North Kesteven
DISTRICT COUNCIL

LINCOLN SOUTH EAST QUADRANT

Broad Concept Plan and Design Code

December 2020

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North Kesteven
DISTRICT COUNCIL

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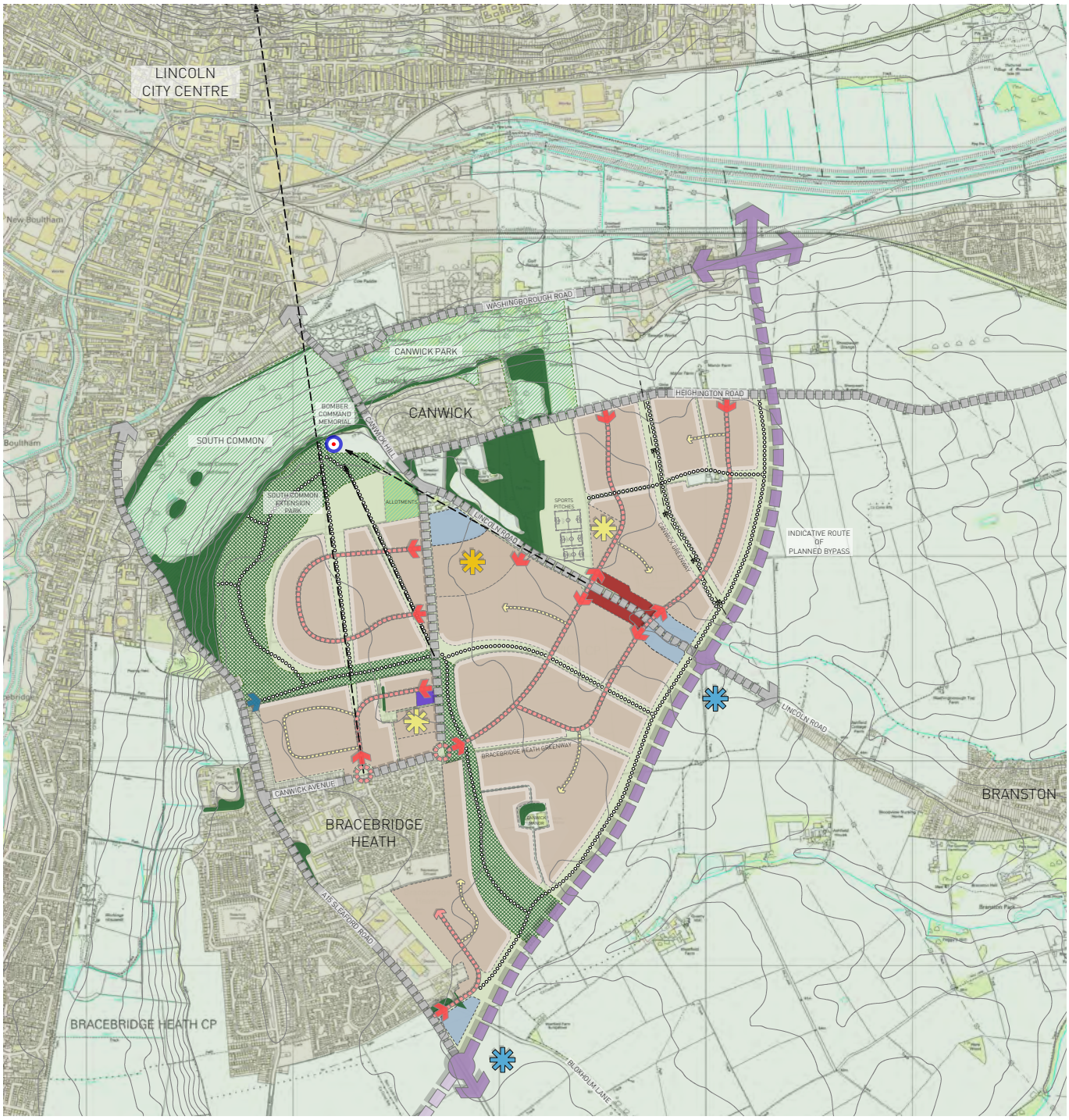

- Residential Development
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- Potential Park & Ride Sites

Fig.1.1: Draft SEQ Broad Concept Plan

01 INTRODUCTION

1.1 PURPOSE OF THE DOCUMENT

The Lincoln South East Quadrant Sustainable Urban Extension Broad Concept Plan and Design Code has been prepared to guide future applications within the scope of the South East Quadrant (SEQ), which is allocated for 6,000 new homes within Policy LP30 of the Central Lincolnshire Local Plan (CLLP), including 3,500 homes during the current plan period to 2036. Its aim is to ensure that the new development exhibits a coherent character of a high quality, and provides a variety of uses which come together to form a sustainable new neighbourhood. It should not, therefore, to be seen as overly prescriptive. However, responsible innovation and variety of design is encouraged. Applicants should demonstrate that the core principles set out within the Broad Concept Plan and Design Codes and any mandatory requirements are reflected in the design of their proposals, along with the spatial elements of the Broad Concept Plan, with each application being supported by a Design Code Compliance Statement (Section 1.6).

1.2 CREATION OF THE BROAD CONCEPT PLAN AND DESIGN CODE

This document builds upon work previously undertaken in support of the allocation of the SEQ in the Central Lincolnshire Local Plan 2017. A draft Broad Concept Plan was prepared by key landowners and stakeholders at that time, and was subject of a public consultation event. It was submitted in evidence to the Examination in Public of the CLLP to illustrate deliverability (along with a draft Phasing Plan), and is therefore considered to carry significant weight. A copy of the draft Broad Concept Plan is included opposite (Fig 1.1).

Policy LP28 of the CLLP 'Sustainable Urban Extensions' states;

"Development of an urban extension must be planned and implemented in a coordinated way, through an agreed broad concept plan that is linked to the timely delivery of key infrastructure."

