

Great Yarmouth and Lowestoft Enterprise Zone

Design Code for Beacon Park Local Development Order

Consultation Draft - <INSERT DATES OF CONSULTATION>

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1. Introduction

- 1.1 This draft Design Code complements the draft Beacon Park Local Development Order which will grant permission for the following classes of development:
- Class 1: Site Investigation
 - Class 2: Development of buildings for office, research and development and light industrial uses.
 - Class 3: Electronic Communications.
- 1.2 Planning permission granted by the order under classes 1,2 and 3 above is subject to compliance with this Design Code.
- 1.3 The Design Code has been prepared to allow for flexibility. Its purpose is to establish clear design instruction and guidance. It does not fix the 'design' of development but rather presents parameters within which development must be delivered. The Design Code proposes the form and layout of the development that is acceptable but does not fix architectural style or detailing.
- 1.4 The Design Code contains indicative images providing examples of development form and landscaping considered relevant and appropriate for Beacon Park.
- 1.5 This Design Code retains the parameters and guidance from the Design Code which complemented the 2012 Local Development Order. However, this Design Code has been restructured to follow the relevant headings from the Government's National Model Design Code.
- 1.6 The Council would encourage developers to discuss their emerging proposals for plots within Beacon Park prior to progressing with development.

2. Design Code

Context

- 2.1 The site is located to the south west of Gorleston-on-Sea on Norfolk's east coast. Gorleston-on-Sea is a suburb of Great Yarmouth, an internationally renowned centre for the offshore energy industry which also has a high-tech electronics sector. Great Yarmouth's 24-hour port handles a range of cargoes, offering an effective gateway to Northern Europe.
- 2.2 Beacon Park lies adjacent to the A47 corridor between Great Yarmouth and Lowestoft, which provides excellent access to both of these settlements. Great Yarmouth railway station, which is located 10 km north of the site, provides links to Norwich and, thereby onto London. Lowestoft railway station 11 km to the south provides services to Norwich, Ipswich and beyond. Norwich International Airport, is located 42 km to the north west.

- 2.3 Beacon Park includes residential development and a range of community facilities including a hotel, public house and restaurant. The site is adjacent to existing commercial development and the James Paget Hospital. A new District Centre comprising a convenience store, and other services and facilities is planned immediately to the north-east of the site. A full range of shops and services can be found in the town centres of Gorleston, Great Yarmouth and Lowestoft.
- 2.4 The majority of the site is now developed following the success of the 2012 LDO. The development to date has been well-designed set within high quality landscaping.
- 2.5 The development is typically low-rise and low density business park character with the buildings and landscaping working together to create an un-intrusive and verdant character.
- 2.6 The site benefits from good utility provision. It is served by an 11kVA electricity supply network suitable for all uses and the primary distribution was completed with the construction of the first phase of primary infrastructure. The site also benefits from water and gas connections. Telecommunication ducting has also been installed.
- 2.7 Figure 1 shows a masterplan of the site with the undeveloped plots and plots with undeveloped land identified.

