or side elevation adjacent to a highway.

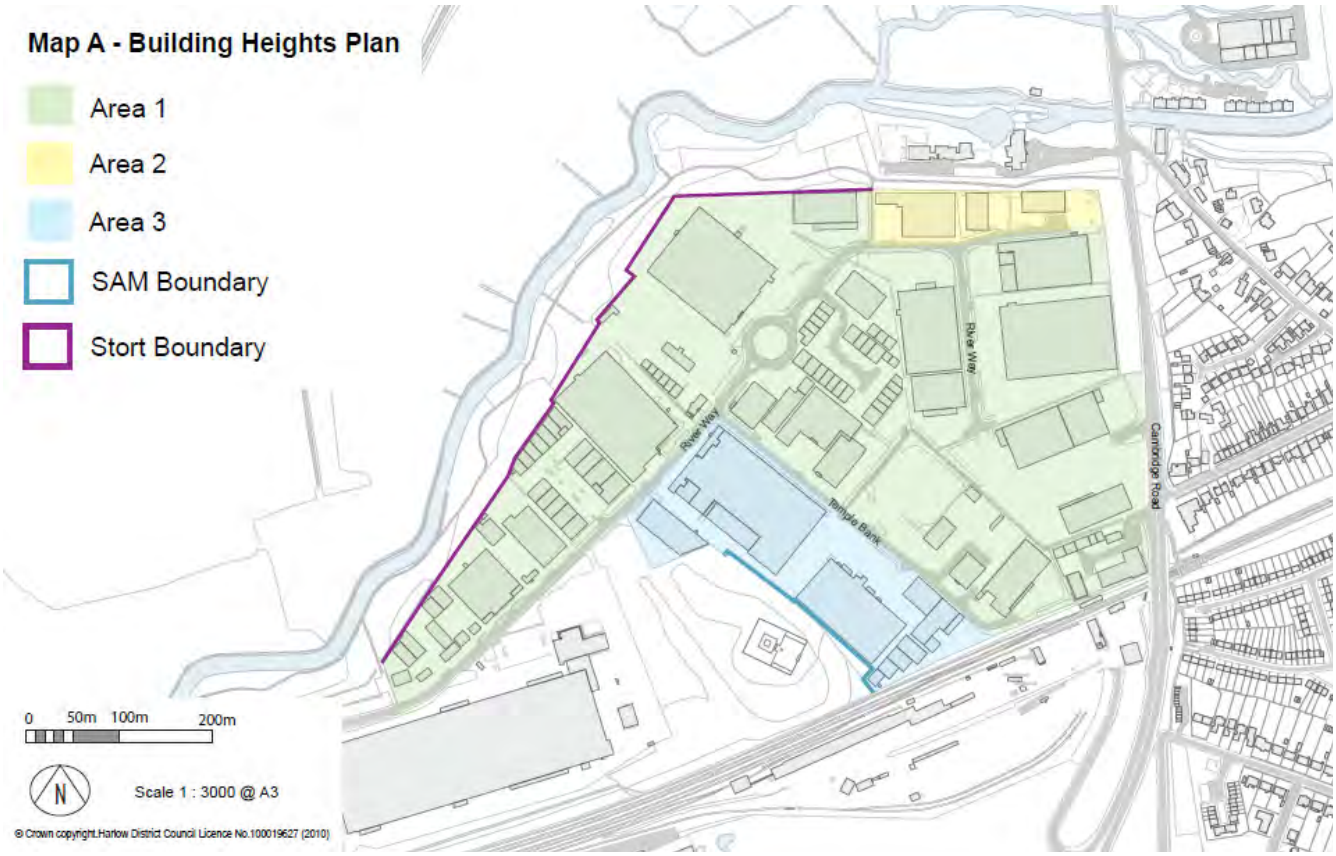


Illustration A.1 - Building heights adjacent to the Scheduled Ancient Monument (Roman Temple Site)

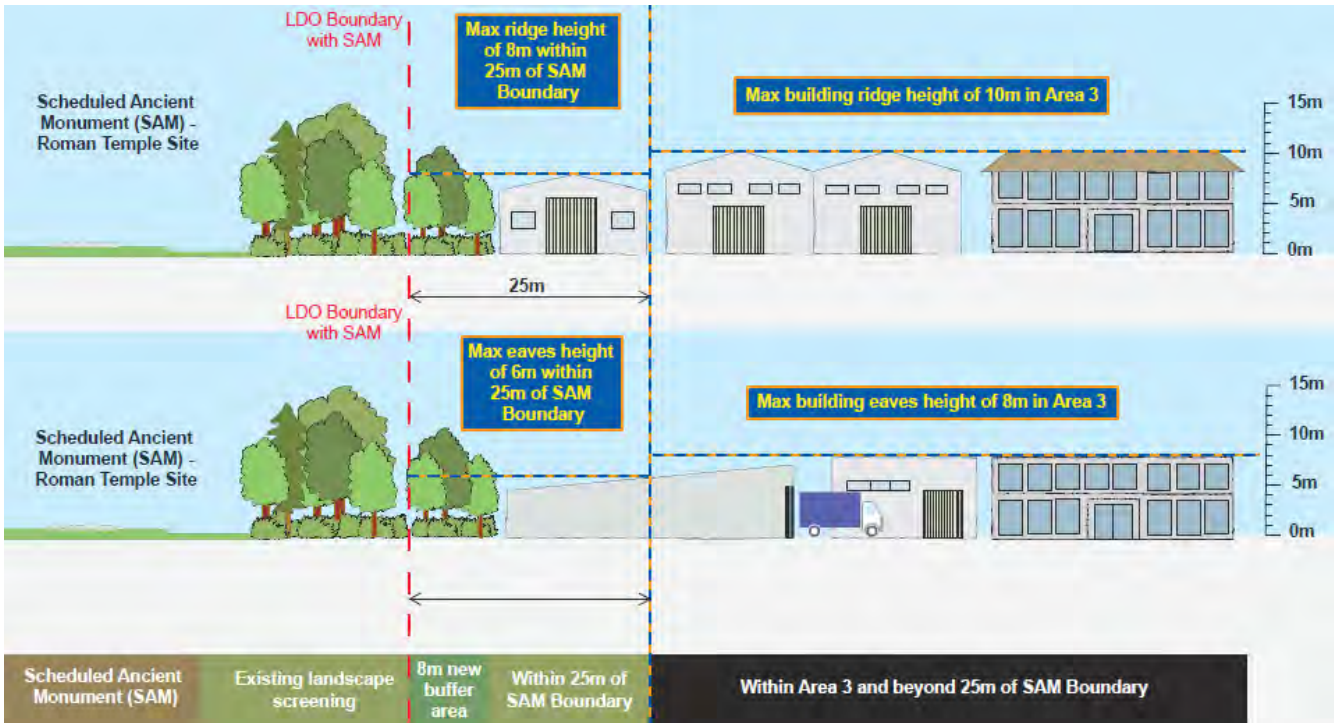


Illustration A.2 - Building heights adjacent to the River Stort Valley (Green Belt)

