London Road North
Design Code

Adopted July 2014
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1 INTRODUCTION

Introduction

1.1 This design code has been prepared by Harlow Council for the London Road North Local Development Order (LDO) area. It has been drafted alongside the masterplan and LDO for the site.

1.2 Purpose

The purpose of the design code is:

a) to clarify what forms of development constitute acceptable design quality and therefore benefit from the planning permissions granted in the LDO;

b) to provide a flexible framework to enable and coordinate the delivery of the masterplan for the site; and

c) to flesh out in more precise detail the standards for development which cannot be explained or illustrated in the LDO.

Development certainty

1.3 The design code establishes a fast-track and certain process to obtaining planning permission through the LDO. It defines up front the design parameters and standards applied to LDO permitted development. The code is therefore a fundamental mechanism in the delivery of a radically simplified planning system for the site.

Application of the code

1.4 The design code is applicable within the London Road North LDO boundary as defined in Appendix A of the London Road North LDO.

1.5 The requirements of this design code apply any class of LDO permitted development where planning permission is conditional on development according with the requirements of the design code. Certain classes of LDO permitted development are conditional on development complying with specific chapters, tables or codes in this document.
1 INTRODUCTION

Document structure

1.6 This document is structured in four parts. Part three of this document comprises the design code. Part four provides parking standards.

Introduction

1.7 This introduction defines what a design code is and explains Harlow Council’s approach in using design codes to bring forward enterprise zone development at the site.

Masterplan & spatial vision

1.8 Chapters 2 and 3 explain the rationale behind the masterplan and spatial vision for London Road North.

Design code

1.9 Chapters 4 to 10 of this document constitute the design code. The code presents a set of precise design parameters and standards to coordinate the delivery of development within the LDO area. It is these specific urban design standards by which LDO development will be assessed.

Parking standards and design

1.10 Chapter 11 presents parking standards for new development and design requirements for parking bays and cycle parking.

Appendix A – Design code index

1.11 An index of design codes in this document with page references is provided in Appendix A which is intended to assist developers and development control officers in using the document and locating relevant design codes.

The aim of the design code

1.12 The design code has the following aims:

- to achieve high quality design in accordance with the Harlow Design Guide Supplementary Planning Document and the National Planning Policy Framework (NPPF).
- to provide clarity and certainty to landowners, developers, businesses, the Local Planning Authority, the Local Highways Authority and the local community 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.
- to function as a delivery tool by providing a flexible and clear framework to enable the realisation of the masterplan.
- to effectively coordinate the development across a large site in different ownership.
- to ensure that this new addition to east Harlow is effectively planned, developed and integrated into its surroundings over potentially a long-period of time.
What is a design code?

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

1.14 The aim of a design code is to 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.

1.15 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 different aspects of a masterplan, without prescribing the final outcome.

Design code checklist

1.16 To assist developers and to streamline the LDO and design code compliance process, a design code checklist has been prepared. Completion of the design code checklist is a key requirement of the LDO confirmation of compliance application process.

1.17 Like the LDO confirmation of compliance application form, the design code checklist is a stand alone document which is available on the Council’s website.

1.18 Not all the design codes will apply to every form of development, so completing the checklist is a useful way for developer to double check exactly which design codes are relevant to their development proposal.

Flexibility – variations to the design code

1.19 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

1.20 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.

1.21 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.
Harlow’s approach to design coding

1.22 Design codes are a versatile tool. Harlow Council’s approach has been to use design codes in a flexible and pragmatic way which is consistent with the philosophy and ethos of the enterprise zone status.

1.23 A fundamental aspect of enterprise zone status is a radically simplified approach to planning within the zone. The intentions behind this simplified approach is to promote private sector investment and growth by increasing the speed and certainty of the planning process and reducing potential delays, burdens or barriers to investment.

Design parameters: a loose framework

1.24 This design code uses parameters to establish flexible, clear and robust design standards for LDO permitted development.

What is a parameter?

