



4.0 Character Areas

The open spaces of the innovation district naturally divide into areas of distinct character that contribute to creating a varied and interesting place. These Character Areas will

be informed by the codes of the Masterplan Framework which are supplemented in the following pages by codes which add detail to the requirements for each of the key spaces.

- 4.1 Abbey Grove
- 4.2 Garden Walk
- 4.3 Maple Square
- 4.4 Hive Park
- 4.5 The Lanes
- 4.6 Railway Corridor

4.0 Character Areas

4.1 Abbey Grove

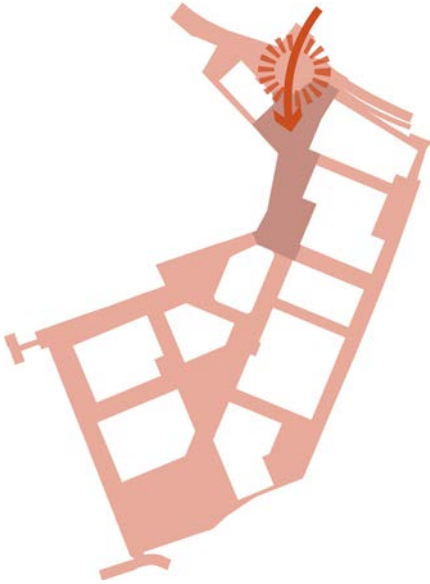
Abbey Grove is a key entry and gateway space to the north of the site. Whilst maintaining site functionality and connectivity, it will achieve a woodland character with significant tree planting and diverse planting areas. This entry space will transition visitors into the centre of the development. To ensure a welcoming space for all, there will be opportunities for gathering and activity.

Spaces

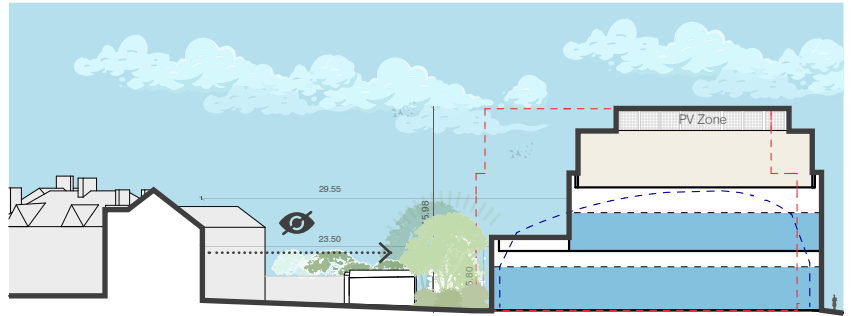
- 4.1.0 Abbey Grove character area *must* respond to its significance as the sole entrance from the north and primary arrival point for vehicle arrivals.
- 4.1.1 A diverse and resilient green buffer zone, planted with trees, *must* be created to act as a green screen to the neighbours of Silverwood Close. Refer to Section 2.14
- 4.1.2 Abbey Grove must create an area with significant tree planting, retained and new, between the access road and the new building frontages, refer to Section 2.13.
- 4.1.3 Priority of movement for pedestrians and cyclists at the crossing point with the service road *must* be made legible by the design of routes and crossing points supported by landscape materials and signage.
- 4.1.4 The landscape design of Abbey Grove *should* be distinct in character to other Nodal Zones and include extensive tree planting. Refer to Section 2.3.
- 4.1.5 The separation between the road and the cycle route *should* be no narrower than 75cm to allow for hedge or shrub planting.
- 4.1.6 All entry points *should* be clearly legible and suitably signified by appropriate signage and wayfinding.
- 4.1.7 The landscape proposal *should* provide opportunities for outdoor amenities such as social seating.
- 4.1.8 Reserved Matters application *should* evidence how the landscape areas interact with the buildings to activate frontages.

Built Form (Plots 1, 2 & 3)

- 4.1.9 Reserved Matters applications *must* evidence how the design responds to the facing conditions with Silverwood Close.
- 4.1.10 Reserved Matters applications *should* demonstrate how the design of Abbey Grove will create a positive new street frontage and improved entrance experience.
- 4.1.11 Primary entrances to buildings *should* be facing Abbey Grove, except for Plot 1 which *should* address Coldhams Lane.



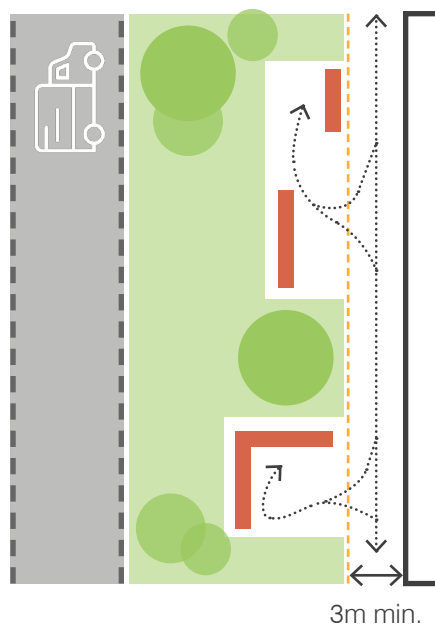
4.1.0 Abbey Grove character area is a sole entrance for vehicles. [Illustrative Diagram].