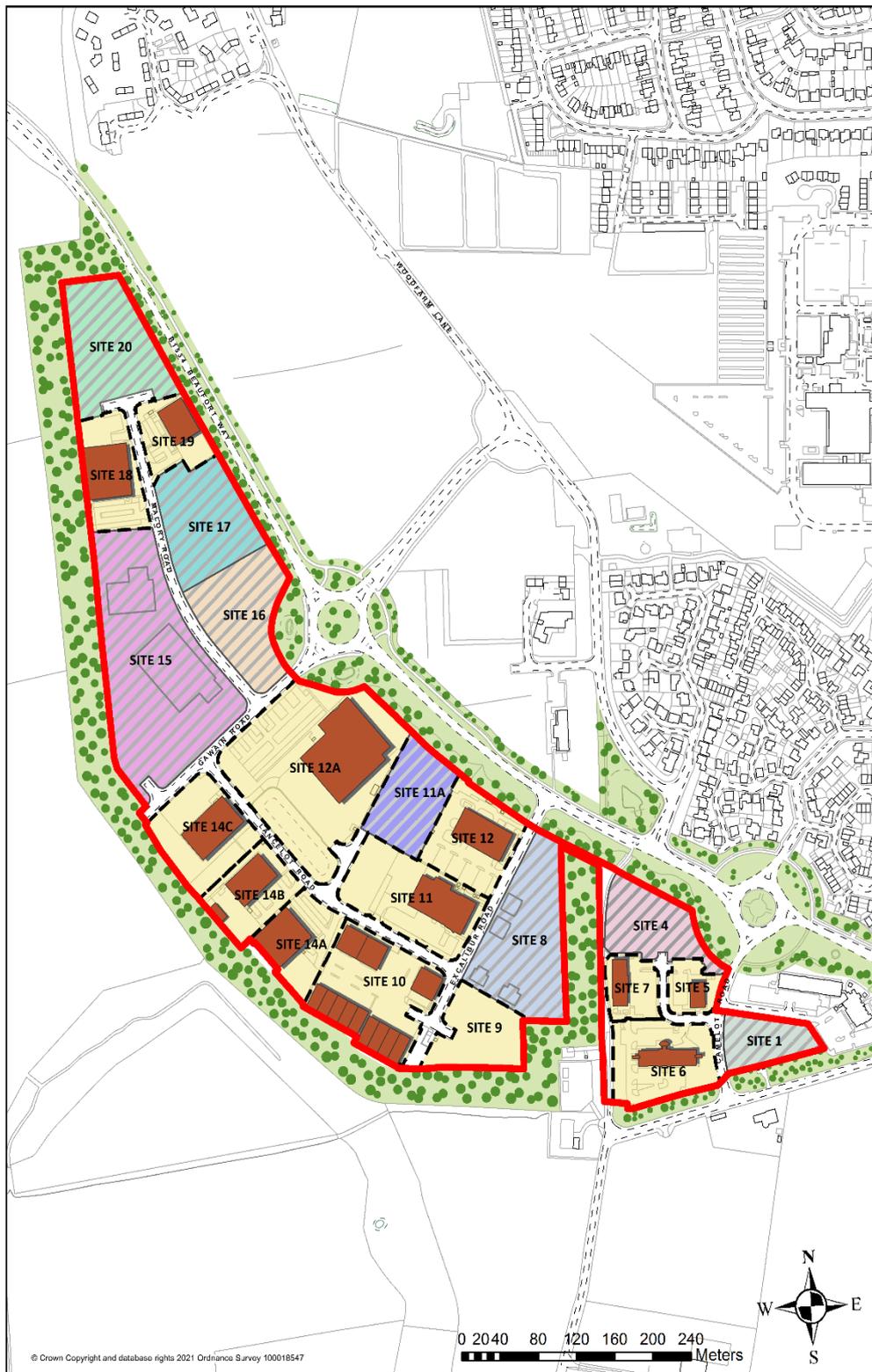


Figure 1 - Masterplan

Historical Context

- 2.8 Beacon Park lies within an extensive area of cropmark evidence of field systems and enclosures of Iron Age to Roman and later. Previous archaeological investigations of the site have identified evidence of prehistoric artefact scatters and pits as well as undated archaeological features relating to the cropmarks. The extent of the cropmark evidence indicates that there is a high potential that important archaeological remains will be present across the whole of the Local Development Order area.
- 2.9 Further trial trenching is required to recover as much information as possible and determine the presence/absence, date, extent, state of preservation and significance of any archaeological layers or subsoil archaeological features. This evaluation may indicate the need for a further phase of Archaeological Excavation or Monitoring during the development phase if features of importance are found and these cannot be preserved in situ.
- 2.10 Development proposals under the LDO should follow the Archaeology protocol found in Appendix 1.