Notwithstanding the weight to be attributed to the draft Broad Concept Plan, it has never been formally agreed by North Kesteven District Council (NKDC) in the manner prescribed by policy LP28. In addition, during the period that has elapsed since the adoption of the CLLP in 2017, there have been a number of key changes and events that impact the design and aspirations for the SEQ. Notwithstanding that the SEQ is intended to be a 'Sustainable Urban Extension' principle amongst these is increasing awareness of environmental and climate change issues. In particular, NKDC, in line with the other Central Lincolnshire Councils, has recognised a 'Climate Change Emergency'.

The allocation of the SEQ can be seen as a direct response to the challenge of reducing the carbon footprint of development. Locating new homes as close as possible to places of employment and services is a key element of achieving this goal. The Design Codes are intended to build upon the locational advantages of the SEQ by requiring the development to include sustainable transport measures to encourage walking/cycling and public transport. Adoption of the Lincoln Transport Strategy by Lincolnshire County Council goes hand in glove with this approach, and is another key change which will impact the SEQ. On a spatial level this involves creating not only a new place to live which is accessible by public transport , but through the incorporation of a 'mobility hub' at the centre of the SEQ, which was not previously included within the draft Broad Concept Plan.

Biodiversity is another emerging issue. Whilst 'Green Infrastructure' was always a key deliverable of the SEQ (see agreed Vision and Development Objectives in Section 3) the emerging Environment Bill on enactment is set to place 'Biodiversity Net Gain' as a key element of new development. Whilst the draft Broad Concept Plan contains significant areas of open space, adoption of Design Codes to complement the Concept Plan allows increased emphasis on these open spaces and corridors, setting a vision for them to become multipurpose areas, providing not only a landscape context for the SEQ, but allowing public access to open spaces and opportunities for increasing biodiversity. The inclusion of the 'Pipeline Corridor' is another addition to the draft Broad Concept Plan, to reflect a local constraint, but is also an addition to the open space originally envisage by the draft Broad Concept Plan.

Accordingly the aim of this document is twofold, firstly to build upon the work carried out on the draft Broad Concept Plan to create a new spatial plan (albeit based on the draft Broad Concept Plan), a Broad Concept Plan/Regulating Plan. At the same time a set of Design Codes are outlined to inform and guide the preparation of detailed planning applications across the SEQ.

1.3 HOW WAS THE EVOLUTION OF THE BROAD CONCEPT PLAN INFORMED

A Design Code workshop was held in March 2020, which enabled local Ward Members of North Kesteven District Council (NKDC) to comment on the current draft Broad Concept Plan, and to influence the subsequent Design Codes and evolution of the Broad Concept Plan.

Following that workshop a draft Design Code was drawn up and there was a period of formal consultation involving local publicity and engagement with key stakeholders (Technical Consultees and local Parish Councils) between the 27th June and 9th September 2020, during which there were 2 web-based public meetings.

1.4 DELIVERY OF THE DESIGN CODES

The Design Codes should also be fully rooted in, and cross reference to, policies of the CLLP, including:

- **Policy LP9 – Health and Wellbeing**
- **Policy LP10 – Meeting Accommodation Needs**
- **Policy LP11 – Affordable Housing**
- **Policy LP13 – Accessibility and Transport**
- **Policy LP14 – Managing Water Resources and Flood Risk**
- **Policy LP15 – Community Facilities**
- **Policy LP17 – Landscape, Townscape and Views**
- **Policy LP20 – Green Infrastructure Network**
- **Policy LP21 – Biodiversity and Geodiversity**
- **Policy LP24 – Creation of New Open Space, Sports and Recreation Facilities**
- **Policy LP25 - The Historic Environment**
- **Policy LP26 – Design and Amenity**
- **Policy LP28 - Sustainable Urban Extensions**
- **Policy LP29 - Protecting Lincoln's Setting and Character**
- **Policy LP30 - Lincoln Sustainable Urban Extensions**
- **Policy LP36 - Access and Movement within the Lincoln Area**

1.5 USING THE DESIGN CODE

The Broad Concept Plan and Design Code should be used as a reference document by NKDC, Lincoln City Council (LCC), Lincolnshire County Council (LCoC), individual developers and their respective design teams. It will help to ensure the coordinated design and delivery of SEQ.

The Design Code has been carefully constructed as a concise and accessible document that is easy to use by those involved in formulating and assessing planning applications on the SEQ. The information contained within the Design Code is, therefore, specifically focused on providing a clear set of design rules.

The Design Code has been designed to be read as a whole. Text should not be considered in isolation.

The vision underpinning the development of the SEQ is the desire to see the development respond positively to the opportunities for place-making to deliver a new neighbourhood that provides a high standard of amenity where residents and businesses want to invest and can thrive. Policy LP30 requires that the SEQ provides:

> ***"A distinctive place to live that has its own character and physical identity and respects its local surroundings, including key views and vistas of and from Lincoln Cathedral and the historic core of the city."***

The concept of place-making is supported by paragraph 72(c) of the National Planning Policy Framework (NPPF, 2019), which states that development should "*set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided*".

In addition to this, paragraph 92 states that planning policies and decisions should "*promote social interaction*", "*are safe and accessible*" and should "*enable and support healthy lifestyles*". Furthermore, paragraph 96 states that "*access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities*".

Finally, Chapter 12 – Achieving well-designed places, sets out general guidance on how to achieve a well-designed place, stating that "*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve"*.

The information contained within this Design Code largely maintains the masterplanning proposals established by the Concept Plan, and explores the details which need to be presented within planning applications at the SEQ.

1.6 DESIGN CODE COMPLIANCE

All applications submitted as part of the SEQ development must demonstrate compliance with the Design Code by submitting a Design Code Compliance Statement as part of the application. This Statement can form part of the associated Design and Access Statement. A draft Design Code Compliance Statement must also be submitted by developers during the pre-application process to assist Officers tasked with providing feedback on emerging scheme designs. Deviations from the Design Code will only be possible through agreement with the NKDC.