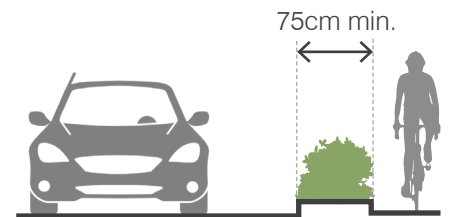
4.1.1 Inclusion of green buffers at boundary edges. [Illustrative Diagram].



4.1.4 Using materiality to signify a pedestrian prioritised crossing point with vehicles. [Illustrative Diagram].



4.1.2 Inclusion of significant tree planting between the access road and the buildings with seating areas 4.1.8. [Illustrative Diagram].



4.1.6 Appropriate green buffer separation between pedestrians and vehicles. [Illustrative Diagram].

4.0 Character Areas

4.2 Garden Walk

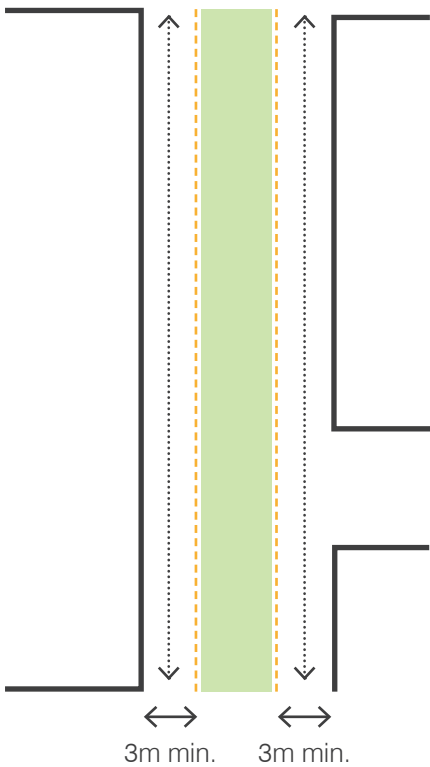
Garden Walk is a space that will prioritise pedestrian movement and connect visitors from the entry space of Abbey Grove to the main civic space of the development, Maple Square. This linear space will include legible and comfortable pedestrian routes, segregated cycle routes with clearly legible pedestrian crossing points, social seating and a variety of trees and planting. The surrounding plots will contribute to the highly activated green street character with active frontages and local centre ground floor uses.

Spaces

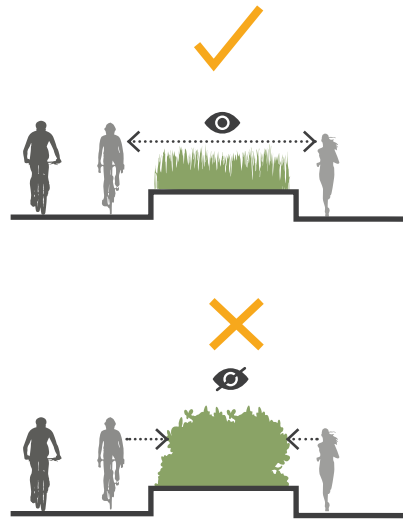
- 4.2.0 The Garden Walk *must* prioritise pedestrian movement by being direct and unambiguous with clear lines of sight to destination, refer to Section 2.5.
- 4.2.1 The width of pedestrian and cycle routes *must* be determined by expected flow rates, refer to Section 2.6.
- 4.2.2 The Garden Walk *must* create areas for tree planting, retained and new.
- 4.2.3 Priority of movement for pedestrians at crossing points on the cycle route *must* be made legible by the design of routes and crossing points supported by landscape materials and signage.
- 4.2.4 The space between the building line and the planting areas *must* be no narrower than 3m to allow for pedestrian movements. Refer to Section 2.9 and 2.12.
- 4.2.5 Where activities other than pedestrian circulation are to be included within this space (for example, lobby entrances, spill out spaces or seating zones), hard landscaped circulation zones *must* be suitably widened to accommodate these uses with the specified dimensions justified within Reserved Matters Applications.
- 4.2.6 The Garden Walk *must* incorporate SuDS or rain gardens within the planting beds to support runoff water drainage. Refer to Section 2.15.
- 4.2.7 The landscape design of Garden Walk *should* soften the transition between an entry space and central space within the masterplan as a designated Threshold. Refer to Section 2.3.
- 4.2.8 Planting areas *should* not limit visibility and legibility for cyclists and pedestrians moving through the space.
- 4.2.9 The landscape proposal *should* provide opportunities for break out space, gathering and activity for a variety of users.
- 4.2.10 Break out spaces *should* be designed to create a sense of enclosure with planting for shade and creation of sub-spaces.
- 4.2.11 The Garden Walk *should* incorporate public art.
- 4.2.12 Reserved Matters application *should* evidence how the landscape areas interact with the buildings to activate frontages.