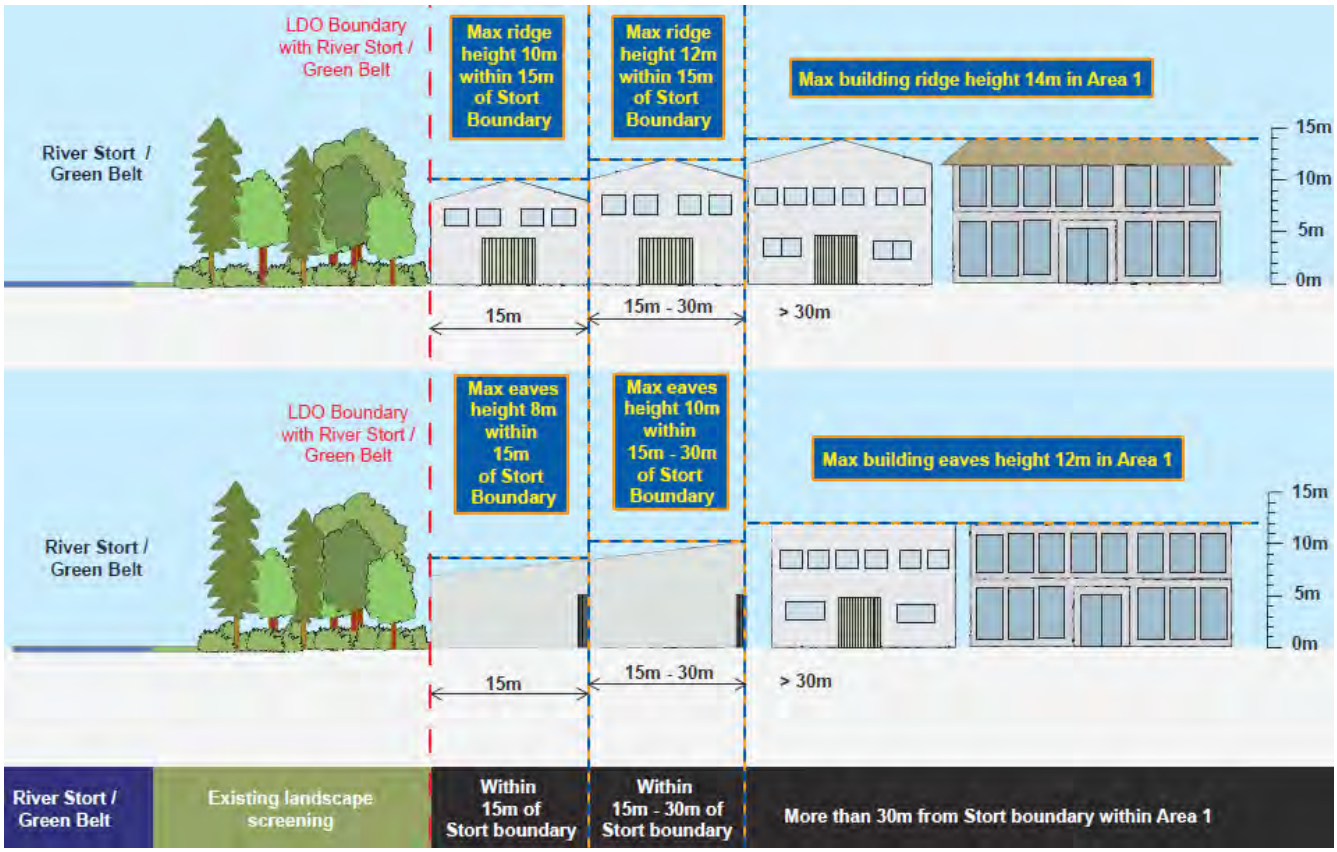
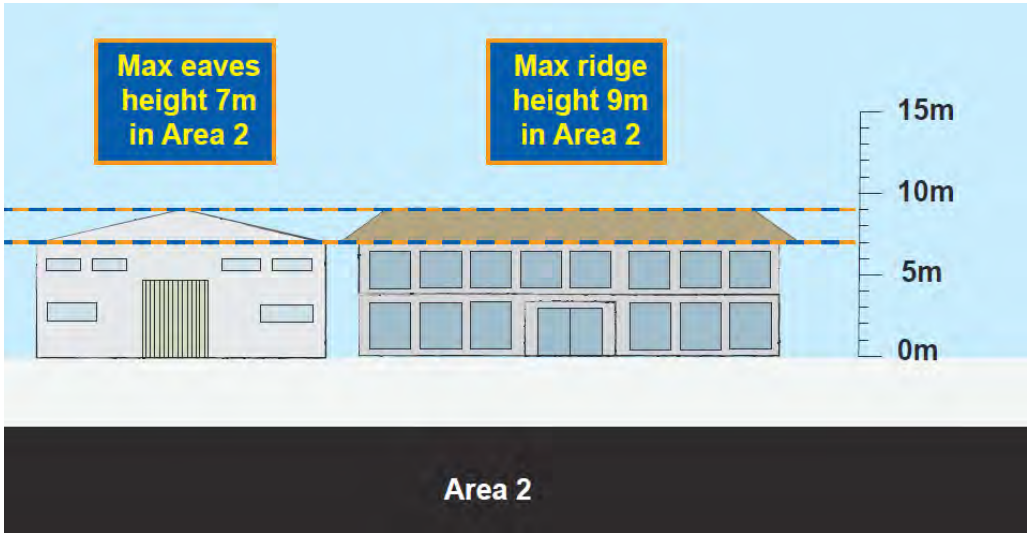


Illustration A.3 - Building heights in Area 2



3 BUILDING HEIGHTS

Background / Rationale

3.6 The standards presented in this chapter are based on a thorough appraisal of the site and context. This has taken into account:

- significant heritage and landscape assets immediately adjacent to the LDO boundary;
- adjacent land uses;
- existing building heights within the LDO area the surrounding area;
- the surrounding topography and the degree of visual screening provided by existing landscape areas along the LDO boundaries;
- the likely form and height of buildings within the target sectors.

3.7 Building height standards aim to mitigate impact on adjoining uses and avoid any negative visual impact on the setting of adjacent heritage and landscape assets. The rationale and assessment which sits behind these measures is explained in more detail in the Templefields North East Heritage Impact Assessment.

Key constraints

3.8 The key constraints identified which have informed building height standards are:

- the Scheduled Ancient Monument;
- the Grade II Listed Building (Harlow Mill Restaurant);
- Grade II and II* buildings on Redricks Lane;
- the River Stort Valley (Green Belt);
- Harlow Mill Conservation Area and Locally Listed Buildings;
- adjacent residential dwellings on Old Road, Hart Road, Ranulf Close, Riverside Court and the Hoo;
- The close proximity of two hotels (C1 land uses) at Harlow Mill and on Cambridge Road; and
- the surrounding topography which rises towards Redricks Lane and Old Road increasing potential for visual impact on sensitive assets in these areas.

4 BUILDING SET BACK

Introduction

4.1 This chapter ensure the facades of frontage buildings are set back and appropriate distance from the public highway. The design code refers to these highways as ‘defined highways’ and they are shown in sky blue on map B below.

Purpose

4.2 Set back standards in this chapter of the code aim to prevent situations from arising where industrial facades erected very close to pedestrian paths exert an overbearing and deadening impact on the character of the public realm, making pedestrian movement unattractive.

4.3 They also aim to ensure that sufficient space is provided between buildings and the highway to ensure an attractive landscape boundaries can be delivered along these important development frontages in order to enhance the public realm and investment potential of the area (see chapter 4).

Application of Standards

4.4 The standards in this chapter apply to permitted development undertaken under the following classes of the LDO Schedule:

- Class 1 of Schedule A (Building Development); and
- Class 1 of Schedule B (Extensions and Alterations).

4.5 The standards only apply to buildings erected adjacent to the defined highways highlighted in sky blue on Map B below.

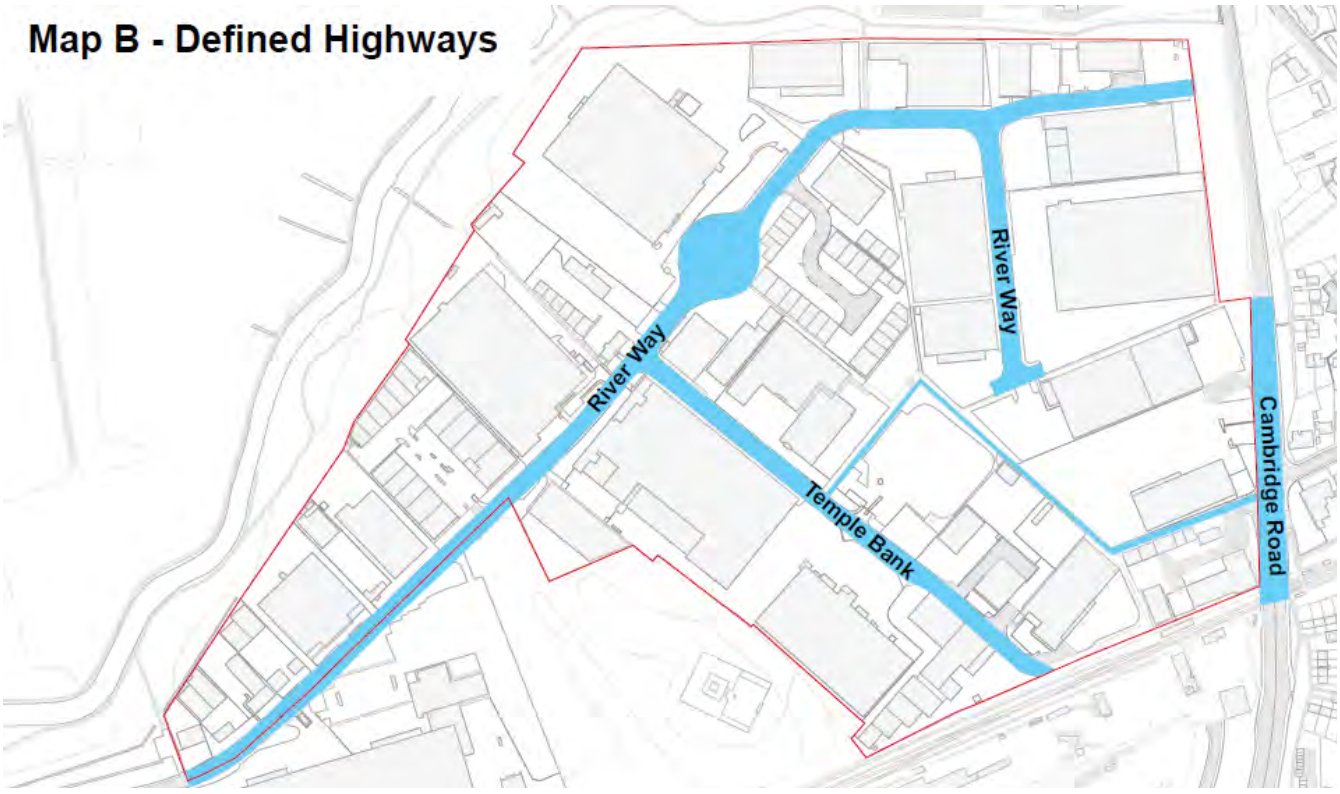
Definitions

4.6 *Building set back* – is defined as the distance between a building and the public highway. The public highway being an area of adopted footway or carriageway.

