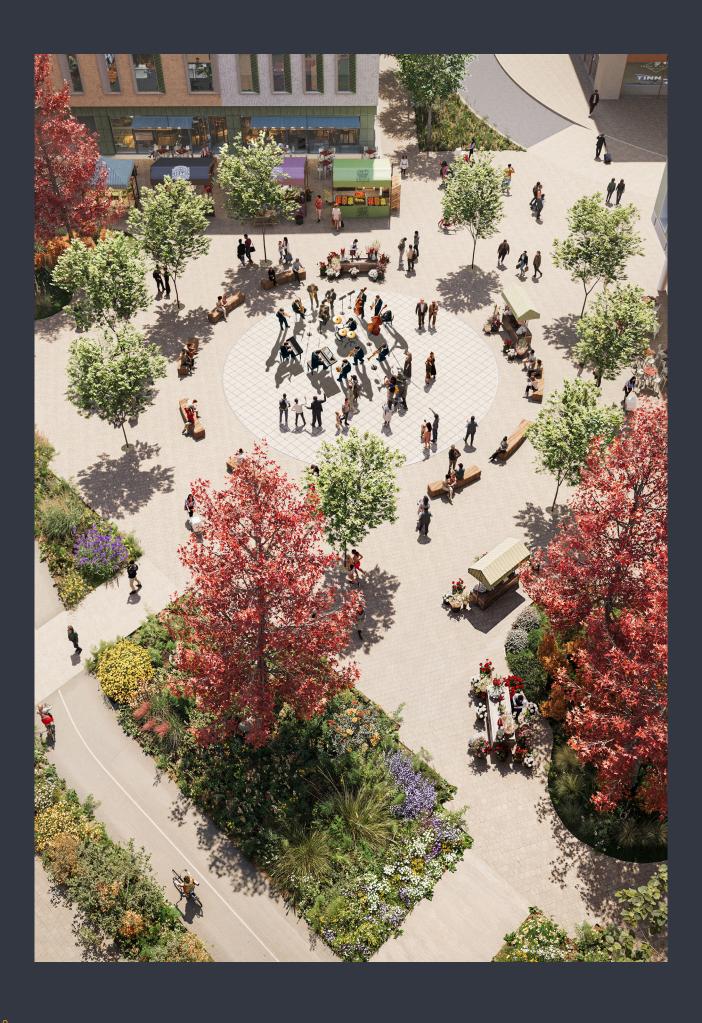
# **Design Code**

# The Beehive Redevelopment

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

August 2024





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Example Compliance Checklist

### **Description of Document**

This document is to bridge the outline application for the Beehive Redevelopment to its future reserved matters application. It is a vital document to ensure that the new neighbourhood reaches the quality of design, placemaking, inclusivity and identify that is illustrated in the outline proposals.

As a Design Code it includes design steer and design requirements to ensure that the detailed design for each phase of the redeveloped Beehive Centre will be done in a purposeful, coherent and coordinated way.

All reserved matters application will need to demonstrate compliance with this Design Code, but in recognition that matters such as building technologies, context and policies can change this Design Code allows for reserved matters proposals to deviate from the Codes, but only where a deviation can be demonstrated to be an improved version and would still fulfil the vision for the redeveloped Beehive Centre.

To ensure a practical application of the Design Code there is a hierarchy to the structure such that a code item can overridden by one in a lower tier of the code. For example, a masterplan code may be overridden by an areas specific code and a character area code may be overridden by a plot specific code, where there is a tension in code requirements. The Design Code is comprised of 'musts' and 'shoulds' to create a framework to be sufficiently prescriptive to ensure the vision is delivered, while finding those areas where more flexibility is possible to promote design creativity and innovation through the detailed design stages.

The Design Code will be in place to support the delivery of the whole development. It will be important to periodically assess that the Design Code remains up to date and is performing well to deliver the scheme to its vision. The Design Code can be reviewed at any time but will be reviewed following the delivery of each main phase. If revisions or updates are required to the Design Code these will be advanced by the applicant to the Planning Authority for its review and consideration and the Design Code updated accordingly with any agreed changes.

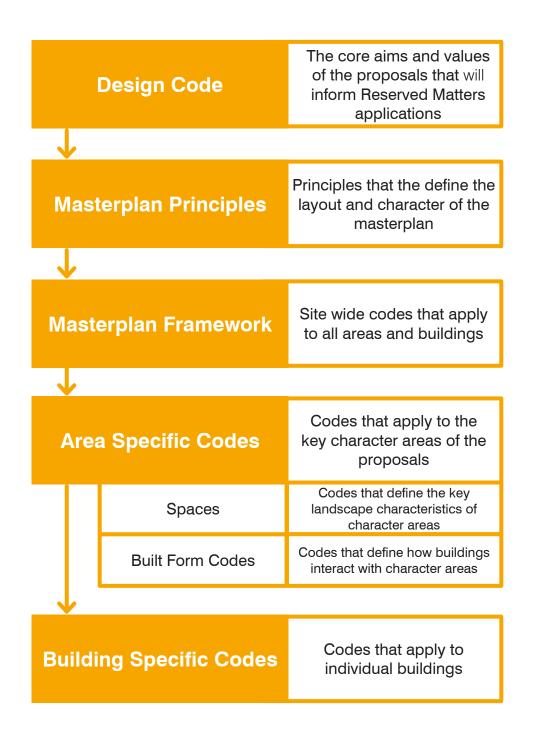
### **Code Types**

#### Musi

A mandatory design requirement that needs to be followed.

#### Should

A design principle which should be followed unless it can be demonstrated that an alternative proposal can achieve an equally positive design outcome.