1.7 DESIGN CODE REVIEW

Paragraph 1.4 stresses the need for the Design Codes to be read in conjunction with relevant policies of the Central Lincolnshire Local Plan 2017. That document is subject to review. At the same time North Kesteven District Council have declared a climate change emergency and have adopted a Climate Emergency Strategy and Action Plan. The design codes have been drawn up to be robust with any eye for accommodating changes in emerging local and national policy. Because of the primacy of any future adopted local plan developers should always check with the planning department at an early stage of developing design solutions to ensure the most up-to-date policy position is reflected in their proposals.

STAGE 1

Site Wide Instructions

STAGE 2

Streetscape Character Areas

STAGE 3

Key Character Areas

STAGE 4

Open Space & Detailed Design Guidance

02 SITE CONTEXT

2.1 BACKGROUND OF LINCOLN SOUTH EAST QUADRANT

The SEQ is located approximately 2km to the south east of Lincoln City Centre, as shown in Figure 2.2. Immediately to the south of the SEQ is the village of Bracebridge Heath, which is a popular commuter village for those who work in Lincoln. Immediately to the north east of the SEQ lies the small village of Canwick.

The SEQ is located atop of the most notable topographical and landscape feature within the Central Lincolnshire area – the 'Lincoln Cliff'. It is a steep scarp slope which runs north – south for the length of the Central Lincolnshire area, broken only by the River Witham to the immediate north of the Site. The entirety of the Lincoln Cliff is designated as an Area of Great Landscape Value. The SEQ extends from the top of the Lincoln Cliff eastwards across its gentle dip slope. The Lincoln Cliff frames the relationship of the SEQ with the city of Lincoln. The cliff is largely undeveloped and very visible from parts of Lincoln, particularly from Lincoln Cathedral. Likewise, this view is mutual, and Lincoln Cathedral forms the main view from much of the SEQ.

The SEQ is well defined in terms of its boundaries. The aforementioned Lincoln Cliff delineates its northern and north western extent, which is also defined by Viking Way, a Long Distance Walking Route which stretches from Barton-upon-Humber, Lincolnshire to Oakham, Rutland. The eastern part of the northern extent of the SEQ is defined by the small village of Canwick and Heighington Road. Bracebridge Heath defines much of the western and south western extent, where existing residential properties back on to and overlook the SEQ. Defining the entirety of the south eastern and eastern extent of the SEQ is the planned route of the Lincoln Eastern Bypass (LEB), which runs on a north east to south west alignment from B1190 Washingborough Road to A15 Sleaford Road.