4.7 *Minimum frontage building set back* - is defined as the closest distance (proximity) that frontage buildings can be placed adjacent to the highway.

4.8 *Frontage building* – is defined as any building erected adjacent to a highway.

Map B - Defined Highways



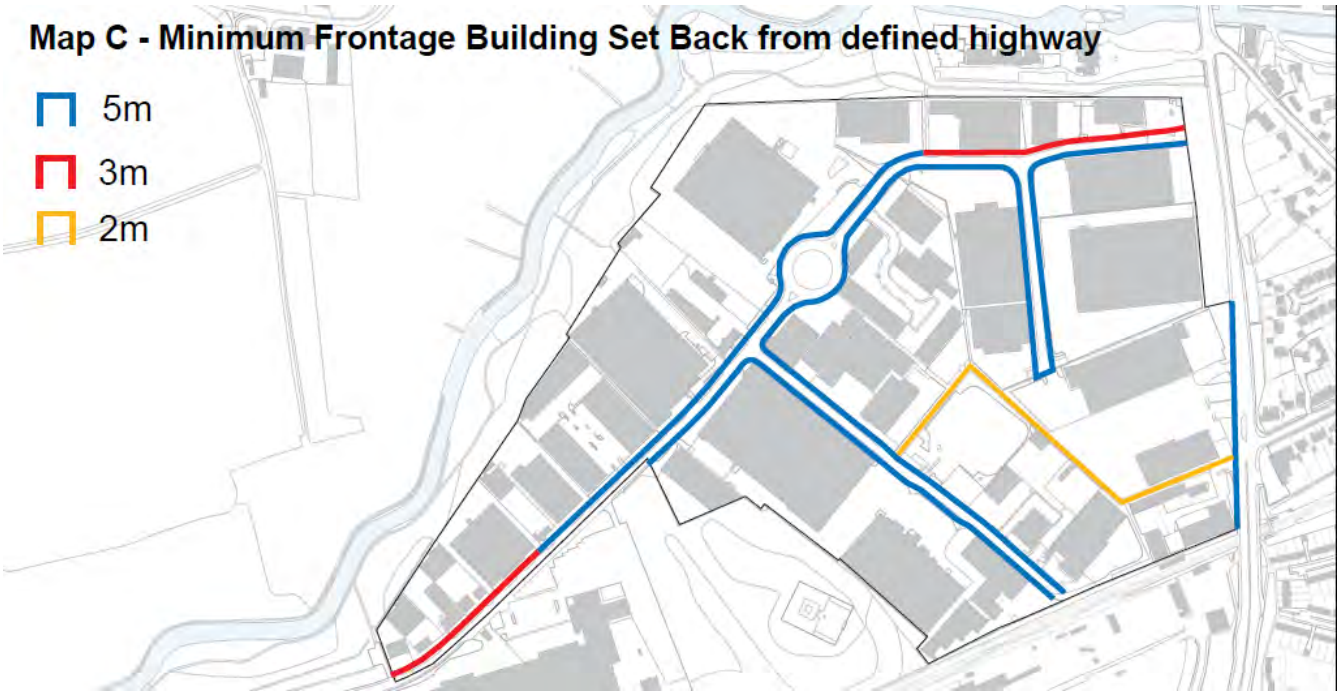
Minimum Standards

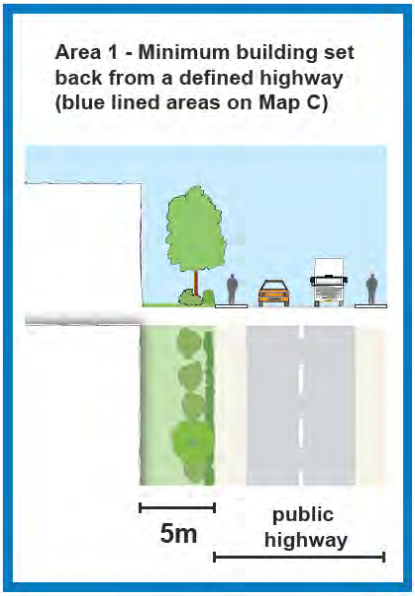
4.9 Minimum set back standards are presented on Map C below.

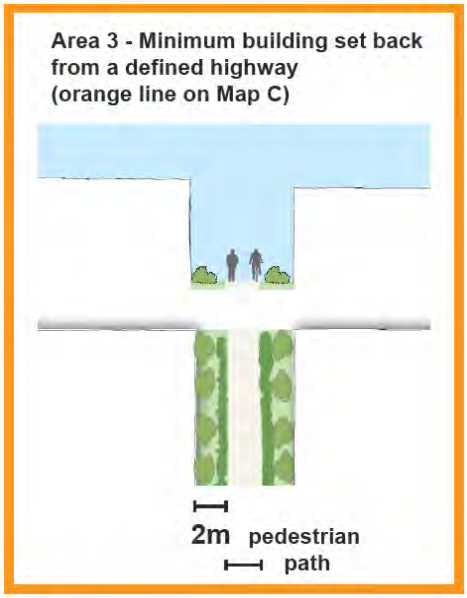
4.10 Along Area 1 a minimum set back standard of 5m should be provided from any defined highway - meaning buildings should not be erected any closer than 5m to an adopted footway or carriageway (see blue line designation).

4.11 There are only three exception to this:

- on development plots along River Way near the western LDO Boundary - where 3m is permitted (see Area 2 / red line designation);
- on development plots north of River Way to the eastern LDO boundary - where 3m is permitted (see Area 2 / red line designation);
- adjacent to the pedestrian walkway on the map below (see Area 3 / orange line designation) - where 2m is permitted.







Background / Rationale

4.12 Often the internalised layout of employment premises can result in buildings being placed close to the public highway, with loading and turning courtyards located within a site.

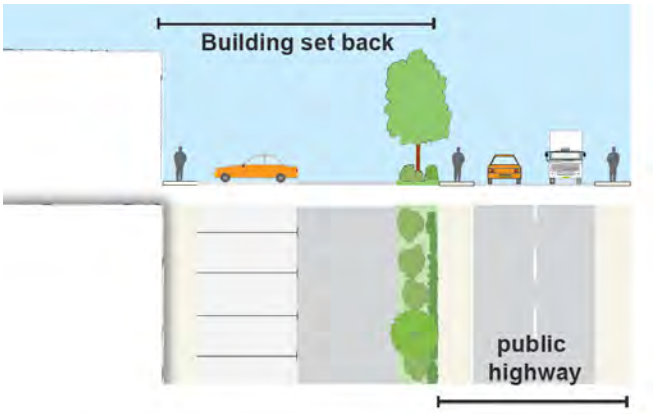
4.13 Buildings in industrial use can often create dead frontages which, when placed very close to the footway or sufficiently screened by landscaping can have a detrimental impact on the character and quality of the public realm and affect perceptions of safety in an area.

Wider set backs

4.14 The standards do not dictate maximum set back distances as this will be determined by the particular business activity and site layout and access requirements. Standards merely ensure buildings are not erected within a certain distance of the highway.

4.15 In many cases a wider set back than the minimum standards will be appropriate to ensure attractive landscaping of a site boundaries and any parking or vehicle turning areas and this is encouraged.

Dead frontages of buildings erected close to the public



A wider set back to accommodate attractive landscaping, building entrances and frontage parking and turning areas.

Industrial buildings and fencing creating an unattractive pedestrian walkway through Templefields

A 5m set backs and boundary landscaping and planting to mitigate the impact of large industrial buildings.

5 FRONT BOUNDARY LANDSCAPING

Introduction

5.1 This chapter sets out minimum standards for the landscaping of front boundaries of development sites which run adjacent to a public highway.

5.2 Boundary landscaping is a mandatory requirement along the site boundaries defined on Map D (see coloured edged lines).

5.3 Mandatory requirements for landscape boundaries may only be relaxed for necessary site access and the provision of associated visibility splays.

Aims

5.4 This chapter aims to ensure that LDO development enhances the design quality and character of the public realm and the investment potential of the area by providing well-landscaped development frontages.

5.5 Landscape boundaries are key to improving the environmental quality and sustainability of the area. Design code requirements aim to create a consistently attractive business park location.