Built Form (Plots 4, 5, 9 & 10)

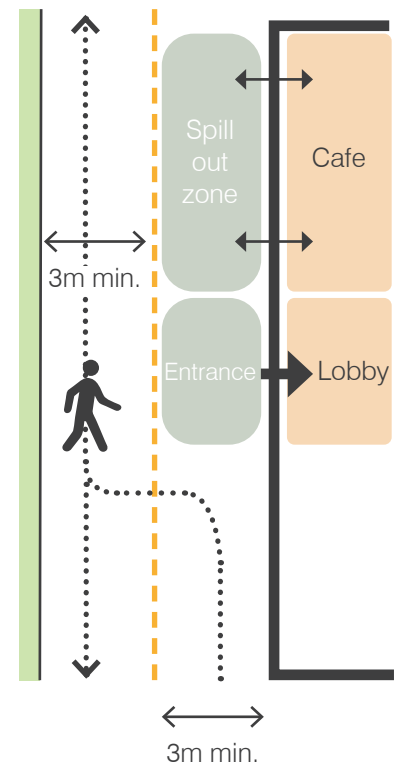
- 4.2.13 Buildings *must* frame the Garden Walk to create a space with distinct character within the masterplan.
- 4.2.14 Buildings *must* create a varied and active mixed-use ground floor experience.
- 4.2.15 Reserved Matters applications *should* evidence how the design of Garden Walk will create a highly activated green street that prioritises pedestrian movement.
- 4.2.16 Entrances *should* be coordinated with the landscape design to create legible thresholds into buildings and allow for easy movement around the Garden Walk.
- 4.2.17 Ground floor frontages facing the Garden Walk *should* contribute to its activity through a variety of active and positive uses including restaurants, cafes, retail entrances, workspace and entrance lobbies.
- 4.2.18 Buildings *should* be designed with consideration given to their visibility in long distance views through the site such that they can positively contribute to legibility and wayfinding.



4.2.4 Prioritised pedestrian movement with a minimum 3m pathway along the building lines [Illustrative Diagram].



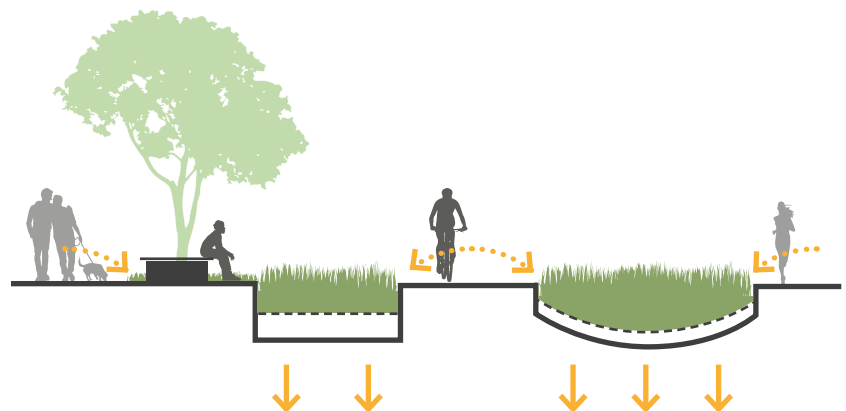
4.2.8 Lines of sight between cyclists and pedestrians should not be interrupted by the landscape design. [Illustrative Diagram].



4.2.5 Pedestrian circulation cannot be interrupted by activity zones. [Illustrative Diagram].



4.2.3 Crossing points on cycle routes legible through material change. [Illustrative Diagram].



4.2.6 SuDs or rain gardens incorporated into the landscape design to support run-off water drainage. [Illustrative Diagram].

4.0 Character Areas

4.3 Maple Square

Maple Square is the new flexible civic plaza that signifies the central Nodal Zone of the new Innovation Neighbourhood. It is a place designed to host events throughout the year including a series of community events, installations, and cultural celebrations. Existing trees will be retained and complimented by new tree planting and rain gardens to green and soften the space, to provide important amenity value and shade for pedestrians in the hotter summer months. This area forms the active centre of the development with good workplace addresses alongside mixed use space, all connected to high quality open space.