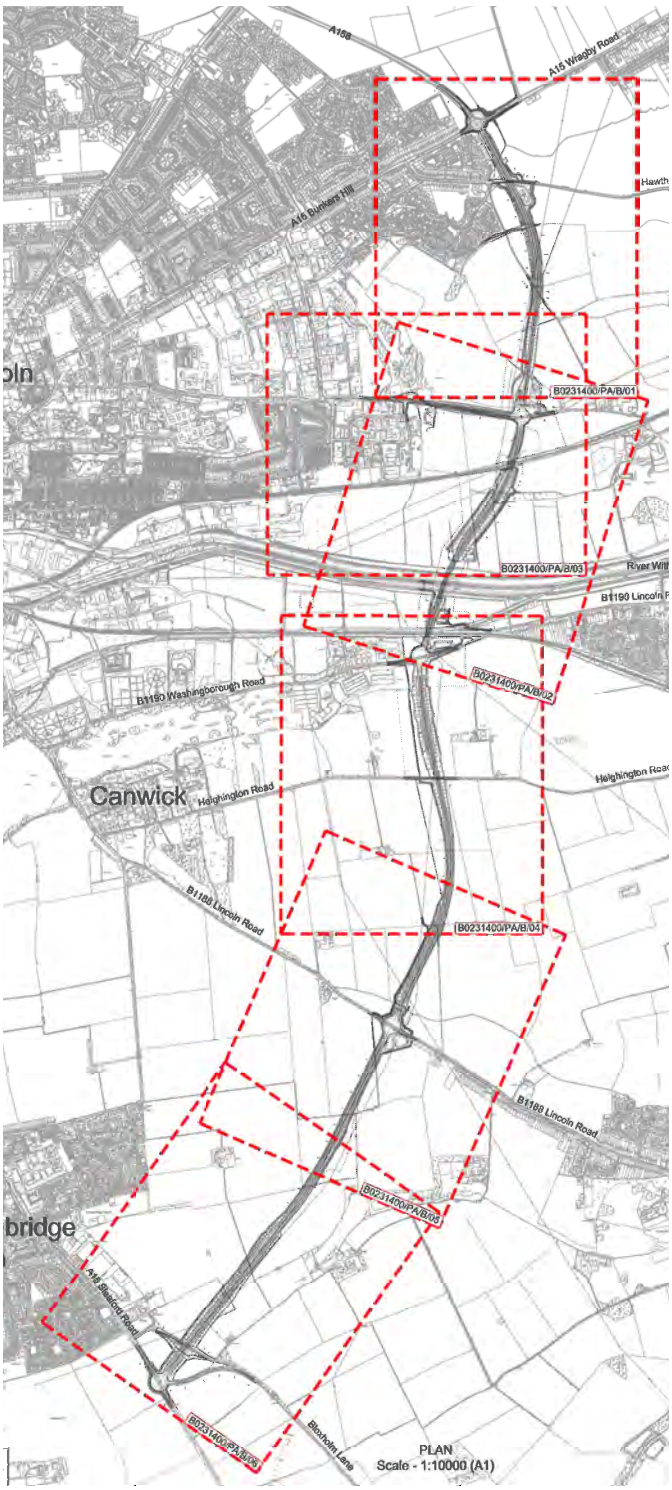


Fig.2.1: LEB Plan

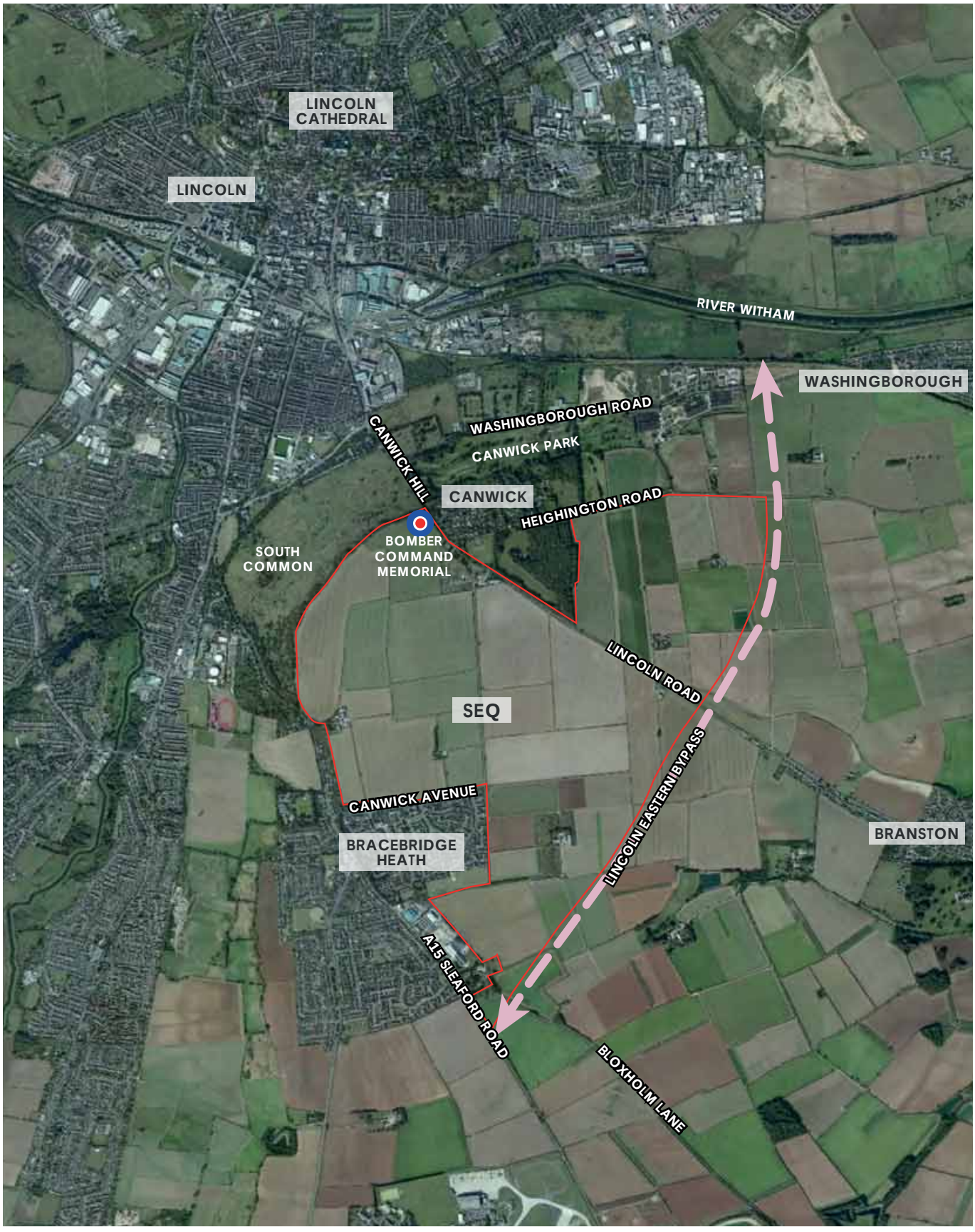


Fig.2.2: Site Context Plan

The LEB is currently under construction, with Sections 3 (Washingborough Road Roundabout to Lincoln Road Roundabout) and 4 (Lincoln Road Roundabout to Sleaford Road Roundabout) forming the extent of the road which defines the edge of the SEQ (Figure 2.1). Policy LP36 – Access and Movement within the Lincoln Area of the CLLP discusses the LEB and its importance in reducing congestion, improving air quality and encouraging regeneration of the city. Policy LP30 – Lincoln Sustainable Urban Extensions discusses the LEB's relationship with the SEQ, states that no direct access onto the LEB will be provided from the new development, other than from the new roundabouts on Sleaford Road, Lincoln Road and Washingborough Road. Furthermore, phased development which reflects the delivery of the LEB, taking account of the relationship between the SEQ and the LEB, including the provision of gateway features at key access points as well as ensuring that proposed residents are protected from noise, drainage and air quality issues that may be associated with the LEB, should be provided. However, the phasing requirements are now somewhat historic given the projected completion of the whole of the LEB in Autumn 2020.

The SEQ has multiple land owners, with a significant proportion of the site being vested in two charitable trusts. There have been a number of applications submitted on or adjacent to the SEQ at the time of writing, as follows:

- **Outline planning permission (15/0477/OUT) and reserved matters approval (19/0018/RESM) pursuant to the outline consent have been granted to Linden Homes for 120 dwellings to the south of Canwick Avenue (on the SEQ).**
- **Outline planning application (16/1564/OUT) for 450 dwellings and primary school to the north of Canwick Avenue (on the SEQ) submitted jointly by Barratt David Wilson and Jesus College Oxford, which remains undetermined.**
- **Outline planning application (20/0057/OUT) for up to 1,156 dwellings, 2.6ha of employment land and a primary school site on land off Sleaford. The site includes an allocated site to the north of Sleaford Road that lies outside of the SEQ.**

View west across the SEQ.

The Council has previously worked with ATLAS (Advisory Team for Large Applications) to gain an understanding of the potential scope of work required to bring the Site forward as a Strategic Site Allocation in the emerging Local Plan, and to ensure that all those involved in its development would be clear on the vision for the SEQ.