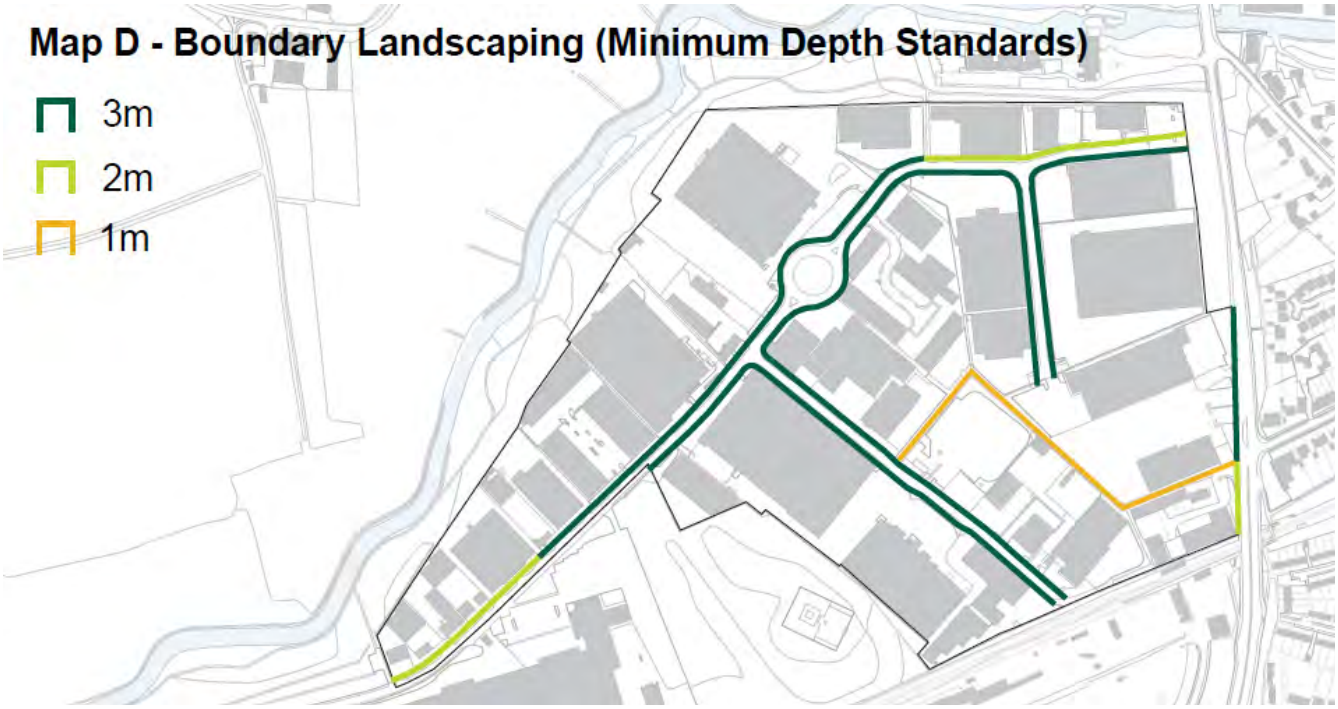
Application of Standards

5.6 Standards set out in design codes LB1 and LB2 apply to permitted development undertaken under Class 1 of Schedule A (Building Development) of the LDO.

5.7 The standards only apply to the site boundaries defined in Map D below.

5.8 Site boundaries adjacent to other highways areas or internal access roads away from these defined routes will not be subject to the standards set out in this chapter. It will be up to developers and businesses to decide how these areas should be landscaped.

Front boundary landscaping comprising low level hedges and trees serves to create a high quality business park



5 FRONT BOUNDARY LANDSCAPING

LB1 - Boundary landscaping adjacent to a public highway

Boundary landscaping shall be provided immediately adjacent to the defined highways shown on Map B (page 16).

As a minimum, landscape boundaries must be provided in accordance with the minimum depth standards shown on Map D.

The depth of landscape boundaries shall be measured from the highway boundary.

Landscape boundaries shall comprise:

- soft landscaping including trees, hedges and shrubbery; and
- Sustainable Urban Drainage (SUDs) measures.

The minimum requirements for boundary landscaping set out in design code LB1 may only be varied in accordance with LB2.

Front boundary landscaping of approximately 2m to 3m comprising hedges and trees helps to create an attractive business park environment.

Front boundary landscaping of approximately 2m to 3m Comprising low level shrubbery and trees helps to create an high quality public realm.

LB2 - Boundary landscaping where parking bays are provided adjacent to a public highway

Where parking is provided along a development frontage the requirements of design code LB1 will not apply and the following requirements must be met:

- All parking bays should be sufficiently screened from the highway by boundary landscaping/ vegetation. Landscape screening must:
  - comprise a hedge or similarly dense foliage of a minimum height of 1m and a maximum height of 1.25m in order to sufficiently screen parked cars from view;
  - consist of evergreen / non-deciduous species of hedge in order to provide effective year round screening;
  - be of a minimum depth of 1m, measured from the highway boundary. (Note that landscape screening boundaries up to 2m in depth will, however, provide more sufficient space for additional tree planting and are encouraged); and
  - on exposed end parking bays, wrap around the long side of the end parking bay.
- Landscape boundaries may be reinforced by low level fencing of a similar height.

Hedge landscape boundaries wrapping around parking bays help to neatly screen parked vehicles from view.

An example of how landscape screening, SUDs, soak away areas and additional tree planting can help to:

- **adequately screen parked vehicles;**
- **contribute to the business park character; and**
- **ensure sufficient natural surveillance and visual interaction between building frontages and the public realm.**

Hedge boundaries should wrap around exposed end parking bays as shown in the above photo.

In accordance with design code LB2, hedge boundaries should be between 1m and 1.25m in height in order to effectively screen parked cars from view. Hedge boundaries below 0.5m in height are likely to be inadequate to serve this purpose as shown in the above photo.

LB3 - Landscape screening of blank industrial facades

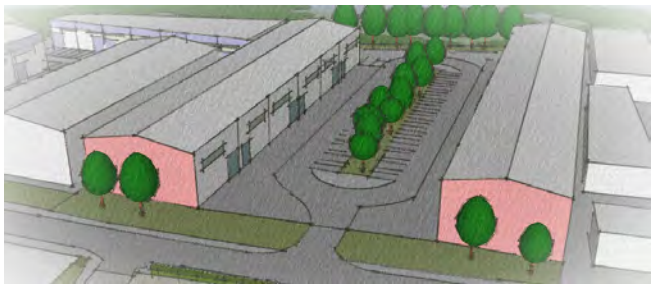
Blank industrial façades erected adjacent to any green edged site boundary defined on Map D which are longer than 20m in length must be visually screened by trees in accordance with the following standards:

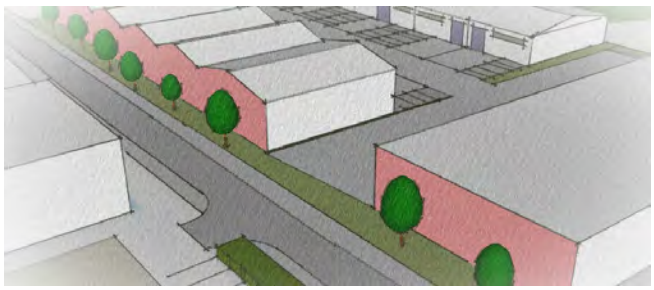
- > 20m of blank industrial façade = 2 trees
- > 30m of blank industrial façade = 3 trees
- > 40m of blank industrial façade = 4 trees
- > 50m of blank industrial façade = 5 trees

Trees must be planted between the blank industrial façade and the highway boundary.

The precise spacing of trees is down to the applicant to determine. However, trees will need to be sited outside of vehicle and pedestrian visibility splays.

A blank industrial façade is defined as any industrial building elevation or wall which does not contain windows.





Above - Examples of how tree planting is intended to enhance the public realm adjacent to blank industrial facades

Lack of planting adjacent to a blank industrial façade resulting In a poor quality business park environment

5 FRONT BOUNDARY LANDSCAPING

Background / Rationale

5.9 Background design and planning appraisal of the site suggests that existing development frontages along River Way and Temple Bank are of a poor environmental quality.

5.10 Existing frontages and boundaries are generally characterised by the dominant visual impact of blank industrial facades, hard-standing, vehicle parking and security fencing.

5.11 These features create a unattractive environment for pedestrians people moving around and through the area. It also lowers the investment potential of the area.

5.12 A key opportunity highlighted in the area appraisal is to enhance the character of the area by ensuring new development provides more attractive and well-landscaped development frontatges.

5.13 Significant opportunities also exist to neaten up the parking arrangements along development frontages.

5.14 Enhanced landscaping along a development frontage is viewed to be key in changing the image of Templefields, bringing about the revitalisation of the area and creating a more attractive and modern business park setting.

5.15 Soft landscaping along development frontages ensuring the delivery of Sustainable Urban Drainage (SUDs) features, critical given the site's proximity to the River Stort floodplain and flood risk zones present in the LDO area.

Photos above - frontages along River Way and Temple Fields characterised by cluttered and dominant parking, fencing, unattractive areas of hardstanding and dead frontages.

Further Guidance

5.16 Landscape boundaries will need to be maintained in accordance with LDO conditions H3 and H4 which ensure the provision and maintenance of visibility splays at site access points. Condition H8 requires hedges to be maintained so as not to obstruct the highway.

6 FENCES, GATES AND WALLS

Introduction

6.1 The purpose of this chapter 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.

Background – Permitted development rights under the GPDO

6.2 Outside of the LDO normal permitted development rights for fences and boundaries are established in Schedule 2, Part 2 of The Town and Country Planning (General Permitted Development) Order (as amended) (GPDO). This 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 Templefields North East LDO

6.3 The LDO extends permitted development rights, subject to the requirements set out in this chapter of the design code.

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

- Class 1.3 of Schedule A (Building Operations);
- Class 1.3 of Schedule B (Extension and Alterations); and
- Class 2 of Schedule D (Minor Operations).

