

# C SUMMARY OF FOR DESIGN WORKSHOP WITH MEMBERS HELD IN MARCH 2020

Below is a summary of the Design Code Workshop presented to North Kesteven District Council on 10th March 2020.

## 1. Capturing the local vernacular

- Vernacular should be driven by the various characteristics of the nearby areas/neighbouring villages such as Bracebridge Heath, South Park, Branston.
- St John's Hospital/Bracebridge Heath should be a key influence on the proposed architectural styles, particularly the new properties which are proposed within close proximity to the hospital. Details such as quoins, contrasting sills, stone setts, pantiles should be used which reflect the style of the hospital.
- Proposed commercial/educational uses should also reflect the local vernacular of the nearby settlements.
- Bracebridge Heath was historically red brick, so material should be reflected within the proposals.
- New housing should be sympathetic to the Chichester Drive/Canterbury Road housing.
- 3 / 3 ½ storey housing could be appropriate with an appropriate level of detailing.
- The opportunity exists to create a mix of contemporary characteristics but should draw upon local vernacular.
- The opportunity exists for single storey dwellings, and should be embedded in the design codes to allow for inclusive housing.
- Outward looking, with variation in building alignments.

## 2. Potential Character Areas

### Bomber Command

- The opportunity exists to 'tidy up' the entrance to the SEQ from the north along the B1188 towards Canwick Avenue.
- Mitigation measures to be put in place by the allotments to enhance the approach, framing the entrance to the SEQ and towards Bomber Command.
- Hedges and trees to be planted to frame views towards Bomber Command from Canwick Avenue/Lincoln Road.
- Height restrictions will be put in place on the proposed nearby commercial uses.
- Design and layout of this potential character area should be appropriate for the setting of Lincoln Cathedral.

### South Common

- Properties overlooking South Common should reflect the existing properties along South Park at the bottom of the bank – Villa-style houses.
- Views from Lincoln towards the SEQ should be considered and the layout of the properties overlooking the common should form an attractive edge to the development.
- Potential for a variety of properties, allowing for a diverse range of occupants.
- Surface materials should be carefully considered – bonded gravel as opposed to tarmac/block paving etc.
- Parking should be as discreet as possible. Shouldn't dominate the streetscene, particularly in long distance views from the Cathedral.

### Views and Vistas

- Properties to be set back half a plot depth from the view corridor, allowing for the use of some 2 ½ storey properties to add interest and articulate the roofscape.
- Imperative that view corridors are useable open spaces, and not just linear strips of green space. Should provide opportunity for play and recreation for children/people of all ages.
- 'Free play' to be incorporated along the view corridors to encourage active lifestyles in an attractive setting.
- Adult play/outdoor gyms included alongside walking/cycle routes to encourage usage.
- Important that play spaces don't detract from the main views, in particular towards the Cathedral.
- Maximise view opportunities from the proposed dwellings through building orientation and scale.

### Canwick Avenue

- If possible, a cycle route and walking route should be incorporated alongside Canwick Avenue.
- Providing development isn't lost, the developable edge should be pulled back from Canwick Avenue to retain its character as a rural approach into Lincoln.

### Additional Character Areas

- Heighington Road (new views northwards towards Lincoln and adjacent countryside)
- Countryside Edge
- Lincoln Road Entrance
- Sleaford Road/Bloxholm Lane Entrance
- Church Commissioners Land (extending scope of Design Code)
- Green Corridor (separation with Bracebridge Heath)
- Industrial/Commercial Edge
- Internal Areas (permeability)