1.25 Parameters are guidelines or criteria which shape but do not determine or prescribe an end result or outcome. The parameters of this design code establish a loose framework for the functioning of the permitted development regime within the LDO area. This is necessary in order to enable the diverse forms of development within the target sectors.

The focus of the design code parameters

1.26 The design code parameters are focused on the critical elements of design which are seen to be fundamental to ensuring high quality, sustainable development. These are viewed to be those features of development which affect the public realm, movement, the sustainability and value of development and its potential impact on its surroundings.

1.27 The focus of the design code is therefore on:

- street design (including carriageway, footway, verge, cycle path dimensions and tree planting);
- building set back;
- building heights;
- frontages, boundaries and fencing; and
- frontage building orientation and massing.
1.28 Internally within a development parcel a significant amount of flexibility and freedom is provided to allow development, business growth and innovation to be delivered across the broad range of sectors targeted by the enterprise zone. In the long-run, this freedom is considered to be a significant attraction for businesses locating to the zone.

1.29 Specific codes are provided in relation to mitigating residential impact as this was an important issue highlighted during the planning and contextual appraisal process.

The benefits of design coding

1.30 A range of published research suggests that design codes provide significant benefits to all stakeholders involved in the development process. The following benefits have been identified:

- **Delivery** - design codes are a powerful and proactive delivery tool. They enable the Council to provide full planning consent for LDO development. This avoids the need for further negotiations, potential uncertainty and delay.

- **Design Quality** - extensive evidence supports the potential of design codes to deliver improved design quality in a range of contexts.

- **Planning Certainty** – a more certain process for gaining development consent is provided with requirements defined upfront.

- **Less Ambiguity** - a set of clear standards to comply with is established thus reducing the scope for ambiguity and different interpretations.

- **Speed** – a more streamlined development control process is created, saving time and money for developers and local authorities and reducing the need for further negotiation and delays.

- **Certainty for Investment** - with the requirements for obtaining planning consent defined upfront, a more encouraging climate for private investment is created.

- **Transparency and Consistency** - design codes provide a more level, transparent and consistent playing field for developers.

- **Economic Value** - enhanced economic value that a positive sense of place and better quality of design can bring.

- **Coordination** - design codes can facilitate a more coordinated development process. This is particularly valuable when sites are large and in multiple ownership and where development is to undertaken by more than one developer.

Who should use the code?

1.31 The code provides 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 process:

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

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1 INTRODUCTION

The planning and design process

1.32 The preparation of the London Road North LDO, masterplan and design code are the outcome of a significant amount of background planning, design and appraisal work and engagement with stakeholders. The content of these documents has been guided by the preparation of a range of supporting technical studies in addition to baseline scoping work and engagement with stakeholders as illustrated below:

The design code and the NPPF

1.33 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 is indissoluble from good planning.
- Good design should make places better for people.
- New development should provide positive improvements in the quality of the built environment.
- 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.
- Good design should address the connections between people and places and the integration of new development into the natural, built and historic environment.

- 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 to deliver high quality outcomes.

1.34 The London Road North design code has been prepared to ensure the LDO accords with the NPPF in securing high quality design. It sets out clearly what the Council considers to be high quality design and what is therefore benefits from planning permission through the LDO.
2.1 The London Road North Masterplan sets out a bold and clear spatial vision to guide the future development of the LDO area. The purpose of the spatial vision is to translate the aims and intentions of the original enterprise zone bid into a marketable and deliverable masterplan for the London Road North site which is sufficiently flexible to accommodate changing circumstances.

**What do we want to achieve?**

London Road North will be a distinctive, highly accessible and sustainable business park location.

Enterprise zone development will provide an attractive range of high quality, well landscaped employment premises suitable for a range of small, medium and large businesses within the target Med-Tech, ICT and Advanced Manufacturing sectors.

London Road North benefit from strong connections to the strategic road network. Development will be structured around an efficient and legible street network providing strong connections to the rest of Harlow by public transport, road, foot and bicycle. The design and layout of development will help to ensure the site is carefully integrated with its surrounding urban and landscape context.

