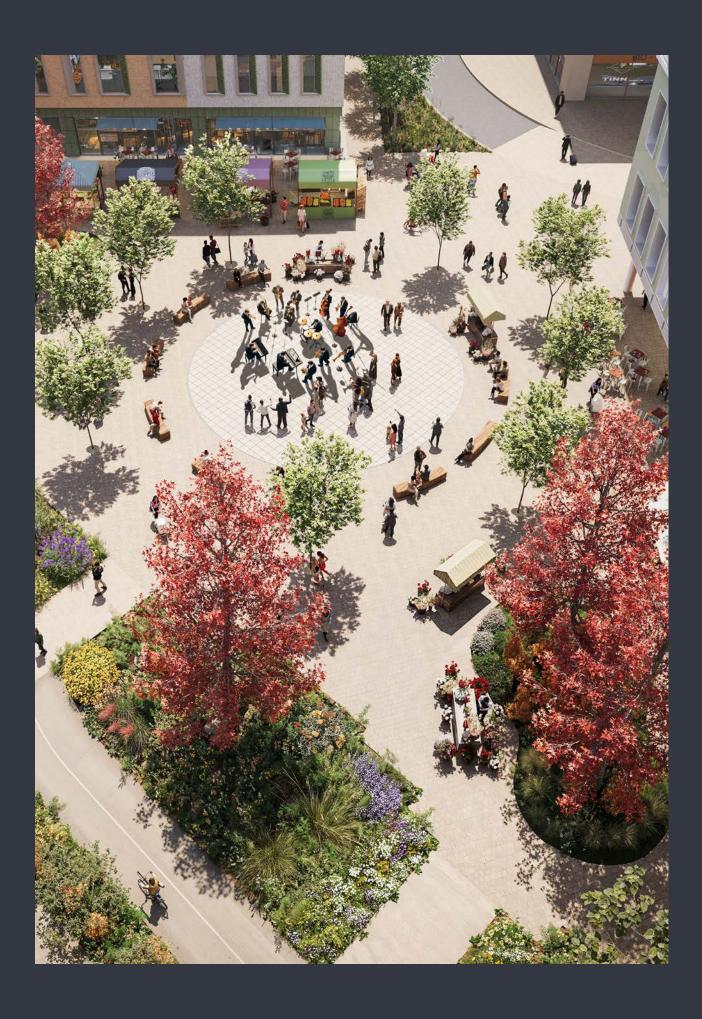
Design & Access Statement Addendum

The Beehive Redevelopment

Leonard Design Architects and LDA Design on behalf of Railway Pension Nominees Limited August 2024





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The Beehive Redevelopment Design Access Statement: Addendum Purpose and Description of the Document

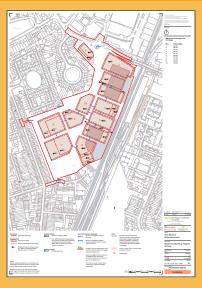
This document forms part of the revised submission under Outline Planning application 23/03204/OUT for the demolition and redevelopment of the Beehive Centre, including a new local centre (E (a-f), F1(b-f), F2(b,d)), open space and employment (office and laboratory) floorspace (E(g)(i)(ii) to the ground floor and employment floorspace (office and laboratory) (E(g)(i)(ii) to the upper floors; along with supporting infrastructure, including pedestrian and cycle routes, vehicular access, car and cycle parking, servicing areas, landscaping and utilities. This document should be read alongside the Design and Access Statement submitted in August 2023.

The document provides a detailed explanation and justification for the revised design principles and concepts and how the proposed development will integrate into its surrounding context. The document provides information to illustrate how the redevelopment of the Beehive centre will address the 10 characteristics set out within the National Design Guide to achieve a well-designed place.

This document supersedes sections 1, 3, 4, 5, and 7 of the original Design and Access Statement. Section 2 of the original remains a valid summary of the context, constraints and oportunities that have continued to inform the design process. Section 6 of the original captures the design evolution of the scheme up to the original submission.