In order to define the Vision and Development objectives for the SEQ, the Council held workshops back in 2015. Initial work was submitted s background evidence to the Examination in Public (EIP) of the Central Lincolnshire Local Plan, including the 'draft Broad Concept Plan' and 'draft Phasing Plan'. The Vision and Development objectives have largely been taken into the policy provisions contained in policies LP28 – Sustainable Urban Extensions and LP30 – Lincoln Sustainable Urban Extensions.

2.2 SITE DESCRIPTION

The Lincoln South East Quadrant lies immediately to the south east of the historic city of Lincoln. To the north west the SEQ borders the South Common Extension and to the east and south it is bounded by the Lincoln Eastern Bypass, which is currently under construction. The A15, Cross O'Cliff Hill, and its attendant housing, largely bounds the area to the west. The B1131, Canwick Avenue, passes through the SEQ, following an east-west and north-south alignment. Lincoln Road follows a north west to south east alignment through the northern part of the area and has similar characteristics to Canwick Avenue.

The villages of Bracebridge Heath and Canwick are indented into the north eastern and south western boundaries respectively. International Bomber Command sits at the northern tip of the quadrant.

The area largely comprises a limestone plateau of predominantly arable farmland which contains several farmsteads. Fields tend to be relatively large and typically rectilinear in pattern. Field boundaries are characteristically defined by agriculturally managed hedgerows which for the most part have only limited tree cover. Similarly, the roads which pass through and border the area are bounded by native hedgerows with only limited tree cover. To the north west, a dense belt of mature broadleaf woodland defines the edge of the South Common. There is also a relatively large area of mature woodland immediately to the south of Canwick.

View across the SEQ looking southwards towards Bracebridge Heath.

View looking north across the SEQ towards Lincoln Cathedral.

03 LINCOLN AND SOUTH EAST QUADRANT BROAD CONCEPT PLAN

The aforementioned Draft Broad Concept Plan translates the agreed upon Vision and Development objectives in order to provide clarity as to how the SEQ could be developed. It considers the setting and the location of the SEQ and the key infrastructure that will be required to see it successfully delivered, minimising the impact on existing infrastructure. It was consulted on in December 2015, and subsequently amended in May 2016 to adhere to the outcome of the consultation.

The key deliverables are detailed as follows:

3.1 NEW HOUSING

The SEQ will see the delivery of 3,500 new dwellings during the Plan period until 2036, and will include a percentage of affordable housing.

3.2 EMPLOYMENT LAND

Approximately 7.0 hectares of employment land will be provided, which will be suitably distributed across the SEQ. It is suggested that land for employment is included at two of the gateways into the SEQ on A15 Sleaford Road and B1188 Lincoln Road. In addition to these two, a third employment area is proposed at the junction between B1131 Canwick Avenue and B1188 Lincoln Road.

3.3 DISTRICT/LOCAL CENTRES

Two separate district/local centres will be provided to cater for the demand of the potential new residents. A district centre will be provided in the heart of the SEQ, within the central Community Hub adjacent to the B1188 Lincoln Road and Canwick Avenue forming a key retail area in a fairly central part of the SEQ. A local centre will also be provided closer to Bracebridge Heath, adjacent to B1131 Canwick Avenue.

3.4 EDUCATION

Two primary schools, comprising a 3 Form Entry primary school delivered within the first phase and another school of the same size delivered for the phase beyond the Plan period (2036). The first school will be located adjacent to the aforementioned local centre on Canwick Avenue, with the second school being located on the northern side of B1188 Lincoln Road, within phase 4.

In addition to the two primary schools, a singular secondary school with capacity to accommodate 640 pupils will be provided within the Plan period. The site of the proposed school is located close to the junction of B1131 Canwick Avenue and B1188 Lincoln Road, and will have the potential to expand in the future to accommodate additional students.

3.5 ASSOCIATED TRANSPORT

There will be no direct access to the SEQ from the LEB, except from the existing roads which traverse the LEB, that is the A15 Sleaford Road, B1188 Lincoln Road and B1131 Washingborough Road.

Within the confines of the SEQ, it is expected that provision for the extension of public transport links into the SEQ, which connect with the surrounding areas, such as Bracebridge Heath, Canwick and Lincoln itself, will be included.

3.6 GREEN INFRASTRUCTURE

A key driver for the delivery of the SEQ will be the provision of a robust network of green infrastructure, offering new residents the space for formal and informal recreation within easy walking distance of their homes. Furthermore, the SEQ's areas of open space should form a connected network of less intensively managed wildflower meadows to increase species diversity and habitat cover and provide key wildlife corridors across the SEQ in order to ensure a net gain in biodiversity.

Green links will be provided, which will include cycle infrastructure allowing for convenient, safe and direct routes into the City of Lincoln and the surrounding villages.

The provision of public open space will meet the requirements set out within Appendix C of the Central Lincolnshire Local Plan, which are as follows:

- **Strategic Formal Playing Fields: 1.1 hectares per 1,000 population.**
- **Local Useable Greenspace* - Urban (Level 1-2 of the settlement hierarchy) settlements: 1.8 hectares per 1,000 population.**
- **Local Useable Greenspace* - Rural towns and villages (Level 3-6 of the settlement hierarchy) settlements: 1.5 hectares per 1,000 population.**

Local Useable Greenspace* *- may include the following types of open space: formal and informal play space; parks gardens; amenity space; informal kick about/ball game areas and natural/ semi natural greenspace.*

Appendix Two of the Sustainable Urban Extension Joint Delivery Statement includes the Vision and Development Objectives which have steered the masterplanning of the current Draft Broad Concept Plan. These are as follows:

3.7 MOVEMENT & CONNECTIVITY

- **The new development will retain and enhance existing primary routes to and from the City of Lincoln as part of a clear hierarchy of streets and movement.**
- **Development will be based upon the principle of creating walkable neighbourhoods with a clear hierarchy of streets, perimeter blocks where relevant, and prioritisation for walking and cycling.**
- **Existing primary routes will be integral to the new place along with a permeable movement framework that enables well-overlooked streets/routes.**
- **A new east west primary street (along with other secondary routes) will link Bracebridge Heath to new facilities and amenities, including the new neighbourhood centre on the B1188.**