Alongside the development at Newhall, London Road North will comprise a sustainable and highly prestigious new addition to east Harlow. Together, the developments will provide the essential economic growth, jobs and housing the town needs in order to grow.

The clustering and growth of target sectors within the zone will galvanise Harlow’s existing strengths in the knowledge and high technology growth sectors generating spin-off effects to surrounding employment areas.

Development of the site will put Harlow and West Essex firmly on the map an area driving economic growth in the South East Local Enterprise Partnership (LEP) and making a vital contribution to the economic recovery of the country as a whole.

**Key elements of the spatial vision**

2.2 The key elements of the spatial vision for London Road North are described in detail in the London Road masterplan. These elements should be read as a 19 point plan for optimising the development potential of the site and ensuring that it is sustainable. It is therefore vitally important that each feature is delivered.

2.3 This section briefly lists the key elements. Readers should refer to the masterplan for further details and description of the key features of the masterplan and the rationale behind it.
1) A new junction on the A414
2.4 A new junction access on the A414 will create strong connections to the strategic road network.

2) Highways improvement to strategic routes
2.5 Significant highways improvements along the A414 on the north and southbound approaches to this new junction will help mitigate potential congestion on this key strategic route running through Harlow to the M11.

3) A new frontage on the A414
2.6 Development will create a new, high profile frontage on the A414. This will announce the presence of the zone to passing traffic flowing through Harlow.

4) A gateway into the zone
2.7 Landmark buildings fronting corner locations at the A414 / Urban Boulevard junction will provide a gateway entrance into the enterprise zone site from the strategic road network.

5) A new Urban Boulevard
2.8 A new tree lined Urban Boulevard will provide an attractive, well landscaped route into the business park. This new street will link the A414 to the enterprise zone and flow through into planned neighbourhood centre and housing area at Newhall.

6) Frontage buildings along the Urban Boulevard
2.9 Frontage development along the Urban Boulevard and street trees planted at regular spaces will provide a strong sense of place with frontage buildings defining the street and enclosing the space between.
7) Moving the proposed Link Road further south
2.10 Moving the alignment of the Link Road to the south is essential to avoid the water pumping station, allotment gardens and protected wildlife verge constraints. It also helps to create a development parcel to the north of sufficient depth to accommodate business buildings and associated parking.

8) A Main Employment Avenue
2.11 A new Main Employment Avenue will provide a strong structuring element running through the central spine of the site. This street will be an attractive and well-landscaped multi-modal corridor providing efficient movement routes for employment traffic, buses, pedestrians and cyclists.

9) Spaces for a variety of small, medium and large business within the target sectors
2.12 Development parcels suitable for a diverse range of small, medium and large sized businesses, including incubator units for start-up companies will be created.

10) Making sustainable movement a viable alternative
2.13 Movement routes created by the masterplan and design codes will ensure the delivery of viable long-term bus routes which can plug in effectively into Harlow’s existing public transport network. The movement framework will provide attractive and legible walking and cycling routes, in addition to efficient routes for private cars and employment vehicles.
11) Sustainable Urban Drainage (SUDs)

Opportunities to incorporate Sustainable Urban Drainage features into the overall street and frontage design will be maximised. This will play a critical role in defining a green, well-landscaped and park-like environment, attractive to investors and businesses.

SUDs corridors incorporated into street and frontage design.

12) Adjoining residential properties

Adjoining residential dwellings have a close proximity to potential development within the site and will be effectively screened from development by landscaping.

13) Respecting the landscape

The surrounding landscape assets and existing internal landscape features will be respected and incorporated into the overall layout of the scheme as key structuring elements.

14) Integrating with Newhall

The opportunity to sensitively merge the enterprise zone development with the adjacent Newhall neighbourhood centre and housing area will be facilitated. The Newhall Approach Character Area will provide an appropriate transition between the main employment uses within the site and the commercial and predominantly residential land uses provided at Newhall.

Mixed use ground floor units and traffic calming measures along Newhall Approach Character Area helps to bridge the gap between the employment area and Newhall, helping to integrate the two areas.

