Introduction

7.1 The purpose of this chapter of the design code is to establish design principles and parameters to guide the development and erection of site boundaries within the LDO area. It establishes height limits and design standards for site boundaries in different locations within the LDO area.

Background – Permitted development rights under the GPDO

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

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

Extensions to permitted development rights through the London Road North LDO

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

7.4 This form of development can be undertaken under the following classes within the LDO:

- Schedule A (Building Development), Class 1.3;
- Schedule A (Building Development), Class 2.3;
• Schedule B (Extensions and Alterations), Class 1.3; and
• Schedule E (Minor Operations), Class 2.

Application of the design code parameters

7.5 The design codes presented in this chapter only apply to development undertaken through classes of permitted development set out in the LDO. They have no impact on development undertaken through permitted development rights in the GPDO or via a planning application. The LDO provides a further layer in addition to existing planning permissions.

Variations to boundary standards

7.6 Complying with the design code standards is a condition attached to classes of permitted development in the LDO. 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.

How to use this section of the design code

7.7 There are two main elements to this chapter of the code. Design codes B1 and B2 provide specific instructions with respect of boundary landscaping of site boundaries adjacent to a public highway.

7.8 Table A sets out maximum height standards and design parameters for the erection of gates, fences and walls in different locations within the LDO area. These standards extend existing permitted development rights set out in the GPDO and provide certainty to developers about what forms of development can be undertaken through the LDO.

Safety, security and crime prevention measures

7.9 Security is an important consideration and the design and layout of development should minimise the opportunities for crime. The need for businesses in the area to develop premises which meet insurance standards and Secure by Design certification standards or similar is recognised.

7.10 However, the quality of the public realm can be significantly affected by the form of boundary treatments that separate it from land in private ownership. The location and design of fencing can have a highly detrimental impact on the character and appearance of the public realm and people’s sense of safety and security when moving through an environment.

Examples of how high security fencing adjacent to a public footway can have a deadening and intimidating impact on the public realm, detrimentally impacting the character and appearance of an area.

7.11 It is not always necessary to turn business premises into a fortress in order to reduce the risk of crime. Target hardening measures which take no account for the quality or attractiveness of the public realm can have a counter-productive impact on safety and security and on the value of capital investments. This is particularly the case in areas dominated by hostile security fencing, lacking in natural surveillance and human activity. These environments can often be magnets for crime and anti-social behaviour, undermining aims to create a secure and high value business environment.

7.13 The design codes in this section therefore aim to balance the need for companies to create secure businesses premises with the need to create an attractive and high quality environment for businesses and pedestrians.
7 BOUNDARIES AND FENCING

Relationship between development frontages and boundaries

7.14 A development frontage is defined as the area of land between the public highway and a building. The type of development frontages is likely to have a significant influence on the type of boundaries required adjacent to a highway and this is reflected in the design codes in this chapter.

Frontage options

7.15 Tables 5A to 5G of chapter 5 (street and frontage development parameters) establish maximum and minimum set back standards for frontage buildings and appropriate frontage treatments along new and existing highway boundaries and adjoining the public right of way.

7.16 Most frontages immediately adjacent to a relevant highway have relatively generous maximum set back standards of 16.5m. This maximum dimension has been set in order to provide sufficient space for either:

- private slip roads with limited staff, visitor and disabled parking provision; and/or
- open soft landscaping and Sustainable Urban Drainage (SUDs) features.

7.17 A 16.5m set back has been set because this distance provides sufficient space for parking bays, disabled bays, turning space, pedestrian movement and adequate front boundaries in the form of landscape screening.

7.18 The only variation to this general frontage principle is within the Newhall Character Area where development fronts the Urban Boulevard (Link Road). Here, it is envisaged that a tighter sense of enclosure will be created by drawing frontage buildings closer to the street. This precludes the provision of frontage parking and wide building set backs.

7.19 However, there is a feedback mechanism built into the design codes so if on-street parking is not provided along the Urban Boulevard (Link Road) East, then codes allow for limited frontage parking and building set backs to the same standards as set for the Urban Boulevard (Link Road) West.
Development adjacent to a public highway within Zone A (as defined on Appendix C of the LDO) shall provide landscaped boundaries in accordance with the following requirements:

a) As a minimum, boundary landscaping adjacent to any public highway shall be 2m deep (subject to point c). This area shall comprise an appropriate provision of soft landscaping and incorporate sustainable urban drainage measures, shrubbery and trees.

b) Building projections, entrances, articulation and corner features are permitted within 2m of the highway along certain frontages, as defined in Tables 5A and 5B of Chapter 5.

c) Minimum requirements for boundary landscaping may only be reduced in accordance with design code B2.

7.20 Where blank industrial frontages are provided along a development frontage fronting a relevant highway, development must also accord with design code R11.