3.8 QUALITY OF PLACE

- **The development will have a character and physical identity that complements the settlements of Bracebridge Heath and Canwick and utilises key views and vistas to and from the City.**
- **Different character areas will be developed with a build-up of density and range of uses located at/adjacent to the new neighbourhood/ district/local centres. The structure, layout and grain of development will be less formal nearer to Bracebridge Heath, South Common and Canwick with greater importance placed upon a high quality landscape setting.**
- **The location of key uses/social infrastructure will be sited preferably on primary routes and located to ensure walkable neighbourhoods are created. Neighbourhood/district and local centres will face onto primary routes.**
- **Taking into account the site context, the potential to develop a site-wide sustainable urban drainage system and measures to deliver energy efficiency will be explored and implemented subject to whether they are practical and viable to deliver.**
- **Development should utilise views and vistas to and from the City where relevant and linking key routes and green infrastructure to this along with local views and routes including the proposed Bomber Command whilst responding positively to the setting of Canwick and Bracebridge Heath.**

3.9 SOCIAL INFRASTRUCTURE/ FACILITIES

- The new neighbourhood centre will, overtime, become the focal point of the development and provide opportunities for an appropriate range and level of uses. This should be located centrally to the development on the B1188.
- A further local centre will be located on/ adjacent to Canwick Avenue, potentially in close proximity to the new primary school.
- The westernmost primary school will be located on a primary route within easy walking distance of existing residents in Bracebridge Heath and future residents in this part of the new neighbourhood.
- Where appropriate, provision will be made within the neighbourhood and district/local centres for a range of uses/floor space to include community/social activities, healthcare, education etc.

3.10 GREEN INFRASTRUCTURE

- The structure of the place will respond positively to existing assets, in particular topography, heritage, important views and future vistas/land marks and the opportunity to enhance access to South Common and the city beyond.
- The northernmost area of the site will be landscape dominant and provide enhanced relationship and access to South Common along with the proposed Bomber Command memorial. Nearby development in this part of the site will respond positively to a strong landscape setting.
- The development will provide a range of green infrastructure including formal and informal spaces; the opportunity for high quality connected routes through and around the place combined with more formal provision of sports and leisure.
- To create a healthy environment and retain existing neighbourhood identities an undeveloped corridor of formal and informal open space will be provided.
- To retain the Site's existing landscape features and to create a connected network of green infrastructure across the Site, including key wildlife corridors, new habitats and places for humans an nature to interact, ensuring a net gain in biodiversity is achieved.

3.11 ECONOMIC

- The scale of the retail provision will be appropriate to serve the new community (along with existing residents).
- Some flexible employment space should be provided within the proposed neighbourhood/district centre to serve local needs (in addition to larger scale/format employment opportunities elsewhere within the site) subject to market requirements.

3.12 VIABILITY

- The Council's approach to development requirements and any associated S106 financial contributions will consider carefully and respond practicably to the need to ensure that the scheme is viable and deliverable.

04 SEQ PHASING

It is anticipated that the proposed development at SEQ will be undertaken in a phased manner, in accordance with the plan at Figure 4.1, and as set out here:

Phase 1

- Residential - circa 1,400 dwellings*
- Primary School
- Employment development
- Local Centre

Phase 2

- Residential - circa 1,200 dwellings
- Allotments

Phase 3

- Residential - circa 1,000 dwellings
- District Centre/Community Hub
- Employment development

Phase 4

- Residential - circa 1,550 dwellings
- Primary School
- Employment

Phase 5

- Residential - circa 1,300 dwellings
- Secondary Street linkage

Other

- Primary streets
- Proposed route of Lincoln Eastern Bypass (LEB, currently under construction)