## 0.1 Executive Summary

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

- A legible network of large open spaces, including a new green park and civic square
- A high degree of connectivity with a more direct pedestrian and cyclist link between Sleaford Street and Coldham's Lane
- Considerately managed neighbouring conditions with reshaped and reduced heigh buildings that reducing overlooking and improved retained openness
- A sensitive and informed relationship with the historic core and green belt enabled by shorter buildings and enhanced design codes
- Priority for cyclists and pedestrians at the Coldham's Lane junction with a new design philosophy 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 can deliver significant local benefit



# 0.2 National Design Guide

This Design Code has been created to deliver the core principles of the National Design Guide to a level of detail appropriate to an Outline Application with all matters other than maximum massing being reserved.

Con	text		
C1	Understand and relate well to the site, its loca and wider context		
C2	Value heritage, local history and culture 13		
Iden	itity		
11	Respond to existing local character and identity		
12	Well-designed, high quality and attractive places and buildings		
13	Create character and identity 1		
Buil	t form		
B1	Compact form of development 19		
B2	Appropriate building types and forms 19		
ВЗ	Destinations 20		
Mov	rement		
M1	A connected network of routes for all modes of transport 23		
M2	Active travel 23		
МЗ	Well-considered parking, servicing and utilities infrastructure for all users		
Nati	ıre		
N1	Provide a network of high quality, green open spaces with a variety of landscapes and activities, including play 27		
N2	Improve and enhance water management 2		
N3	Support rich and varied biodiversity 2		

Pub	lic spaces		
P1	Create well-located, high quality and attractive public spaces 31		
P2	Provide well-designed spaces that are safe 31		
P3	Make sure public spaces support social interaction 32		
Use	s		
U1	A mix of uses 35		
U2	A mix of home tenures, types and sizes 35		
U3	Socially inclusive 36		
Hon	nes & buildings		
H1	Healthy, comfortable and safe internal and external environment 39		
H2	Well-related to external amenity and public spaces 39		
НЗ	Attention to detail: storage, waste, servicing and utilities 40		
Res	ources		
R1	Follow the energy hierarchy 43		
R2	Careful selection of materials and construction techniques 43		
R3	Maximise resilience 44		
Life	span		
L1	Well-managed and maintained 47		
L2	Adaptable to changing needs and evolving technologies 47		
L3	A sense of ownership 48		

# 0.3 BIDEN Principles

The Government in 2022 introduced a set of guiding principles for new development.



#### **BEAUTY**

The Design Codes will help to ensure good design is considered at Reserved Matters Applications across all spatial scales, individual plot architecture and landscaped zones. This is illustrated in the Area Specific Codes and Plot Specific Codes.



#### **INFRASTRUCTURE**

The Development brings forward significant transport infrastructure improvements defined by the Movement and Servicing Design Codes including new sustainable transport infrastructure. The Ground Floor Plane vision is integrated to ensure new shops, services and healthcare to support the local community.



#### **DEMOCRACY**

As a result of extensive community consultation, the Design Codes will encourage creation of community spaces. The Local Centre Public Realm Management Strategy and the Planning Benefits document reference the further commitments to working with the community on this Development.



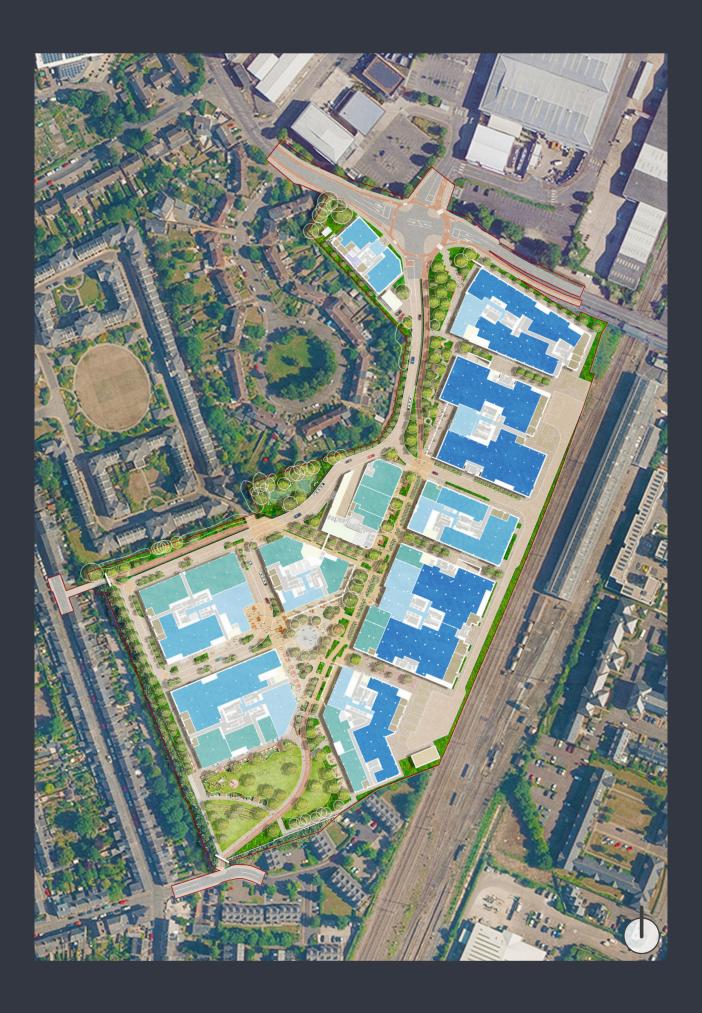
#### **ENVIRONMENT**

Throughout the Design Codes, commitments are made to ensure further Reserved Matters applications meet the sustainability targets of the Development including BNG, glazing amounts, materiality choices, future proofing design, SuDS, strategic tree planting and species mix.