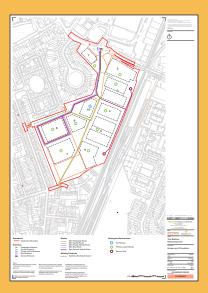
The proposals shown within this document are based on the Illustrative Masterplan. The Illustrative Masterplan shows one way in which the Parameter Plans could be delivered on the Site. The Parameter Plans will form the approved drawings for the Outline Planning Permission, setting out the principles and parameters within which the future Reserved Matters Applications (detailed proposals) will comply.



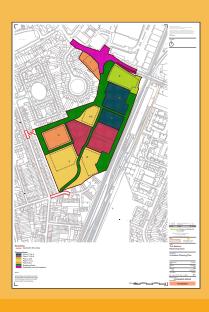


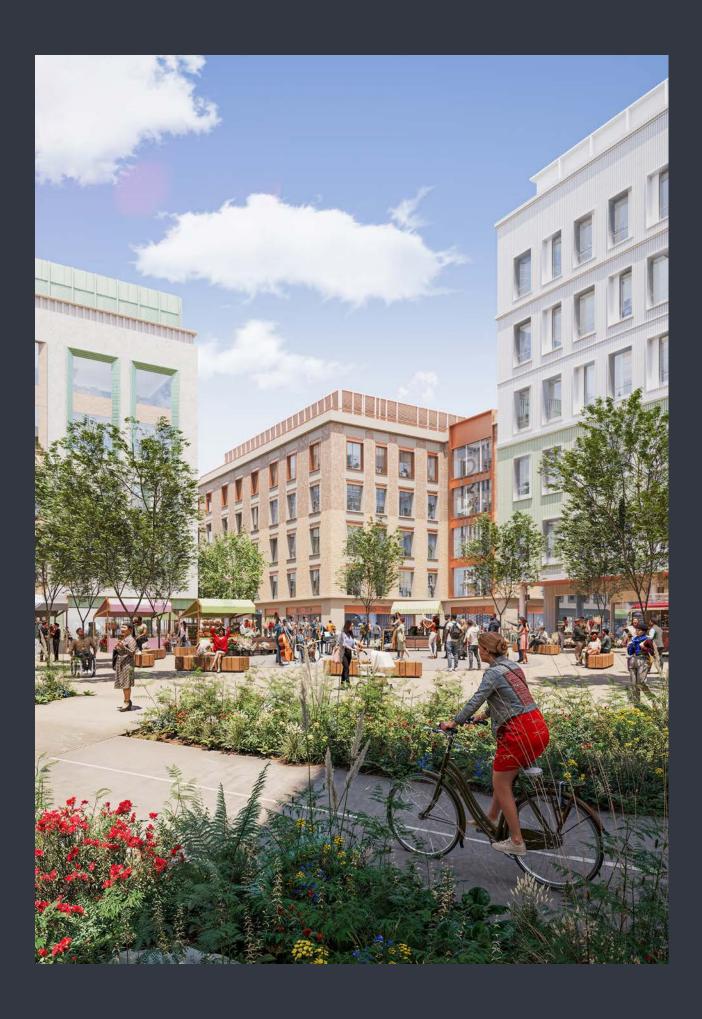












1.0 Introduction

1.0 Executive Summary

1.1 Place Principles

1.0 Introduction

1.0 Executive Summary

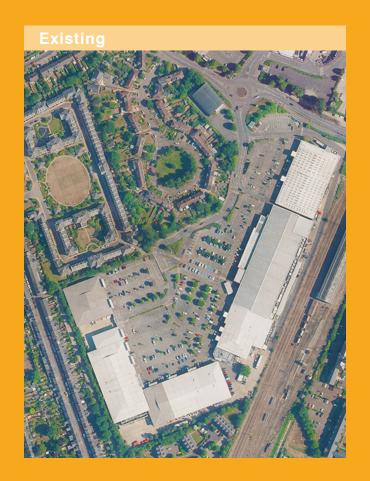
Following community and consultee feedback to the Outline Application scheme submitted in August 2023, a new set of Parameter Plans and associated Illustrative Masterplan has been proposed that is the culmination of a comprehensive redesign process informed by that feedback.