Application

6.5 As stated in the Order, the Templefields North East 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.

Standards

6.6 Table C presents maximum height standards and design parameters for the erection of gates, fences, walls or means of enclosure in different locations within the LDO area.

Aims

6.7 The LDO provides greater scope for businesses wanting to undertake these minor operations. Design standards in Table C aim to ensure that fencing and gates are provided adjacent to the public realm do not negatively affect the character of the public realm.

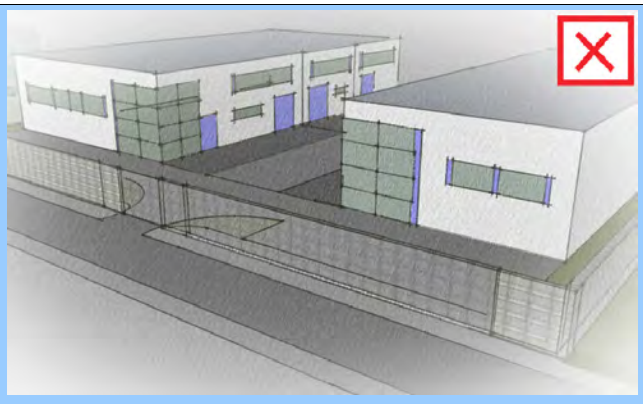
6.8 Codes therefore aim to balance the need for companies to create secure businesses premises with the need to create an attractive and high quality business park environment.

Deadening impact of security fencing adjacent to the footway

Effective landscaping and setting back of security fencing

Table C – Design code parameters for the erection of gates, fences, walls		
Location	**Max Height**	**Design Requirements**
Adjacent to any public highway.	**2m**	• Must be visually permeable. • Must be erected no closer than 2m from the highway. • Must be buffered by a strip of soft landscaping and planting of a minimum depth of 2m. • Landscape buffer strips must be provided along the entire length of fencing adjacent to the highway. • Gates at vehicle entrance points shall be set back at least 6m from the carriageway to allow vehicles to enter sites without causing an obstruction on the highway.
Side boundary of any site which is not adjacent to a public highway.	**2.5m**	• Must be visually permeable fencing or railings.
Rear boundary of any site which is not adjacent to a public highway.	**2.5m**	• Must be visually permeable fencing or railings.

Fencing permitted up to a maximum of 2.2m adjacent to a highway where it is buffered by a minimum 2m



Fencing not permitted adjacent to the public highway where it is not buffered by a 2m strip of landscaping.

Design aims:

Left - Security fencing successfully softened by landscaping and planting in order to create a more attractive public realm and a higher value investment. This can be easily achieved whilst maintaining necessary site security standards for insurance purposes.

Above, gates set back by 6m from the carriageway to ensure long vehicles can gain entrance to sites without obstructing the highway.

7 IMPACT ON SCHEDULED ANCIENT MONUMENT

Introduction

7.1 This chapter of the design code provides specific design and layout rules to guide development on sites adjacent to the Scheduled Ancient Monument (site of Roman Temple).

Purpose

7.2 The purpose of this ensure that the setting of the Scheduled Ancient Monument (SAM) - a significant designated heritage asset - is protected. It aims to ensure this by providing design and layout rules to shape the orientation and character of adjoining development. The setting of the Schedule Ancient Monument is also considered and protected in standards set out in chapter 2 on building heights.

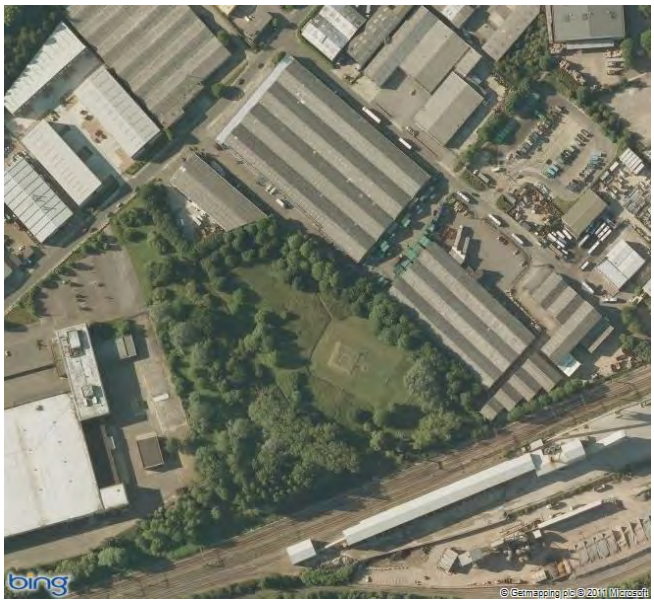
Background

7.3 Design code standards in this chapter are based on a detailed appraisal process as set out in the Templefields North East Heritage Impact Assessment (2013).

Application

7.4 Design codes in this chapter only apply to the sites shaded yellow in the map below. These sites are adjacent to the SAM. Specific requirements apply to particular forms of development adjacent to the SAM boundary defined on Map E below.

Scheduled Ancient Monument (SAM) - Roman Temple Site



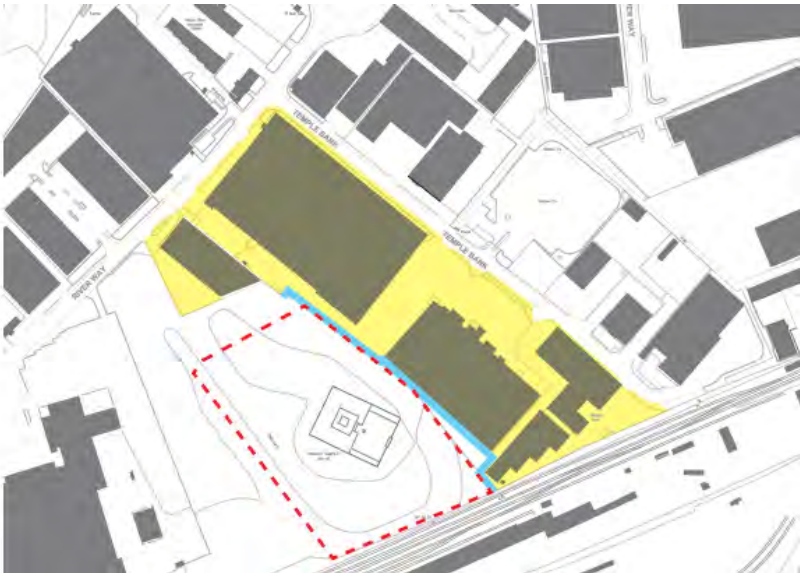
Setting and boundaries of Schedule Ancient Monument

MAP E - SAM Impact Mitigation Map

Scheduled Ancient Monument (SAM) - Roman Temple Site

SAM Boundary

Sites adjacent to SAM Boundary

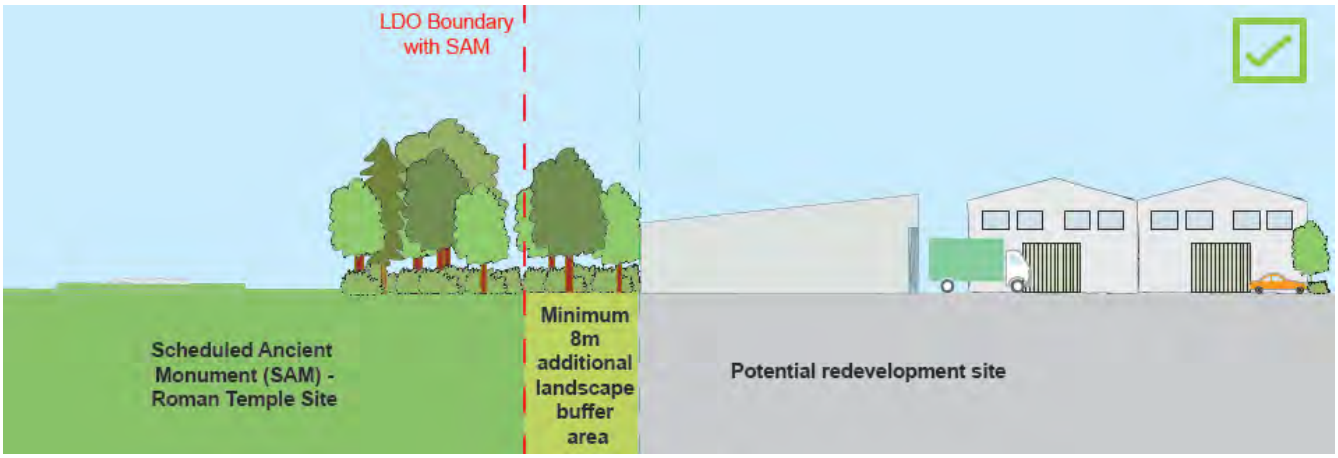


7 IMPACT ON SCHEDULED ANCIENT MONUMENT

SAM1 - Landscape screening adjacent to the SAM boundary

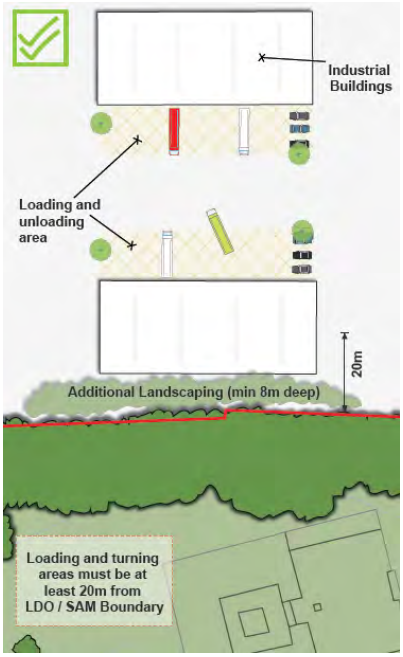
The redevelopment of any site adjacent to the SAM boundary as defined on Map E (edged blue) must result in an additional landscape screening / buffer strip.