Spaces

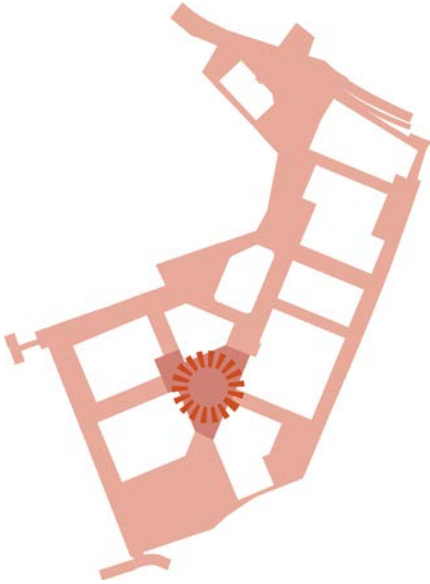
- 4.3.0 As the central civic space of the development, the Maple Square character area *must* be of a high design quality with high quality materials.
- 4.3.1 Maple Square *must* create a legible environment for safe pedestrian movement, refer to Section 2.6.
- 4.3.2 A continuous and direct cycle route *must* run from Garden Walk through to Hive Park via Maple Square, refer to Section 2.5.
- 4.3.3 Priority of movement for pedestrians and cyclists at the crossing point with the one-way loop service road *must* be made legible by the design of routes and crossing points supported by landscape materials and signage.
- 4.3.4 Priority of movement for pedestrians at crossing points on the cycle route *must* be made legible by the design of routes and crossing points supported by landscape materials and signage.
- 4.3.5 Maple Square *must* create areas for tree planting, retained and new.
- 4.3.6 Maple Square *must* be designed to be flexible in use, with consideration given for scale and capacity testing, appropriate material, furniture and lighting selection, necessary management access and security, and connections to power and water.
- 4.3.7 Where activities other than pedestrian circulation are to be included within this space (for example, lobby entrances, spill out spaces or seating zones), hard

landscaped circulation zones *must* be suitably widened to accommodate these uses with the specified dimensions justified within Reserved Matters Applications.

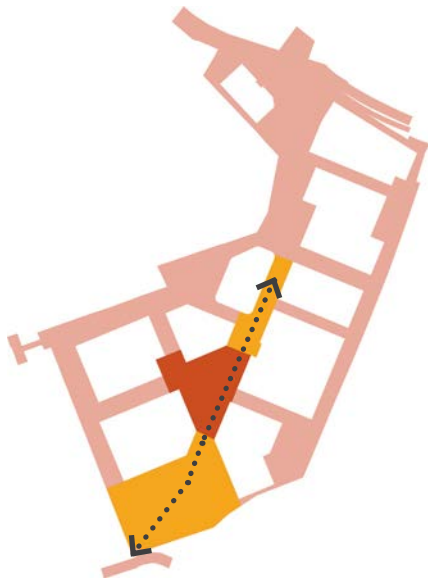
- 4.3.8 Maple Square *must* allow for emergency vehicle access.
- 4.3.9 Maple Square *must* incorporate SuDS or rain gardens within the planting beds to support runoff water drainage. Refer to Section 2.15.
- 4.3.10 The landscape design of Maple Square *should* be distinct in character to other Nodal Zones and include extensive tree planting. Refer to Section 2.3.
- 4.3.11 The landscape proposal *should* support the functionality of the square, offering opportunities for break out space, gathering, events and activity for a variety of users.
- 4.3.12 Break out spaces *should* be designed to create a sense of enclosure with planting for shade and creation of sub-spaces.
- 4.3.13 The bus stop *should* be visible, well-lit and accessed from Maple Square.
- 4.3.14 Maple Square *should* incorporate public art.
- 4.3.15 Reserved Matters application *should* evidence how the landscape areas interact with the buildings to activate frontages.

Built Form (Plots 5, 6, 7, 8 & 9)

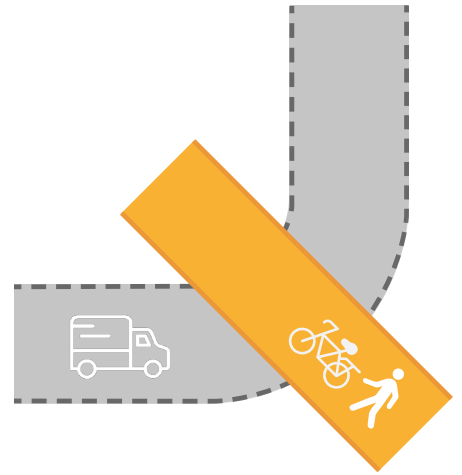
- 4.3.16 Buildings *must* frame Maple Square to create a space with distinct character within the masterplan.
- 4.3.17 Buildings *must* create a varied and active mixed-use ground floor experience.
- 4.3.18 Primary entrances to buildings *must* be facing Maple Square, unless otherwise addressing a different character area.
- 4.3.19 The buildings surrounding Maple Square *must* be designed to support the expected activities within the area.
- 4.3.20 Ground floor frontages facing Maple Square *should* contribute to its activity through a variety of active and positive uses including restaurants, cafes, retail entrances, workspace and entrance lobbies.
- 4.3.21 Buildings *should* be designed with consideration given to their visibility in long distance views through the site such that they can positively contribute to legibility and wayfinding.



