



**APPENDIX 4**

**GUIDELINES FOR THE DESIGN AND  
LAYOUT OF INDUSTRIAL/BUSINESS  
DEVELOPMENT**



## **GUIDELINES FOR THE DESIGN AND LAYOUT OF EMPLOYMENT AND BUSINESS DEVELOPMENT.**

A proposal for employment and business development should meet all policies of the Local Plan. However, the guidelines below provide a check-list of the most relevant policies for the developer to consider at the planning stage of the development.

### **Design, Layout and Landscaping**

The development should:

- i) be designed to ensure that scale, siting, layout, density, height, proportions, elevations and fenestration details are in keeping with the character of the area (Policy GD8 Character, Form and Design); and
- ii) provide for hard and/or soft landscaping (Policy GD10 Landscaping); and
- iii) retain and ensure adequate maintenance of important existing man-made and natural features on site, where appropriate, and ensure that the building and site blend in with the landscape from short and long distance views (Policy OC4 Landscape Character and Design of Development in the Countryside); and
- iv) use appropriate facing materials (Policy BC2 Facing Materials for Large Buildings, Policy BC3 Facing Materials for Extensions, Alterations and Ancillary Buildings); and
  - be sited and oriented in an energy-efficient manner, to minimise energy use (Policy GD2 Sustainability); and
  - be designed and laid out to discourage crime against the person and property (Policy GD11 Crime Prevention); and
  - be designed to ensure ease of access for all users and employees (Policy GD12 Access Needs)

### **Amenity**

The development should not materially harm the amenity of neighbouring properties as a result of loss of privacy\*, light or outlook, or harm the wider amenity of the area as a result of noise, frequency, times or sizes of vehicles, vibration, odours, dust, light, or other pollutants (Policy GD9 Amenity).

\*The minimum distance between employment or business developments will be as set out in Diagrams 2 and 2B of Appendix 2 (Guidelines for the Design and Layout of Residential Development).



## **Flood Risk and Drainage**

Without appropriate measures, enhanced surface water run off as a result of new development could create localised flooding at some sites within the Borough, such as Tongue Lane and Waterswallows, Buxton. The Council encourages the use of sustainable drainage systems within industrial developments to minimise the speed and impact of surface water flow. In consultation with the Environment Agency, developers should use sustainable drainage designs where appropriate.

A flood risk assessment to determine appropriate surface water attenuation requirements will be required for the following sites:

Sheffield Road, Chapel-en-le-Frith.

Glossop Road Gamesley

Waterside, Hadfield

Garrison Works, Thornsett

Bridge Mills, Tintwistle

## **Traffic and Road Layout**

If the development of this site is likely to have significant transport implications, a Transport Assessment will be required to be submitted alongside the relevant planning application, as set out in PPG13. The coverage and detail of this assessment will reflect the scale and extent of the proposals.

The highway layout of new industrial development should normally conform with the standards set out in Appendix 6 (Standards for Industrial Estate Roads).

Relaxation of these standards may be accepted in the interests of good design and of conservation. In these circumstances the Council will need to be satisfied that the relaxation of the standards would not materially prejudice the safe passage of pedestrian or vehicular traffic.

The local highway network should be adequate to safely accommodate the vehicle movements associated with the development. The Council will negotiate with developers to ensure the use of approved traffic calming techniques as a means of creating safer road layouts. Developers will be expected to include traffic calming measures in new industrial estate development (Policy TR4 Traffic Management).

Provision should be made for the area to be adequately served by public transport infrastructure. This might include bus lay-bys and turning facilities (Policy TR6 Buses and Public Transport)

Links to existing pedestrian and cycle routes adjoining the site should also be provided and, where appropriate, new pedestrian and cycle routes should be created and maintained (Policy TR10 Pedestrian Facilities, Policy TR12 Cycle Facilities).



## **Parking**

The development should be provided with adequate parking, servicing and manoeuvring areas in accordance with Appendix 1 (Parking Standards). These should be hardsurfaced, although large areas of tarmacadam should be relieved by the use of other suitable materials and landscaping (Policy TR5 Access, Parking and Design).