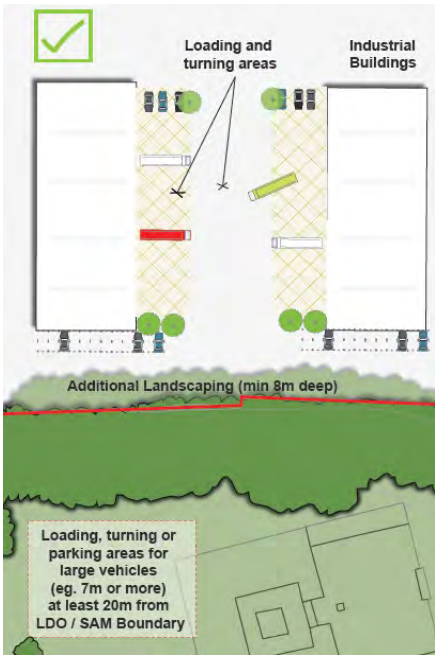
Landscape screening strips shall be as a minimum 8m in depth and run along the entire SAM boundary. Landscape screening shall comprise trees, foliage and Sustainable Urban Drainage (SUDs) measures.

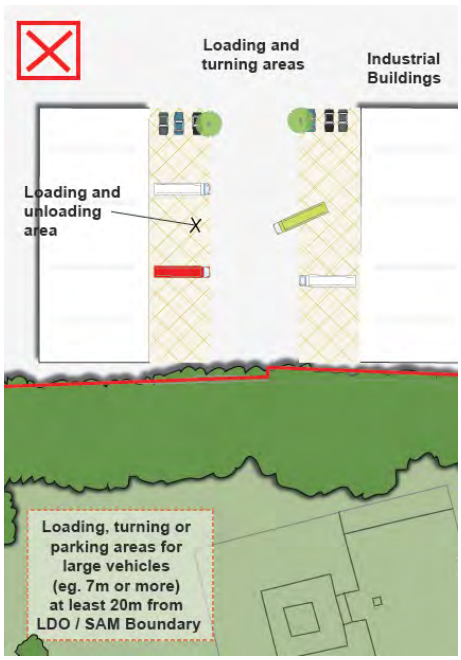


SAM2 - Vehicle loading, unloading and turning areas in relation to a boundary with the SAM boundary

Areas for loading, unloading or vehicle turning must be at least 20 metres from the SAM boundary edged on Map E.



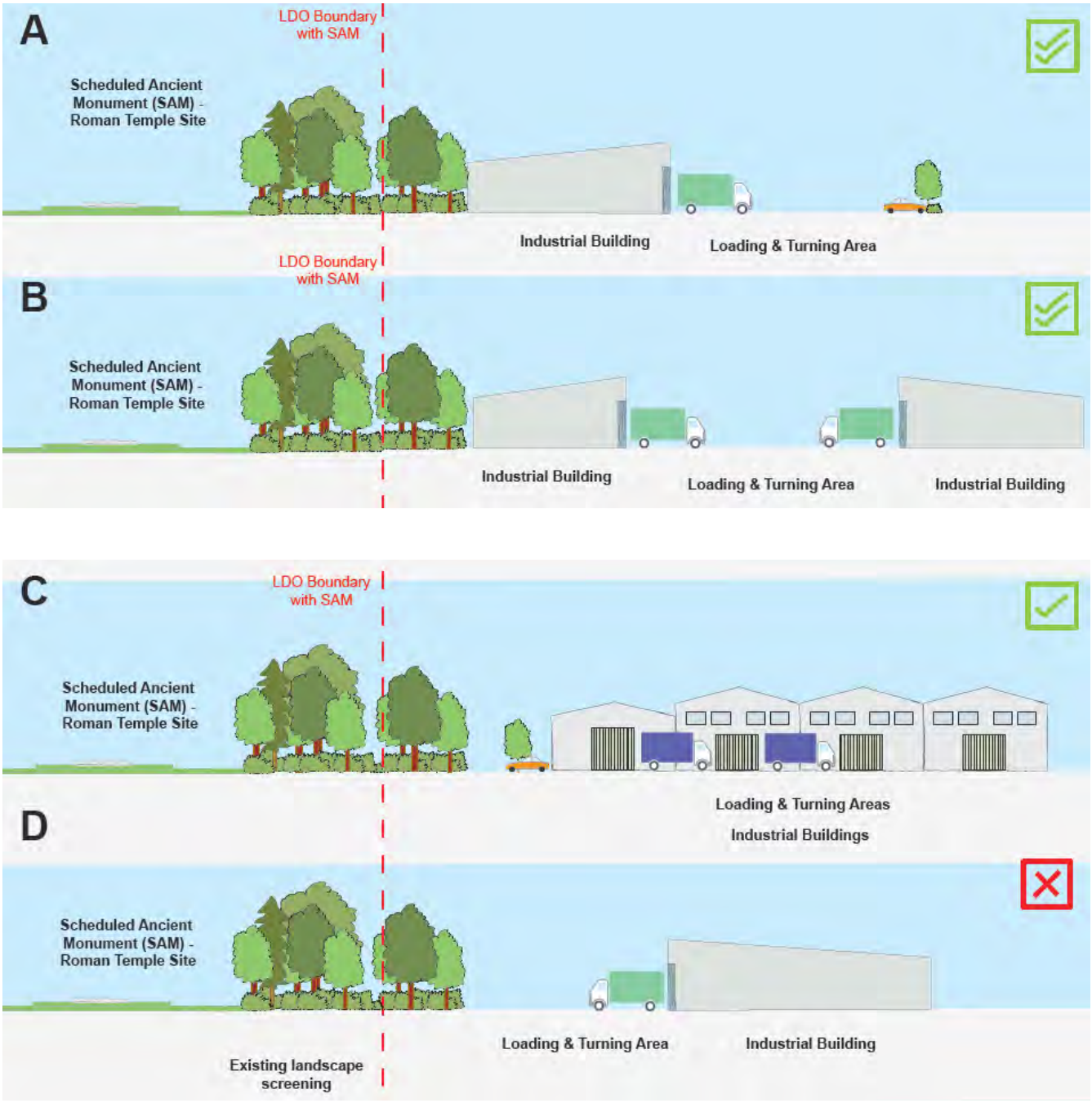




Note - The preferred strategy is to screen the SAM from industrial processes by using the back of an industrial building (see illustration - above, left).

SAM3 – Orientation of industrial buildings adjacent to the Scheduled Ancient Monument boundary

Any industrial building erected within a distance of 50m of the boundary of the Scheduled Ancient Monument (SAM) must be orientated so that any building façade likely to receive loading or unloading activities should not face directly towards the SAM boundary, unless it is screened by another forward facing building (as shown in illustration B).



8 VEHICLE VISIBILITY SPLAYS

Introduction

8.1 This chapter of the design code sets out junction visibility splay standards for new vehicle access points. Standards applied are highlighted in Table D below.

Relationship to the LDO

8.2 Subject to highways authority approval, planning permission is provided for a new access onto the highway under the following classes of permitted development in the LDO Schedule:

- Class 1.3 of Schedule A (building development); and
- Class 1.3 of Schedule B (extensions and alterations).

8.3 LDO condition H3 (vehicle visibility splays) requires visibility splays in accordance with these standards to be provided prior to the occupation or first use of any development.

8.4 Standards in Table D apply to all access points along River Way and Temple Bank.

Table D - Visibility Splay Standards

Minimum Junction Visibility Splay Requirements		
Site access visibility splays	x	4.5m
	y	70m

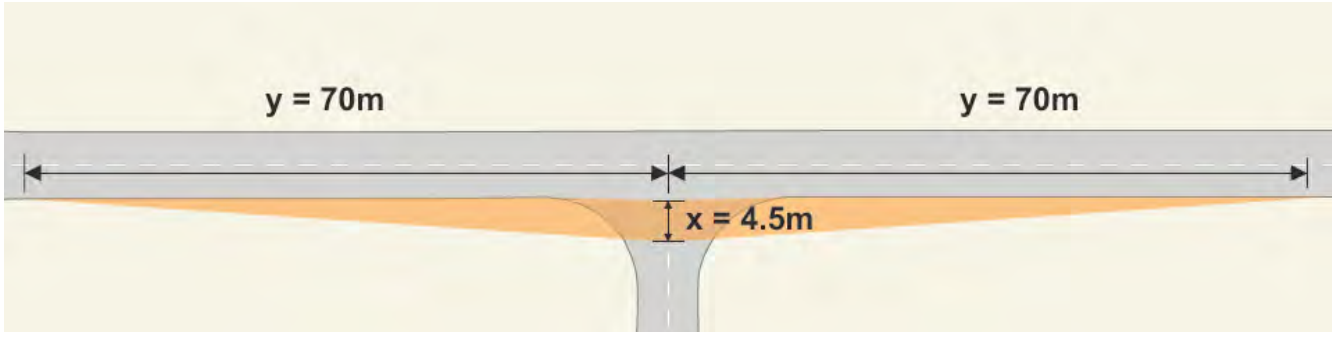
Definitions and further guidance:

X distance - is measured backwards along the centre line of the site access from the 'give way' line and / or the nearside edge of the carriageway of the industrial road (major road).