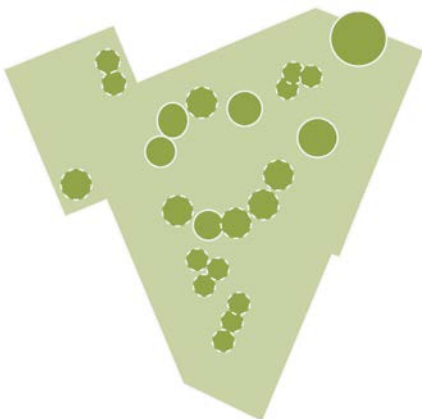
4.3.0 A civic space at the centre of the development. [Illustrative Diagram].



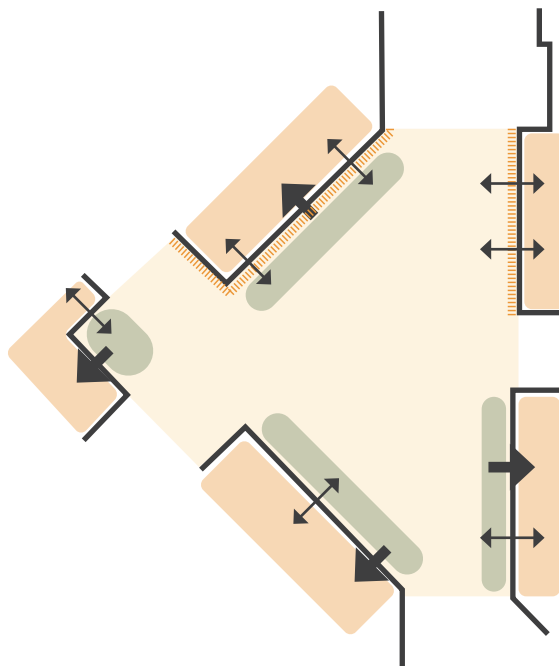
4.3.2 As part of the Beehive Greenway the combined pedestrian and cycle route will run directly through Maple Square. [Illustrative Diagram].



4.3.4 Use of materiality change on the road surface to signify pedestrian priority. [Illustrative Diagram].



4.3.5 Maple Square must create areas for tree planting, retained and new [Illustrative Diagram].



4.3.18 Primary entrances and buildings that surrounded and activate the square to create a relationship between the buildings and the landscape. [Illustrative Diagram].

4.0 Character Areas

4.4 Hive Park

Hive Park is a new green park activated by parkside cafes and restaurant at the southern entry point to the site. This space will contribute to a welcoming and exciting entrance experience with large tree planting, green open space and opportunities for play, work and rest for all.

Spaces

- 4.4.0 Hive Park *must* respond to its significance as the primary entrance from, and interface with, the adjoining Conservation Area from the south for pedestrians and cyclists.
- 4.4.1 A diverse and resilient green buffer zone, planted with trees, *must* be created to act as a green screen to the neighbours of Sleaford Street and York Street. Refer to Section 2.14.
- 4.4.2 Hive Park *must* create a legible environment for safe pedestrian movement, refer to Section 2.6.
- 4.4.3 A continuous and direct cycle route *must* run from the Sleaford Street entrance through Hive Park to Maple Square and moderate cyclist speed through the park, refer to Section 2.5.
- 4.4.4 Priority of movement for pedestrians at crossing points on the cycle route *must* be made legible by the design of routes and crossing points supported by landscape materials and signage.
- 4.4.5 Hive Park *must* create an area with significant tree planting, refer to Section 2.13.
- 4.4.6 The levels across the Hive Park character area must be suitably graded for accessible routes for pedestrians and cyclists.
- 4.4.7 Hive Park *must* provide opportunities for outdoor amenities and play for all such as social seating, play-on-the-way and incidental play.
- 4.4.8 Hive Park *must* incorporate perimeter seating throughout the park in sunny and shady spots.
- 4.4.9 Where activities other than pedestrian circulation are to be included within this space (for example, spill out spaces or seating zones), hard landscaped circulation zones *must* be suitably widened to

accommodate these uses with the specified dimensions justified within Reserved Matters Applications.

- 4.4.10 The landscape design of Hive Park *should* be distinct in character to other Nodal Zones and include extensive tree planting and space for play. Refer to Section 2.3.
- 4.4.11 The landscape design of Hive Park *should* soften the transition between an entry space and central space within the masterplan as a designated Threshold. Refer to Section 2.3.
- 4.4.12 All entry points *should* be clearly legible and suitably signified by appropriate signage and wayfinding.
- 4.4.13 Reserved Matters application *should* evidence how the landscape areas interact with the buildings to activate frontages.
- 4.4.14 Hive Park *should* incorporate SuDS or rain gardens within the planting beds to support runoff water drainage. Refer to Section 2.15.
- 4.4.15 The existing boundary wall *should* be an opportunity for community murals and artwork.