15) Newhall public square

Development within the enterprise zone boundary will front a new public square at Newhall neighbourhood centre. This will be a lively mixed use commercial area containing a range of shops, cafes, restaurants, services and potentially a shared public space and market stalls.

16) A new frontage on London Road

A new frontage on London Road will be created at the junction of the Urban Boulevard and London Road. Buildings on corner plots will wrap round the junction corners and help to enclose the space at Newhall Neighbourhood Centre.
2.22 The opening up of a new link will be facilitated to provide pedestrian and cycle connectivity to the London Road South redevelopment site. This is essential to ensure the sustainable functioning of the London Road South site. It will ensure employees there can access the bus and cycle network to be delivered along the Main Employment Avenue.

18) An enhanced Public Right of Way

2.21 The existing Public Right of Way (PROW) running through the site will be significantly enhanced and incorporated into the overall movement framework for the site. This route will provide an attractive tree-lined pedestrian and cycle path into the zone from London Road and help to connect the site to existing walking and cycling network.

17) A new landmark

2.20 A new landmark building will be provided terminating views into the Enterprise Zone from Newhall. This will highlight the main entrance to the Enterprise Zone site to people moving through the area and enhance the character and legibility of the area.
3.1 This chapter briefly describes the main components of the masterplan in order to provide background to the design code. The masterplan for London Road North has three core components. These are:

- A movement framework which is based on a coherent urban structure and street hierarchy and the delivery of sustainable transport options.

- The creation of specific character areas which relate to development frontage locations within the street hierarchy. Character areas provide a framework for the location of different employment activities and land uses within the LDO area.

- The creation of development parcels which relate to different land ownership holdings.

Illustrative masterplan

3.2 An illustrative masterplan has been prepared to visualise the optimum development potential of the site and to demonstrate how development parcels could be developed through the LDO and design codes.

Flexibility and fluidity

3.3 The masterplan is not a rigid blue print for development within the LDO area. It fixes certain key, fundamental elements which are required of the development; but it does not dictate a particular development outcome. Sufficient scope and flexibility has been designed into the LDO and design code parameters to enable a multitude of different development outcomes to come forward.

Background - London Road North Masterplan Document

3.4 The London Road North Masterplan document explains the rationale behind the masterplan for the site in detail. It highlights how an understanding of the site issues, constraints and
3.5 The basis of the masterplan is the movement framework. Key features of the movement framework and masterplan are described below:

KEY FEATURES:
1. New signalised T-junction on the A414
2. New Urban Boulevard (Link Road) connecting the Enterprise Zone and Newhall to the A414. Link Road alignment brought further south to:
   - create a sufficiently large development parcel to the north for business class buildings and associated parking;
   - avoid the water pumping station and tree belt; and
   - link into the Newhall masterplan and connect to the proposed Newhall Primary Road Network
3. New unsignalised T-junction connecting the Urban Boulevard to the Main Employment Avenue
4. Main Employment Avenue through the site
5. Water pumping station constraint
6. New junction on London Road providing a gateway into Newhall Phase 2 and neighbourhood centre
7. New Access Road built along existing public right of way providing access to planned electricity sub station and employment sites
8. Retained landscaping / tree belt
9. Enhanced Public Right of Way - access limited to pedestrians, cycles and emergency vehicles
10. Proposed electricity sub-station
11. Existing public right of way retained connecting to A414 through Markhill Wood
12. Essential linkage provided connecting the two LDO areas - provision for cycles and pedestrians. Restricted access for private vehicle through traffic.
13. New Junction Access onto London Road from Main Employment Avenue
14. Newhall Phase 2 Masterplan
15. Planned Newhall Phase 2 Neighbourhood Centre
16. Newhall Primary Road Network (Planned Bus and Cycle Route)
17. Church Langley Neighbourhood Centre
18. London Road South Redevelopment Area
Rationale behind the movement framework

3.6 The movement framework and masterplan have been devised in light of the following priorities and drivers:

- To release well-connected development parcels which reflect the different land ownership areas within the site.
- To ensure strong connections are made to the strategic road network in order to create an attractive business park environment.
- To provide legible, attractive and well-connected movement routes fronted by development which are easy to navigate and move through.