Movement

Streets

- 2.11 The access and servicing streets for the site are already in place. All undeveloped plots also have access spurs. The existing street network provides a permeable and legible network for all forms of transport. Any new streets through undeveloped plots should be constructed to the standards contained within Norfolk County Council's "Safe Sustainable Development"¹ or any superseding guidance issued by Norfolk County Council. The road system will not be suitable for adoption unless it complies with these standards. The maintenance of the internal road network will remain the responsibility of the developer if it is not adopted.
- 2.12 The north end of Mallory Road has no connection to Beaufort Way for pedestrians and cyclists creating longer journeys for those who wish to travel to the north/west to the nearby residential areas. Therefore, the development of Site 20 should include a pedestrian/cycle link to Beaufort Way and the woodland walk to the north of the site.
- 2.13 Where appropriate, footways should include areas for landscaping and boundary demarcation by hedging and should be routed on the most obvious routes for 'travel' around the Park to avoid damage to landscaping and planting.
- 2.14 In order to ensure a satisfactory and safe access and egress from the highway, developments should (as a minimum) be completed in accordance with the standards for sight lines set out in the publication "Safe Sustainable Development" or any superseding guidance issued by Norfolk County Council.
- 2.15 In order to ensure satisfactory and safe turning facilities, developments should be completed in accordance with the standards set out in FTA publication "Designing for Deliveries"²

¹ See: <https://www.norfolk.gov.uk/rubbish-recycling-and-planning/planning-applications/highway-guidance-for-development/publications>

² See: <https://logistics.org.uk/>

Parking

Car Parking

- 2.16 Car parking is to be provided within each plot. Parking must be designed so that it does not dominate views from the Beacon Park spine road. Areas of surface car parking should be divided up with tree and shrub planting. Car parking spaces shall be clearly marked on the surface of a designated parking area and shall be kept free of other obstructions that might prevent the use of the area for parking.
- 2.17 A maximum of 1 car parking space per 30sqm of gross external floorspace under Class 2 of the Local Development Order should be provided. 5% of these spaces should be suitable for disabled users. 1 space per 20 car parking spaces should be suitable for motorcycle parking with a minimum of 1 space.
- 2.18 Developers are encouraged to provide electrical car charging points.
- 2.19 In exceptional circumstances where a particular occupier requires parking spaces above the standard specified and this cannot be reduced by the use of effective workplace travel planning policies, then developers are at liberty to provide additional spaces, but will be required to provide a cogent supporting submission in support of this deviation when submitting the self-certification form contained in Appendix 1 of the Local Development Order. The Council will then confirm whether the evidence is sufficient to meet this element of the Design Code and therefore accord with the condition of the Local Development Order.

Cycle Parking

- 2.20 Development under class 2 of the Local Development Order should provide 1 cycle parking space per 50sqm of gross external floorspace.
- 2.21 Developers are encouraged to provide covered shelters for cycle parking where it is practicable to do so. The 'Sheffield' type cycle stand is a recognised good standard design.

Emergency Services Access

- 2.22 There will be a need to ensure that in the event of accident or fire, free access is available for emergency vehicles to all areas where business activities are carried out. The design of the development should ensure that access to buildings and storage areas are kept clear of landscaping, parking spaces or other features that could prevent or hinder access by emergency service vehicles.

Nature

Landscape and Biodiversity

- 2.23 Development at Beacon Park to date has been well landscaped and laid out with high quality open amenity areas. Additional amenity areas should be provided throughout the site in association with new development. The layout design for each plot should include amenity open space around buildings and operational areas, comprising a mix of native plant species, to create a pleasant working environment through varied texture, colour and form.

- 2.24 The high quality landscape design required should use both formal and informal native planting with less formal clump planting of mixed age to provide some ‘instant’ effect to define spaces around each development plot and an overall coherent green structure. High density ground cover planting is to be provided, to encourage a closed canopy as quickly as possible, reducing the need for long-term maintenance.
- 2.25 Buildings should be designed to provide nesting and roosting opportunities for birds and bats.

Water

Surface Water

- 2.26 Sustainable Drainage Systems (SuDS) is to be implemented across the site with the objective of ensuring that flood mitigation is dealt with on site and avoid artificially altering the hydrological cycle.
- 2.27 Surface water run-off from individual plots should be restricted to the current greenfield run-off rates to ensure that there is no increased flood risk as a result of the development.
- 2.28 Note that Beacon Park is situated on a Principal Aquifer which is particularly sensitive to pollution. Deep soakaways for surface water are not permitted.
- 2.29 The Environment Agency provides guidance on pollution prevention which can be read here: <https://www.gov.uk/guidance/pollution-prevention-for-businesses>

Foul Water Drainage

- 2.30 The construction of the primary infrastructure in Beacon Park in 2000 included a connection to the nearest main sewer and provides capacity for all of the development on the Local Development Order. Some sections will need to be served by gravity networks to combined pumping stations linking to the primary network.