Built Form (Plots 5, 6, 7, 8 & 9)

- 4.4.16 Buildings *must* frame Maple Square to create a space with distinct character within the masterplan.
- 4.4.17 Buildings *must* create a varied and active mixed-use ground floor experience.
- 4.4.18 Reserved Matters applications *must* demonstrate how the design responds to the facing conditions with Sleaford Street and York Street.
- 4.4.19 Ground floor frontages facing Hive Park *should* contribute to its activity through a variety of active and positive uses including, but not limited to, restaurants, cafes, retail entrances, workspace and entrance lobbies.
- 4.4.20 Perimeter seating *should* be provided adjacent to active frontages.
- 4.4.21 Buildings *should* be designed with consideration given to their visibility in long distance views through the site such that they can positively contribute to legibility and wayfinding.



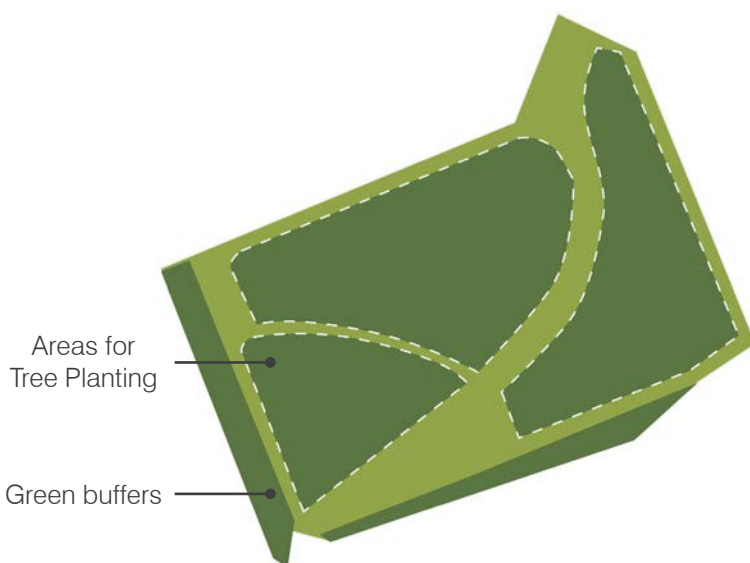
4.4.0 Hive Park is the main entrance from the south for cyclists and pedestrians. [Illustrative Diagram].



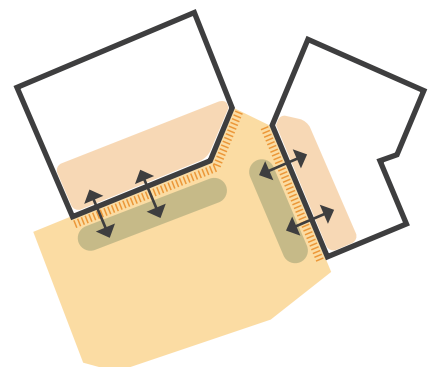
4.4.3 Hive Park forms part of the Beehive Greenway, the primary cyclist and pedestrian route through the site. [Illustrative Diagram].



4.4.12 Alongside the Beehive Greenway route, there will be additional routes through the park with clear wayfinding. [Illustrative Diagram].



4.4.1 Green buffer zones on the boundaries with the opportunity for significant tree planting, including large trees, within Hive Park (4.5.5). [Illustrative Diagram]



4.4.19 The built forms will relate and connect to the landscape through active ground floor uses. [Illustrative Diagram]

4.0 Character Areas

4.5 The Lanes

The Lanes are a key piece of urban design that connects York Street and St Matthews Gardens directly to the centre of the masterplan and connects the historic street pattern with the public-realm led layout of the proposals, stitching together the distinct character areas. These linear spaces will include planting and trees, whilst enabling pedestrian and cyclist circulation, building functions and entrances. The Lanes will create a new collection of streets that will be activated by retail and mixed use spaces for the much of their length. The creation of an appropriate streetscape will be key to the success of the space.

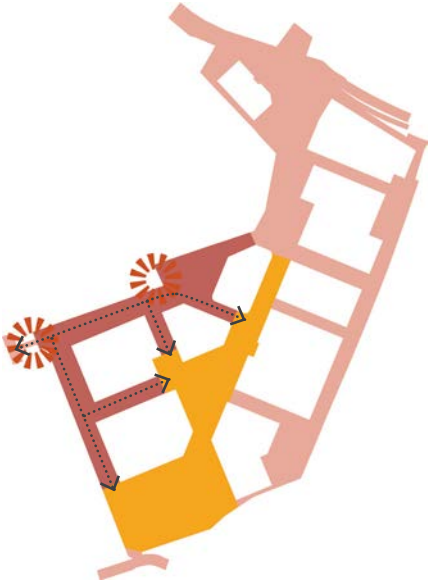
Spaces

- 4.5.0 The Lanes *must* respond to their significance as entrance points, and interface with, the adjoining Conservation Area.
- 4.5.1 The Lanes *must* create a legible environment for safe pedestrian movement, refer to Section 2.6.
- 4.5.2 A diverse and resilient green buffer zone, planted with trees, *must* be created to act as a green screen to the neighbours of York Street, Silverwood Close and St Matthews Gardens. Refer to Section 2.14.
- 4.5.3 The Lanes *must* create areas for tree planting, retained and new, in all new streets.
- 4.5.4 Priority of movement for pedestrians at crossing points on the cycle route must be made legible by the design of routes and crossing points supported by landscape materials and signage.
- 4.5.5 Priority of movement for pedestrians and cyclists at the crossing point with the one-way loop service road must be made legible by the continuation of landscape materiality of pedestrian and cyclist routes over the crossing point.
- 4.5.6 The space between the building line and the planting areas must be no narrower than 3m to allow for pedestrian movements. Refer to Section 2.12.
- 4.5.7 The separation between the road and the cycle route should be no narrower than 75cm to allow for hedge or shrub planting.