The revised scheme seeks to create a place that car still deliver a wide suite of benefits whilst offering the following improvements to layout and massing:

- A more legible network of larger open spaces, including a new green park and civic square
- Better connectivity with a more direct pedestriar and cyclist link between Sleaford Street and Coldham's Lane
- Improved local neighbouring conditions and amenity, through the massing changes and reduced building heights
- A better relationship with the historic core and green belt enabled by reduced building heights and massing changes
- Higher priority for cyclists and pedestrians at the Coldham's Lane junction with a new design philsophy for the junction that enables a strategic north-south connection over Coldham's Lane.

The redeveloped Beehive Centre will become a meaningful part of the R&D landscape of Cambridge that will deliver extensive local benefits











1.0 Introduction

1.1 Place Principles

A place that creates space for innovation within the city

The proposed re-imagining of the Beehive Centre as a new innovation neighbourhood responds to the ongoing demand for high quality innovation space in Cambridge. Providing this space on brownfield sites within the city reduces further greenbelt development, creates a better experience for workers, provides local amenity and increases economic activity within the city; all in a location that is more accessible for sustainable transport modes.



A place that brings different communities together

The unique combination of innovation space, mixed-use ground floor and extensive public realm that the Beehive Redevelopment creates will enable the coming together of different groups in a vibrant and diverse new place. A new population of workers will help to support and drive activity within the diverse mix of uses within the ground floor, which alongside the new high quality open space will create a new local destination.



A place without barriers to entry

Creating a place that is free to use and without physical barriers to entry is key to ensuring that this new place can become a fully integrated part of the city. Allowing access for all promotes the intermingling of diverse communities that will drive the ongoing development the character and identity of this new place.





A place for all

The combination of open space, ground floor, community and workplace strategies will create a place for all people at all ages. The variety of new workplaces creates opportunity for jobs at all career stages. Open spaces will be designed to include space for play, space for activity and space for rest. The mixed use ground floor will create a diverse mix that will appeal to a wide range of people and the community spaces within this mix will create space for local groups to use.