#### **NEIGHBOURHOODS**

The Design Codes ensure the Development will enhance the local offer and not compete with it providing services the community need through continued engagement. Further information on these commitments can be found in the Local Centre Public Realm Management Strategy and the Planning Benefits documents.



# 1.0 Vision & Place Principles

This chapter outlines the vision for the new innovation neighbourhood that the re-imagining of the Beehive Centre will create. This vision is supported by the place principles which capture the core values and objectives of the proposals and should inform the detailed design of the new buildings and spaces.

- 1.1 Vision
- 1.2 Place Principles

### 1.1 The Vision

The Beehive Redevelopment will create a high-quality new innovation neighbourhood. Nine new buildings for life-science, innovation and office use come together to create a masterplan carefully organized around a series of well connected open spaces, providing a vibrant mixed-use environment.

Unrecognisable from its current incarnation as a retail park with large areas of surface parking, the proposa will strike a balance between built footprint and open space, creating ample opportunities for outdoor activities and amenities for local residents and the on-site workforce. This emphasis on open space, which includes a new public park, will also support a significant increase in biodiversity, with a target of achieving a 100% improvement on-site.

The open spaces on site combine to create the Beehive Greenway, stretching approximately 350m from Sleaford Street to Coldham's Lane and is uninterrupted by private car movements. This interconnected series of open spaces will include dense tree planting, urban-scale streets, and a civic-scale square designed to accommodate a year-round programme of events.

Complementing the open spaces, a curated mixed-use ground floor will create a new local centre of local people and on-site workers alike.

The curated approach to ground floor spaces will create purposeful characterful spaces that will enhance the experience of all visitors to the new neighbourhood.

The design of the masterplan and supporting transport initiatives combine to support a shift in the way that people will access the site. Private-car use will be de-prioritised with many more trips being made by sustainable transport including walking, cycling and bus.

Sustainability is a core focus of the proposed buildings, which are designed to be highly energy and carbon efficient. They will feature allelectric power, hot water, and heating and cooling systems, with no mains gas used anywhere on site. We have set stringent sustainability targets for energy use, embodied and operational carbon emissions and water consumption.



# 1.2 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 275 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.



The Masterplan Framework creates codes that seek to secure the key placemaking characteristics of the innovation neighbourhood. This wide ranging collection

of codes covers diverse topics including sustainability, landscape, urban design, accessibility, movement and safety.

- 2.1 Sustainability and Mitigating Urban Heat
- 2.2 Spatial Hierarchy and Public Realm Framework
- 2.3 Legibility Framework
- 2.4 Inclusive Design Principles
- 2.5 Active Travel Framework
- 2.6 Framework Towards a More Inclusive Environment
- 2.7 Uses and Mix
- 2.8 Servicing, Access and Car Parking Strategy
- 2.9 Character Areas
- 2.10 Street Typologies
- 2.11 Urban Greening Framework
- 2.12 Landscape Vision
- 2.13 Tree Strategy
- 2.14 Ecology and Biodiversity Enhancement
- 2.15 Water Responsive Framework
- 2.16 Play and Leisure Strategy
- 2.17 Lighting, Wayfinding and Security

## 2.1 Sustainability and Mitigating Urban Heat

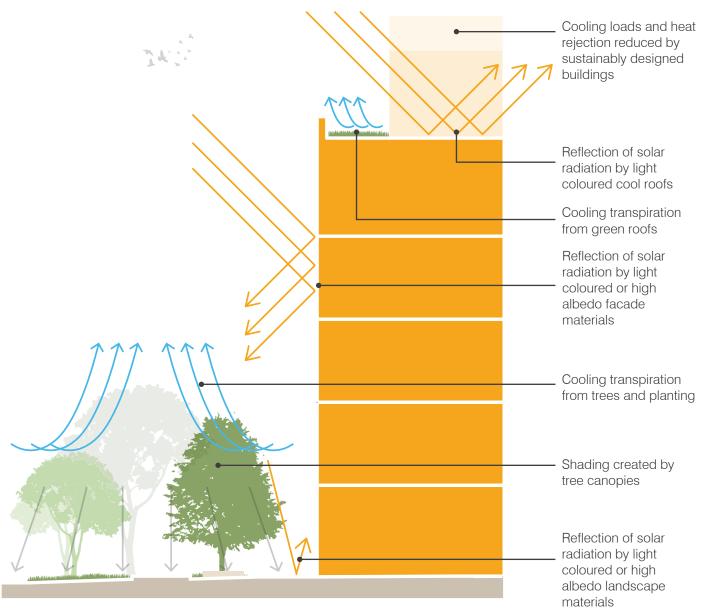
The below codes aim to provide suitable controls to limit the influence that the Urban Heat Island will have on the buildings and spaces as well as the surrounding area.

#### **Sustainability**

2.1.0 All reserved matters applications *must* demonstrate compliance with the principles and strategies set out within the Sustainability Strategy and Energy Strategy.