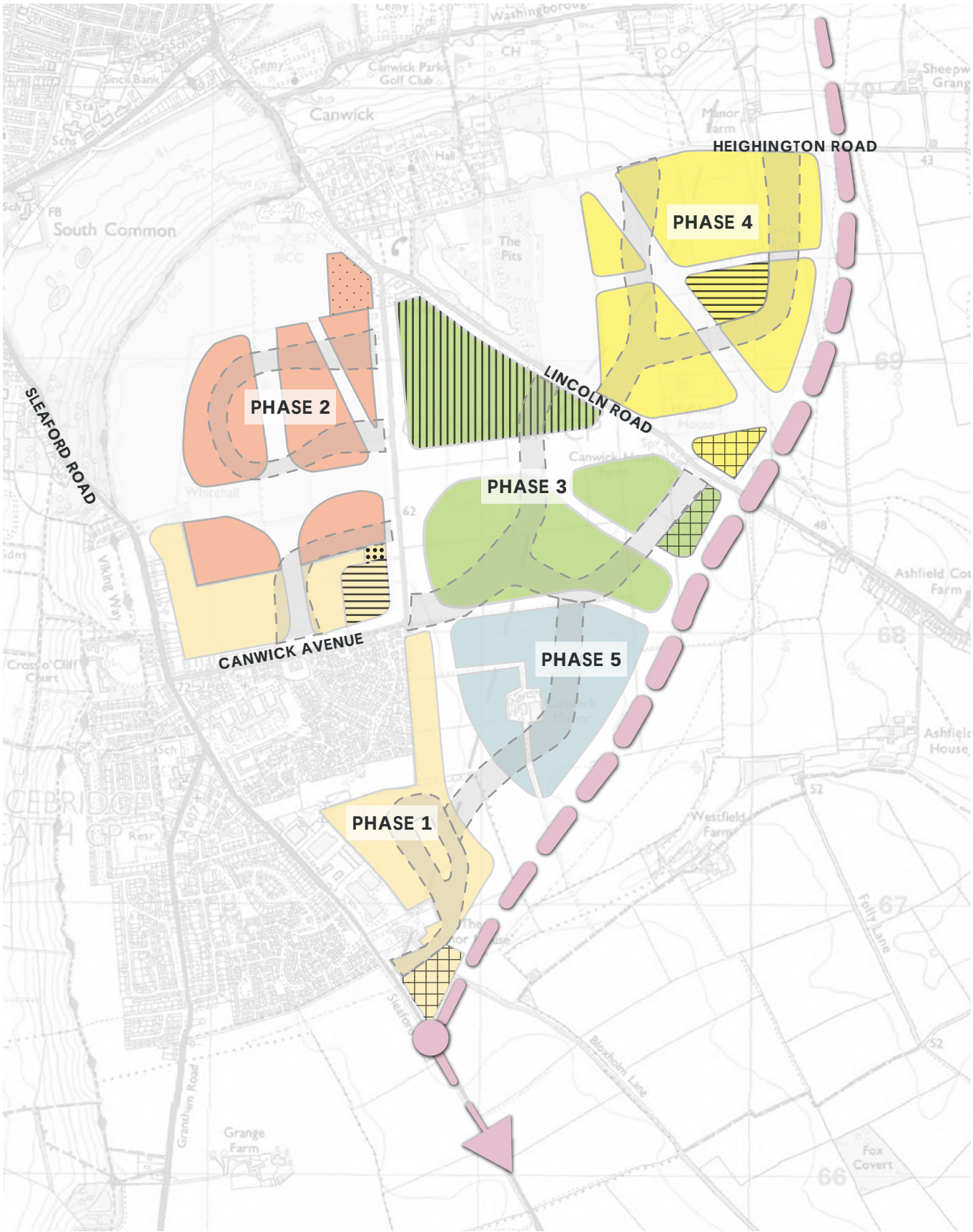


Fig.4.1: Broad Concept Plan - Phasing

SITE WIDE INSTRUCTIONS

05 THE BROAD CONCEPT - REGULATING PLAN & STREETSCAPE CHARACTER FRONTAGES

The Broad Concept Regulating Plan (Figure 5.1) (for ease of reference referred to as 'Regulating Plan') forms the overarching guidance plan for the development of the SEQ. It provides a single and accessible point of reference for the design framework, allowing future developers to easily establish the requirements for particular parts of the SEQ. These are known as 'streetscape character frontages', and will comprise the different street types that will be provided within the SEQ. These are as follows:

- **Primary Streets**
- **Secondary Streets**
- **Mews, Lanes and Courtyards**
- **Green Edges**

The Regulating Plan is the first point of reference for designers using the Design Code, providing the overarching context and 'signposts' for the detailed design instructions that are contained in the subsequent sections of this document.

The Regulation Plan also sets out Green Infrastructure in terms of strategic corridors of open space and an extension to the South Common. Whilst the finer grain of boundaries between built development and open space will be defined by individual planning applications the broad extent of these areas of strategic open space provided will be in line with the Regulating Plan.

It should be noted that the Regulating Plan does not prescribe or set the exact location of any given street type, streetscape character frontage or non-residential deliverable. Instead, it sets indicative zones for their locations in order to avoid stifling responsible design innovation and retain a degree of flexibility in the application of the Design Code. These subsequent sections correspond to the streetscape character frontages by establishing a design framework on the following aspects:

- **General character**
- **Massing, scale and building type**
- **Frontage, roof type and ridgeline**
- **Parking**
- **General appearance**
- **Corresponding key character areas**

Throughout the document, words such as '**informal**' and '**formal**' will be used to describe certain character areas. A **formal** character area will be defined by a more uniform style, such as wider streets with grass verges and street planting with regular and stronger building frontages, and consistent set back distances defining the edges. **Informal** areas will appear more intimate and relaxed, with narrower streets and varying set back distances complemented by a wider range of different styles of buildings.

DELIVERABLES

- Residential Development Areas
- Employment Areas
- Local Centre
- Primary School sites
- District Centre/Community Hub, to include: ***Secondary School, Local Services/Community Facilities, Care Home, Employment Areas, Mobility Hub***
- Allotments
- Green infrastructure

MOVEMENT

- Existing roads
- Proposed route of Lincoln Eastern Bypass (LEB, currently under construction)
- Public Rights of Way
- Viking Way
- Spires and Steeples Trail
- Indicative zone for where Primary Streets lead off existing roads

ILLUSTRATIVE STREETSCAPES

- Primary streets
- Indicative zone where Secondary Streets lead off existing roads
- Mews, Lanes and Courtyards
- Green edges

CONTEXT

- View corridors
- Lincoln Cathedral
- Bomber Command War Memorial
- High Pressure Gas Pipeline