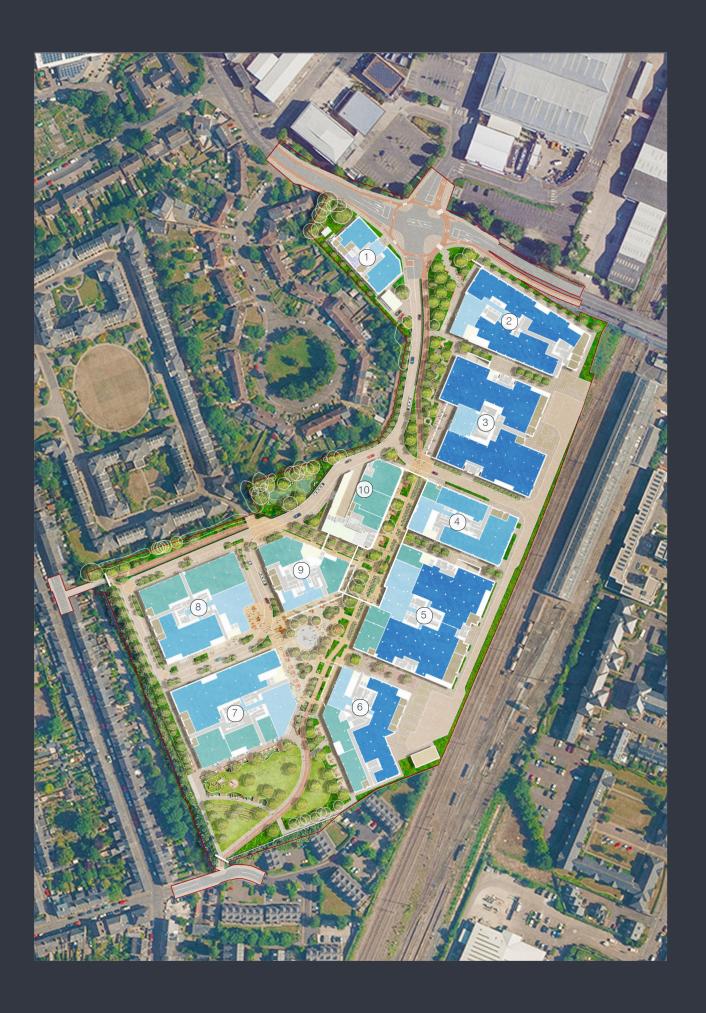
A place that promotes urban greening

There will be a significant transformation of the site from a place of hard landscape and trees planted between car parking to one of green streets and a new city park. A diverse tree retention and planting strategy will add over 290 new trees that will be a key contributor to urban greening alongside new planting, lawns, green roofs and potential for green façades on key buildings. The greening of this site will play a vital role in the ongoing response to the urban heat island effect.



A place that enables active travel connections

The proposals have the capacity to unlock a key direct active travel connection between the dense streets of the Mill Road Conservation Area and the north of Cambridge. The connective route through the site from Sleaford Street to Coldham's Lane, here named the Beehive Greenway, enables a direct pedestrian and cyclist route through the site with very little interaction with vehicles. Onward connectivity beyond the Beehive site is promoted by a commitment to a redesigned Coldham's Lane junction that will prioritise pedestrian and cyclist movement and safety.



- 2.1 Design Principles
- 2.2 Big Moves
- 2.3 Evolution Summary
- 2.4 Massing Evolution
- 2.5 Masterplan Evolution

2.1 Design Principles

The following site-wide design principles are illustrated in this document. Further details are given within the Design Code document which controls the design principles to ensure the vision for the site is realised.

Connectivity

The revised proposals aim to enhance the improvements to connectivity proposed within the original application.

- Cycle and pedestrian routes will become more direct, with less deviation on routes between key entrance points.
- The extent of continuous vehicle-free space has been increased and the number of points at which pedestrians and cyclists are required to cross vehicle routes has been reduced
- A commitment has been made to an enhanced Coldham's Lane junction format which prioritises pedestrian and cyclist connectivity and safety

Streets and Squares

The connected network of public spaces has been simplified such that:

- Primary open spaces are directly connected to site entrances
- Open spaces flow into each other in a legible manner with connections via secondary streets eliminated

Open Space

The simplified public space network has enabled a better open space offer with simpler, larger spaces being created, including:

- A new green city park with lawned areas for amenity and leisure, park side cafes, and tree planting to create shade and biodiversity
- A larger civic square designed to blend soft landscape and tree planting with functional hard lansdscape areas capable of delivering a wide range of events

Access

The improved active transport connectivity is supported by:

- Enhancements to the cycle parking strategy,
- Continued commitment to the improvement of bus access
- A strategy that can deliver a modal shift away from private car use

Plots and Footprint

The number of buildings has been reduced from 13 to 10 (excluding standalone cycle parking) with some buildings adopting larger footprints. This enables:

- More space adjacent to residential boundaries
- Larger open spaces
- Reductions in building volume and height to several buildings

Building Plots and Heights

Supported by an in-depth townscape and heritage assessment process, four buildings have been reduced in height by one storey with other smaller scale changes to volume and form being made sitewide.

Neighbourly Matters

The cumulative effect of plan, height and form changes enable improvements including:

- Enhanced separation between buildings at the Rope Walk Boundary
- A reduction in building volume adjacent to Silverwood Close
- Lessened impact and visibility of the proposals from across the city

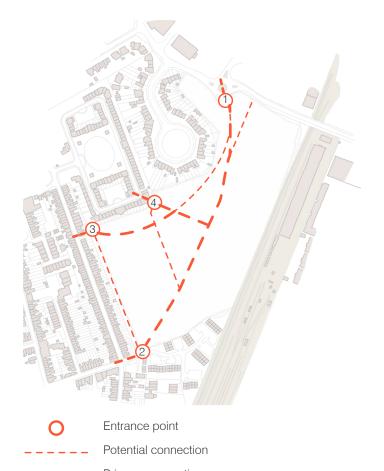
A Welcoming and Inclusive Place

The proposed masterplan will create a place for all to enjoy with open space, mixed-use ground floors and high quality workplaces combining to create a unique and vibrant place.