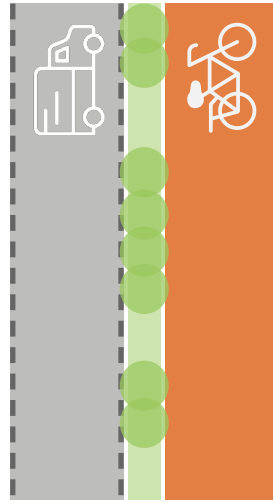
- 4.5.8 All entry points should be clearly legible and suitably signified by appropriate signage and wayfinding.
- 4.5.9 The Lanes *must* provide accessible parking for the surrounding plots.
- 4.5.10 The Lanes *must* be designed to incorporate planting beds and tree planting within the area for accessible parking and service bays.
- 4.5.11 Along the boundaries to The Lanes, existing trees and vegetation *should* be retained and enhanced for potential habitat creation.
- 4.5.12 Materiality at the entrance points *should* indicate right of way for pedestrians and aid legibility for cyclists and pedestrians to prevent conflict.
- 4.5.13 The Lanes *should* incorporate SuDS or rain gardens within the planting beds to support runoff water drainage. Refer to Section 2.15.
- 4.5.14 Reserved Matters application *should* demonstrate how the landscape areas interact with the buildings to activate frontages.
- 4.5.15 Planting areas *should* not limit visibility and legibility for cyclists or offer barriers for movement.
- 4.5.16 Trees *should* be planted with varying size and species to ensure diverse and resilient planting.

Built Form (Plots 7, 8, 9 and 10)

- 4.5.17 Reserved Matters applications *must* evidence how the design responds to the facing conditions with York Street, Silverwood Close and St Matthews Gardens.
- 4.5.18 Buildings *must* create a varied and active mixed-use ground floor experience.
- 4.5.19 Ground floor frontages facing into The Lanes *should* contribute to its activity through a variety of active and positive uses including, but not limited to, restaurants, cafes, retail entrances, workspace and entrance lobbies.
- 4.5.20 Buildings *should* be designed to enable legibility of the route through the Beehive Greenway towards Hive Park and vice versa, to Abbey Grove, and beyond.

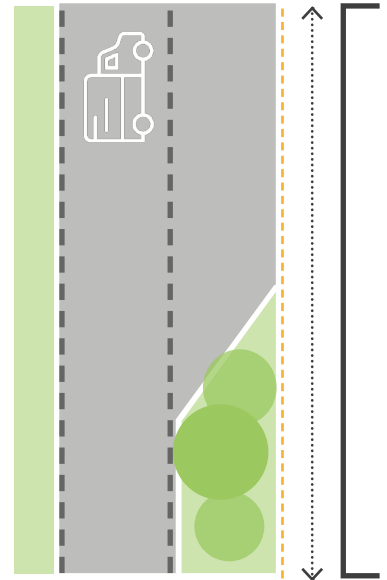


4.5.0 The Lanes create an arrival space with two entry points. [Illustrative Diagram].



↔
75cm min.

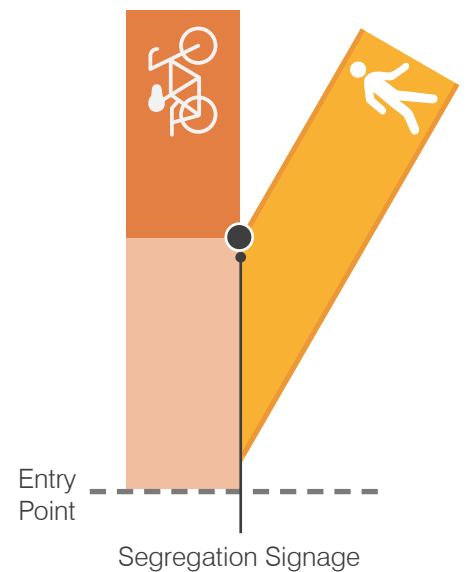
4.5.7 Minimum planting width between the road and cycle route. [Illustrative Diagram].



4.5.10 Opportunities to create planting beds within the servicing zone layout. [Illustrative Diagram].



4.4.2 Opportunity to introduce and enhance green screen buffers on the boundary edges of The Lanes. [Illustrative Diagram].