Y distance - is measured from the centre line of the site access in both directions along the major road.

Visibility splay - The y sections of the visibility splay is drawn in both directions along the nearside carriageway boundary with the footway (kerb) along the industrial road (major road). The visibility splay is drawn back to connect both y points to the x distance of 4.5m at the site access.

See illustrative example below.



9 PARKING STANDARDS

Introduction

9.1 This chapter sets out the parking standards for new development both in terms of provision and design.

9.2 The following parking standards are presented:

- Maximum and minimum car parking requirements.
- Minimum standards for disabled parking, cycle parking and powered two wheeler parking.
- Permitted design and dimensions for parking bays and turning spaces in car parking and private frontage slip road areas.
- Cycle parking design standards.

Relationship to the LDO

9.3 Planning condition P1 – *Parking Standards for New Development* – is attached to the following classes of permitted of development within the LDO Schedule:

- Class 1 of Schedule A (Building Development);
- Class 1 of Schedule B (Extensions and Alterations); and
- Class 1 and Class 2 of Schedule C (Change of Use).

9.4 Planning condition P1 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.

Parking Standards for Use Class B1 (Business) and B2 (General Industrial)

Use	Vehicle		Cycle	Powered Two Wheeler	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 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**Under 200 vehicle bays in total =** 2 bays of 5% of total capacity, whichever is greater. **Over 200 vehicle bays in total =** 6 bays plus 2% of total capacity.
B1b - Research & Development	1 space per 30 sqm	1 space per 50 sqm			
B1c - Light Industrial	1 space per 30 sqm	1 space per 50 sqm			
B2 - General Industrial	1 space per 50 sqm	1 space per 60 sqm	1 space per 250 sqm for staff plus 1 space per 500 sqm for visitors		
All requirements are calculated by Gross Floor Area (GFA) of B1 or B2 use.					

9 PARKING STANDARDS

Background to parking standards

9.5 The parking standards contained in this chapter mirror the adopted Essex Parking Standards (2009). Additional parking requirements have been added to these adopted standards. This is to ensure that minimum staff parking standards are applied for business and industrial uses.

The need for minimum standards

9.6 This is because the adopted Essex Parking Standards only contains maximum parking standards for B1 and B2 uses and does not set any minimum threshold for staff parking provision.

9.7 The reason for this was that minimum standards were prohibited by national planning policy which existed at the time of the document's preparation. However, no such restrictions exist in the NPPF.

9.8 Because the LDO site is adjacent to a number of residential and commercial areas, inadequate provision of on site parking within the area could potentially lead an overflow of parking in to the adjacent residential areas.

9.9 For this reason, it is considered to be essential that adequate parking provision is provided for new developments in the LDO area.

The basis of minimum parking standards

9.10 The minimum parking standards presented in this chapter have been devised to cater for 50% the expected members of staff generated by different business and industrial land uses.

9.11 As there is a significant difference in the number of employees generated by office (B1a), research and development (B1b), light industrial (B1c) and industrial (B2) uses, the minimum parking standards in this chapter are set to reflect these variations.

9.12 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.

9.13 In preparing these standards the Council has had to balance the need to:

- ensure sufficient parking is provided within the development site in order to prevent the overspill of staff parking onto nearby residential areas; and
- 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.

Variations to parking requirements

9.14 Requested variations to the parking standards set out in this chapter are not encouraged. However, 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.

Calculating parking requirements

9.15 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.

9.16 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.

9.17 Where industrial buildings comprises an ancillary office, parking requirements are calculated by reference to the total amount of gross floor area in B2 (industrial) or B1c (light industrial) use and B1a (office) use.

Shared parking areas

9.18 Where a number of separate buildings are intended to share parking areas, requirements on the total floor area of all buildings within a development site in which staff will be using shared parking areas.

Lorry parking and turning

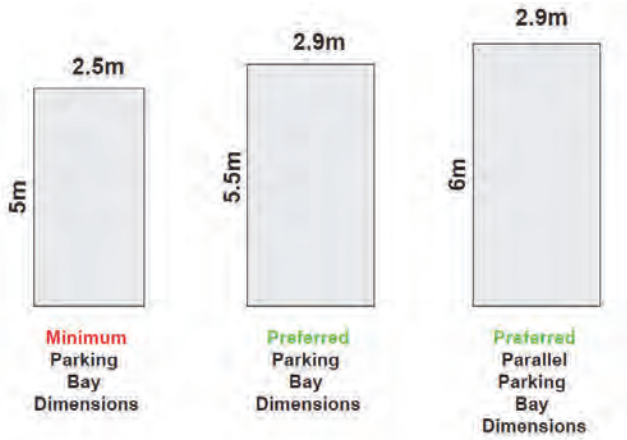
9.19 The extent to which a business may need to park lorries can only be determined by that business. Consequently, there are no specific requirements for the number of lorry parking spaces for land uses.

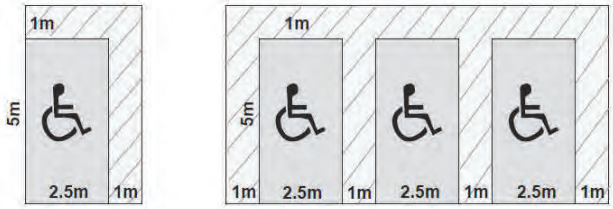
9.20 It is important to ensure that lorry parking does not result in the obstruction of the highway and developers must ensure that sufficient turning and parking space is allocated within a development site to facilitate off-road parking and manoeuvring of lorries.

9.21 LDO conditions P2 and P3 require loading, unloading and turning to be undertaken within a development site. They also ensure bays and turning spaces are provided prior to occupation and are sufficient to ensure that vehicles can enter and exit in a forward gear (so as not to obstruct the highway).

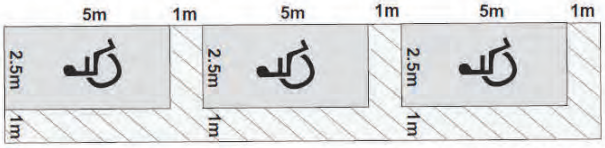
Parking bay sizes

9.22 Parking bays of at least the minimum dimensions shown below must be provided in all instances. The preferred bay sizes shown are encouraged.

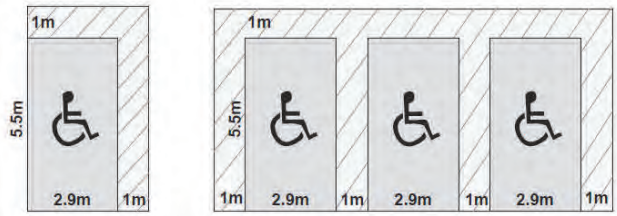




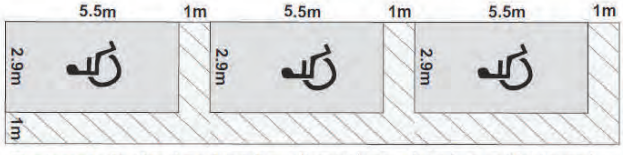
Minimum disabled parking bay dimensions when in perpendicular layout.



Minimum disabled parking bay dimensions when in parallel layout.



Preferred disabled parking bay dimensions when in perpendicular layout.



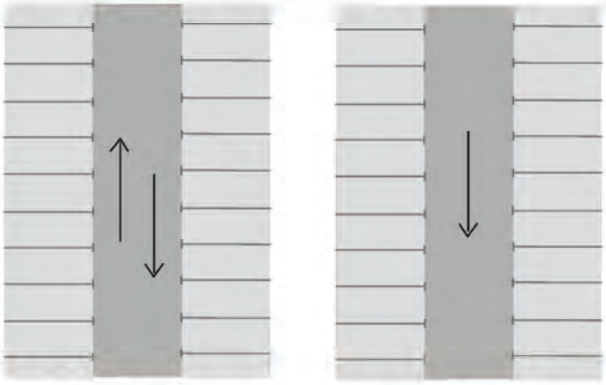
Preferred disabled parking bay dimensions when in parallel layout.

Car park bay arrangements

9.23 The following illustrations provide minimum turning space standards for parking bays provided within car parking areas within development sites.