#### **Urban Heat**

- 2.1.1 The detailed design of both buildings and landscape *must* be informed by their cumulative impacts on the Urban Heat Island Effect.
- 2.1.2 Design strategies to mitigate urban heat should form part of a holistic design strategy that gives suitable weight to other factors such as townscape appearance.
- 2.1.3 Reserved Matters applications *should* demonstrate the individual plot contribution to the site-wide Urban Greening Factor calculation.
- 2.1.4 The strategies to mitigate urban heat *should* include, but need not be limited to the following strategies:
  - Maximising soft landscape area
  - Maximising tree canopy cover to create shade
  - Maximising green roof area
  - The use of light-toned or high-albedo roofing materials to create cool roofs
  - The minimising of area of hard landscape materials for vehicle movement
  - Water sensitive design that allows for open water
  - Self-shading façades
  - Shading devices incorporated into buildings designs to shade the landscape
  - The use of light-toned or high-albedo facade materials
  - The use of light-toned or high-albedo landscape materials



2.1.4 An illustrative example section of how urban heat mitigation strategies can be incorporated into the concept design. [Illustrative Diagram].



Use of rain gardens in an open green space as landscape features.

Deer Creek Watershed Alliance, US



Light coloured materiality and green roofs for urban heat mitigation.

Belle Vue, London, Morris + Co



Use of rain gardens as a buffer between vehicle and pedestrian routes.

Camley Street, London, LDA Design

# 2.2 Spatial Hierarchy and Public Space Framework

The proposal will be a public realm led development and will create a clear network and hierarchy of streets and spaces. The following design codes apply across the whole site to form a clear network and hierarchy of streets and new public open spaces that are well framed and overlooked by active frontages.

- 2.2.0 These Design Codes *must* be read in conjunction with the Landscape & Public Realm Parameter Plan.
- 2.2.1 Spaces within the masterplan *must* be defined as primary, secondary or tertiary and are allocated per the site plan on the opposite page to support the movement hierarchy.
- 2.2.2 The definitions of a Primary, Secondary and Tertiary spaces are given below and *must* be used to define the characteristics of the spaces and the buildings that form them:
  - Primary: A highly active street or space forming a focal point of activity or acting as part of the main circulation around the site. It is expected that these streets will be bounded by the primary active spaces within buildings.
  - Secondary: A connective street or space creating routes across the site between primary streets or spaces. It is expected that these streets will host some activity but be less active than the primary streets.
  - Tertiary: A functional street or space that is intended to feature little or no public facing activity. Typically found at 'back-of-house' areas.
  - Access: A zone for reconfigurations and improved access to the site. There are no codes for access areas.

- 2.2.3 The Primary, Secondary and Tertiary classifications are designated to offer controls over design criteria which relate to character and *must* not result in undue downgrade in the quality of space or materiality where it would negatively impact the public experience of the masterplan.
- 2.2.4 Transitions between different street classifications *must* be designed so that the public realm reads as a singular cohesive design.
- 2.2.5 Active frontages *must* be included in all primary areas.
- 2.2.6 The Beehive Redevelopment *must* include a large open green space at the southern entrance to the site.
- 2.2.7 The Park *must* be designed to reflect its significance within the Proposed Development and the local area and be welcoming and accessible for all.
- 2.2.8 The Beehive Redevelopment *must* include a variety of open spaces that are accessible for all
- 2.2.9 The open spaces *must* be varied in scale, character and identity.
- 2.2.10 The Beehive Redevelopment *must* include a square with a mix of hard and soft landscaping.
- 2.2.11 The square *must* be designed to be capable of supporting outdoor events.
- 2.2.12 Active frontages *should* be included in all secondary areas.
- 2.2.13 Spaces between buildings on secondary streets *should* be adequately activated by either active frontage or building entrances.
- 2.2.14 Active frontages *should* be continuous along the Beehive Greenway, as shown in the illustrative material.

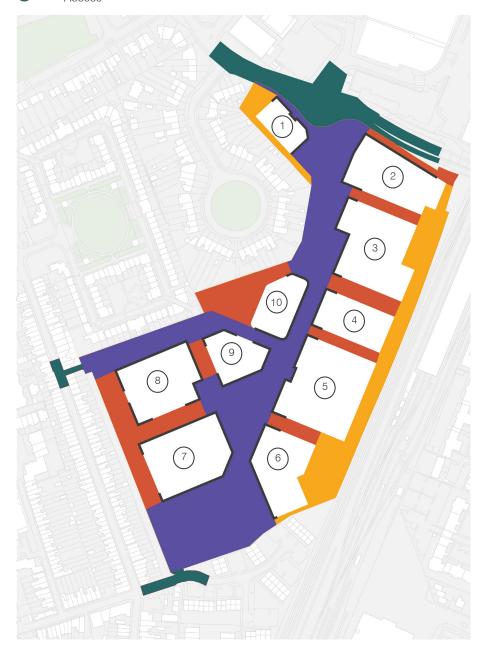
#### Note:

An active frontage is a frontage created by populated internal space that has a direct visual relationship with the external environment.

Active frontages provide activation and amenity to the streetscape and improve public security by enabling passive surveillance of spaces.

Primary
Secondary
Tertiary
Access

Entry PointActive Frontage







Space for cultural events and interactive art.

Times Square Design Pavilion Event, NY



Urban green space with layers of smaller spaces.

Veolia HQ, Aubervilliers, Vogt



Primary street example
Assembly Row, Boston, Copley Wolff
Design Group



Secondary street example Southbank Place Masterplan, London, Squire and Partners

### 2.3 Legibility Framework

The Legibility Framework should act as an overlay to the spatial hierarchy that defines the components that will come to create a legible, memorable and easily navigable place.