Water Conservation

- 2.31 In order to minimise the environmental impact of water demand, water efficiency should be designed into the development from the outset. For example, consideration should be given to rainwater harvesting and low water use fittings should be designed into the units.

Built Form

Density / Plot Ratio

- 2.32 The table below sets out the plot ratios in terms of building footprint to site area for each site within the Local Development Order as shown in Figure 1.

Table 1- Plot Ratio

Site	Plot size (hectares)	Target Building footprint
1	0.42	20-25%
4	0.63	20-25%

Site	Plot size (hectares)	Target Building footprint
8	1.14	20%
9	0.7	20-25%
10	1.37	40%
11	1.56	40%
12a	2.10	40-50%
14	1,98	40-50%
15	1.93	40-50%
16	0.89	40-50%
17	1.08	40-50%
18	1.11	40-50%
19	0.45	40-50%
20	0.94	40-50%

Height

2.33 Minimum and maximum heights for buildings constructed under Class 2 are set out in the table below.

Table 2 - Building Heights

Site	Storey range	Max height metres	Minimum Height metres
1	1-3	12m	8m
4	1-3	12m	8m
8	2	10m	8m
9	1-3	12m	8m
10	2	9m	8m
11	2	10m	8m
12a	1-3	12m	8m
14	1-3	12m	8m
15	1-3	12m	8m
16	1-3	12m	8m

Site	Storey range	Max height metres	Minimum Height metres
17	1-3	12m	8m
18	1-3	12m	8m
19	1-3	12m	8m
20	1-3	12m	8m

Form

- 2.34 The form of any new development must be designed and planned to ensure that it responds to the existing character of Beacon Park. The character of the workplace environment is to comprise a modern business campus-style layout.
- 2.35 The layout and design of buildings should allow for maximum natural surveillance and should have regard to Secured by Design - <https://www.securedbydesign.com/>. The development should maintain good visibility throughout the site by judicious layout design and use of external lighting. Appropriate internal landscaping and means of enclosure should be included to deter potential intruders, however, to maintain the open aspect of the site and the high quality environment, the use of security fencing will be kept to a minimum and only when alternatives such as hedging and landscaping will prove ineffective. Developers are advised to contact the Norfolk Constabulary Architectural Liaison Officer for detailed guidance on security measures.
- 2.36 Enclosed refuse areas and air conditioning compounds should where possible, be integrated within the building envelope, or screened by areas of landscaping.
- 2.37 Where adjacent sites are being developed concurrently, developers should seek to understand each other's proposals and make efforts to achieve designs that do not have unacceptable impacts.

Identity

Character

- 2.38 The design of all buildings should be of high quality. A variety of styles will be expected with both traditional and modern approaches where appropriate. Buildings should be designed and orientated so that the entrance, parking and loading areas are clear to the visitor. Efficient signage will be important in this respect.

Materials and Colours

- 2.39 Office buildings are to be constructed of either traditional cavity brickwork with pitched roofs, or steel framed with contemporary composite metal clad panels, with feature panels and architectural glazing. Industrial buildings are to be of steel frame construction with contemporary composite metal clad panels, with feature panels and architectural glazing.
- 2.40 Generally, more subdued and non-reflective finishes will reduce the overall impact of a building. Colour contrast and highly reflective materials may be used to highlight key

features such as entrances, windows and structure, but should generally be avoided over large areas of buildings.

- 2.41 These principles should be carried through into the design of ancillary structures.

Resources

Energy Efficiency

- 2.42 Buildings should be designed to include sustainability principles such as maintaining air quality, energy efficiency, orientation to make maximum use of daylight and sunlight, and should be robust in design in order to be able to adapt to changing needs.

Recycling Facilities

- 2.43 In all development, refuse and materials recycling collection facilities must be protected from the weather and designed as an integral part of the built form of the development proposals.