7.21 Design code B1 does not apply to frontage development along the Urban Boulevard (East) and London Road within the Newhall Approach Character Area. Here, frontage development will have a tighter relationship with the public highway. Basic parameters for this location are set out in Table 3 of Chapter 5 of the design code.
7 BOUNDARIES AND FENCING

B2 – Front boundary landscape screening of parking bays adjacent to a public highway

Where parking is provided along a development frontage the requirements of design code B1 will not apply and the following requirements must be met:

a) All parking bays should be sufficiently screened from the highway by boundary landscaping/vegetation. Landscape screening must:
   i. 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;
   ii. comprise evergreen/non-deciduous species of hedge in order to provide effective year round screening;
   iii. 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
   iv. on exposed end parking bays, wrap around the long side of the end parking bay, as shown in the photos A and B).

b) Landscape boundaries may be reinforced by low level fencing of a similar height (as shown in photos A and B).

Additional Guidance

7.22 Landscape boundaries will need to be maintained in accordance with LDO condition H8 to ensure that they do not cause an obstruction to the public highway.

7.23 The placement of boundary hedges will also need to comply with LDO condition H3 and H4 which relate to the provision and maintenance of vehicle and pedestrian visibility splays.

7.24 The dimensions of parking slip roads will need to be designed in accordance with Chapter 11 – Parking Standards and Design.
Design rationale – B2

7.25 The purpose of landscape boundaries is to provide adequate screening of vehicles. The requirements aim to avoid development frontages resembling car show rooms and ensure parked cars do not have a visually dominant impact on the street scene.

7.26 Where they are planted, hedges will make a significant contribution to the overall business park character.

7.27 The maximum height requirements have been set to ensure that screening allows for natural surveillance of the street. This will enable some visual interaction between the street and frontage development and enhance the character, safety and attractiveness of the public realm.

Requirements for fencing, railings, gates and walls

7.28 Design code requirements covering the erection of fencing, railings, gates and walls when undertaken through the LDO are set out in Table A, B and C.

7.29 LDO permitted development rights for fencing, railings, gates and walls are set by character area (see pages 17 to 20 for definitions).

<table>
<thead>
<tr>
<th>Location</th>
<th>Max Height</th>
<th>Permitted Forms / Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjacent to a relevant highway and within the Enterprise Zone Gateway and Newhall Approach Character Area</td>
<td>2m</td>
<td>• Visually permeable fencing, railings or gates.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Must not be erected any closer than 10m from a relevant highway boundary, unless erected on the side of buildings and set back at least 2m from the frontage building line.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Gates at vehicle entrance points must be set back at least 6m from the carriageway to allow vehicles to enter sites without causing an obstruction on the highway.</td>
</tr>
</tbody>
</table>

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 footway.

Fencing may be erected within 10m of a highway but only when on the side of buildings and set back at least 2m from the frontage building line (see red fence).
Table 7B - Gates, fences, railings or walls adjacent to a public highway within the Main Employment Avenue and Fringe Character Area

<table>
<thead>
<tr>
<th>Location</th>
<th>Max Height</th>
<th>Permitted Forms / Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjacent to a public highway within the Main Employment Avenue and Fringe Character Area. (Note that public highways include right of ways and pedestrian / cycle paths)</td>
<td>2m</td>
<td>- Visually permeable fencing, railings or gates.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Must be erected no more than 3m of any highway boundary.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Security fencing must be buffered by a minimum 3m soft landscaping and planting set back strip which shall run between a fence and the highway.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Gates at vehicle entrance points must be set back at least 6m from the carriageway to allow vehicles to enter sites without causing an obstruction on the highway.</td>
</tr>
</tbody>
</table>

The following examples explain the design rational behind these requirements.

- An example of how landscaping strips comprising hedges, planting and trees can mitigate the impact of security fencing and help to enhance the character of the public realm and create a high value business park setting.

- Security fencing not permitted adjacent to the public highway where it is not buffered by a 3m strip of landscaping.

- 2m fencing permitted adjacent to a highway where it is buffered by a 3m strip of landscaping.

Guidance - Private frontage parking in the form of a slip road and parking bays can help to prevent security fencing from dominating the public realm and increase human activity and natural surveillance adjacent to the highway.
### Table 7C - Gates, fences, railings or walls not adjacent to a public highway on any side and rear boundary in any character area

<table>
<thead>
<tr>
<th>Location</th>
<th>Max Height</th>
<th>Permitted Forms / Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Side boundary of any site which is not adjacent to a public highway</td>
<td>2.5m</td>
<td>• Visually permeable fencing, railings or gates.</td>
</tr>
<tr>
<td>Rear boundary of any site which is not adjacent to a public highway.</td>
<td>2.5m</td>
<td>• Visually permeable fencing, railings or gates.</td>
</tr>
</tbody>
</table>

(Note that public highways include right of ways and pedestrian / cycle paths)