2.3.0 Nodal Zones, Markers, Thresholds and Wayfinding Corners *must* collectively enhance sitewide legibility and in turn the legibility of onward journeys through the site

#### **Nodal Zones**

Zones of distinct character and activity within the masterplan that enable easy determination of location within the wider masterplan

- 2.3.1 Nodal Zones *must* be designed with to be clearly distinct from other areas of the masterplan.
- 2.3.2 Nodal Zones *must* be designed to enable easy wayfinding around the site.
- 2.3.3 Nodal Zones *must* be engaging spaces enhanced by high quality landscape design.
- 2.3.4 Nodal Zones *must* be designed to be safe, accessible, sustainable and allow for future flexibility.
- 2.3.5 Nodal Zones *should* include spaces designed to enable people to meet or gather.
- 2.3.6 Nodal Zones *should* deliver a focussed vision centred around a primary use or spatial typology.
- 2.3.7 Public art *should* be integrated into Nodal Zones as part of the wider strategy.

#### Marker Buildings

Key buildings which signify important moments within the masterplan

- 2.3.8 The Marker typology *must* only be applied to Plots 2 or 5 or both
- 2.3.9 Markers *must signify* key points with the site; for example the center of the site or the primary entrance
- 2.3.10 The architecture of Markers *must* respond the significance of these buildings, whether locally, city-wide or both.

2.3.11 The architecture of Markers *should* clearly communicate the nature of the new innovation neighbourhood being created.

#### **Thresholds**

Key transition points between entry spaces and the central spaces of the masterplan

- 2.3.12 Thresholds *must* be designed to soften the transition between the existing context and the central spaces of the masterplan.
- 2.3.13 Thresholds *must* clearly communicate the transition between the spaces that they bridge between.
- 2.3.14 Thresholds *must* clearly communicate the transition between spaces when viewed from site entry points.
- 2.3.15 Thresholds *must* be created by coordinated architectural and landscape design.
- 2.3.16 Thresholds *must* be designed to create welcoming and inclusive entrances into the central masterplan spaces.
- 2.3.17 Thresholds *must not* create an exclusive place or experience which would dissuade use of the site by local people.

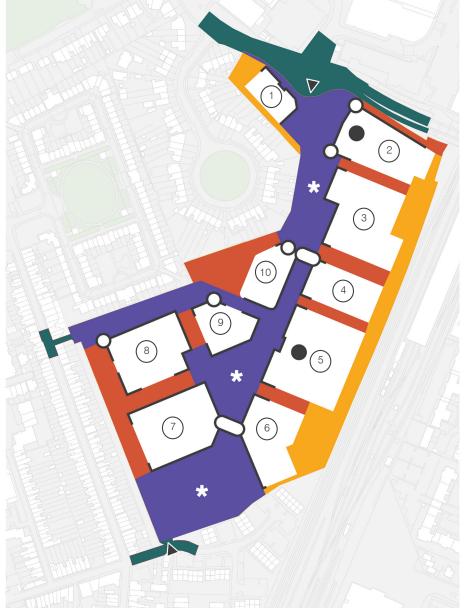
#### **Wayfinding Corner**

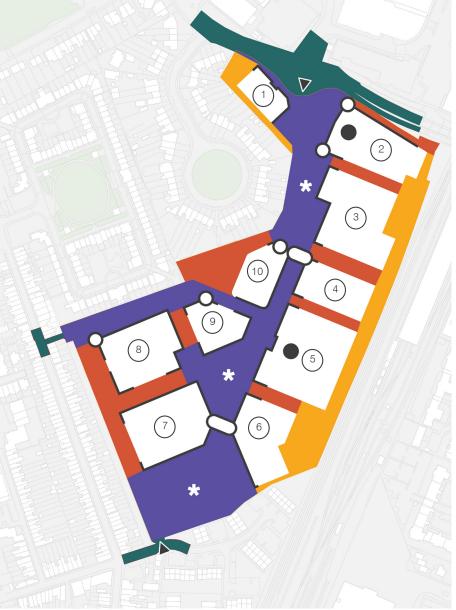
Building corners that terminate local views and may be used as part of the wayfinding strategy for the site

- 2.3.18 Wayfinding Corners *must* be an integrated part of the architectural solution for the buildings that they form part of
- 2.3.19 Wayfinding Corners *must* be easily identifiable to enable clear wayfinding through the site.
- 2.3.20 The coordination of built form and landscape *must* be informed by sightlines to Wayfinding Corners.
- 2.3.21 Wayfinding Corners should be considered as potential sites for public art as part of the wider strategy

- Primary Secondary Tertiary Access
- Key Arrival Spaces Active Frontage Nodal Zone

- Marker Buildings
- Threshold
- Wayfinding Corner









Using existing and new trees to frame a focal point in a public space. Henning G. Kruss, Bjarke Ingels Group, Denmark





Focal point urban spaces that allow for sufficient space for activity. Coal Drops Yard, Townshend, London

## 2.4 Inclusive Design Principles

The Proposed Development will be accessible and welcoming to all: people from the local community, occupiers of the new buildings and visitors. The Development will accommodate for all abilities and backgrounds, physically and socially.

The design will reflect all national and local design requirements, guidance and Building Regulations.

The access and circulation around the site will accommodate for all abilities and modes of transport for a fully accessible development.

#### **Spaces**

- 2.4.0 The overall character of the site *must* be welcoming and inclusive to local residents and the wider public.
- 2.4.1 At Reserved Matters, inclusive design *must* be evidenced at all stages of design, from concept to completion.
- 2.4.2 When pedestrian, cyclist and vehicular circulation meets at a crossing junction, priority *must* be given first to pedestrians and then, to cyclists and finally, vehicles.
- 2.4.3 Levels *must* work with and tie in to existing site levels and steps *should* be avoided. Where steps are required, an alternative minimum 1:21 graded route *must* be provided.
- 2.4.4 Landscape *must* be predominantly flush with gradients of 1:40 and prioritise gradients of 1:60 or shallower, where practical for maximum accessibility, movement, circulation and flexibility of use.
- 2.4.5 All hard landscaping, kerbs and edges *must* be compliant with policy.
- 2.4.6 Accessible parking *must* have flush access to adjacent pavement surface, as well as road surface, with contrast low kerb outlining each bay.
- 2.4.7 Play areas *must* include inclusive play elements that are appropriately integrated.
- 2.4.8 Street furniture *must* be placed at regular intervals across the site to allow for places of rest and this furniture *must* be inclusive by design.