### 3. Design Principles

- Rural Approaches
- Engineering work associated with the LEB needs to be considered within the design proposals adjacent to the route of the road.
- Both residential and commercial approaches need to be considered, particularly approaching from Branston (Lincoln Road) and Sleaford Road/Bloxholm Lane (as mentioned in additional character areas section).
- Employment uses at the Lincoln Road and Sleaford Road/Bloxholm Lane entrance shouldn't be fixed to 'B' uses, and should provide a degree of flexibility. Proposed commercial/employment uses should avoid standard 'boxes' and should draw upon the local vernacular. Should be "village" in scale and character.
- The opportunity exists to include mixed use development i.e. flats/offices above shops.
- Car parking in these areas should be located to the rear and should be well landscaped.
- Clear separation should be shown between the SEQ and Branston. The LEB provides a hard boundary, but Branston may eventually grow along Lincoln Road towards the SEQ and this potential coalescence should be avoided.
- Heighington Road is an important approach to the SEQ and should be carefully planned.
- All rural approaches to the SEQ should display a sensitive approach to the design/scale/materials used.
- Too much emphasis shouldn't be paid to the view corridor towards Bomber Command along Lincoln Road. Instead, a new corridor should be considered elsewhere in the SEQ.
- The proposed mobility hubs will require a separate section within the Design Codes which clearly sets out the principles for the design/scale etc.

### Healthy Living

- Green route along the LEB contains an important cycle route. Proposed cycle routes within the SEQ should connect with this.
- Cycle routes through Bracebridge Heath, Canwick, SEQ and into Lincoln are established/proposed and the opportunity exists to locate open spaces (e.g. sports pitches) alongside them to maximise accessibility.
- Cycle route from Heighington along Heighington Road should be provided.
- Potential to link green corridor through the SEQ with the existing recreational ground in Bracebridge Heath.
- Circular walks around local neighbourhoods should be provided which connect with the wider Public Rights of Way network, including Viking Way.
- Should be combined cycle routes/footways along the proposed main streets within the developments.
- Playing pitches to be more flexible play spaces as there is already a sufficient number of formal sports provision in the area.

### Green/Blue Infrastructure

- Must consider permeability for wildlife and not just for people/cars.
  - Biodiversity Net Gain is to be an integral aspect of the design proposals.
  - Dialogue with Tree Officer to establish key species.
  - Comprehensive drainage strategy is essential to minimise the risk of flooding off-site, particularly at South Park.
  - Open space adjacent to South Common should be fairly open to reflect the nature and character of the Common.
  - Inclusion of woodland walks – potentially located within the green corridor separating Bracebridge Heath from the rest of the development.
  - Tree-lined streets drawing the green infrastructure into the development parcels.
  - Use of evergreens and deciduous trees.
  - Smaller, incidental open spaces within the development parcels should be proposed – currently a lack of on the current Concept Masterplan. A separate section within the Design Codes is needed, potentially alongside a play area strategy.
-

## 4. Street Hierarchy

### Primary Streets

- Important to be clear with regards to road width and design – important to set out standards within the Design Codes.
- Tree-lined bus route – don't leave space for cars to park on verges. Use of street furniture to restrict overspill parking.
- Dwelling parking along Primary Street should be located adjacent to the properties rather than in front of them to avoid a negative impact on the main thoroughfare.
- Verges need to be established – mown grass, meadows, plants, wildflower.
- Detailed parameters for road surfacing should be set out.
- Surface materials used to highlight street hierarchy
- Cycle routes within development parcels – shorter front gardens and wider footways to include cycle paths.
- Additional Primary Streets (as discussed)

### Secondary Streets

- Designed in a less formal manor, fronting onto green spaces and overlooking areas of public open space.
- Important to include incidental, smaller areas of public open space to control traffic speeds and allow for informal recreation.
- Secondary Streets should be user friendly – potentially shared surfaces, again to manage traffic speeds.

### Private Drives/Lanes/Mews

- Avoid perpendicular parking in front of houses – should be located to the side of properties.
- Parking ownership should be clear – avoid parking courts where possible. If needed, natural surveillance is important to reduce the risk of anti-social behaviour is minimised.
- Boundary treatments – should be low rise, such as hedges, railings and pantile walls (local characteristic).
- Materials used to highlight private drives – potential use of permeable paving.
- Clear ownership/separation of private drives/lanes and cycle ways/footways for maintenance purposes.