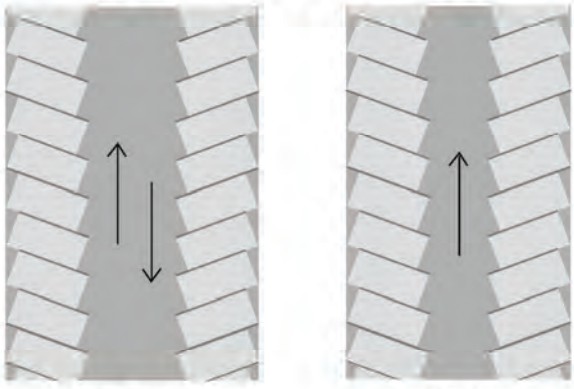
9.24 Turning space standards vary for 1 and 2 way vehicle flows as shown by the directional arrows and measurements shown.

Parking bays at 90 degrees



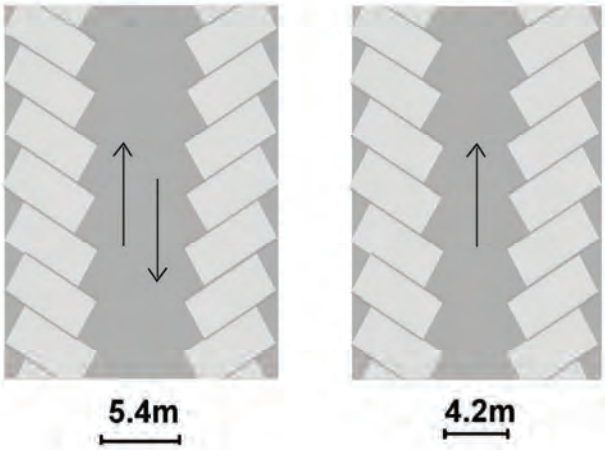
Minimum space required to manoeuvre from bay
One-way traffic flow = 6m
Two-way traffic = 6m

Parking Bays at 45 degrees



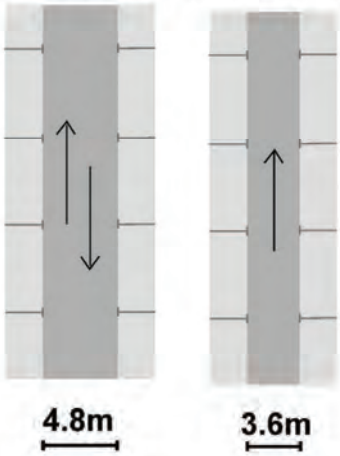
Minimum space required to manoeuvre from bay
One-way traffic flow = 3.6m
Two-way traffic = 5.4m

Parking Bays at 60 and 70 degrees



Minimum space required to manoeuvre from bay
One-way traffic flow = 4.2m
Two-way traffic = 5.4m

Parallel Parking Bays



Minimum space required to manoeuvre from bay
One-way traffic flow = 3.6m
Two-way traffic = 4.8m

(Source of Minimum Turning Space Standards: CIH&T: Manual for Streets 2: 2010: p82 and Essex County Council Adopted Parking Standards, 2009)

Cycle parking design

9.25 Providing well-located, safe and secure cycle parking is a key factor in encouraging people to cycle as an alternative to using the private car.

9.26 Businesses should provide a mix of short and long-stay depending on the nature of a business. The following design standards must be met for all new cycle parking:

Left - short stay cycle parking

Below - long stay cycle parking

Bottom - Sheffield cycle stands

CP1 - Design principles for cycle parking

Staff cycle parking provision should:

- be secure and covered;
- benefit from natural surveillance or CCTV;
- be well lit; and
- be located close to building entrances.

Long stay staff cycle parking should be located in a secure (locked) covered area to prevent theft or tampering.

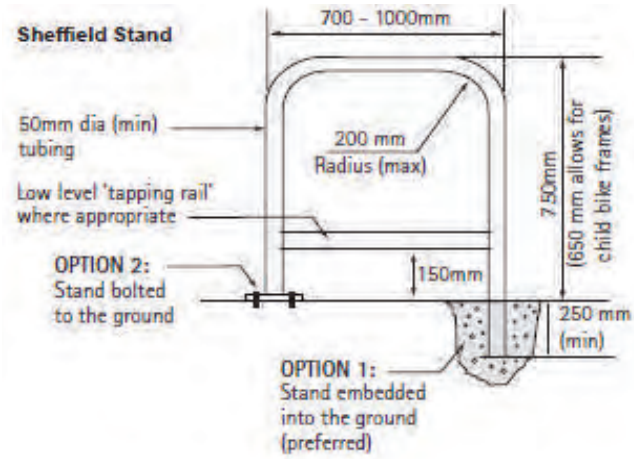
Short stay cycle parking for visitors should preferably be covered and situated as close to building entrances as possible in order to benefit from natural surveillance and overlooking.

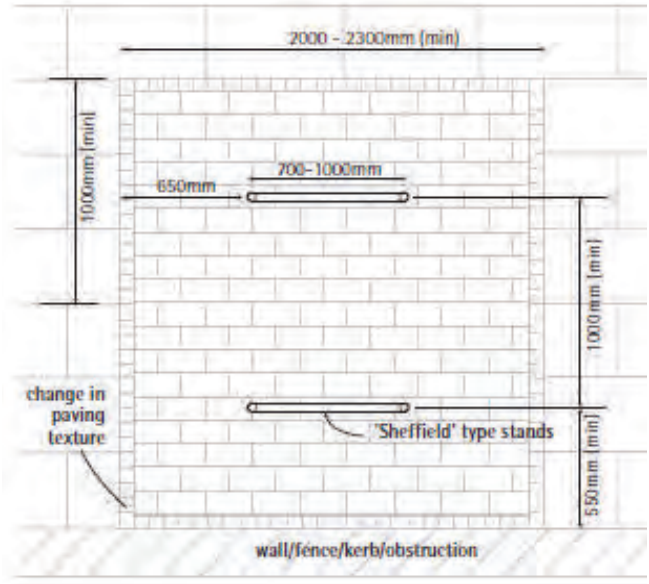
Cycle parking stands must be designed to ensure that both the front and back wheels of a bicycle can be locked to the stand.

Stands that grip only one wheel do not provide adequate support or security.

To ensure this is possible cycle stands must be at least 700mm long from bar to bar.

Stands should be either bolted or embedded to the ground.





9.27 The Sheffield stand designs presented to the right provide additional guidance on the design and spacing of cycle parking stands.

Appendix A – Design Code Compliance Self-Assessment Sheet

This self-assessment sheet should be completed and submitted alongside any application for LDO Confirmation of Compliance.

Tick or Cross the relevant boxes. Please leave Council Confirmation column free.

Design Code / Design Table	Applicable	Not Applicable	Complied with	Not Complied with	Council Confirmation (Leave free)
Chapter 3 - Building Heights					
(References: See Table A, Map A and supporting illustrations in Chapter 3)					
Is the development in Area 1 and within height restrictions?					
Is the development within 30m of the Stort Boundary defined on Map A and within the height restrictions?					
Is the development in Area 2 and within height restrictions?					
Is the development in Area 3 and within height restrictions?					
Is the development within 25m of the SAM Boundary defined on Map A and within the height restrictions?					
Chapter 4 – Building set back					
(References: See Map C, and supporting illustrations and definitions in Chapter 4)					
Are frontage buildings in compliance with the set back standards set out on Map C?					
Chapter 5 – Front Boundary Landscaping					
(References: See Map D and codes LB1, LB2 and LB3 of chapter 5)					
Are the minimum standards for front boundary landscaping adjacent to a public highway met? (see design codes LB1 and LB2) **Where blank facades are erected adjacent to a public highway are the minimum standards presented in design code LB3 for landscape screening met?**					
Chapter 6 – Fences gates and walls					
(References: See standards in table C, chapter 6)					
Is there fencing adjacent to any public highway and does it meet requirements in Table C?					
Is there fencing on any side or rear boundary not adjacent to a public highway and does it meet requirements in Table C?					

Design Code / Design Table	Applicable	Not Applicable	Complied with	Not Complied with	Council Confirmation (Leave free)
Chapter 7 – Impact on Scheduled Ancient Monument					
(References: Map E and design codes SAM1, SAM2 and SAM3 in chapter 7)					
Is development adjacent to the defined SAM boundary defined on Map E and does the development provide an additional buffer strip of landscaping as required by code SAM1?					
Is development adjacent to the defined SAM boundary and are loading, unloading and vehicle turning areas at least 20 metres from the SAM boundary defined on Map E?					
Is an industrial building erected within 50m of the defined SAM boundary and orientated to ensure that any building façade likely to receive loading or unloading activities does not face directly towards the SAM boundary (unless screened by another forward facing building)?					
Chapter 8 – Vehicle Visibility Splays					
Does any new junction proposed accord with the vehicle visibility splay standards set out in Table D of chapter 8?					
Chapter 9 – Parking Standards					
In terms of provision, does the parking proposed accord with the maximum and minimum parking standards set out on page 29?					
Do the parking bay sizes accord with the minimum standards set out on page 31?					
Do the parking bay arrangements comply with the minimum spacing requirements set out on page 32?					
Does the cycle parking meet the standards set out in design code CP1?					

Harlow Council

Working together for Harlow