- To optimise the potential for modes of sustainable transport, particularly for bus, cycle and pedestrian movement by:
  - maximising the opportunities for bus service providers to deliver viable long-term bus routes to serve the development.
  - plugging the main movement routes through the site into the existing bus network serving key movement generators such as Harlow Town Centre, Harlow Town Train Station and Harlow Mill Station and the intended bus network extensions planned for Newhall Phase 2.
  - plugging walking and cycle routes into the surrounding network.
3 MASTERPLAN

Street hierarchy

3.7 The movement framework creates a logical urban hierarchy. Individual movement routes and development frontages can be easily defined by their location within this overall urban hierarchy.

![Street Hierarchy Diagram]

Development parcels

3.8 The masterplan and movement framework broadly accords with different landownership holdings and site constraints identified (for example landscaping areas and public rights of way).

3.9 The development parcels presented are not rigidly defined but are set within a fluid framework which is held together by the design code parameters. The parameters for delivering the movement framework are presented in chapter 8 of this design code.

3.10 Design parameters have been set to ensure that the masterplan is sufficiently responsive to change and so that developers have enough room for manoeuvre when delivering development on the ground.

3.11 This means that the precise development parcels could change in dimension or ownership. However, the critical movement and frontage design components of the masterplan will still be delivered.
3 MASTERPLAN

Land uses

3.12 An overriding aim of the masterplan is to create a well-integrated and sustainable business park. Business parks are often designed as inward facing, single use enclaves which characteristically turn their backs on their surroundings. A common fault is that they rarely offer any social and commercial amenities within a close walking distance.

3.13 The absence of necessary supporting amenities reduces the sustainability of employment areas and makes them less attractive places to work for highly skilled employees. This inhibits their attractiveness to businesses and investors. Fundamental aims of the masterplan have therefore been:

- to fully integrate the site with its existing surroundings and connect it to the planned development taking place adjacent to it; and
- to encourage an appropriate range of commercial and social uses within walking distance from places of work.

3.14 The LDO provides for a limited range of mixed (A and D class) uses within a specified geographical location (see map right). Commercial and social uses identified in the LDO must be located on the ground floor of buildings fronting either the Urban Boulevard (east) and London Road. Units are limited by location and floorspace in order to avoid uses competing with existing centres.

3.15 The design intention is to draw some of the activity and vibrancy from the planned neighbourhood centre at Newhall into the enterprise zone. This will help to make the enterprise zone an attractive place to work and do business.

3.16 This location is considered to be more suitable than other areas in the zone as it is adjacent to and contiguous with the planned neighbourhood centre. Aligning these uses along the Urban Boulevard (east) - the main east-west movement route through east Harlow - means uses will be in suitably high profile, visible locations and therefore likely to experience high pedestrian footfall.

3.17 The map below also illustrates where office and research development may be most likely to locate. The expectation is that industrial businesses and smaller advanced manufacturing and engineering companies will be attracted to development parcels off the Main Employment Avenue. However, there are no restrictions in the LDO to this effect and flexibility is provided.
Character areas

3.18 Three readily identifiable character areas are created in the masterplan. These illustrated on the map to the right and are entitled:

- Enterprise Zone Gateway;
- Newhall Approach; and
- Main Employment Avenue and Fringe.

3.19 The extent of the character areas has been guided by:

- frontage locations on different movement routes within the urban hierarchy;
- the surrounding context for development in these areas;
- the likely form, layout and character of development, land uses and employment activities which these areas are expected to house.

Purpose of character areas

3.20 Character areas play a key role in shaping the urban form and the use of buildings within different locations in the LDO area. Urban form can be defined as the general pattern, height, scale and use of development as well as structural elements such as streets and landscaping.

3.21 Character areas do not dictate the form of development which can take place in different locations within the LDO area. The purpose of their indication is to illustrate the most appropriate areas which certain uses, activities, building typologies and development forms are likely to locate.