- 2.4.9 All public spaces *must* be appropriately lit for use during day and night.
- 2.4.10 An Accessibility Consultant *should* be appointed for Reserved Matters applications.
- 2.4.11 Level access *should* be available to all public open space.
- 2.4.12 Signage design *should* be inclusive by design to ensure way-finding is possible for all

#### **Built Form**

- 2.4.13 At Reserved Matters, all buildings *must* meet Building Regulations and the Equality Act 2010.
- 2.4.14 Reserved Matters internal layouts *should* meet design guidance for accessibility.



Inclusive play equipment using colour and texture.



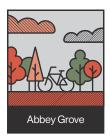
A variety of inclusive seating options for all.



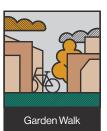




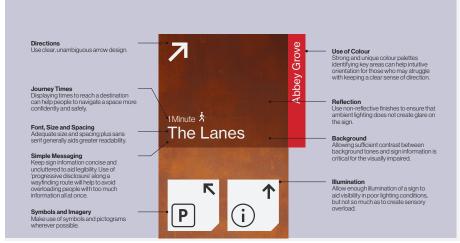












Inclusive wayfinding signage.

Proposed Wayfinding Strategy for the Beehive Redevelopment, Leonard Design Architects



Use of colour, texture and sensory qualities to create a varied environment.

Battersea Power Station, London, LDA

Design

### 2.5 Active Travel Framework

These Codes aim to create a place that will deliver an exemplary active travel movement network for all users and prioritise sustainable travel.

#### **All Active Travel Routes and Modes**

- 2.5.0 The central spine comprising of Abbey Grove, the Garden Walk, Maple Square and Hive Park, known as Beehive Greenway, must act as a single continuous landscape accommodating a direct active travel route.
- 2.5.1 Where active travel routes cross the central public realm spaces, they *must* be designed in a way that minimises the interruption to the continuous flow of the public realm.
- 2.5.2 All cycle routes *must* be designed to comply with LTN 1/20 spatial standards.
- 2.5.3 Where active routes meet vehicle access, they *must* be prioritise active travel modes and promote legibility, using methods such as:
  - Extension of surface treatment of the pedestrian lane across over the trafficked area.
  - Detailing of surface treatment such as dropped kerbs or raised tables at level pedestrian crossing points.
  - Suitable traffic calming measures to reduce vehicle speeds.
  - Highly visible and legible signage to indicate priority movements to all users

#### **Pedestrians**

- 2.5.4 Pedestrian movement and safety *must* be prioritised at all times.
- 2.5.5 The movement network *must* be designed to minimise the requirement for pedestrians to cross other transport modes.

#### **Cycles**

2.5.6 Where cycle parking is to be provided in a structure separate to the building that it is serving, the route from the exit of the cycle parking to the entrance of the end of trip facilities within the building *must* be less than 50m.

- 2.5.7 The number of cycle parking spaces to be provided *must* be in accordance with current adopted cycle parking standards requirements unless an evidenced proposal for the use of an alternative standard can be provided and agreed.
- 2.5.8 A minimum of 20% of the total cycle parking spaces in each location *must* be Sheffield stands.
- 2.5.9 A minimum of 5% of the total cycle parking in each location *must* be able to accommodate large format cycles (e.g cargo bikes, tricycles and recumbent cycles)
- 2.5.10 Spaces for large format cycles *must* be appropriately safeguarded from misuse; for example, through the implementation of clear wayfinding, signage, demarcation and format of stand.
- 2.5.11 Provision *must* be made for the charging of e-bikes within on-plot cycle parking
- 2.5.12 The internal layout of cycle parking facilities *must* be in accordance with current adopted cycle parking design guidance unless a suitable proposal for the use of an alternative standard can be provided and agreed.
- 2.5.13 Designated cycle parking facilities and entrances must be overlooked to enable passive surveillance and discourage antisocial behaviour.
- 2.5.14 Entrances to on-plot cycle parking *should* be expressed positively through the architecture of the building
- 2.5.15 Entrances to on-plot cycle parking should be clearly legible as high quality entrances; for example, through the use of transparent façades and suitable wayfinding techniques

#### **Other Active Travel**

2.5.16 Provision *should* be made for the parking of other active travel modes such as scooters.

- Entry Point
- On-Plot Cycle Parking
- Cycle Parking Entrance



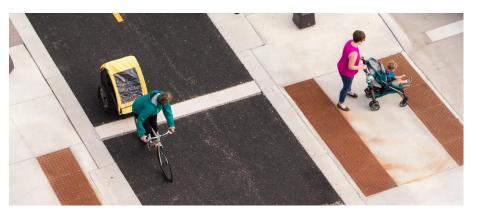
Primary Shared Cycle and Pedestrian Route

Cycle Route

Pedestrian Route



**Cycle Framework Strategy** 



Clear and inclusive surface treatment that defines movement framework. Jackson St, Toole, US



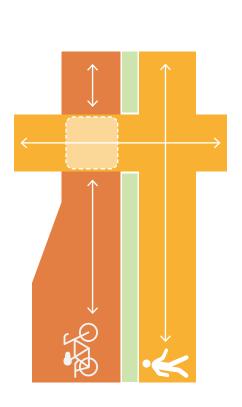
Dedicated cycle routes.
Passeig De St Joan Boulevard, Barcelona