Connectivity

The Beehive will be a new destination in the City of Cambridge that will enhance connectivity. The Proposed Development will bring together workers and the local community by providing a place in which to interact, work and enjoy outdoor space. By forming the new place around desire lines for pedestrians and cyclists, the new connections will shape a place with a robust social identity that all people can easily access and enjoy.

The Beehive Redevelopment will support Cambridge's ambitious modal shift away from private car use and therefore, connectivity for sustainable modes of transport is at the forefront of the connectivity strategy. Connecting the north and south of the site is prioritised as an opportunity to forge a new legible and direct route through the site for cyclists and pedestrians. This new route, The Beehive Greenway, will be an be an important connective route.



Streets and Squares

A new network of streets and open spaces that combine to create a sizeable new piece of city with its own areas of distinct character and scale. The layout of the development draws on the alignment of street pattern and open spaces of the surrounding area.

Where routes meet, there is potential to create pieces of public realm that aid site legibility and also act as focal points for activity. These focal points will be marked by architecture that is distinct and legible, controlled within the Design Code.

Larger open spaces at entrances or in the centre of the site provide opportunity for slower movement and more flexible transit between spaces.



2.1 Design Principles

Open Space

Cambridge is known for its strong public realm characteristics of parks, gardens and squares. The revised strategy for the Beehive Redevelopment proposes larger open spaces that are comparable in scale to other notable local open spaces such as St Matthew's Piece. The reorganisation of these spaces along the Beehive Greenway will create a connective pedestrian and cyclist route between Sleaford Street and Coldham's Lane. The revised movement principles will create an environment along this route that is generally car free with only a single crossing point across a tightly managed service road.

Open spaces should be used to create arrival spaces and buffers between the site and neighbouring residential areas, namely Silverwood Close, Sleaford Street, York Street and St Matthews Gardens. These spaces will serve a townscape purpose, separating the lower scale buildings of the neighbouring houses from the proposed new commercial buildings, and also provide public realm immediately adjacent to entrances to the site.

A new park will be situated at the Sleaford Street entrance. The park will feature large lawns and planted areas with significant new tree planting and has the ability to address the local deficiency of public open space, green space or nature. The park will be comparable in scale to St Matthews Piece and part of a welcoming entry strategy from the Sleaford Street entrance.

At the centre of the Beehive Redevelopment will be the civic square, a destination that is envisaged to be a flexible, active and multi-programme space. It will create exciting workplaces addresses for the surrounding building plots, which will have an active ground floor providing amenity for the local community including retail, cafe and restaurants.



Access

Once a rational street pattern and hierarchy of routes has been defined, consideration can be given to how the different users may move through the site.

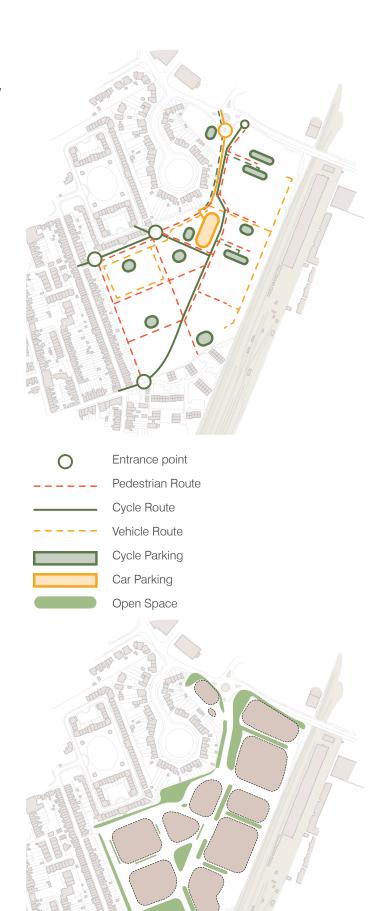
At this point, some key principles begin to take shape, including the key decision to provide a single car parking location, in the form of a multi-storey car park building, as close to Coldham's Lane as possible without compromising the quality of space at the north of the site. This principle will release the rest of the site for a close to car-free condition.