3.22 The LDO and design code create a framework to enable and coordinate the masterplan vision and ensure development achieves high quality design. The urban design components of the different character areas are coded in chapters 4 and 5 on building heights and street and frontage development parameters. Schedule A and Appendix C of the LDO sets out the precise scope for land uses within the LDO area.
Relationship to the LDO

3.23 Appendix C of the LDO - the London Road North LDO Designations Map - sets out four distinct zones for LDO development.

3.24 Schedule A (Building Development) of the LDO contains three classes of permitted development. Each class of Schedule A development corresponds to a different zone defined on Appendix C, as specified in the particular class of development.

3.25 The relationship between the classes of Schedule A development and zones on Appendix C of the LDO can be summarised as follows:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Relevant class of LDO development (Schedule A – Building Development)</th>
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<tbody>
<tr>
<td>Zone A</td>
<td>Class 1 - Office, research and development, light industrial and industrial development</td>
</tr>
<tr>
<td>Newhall Approach Character Area</td>
<td>Class 2 – Mixed use office and research and development within the Newhall Approach Character Area</td>
</tr>
<tr>
<td>Zone B</td>
<td>No development</td>
</tr>
<tr>
<td>Zone C</td>
<td>Class 3 Primary Substation</td>
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3.26 Zone A therefore contains two character areas:
- Enterprise Zone Gateway; and
- Main Employment Avenue and Fringe.

3.27 These character areas are defined spatially in tables 3A and 3B.
**Definition of character areas**

3.28 As explained above, the extent of the Newhall Approach Character Area is defined precisely in Appendix C of the LDO.

3.29 The extent of the Enterprise Zone Gateway Character Area and Main Employment Avenue and Fringe Character Area is defined in Tables 3A and 3B.

3.30 The precise extent of the above two character areas is to a certain extent fluid at this stage of the planning and design process as the highways infrastructure has not yet been constructed and the aim of the design code and masterplan is to ensure that flexibility is provided regarding the delivery of these elements.

3.31 However, character areas are defined clearly by reference to frontage locations along the planned street hierarchy. Therefore, once the street network is established, character areas and development parcels will be readily identifiable.

### Table 3A - Enterprise Zone Character Area

<table>
<thead>
<tr>
<th>Geographical Area</th>
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<tr>
<td>The Enterprise Zone Gateway Character Area comprises:</td>
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<tr>
<td>• all land within development parcel A which is located in Zone A (as defined on Appendix C of the LDO); and</td>
</tr>
<tr>
<td>• all frontage development within development parcel B which is adjacent to:</td>
</tr>
<tr>
<td>o the A414;</td>
</tr>
<tr>
<td>o the Urban Boulevard (Link Road) West; or</td>
</tr>
<tr>
<td>o the designated corner plot at the junction of the Urban Boulevard (Link Road) up to the junction with the Main Employment Avenue (Feeder Road) [see design code RH7 page 42].</td>
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Note that the enterprise zone gateway character area does comprise a limited amount of frontage development on the Main Employment Avenue within development parcel B. However, this is limited to the designated corner plot as defined in design code RH7 (see page 42). This is to allow frontage development to ‘turn the corner’ as required by RH7.

![Enterprise Zone Gateway Character Area](image)

![A414 Frontage Development](image)

![Urban Boulevard Entrance](image)
### Table 3B - Main Employment Avenue and Fringe Character Area

**Geographical Area**

The Main Employment Avenue and Fringe Character Area comprises development within Zone A which is comprised within:

- development parcels D, E, F, G and H;
- development parcel B and does not front the A414, Urban Boulevard (Link Road) West or any designated corner plot (see design code RH7 page 42); and
- development parcel C (which is not within the Newhall Approach Character Area).

### Table 3C - Newhall Approach Character Area

**Geographical Area**

The Newhall Approach Character Area is defined precisely on Appendix C of the LDO.

It contains frontage development within development parcels A and C which is adjacent to:

- London Road;
- The Urban Boulevard (Link Road) East; and
- the designated corner plot at the junction of the Urban Boulevard (Link Road) up to the junction with the Main Employment Avenue (Feeder Road) [see design code RH7 page 42].