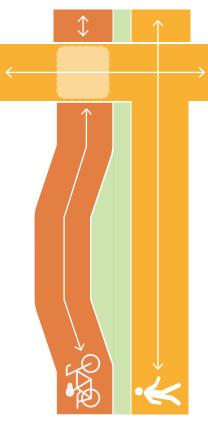
### 2.6 Framework Towards a More Inclusive Environment

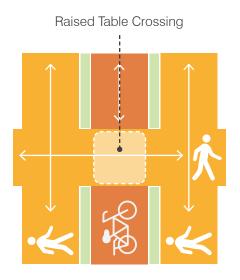
The Framework Towards a More Inclusive Environment sets out the principles that will ensure that pedestrians and cyclists are prioritised and can confidently move around the site with risks for conflict minimised. Particular focus is given to the street spaces which will contain the segregated pedestrian cycle routes of the Beehive Greenway.

- 2.6.0 The detailed design of both buildings and landscape must be informed by their cumulative impacts on delivering outdoor spaces in which pedestrians and cyclists can safely move with the risk of conflict suitably reduced.
- 2.6.1 All public realm *must* be designed so that pedestrians are given priority over other site users.
- 2.6.2 Pedestrians and cyclists *must* be given clearly communicated priority at any crossings with vehicular routes.
- 2.6.3 Cycle and pedestrian movements *must* be segregated as soon as is technically achievable upon entering the site.
- 2.6.4 The pedestrian environment *must* be designed such that pedestrian movement zones are always the preferential choice for pedestrian journeys so as to minimise the potential for mis-use of cycleways by pedestrians.
- 2.6.5 Cycleways *must* be of the highest quality such that the designated routes become the preferential routes through for the majority of users
- 2.6.6 The scenario of cyclists using nondesignated routes and highways as means of transit through the site *must* be considered within landscape and highways design of all areas.

- 2.6.7 Within Maple Square and Garden Walk it is required that design strategies with the objective of moderating cyclist speed *must* be employed. These strategies may included, but need not be limited to:
  - Narrowing of cycleways
  - Deviation of routes
  - Raised pedestrian crossing tables
  - Material demarcation
  - Clear signage and wayfinding
- 2.6.8 Any cycleway that crosses pedestrian desire lines must feature frequent crossing points with clearly communicated pedestrian priority.
- 2.6.9 Cyclists should be given reasonable space to dismount adjacent to cyleways with this space being separate to primary pedestrian footways.
- 2.6.10 Spaces for dismount *should* be clearly communicated with suitable signage and wayfinding.
- 2.6.11 Cycleways at entry points *should* be 4.5m wide, with this width being achieved as soon as is technically achievable upon entering the site. Narrower cycleways may be provided if expected cycle movements fall within reasonable bounds to allow this.
- 2.6.12 Proposals *should* be influenced by the Department for Transport guide: "Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure".





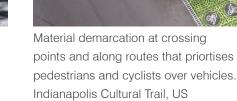


2.6.7 Strategies for safely moderating cyclist speed. From left to right, narrowing of cycleways, deviation of routes and raised pedestrian crossing tables. [Illustrative Diagrams].



Clear signage for pedestrians and cyclists.

Trapeze, France, AAUPC





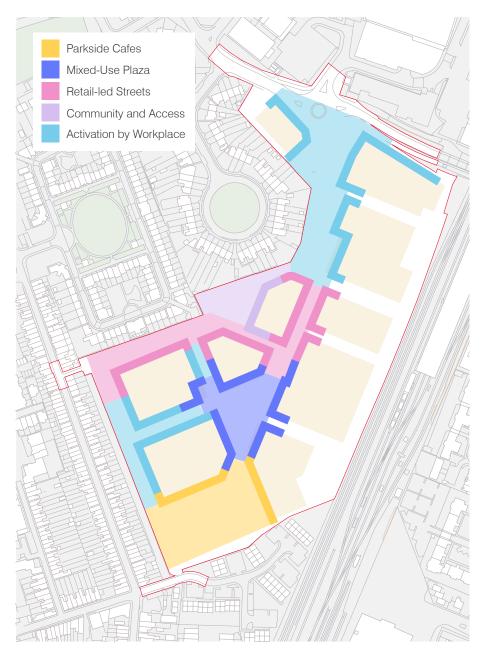
Cycle routes bordered with planting.
Avenues Mermoz et Pinel,
Gautier+Conquet Architects, France



### 2.7 Uses and Mix

Whilst the exact nature and layout of the mixed-use ground floors will be determined at Reserved Matters applications, this Code is to form organisational principles to shape the ground plane environment to ensure a synergy between ground floor uses and the public realm to create a vibrant and coherent layout

- 2.7.0 The ground floors of the proposed buildings *must* be designed to collectively deliver a mix of ground floor uses.
- 2.7.1 The ground floor uses should include more than two uses other than workplace or lobby in order to create a multi-faceted new place. This code is to be applied site-wide not per building.
- 2.7.2 The organisation of the mix of uses *should* be in accordance with the principles of the zoning plan, opposite.
- 2.7.3 Workplace is an acceptable ground floor use anywhere on site but *must* adhere to the principles for active frontage outlined elsewhere in this document.
- 2.7.4 A strategy for meanwhile uses *must* be included within the first Reserved Matters Application
- 2.7.5 Public facilities including toilets, drinking water fountains and seating *must* be included on site.
- 2.7.6 Ground floor uses should be organised such that they can support and extend onsite activation outside of the core Monday to Friday working day hours of 9am until 5pm.
- 2.7.7 The ground floors of the buildings *should* be designed to be flexible, allowing for future change in use of the proposed mixed-use spaces.
- 2.7.8 Spaces for community use should be included within the ground floor of at least one building.