4.5.12 Materiality at entry points should clearly signify the difference between shared space, segregated cycle routes and pedestrian priority routes. [Illustrative Diagram].

4.0 Character Areas

4.6 Railway Corridor

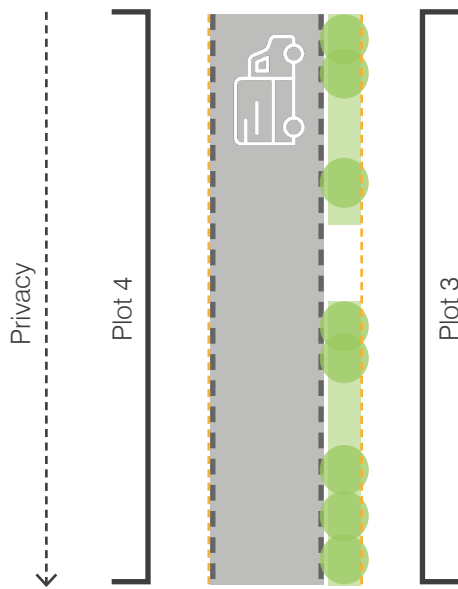
The Railway Corridor is designated for servicing the laboratory plots along the railway boundary. The space will be designed to be private for the safety of visitors as it will contain bulk gas storage and service bays for large HGV vehicles.

Spaces

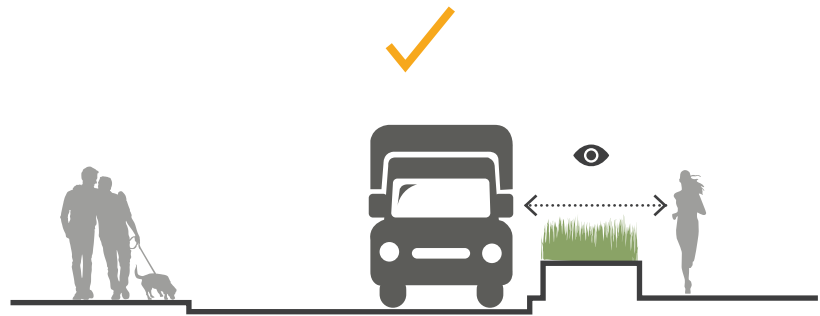
- 4.5.0 The Railway Corridor *must* create a safe and legible environment for the movement of service vehicles.
- 4.5.1 The space *must* be designed to discourage use and access by a member of the general public.
- 4.5.2 Pedestrian pathways, loading zones and the service road *must* be made legible by landscape materials and signage.
- 4.5.3 The landscape strategy *must* accommodate suitably sized turning circles for the expected HGVs and delivery vehicles.
- 4.5.4 The Railway Corridor *must* include green boundaries where possible, to enhance and support the biodiversity of the railway margins.
- 4.5.5 The entry point to the Railway Corridor on the road between Plot 3 and 4 *must* be clearly legible and suitably signified by appropriate signage and wayfinding.
- 4.5.6 Planting areas *should* not limit visibility and legibility for vehicle drivers.

Built Form (Plots 2, 3, 4, 5 and 6)

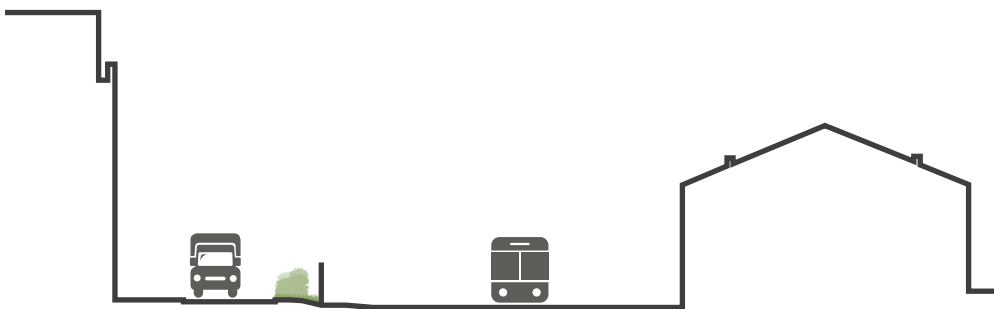
- 4.5.7 Reserved Matters applications *must* evidence how the design responds to the facing conditions with the railway boundary and residential buildings to the east.
- 4.5.8 Façades along the Railway Corridor that are designated as tertiary façades *must* not result in undue downgrade in architectural quality. Refer to Section 2.2.
- 4.5.9 Entrances and routes for building services (e.g refuse storage and collection) *must* be well coordinated with the proposed ground floor frontages, public realm and highways. Refer to Section 3.3.



4.5.1 The design will increase privacy towards the Railway Corridor. [Illustrative Diagram].



4.5.6 The landscape design will not obstruct the visibility between pedestrians and vehicle drivers. [Illustrative Diagram].



4.5.4 Green buffers at the boundary with the railway to contribute to biodiversity. [Illustrative Diagram].