The primary vehicle route runs past the car parking location and loops around a designated street block, as shown in yellow on the right. This allows for accessible parking, servicing and taxi drop-off. The loop runs near to the central civic space providing an opportunity to locate the bus stop centrally within the development.

Other principles to take into account at this stage are the primary cycle routes that cross the site, the dedicated HGV servicing route that sits along the railway away from the centre of the site and the principles for high quality cycle parking within the footprint of each building.

Plots and Footprint

In order to create high quality and efficient commercial floorspace, larger footprints are needed but must feature smaller scale articulation in order to create more comfortable relationships with the surrounding urban fabric. The subdivision of the facades of larger buildings will be controlled by design code such that they form high quality additions to the richness and patterns of Cambridge.



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2.1 Design Principles

Building Plots and Heights

There are ten buildings plots that have been created between the proposed connections and open spaces. The footprints of the plots varies across the masterplan in order to provide an interesting collection of buildings suitable for many different kinds of occupier. This variation of size and shape will create a visually interesting area with a character that changes according to the buildings that bound its open spaces.

The height of buildings is determined by both the effect on local context and also the wider townscape and skyline which has been rigorously tested. Typically, buildings adjacent to neighbouring residential plots are lower and feature steps in height so that the impact on the neighbouring properties is minimised. The revised massing strategy aims to minimise the impact on the surrounding heritage assets both along the wider skyline and the immediate Conservation Area. It has been identified that there is an opportunity for taller buildings at the centre of the site and along the railway line as the impact on nearby housing is reduced.

Neighbourly Matters

The revised building plots have been aligned at boundaries to create wider entry spaces and better separation between existing neighbouring buildings and the proposed new buildings.

In most instances, this additional separation is used to create improved entrances or public realm in place of existing buildings or service yards.





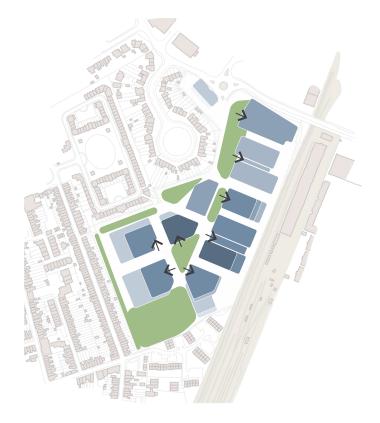
A Welcoming and Inclusive Place

The success of the proposals will depend on the ability of the masterplan to create a truly welcoming and inclusive place that integrates seamlessly with the surrounding area. This will be achieved by ensuring that entrances into the site are designed to be 'soft' thresholds that lead to high quality spaces that lead visitors through the site to the key central spaces.

This will be achieved by the creation of a new park and civic square and may also be achieved through other landscape character areas such as a small woodland or wildlife area. These spaces will draw people through the site with a direct line-of-sight from entry points to the centre of the development and beyond.

The central commercial addresses are focused around the civic plaza which encourages the open spaces to the south to work as transitional spaces between the development and the Conservation Area and dedicated public spaces.

The central parts of the ground floor plane will be curated as a new local centre, with active frontages and internal uses that respond to the needs of the community.





Illustrative Visual Hive Park Character Area

2.2 Big Moves



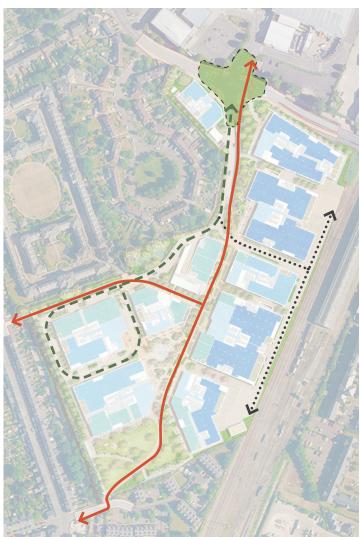
Creating a clear and legible journey through a variety of well-defined and well-connected open and urban spaces.



Creating a better relationship with the Mill Road Conservation Area by creating more engaging and open spaces at the southern site entrances.



Enhancing boundary conditions by increasing separation, tightening parameters and reducing overlooking in key locations.



Creating a simplified and more legible connectivity network with a new enhanced junction.