**Illustrative Ground Floor Organisation and Mix** 



Illustrative view showing the activation of Hive Park by the parkside cafes.



Illustrative ground floor plan showing the mix of uses.



An active space bounded by commercial addresses and mixed use floorspace per the proposed Mixed-use Plaza.

Pancras Square, Allies & Morrison

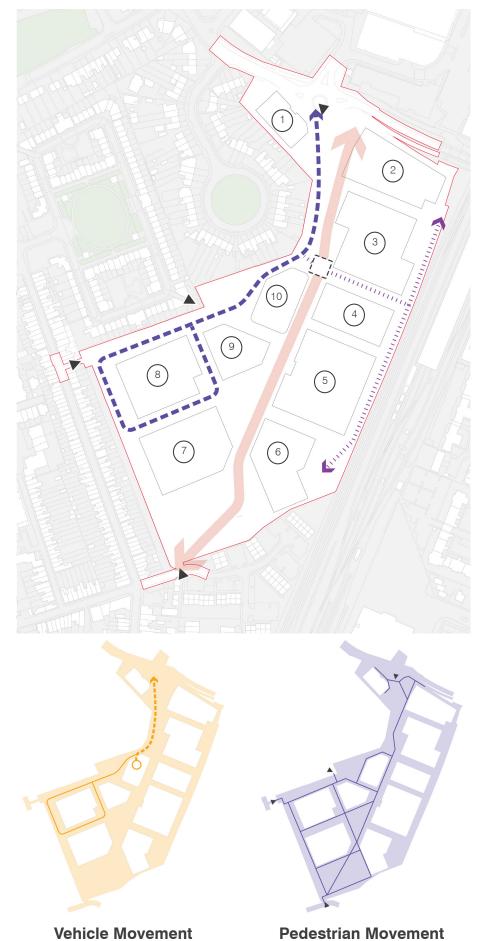
## 2.8 Servicing, Access and Car Parking Strategy

This code controls and manages vehicle movements to minimise their impact on the masterplan and so optimise the quality of place for people to enjoy.

- 2.8.0 These Design Codes *must* be read in conjunction with the Access and Circulation Parameter Plan.
- 2.8.1 Movement across the site *must* prioritise pedestrians first, then cyclists, followed by vehicles to encourage a sustainable travel mode shift.
- 2.8.2 Vehicle access *must* be restricted to the Coldham's Lane entrance only.
- 2.8.3 There *must* be a bus stop for the Beehive Centre on the site.
- 2.8.4 Private car access *must* be limited to the route between the Coldham's Lane entrance and the proposed multi-storey car park at Plot 10. Exceptions to this include access for accessible parking, car club and taxi spaces and any traffic required to service events within the central spaces of the landscape.
- 2.8.5 Where service vehicle routes cross the central public realm spaces, they *must* be designed in a way that minimises the interruption to the continuous flow of the public realm.
- 2.8.6 The majority of heavy goods servicing including the delivery and removal of bulk lab gasses *should* be limited to the service yards behind Plots 2 to 6.
- 2.8.7 The vehicle access to the loop road around Plot 8 should be limited to buses, service vehicles and access for private cars to accessible parking and car club spaces only.
- 2.8.8 The bus route *should* follow the loop road around Plot 8.
- 2.8.9 Vehicle movement around the loop road around Plot 8 should be limited to one-way clockwise movements.



Tertiary Route



### 2.9 Character Areas

The Proposed Development will be a public realm led scheme of mixed use. The masterplan defines a series of character areas that form a key part of the placemaking strategy.

- 2.9.0 The proposal *must* be a public realm led mixed-use scheme that incorporates and harmonises workplace uses with a high quality mixed-use ground floor.
- 2.9.1 The masterplan *must* comprise a number of primary character areas to create a varied and interesting sense of place. For the purposes of this application, these are illustratively named and located as below:
  - Hive Park: a new green park activated by parkside cafes and restaurants
  - Maple Square: a new flexible civic plaza designed to host events throughout the year
  - Garden Walk: a highly activated green street that forms the northern part of the local centre
  - Abbey Grove: the primary site entrance, softened by dense tree planting
  - The Lanes: connective streets that connect into the surrounding streets
  - Railway Corridor: the functional spine that houses the more demanding service areas
- 2.9.2 The character areas *must* vary in identity but maintain a cohesive feel throughout the site.
- 2.9.3 The landscape and buildings *must* be coordinated to create a cohesive design that reinforces the identity of the character areas that they sit within.
- 2.9.4 Abbey Grove, Garden Walk, Maple Square and Hive Park *must* collectively deliver the Beehive Greenway active travel corridor.
- 2.9.5 All character areas *must* support the retention of existing trees wherever possible.

- 2.9.6 The proposed removal of any existing trees must be justified and compensated for on site
- 2.9.7 All character areas *must* include a tree planting strategy with a focus on mature size, biodiversity and climate resilience informing the selection.
- 2.9.8 Where relevant, the character areas should facilitate and enhance connections to the surrounding context.
- 2.9.9 Existing trees and vegetation *should* be retained and enhanced for amenity value from within and outside the site, and to support for habitat creation.
- 2.9.10 All characters areas *should* enable habitat creation.
- 2.9.11 The landscape design *should* incorporate spaces for community use informed by ongoing community engagement.
- 2.9.12 The public art strategy *should* be respond to the character area that each installation or initiative is situated within.

### **Character Areas Strategy**

Character areas defined in detail further in the document.