Lighting

- 2.44 Each plot must be provided with an adequate level of illumination in line with safety and security of all areas, at the same time as being used creatively for focal points and features. Lighting should be low level directed downwards to avoid contributing to night sky pollution.
- 2.45 Lighting design should keep glare to a minimum by ensuring that the main beam angle of all lights directed towards any potential observer is not more than 70°. Higher mounting heights allow lower main beam angles, which can assist in reducing glare. Some activities may require the deliberate and careful use of upward light - to which these limits cannot apply. However, care should always be taken to minimise any light trespass by the proper application of suitably directional luminaires and light controlling attachments

Re-use of Sand and Gravel Resources

- 2.46 There are potentially opportunities for the sand and gravel from onsite resources to be used in the construction phases of development. For example if sand and gravel is extracted to form part of sustainable drainage systems, and/or renewable energy schemes it could be used in construction where practicable. This will improve the sustainability of the project by reducing the need to extract sand and gravel from other locations.

Appendix 1 – Archaeology Protocol

The Protocol anticipates discoveries being made by Project Staff, who report to a Site Champion on their site (usually the senior person on site), who then reports to a person (the Nominated Contact) who has been nominated by the developer to co-ordinate implementation of the Protocol. The developer may have appointed a Retained Archaeologist to provide archaeological advice and/or services to the development. In this case the Retained Archaeologist would be an appropriate person to take the role of the Nominated Contact. The Nominated Contact will in turn inform the Norfolk County Council Historic Environment Service heritage@norfolk.gov.uk (01362 869275).

It is recognised that, for the Protocol to be effective, participants (such as Site Champions or project staff) may require appropriate training. The Norfolk County Council Historic Environment Service would be pleased to speak to developers about facilitating such training.

Where items of archaeological interest are recovered, Project Staff (under direction of the Site Champion) will:

- Handle all material with care.
- Any rust, sediment, concretion or marine growth should not be removed and 'groups' of items or sediments should not be separated.
- If possible photograph the item in the condition in which it was recovered.
- Record the position at which the artefact/sediments were recovered.
- Provide a unique reference number for each artefact, which is to be included on all recording and storage mediums.
- If the find is from a waterlogged or underwater environment, then Project Staff (under direction of the Site Champion) will arrange for the find to be immersed in seawater in a suitable clean container, which should be covered. It should be noted that 'time is of the essence' in terms of the recovery of waterlogged archaeological material. If waterlogged organic items are allowed to dry out this can cause irreparable damage. Care in handling items is paramount.

Where it is possible to identify the position from which the discovery originated, the Site Champion will arrange for a Temporary Exclusion Zone (TEZ) in which construction activities will cease temporarily (in the vicinity of the location), or move to an alternate location, until the advice of the County Council Historic Environment Service has been obtained.

The Nominated Contact should inform other teams engaged in potentially damaging activities in the same area, to ensure that they are aware of the position of the discovery so that further possible damage to the historic environment can be avoided.

The initial response of the Historic Environment Service will include an assessment of archaeological potential and a decision on the continuation or removal of the Temporary Exclusion Zone (TEZ).

The following types of discovery are likely to be of low potential:

- Reports of single, apparently isolated, finds that are not datable or are of modern (post-1800) or later date (with the exception of military remains).

The following types of discovery are likely to be of high potential:

- Reports of single finds that are of post-medieval or earlier date;
- Reports of single finds that relate to military aircraft;
- Reports of multiple finds from the same area;
- Reports indicating the presence of a wreck or other structural remains;

In the case of discoveries of low potential, the Historic Environment Service is likely to advise the Nominated Contact that the TEZ may be lifted and that construction activities in the vicinity of the discovery may recommence.

In the case of a discovery of high potential, the Historic Environment Service will advise the Nominated Contact of the implications of the discovery and of further actions that might be required. Further actions may include call-out investigations, the conversion of a TEZ to an Archaeological Exclusion Zone (AEZ), and/or the institution of a watching brief. The rationale for conclusions reached will be provided to the Nominated Contact.

If an AEZ is established a scheme of archaeological investigation will be required. Such investigation shall be undertaken in accordance with a written scheme which shall be submitted to and approved in writing by the Historic Environment Service. Work shall be carried out in accordance with that approved scheme and by a suitably qualified investigating body acceptable to the planning authority.

If the discovery is something to which specific legal provisions apply (treasure, human remains, wreck etc.), it will remain the responsibility of the developer to undertake such statutory reporting as is required.

The subsequent handling, retention or disposal of finds will be subject to applicable law and to arrangements between the developer and the institution receiving the archaeological archive arising from the scheme.