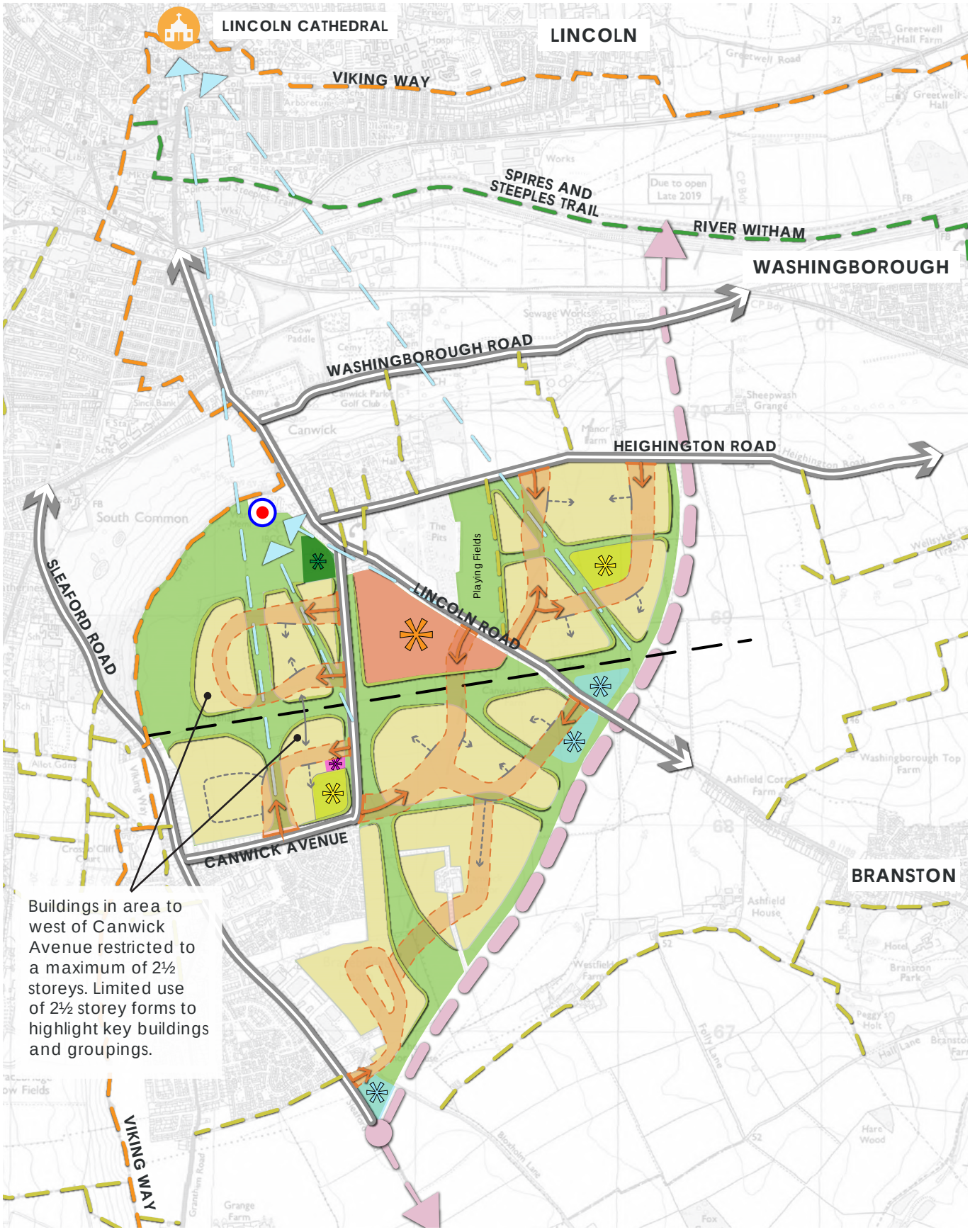


Fig.5.1: Broad Concept Plan - Regulating Plan

	GENERAL CHARACTER	URBAN FORM	STREET DESIGN	BOUNDARY TREATMENT	ARCHITECTURE / MATERIALS
PRIMARY STREETS	Formal with a general uniform appearance.	Storey heights will typically vary between 2 and 2½ storeys, with suitably scaled and justified taller buildings over 2½ storeys being acceptable when they are proven to assist with the understanding of the layout through punctuating the streetscene. Regular building line with consistent setbacks (some deeper setbacks acceptable subject to design) of generally 1 – 3 metres. Predominantly terraces, semi-detached and town houses with apartments at key locations. Detached dwellings acceptable as long as they are of a prominent form and design.	6.4m wide carriageway where accommodating bus routes, with tree-lined 2.5m verges to both sides. 3m combined footway/ cycleway to both sides of the carriageway. 5.5m wide carriageway where not accommodating bus routes.	Vertical railings. Single species hedges. Low limestone walls with pantiles as a coping.	Recurring forms and detailing. Limited palette creating a uniform appearance. Regular vertical rhythm. Architectural vernacular should reflect/interpret local characteristics.
SECONDARY STREETS	Less formal than Primary Streets, but not as informal as mews, lanes and courtyards. Informal street tree planting to be integral part of street design.	Storey heights will typically vary between 2 and 2½ storeys. Subtle variation in building setbacks and building lines to contrast with Primary Streets. Mix of unit types, including terrace, semi-detached and detached.	6.1m where serving primary school, with 2.0m footway to either side. Where not serving primary school, 5.0m wide carriageway with 2m wide footways to either side.	Mostly informal boundary treatments, with limited use of hedges/railings/low limestone walls on larger gardens and to reinforce key buildings.	Broader palette of materials and detailing to support informal character. Variety in elevations, range of styles. Architectural vernacular should reflect/interpret local characteristics.
MEWS, LANES AND COURTYARDS	Series of informal shared surface streets where traffic movements are relatively low.	Mix of unit types, including focal buildings, to create a varied street scene. Higher densities around key spaces. Mix of mostly 2 and 2½ storeys with building heights. Opportunity for bungalows to be fully explored.	Strong emphasis on well designed public realm promoting shared surfaces. Manual for Streets approach to be adopted throughout, incorporating car parking, trees and other spaces. Pedestrian and cycle links to wider areas of open space to be provided.	Variety of boundary treatments, with an emphasis on soft landscaping in the lane character areas. Railings to key buildings only, such as at corner locations.	A mix of house elevation treatments and materials, but grouped in a coherent manner. Architectural vernacular should reflect/interpret local characteristics.
GREEN EDGES	Informal character of larger dwelling types where (one-sided) development abuts either the open countryside beyond or one of SEQ's principal areas of open space. New and existing landscaping will form important part of overall character.	All buildings fronting onto the adjacent open spaces, but with subtle changes in orientation and building line. Variation in gaps, incorporating garages. Mostly 2 storeys. 2½ storey dwellings to be used in selective locations only. Opportunity for bungalows to be fully explored.	Gently winding alignments of turning heads giving way to shared streets as lanes/private drives. On-street lay-by car parking for visitors in a few places. Tree planting within front gardens and in open spaces opposite.	Varied boundary treatments with soft landscaping main boundary treatment type. Estate railings or timber post and rail fence to define open space boundaries. Side garden walls to have landscaping and verge alongside them.	A variety of forms and an architectural vernacular that reflects/interprets local characteristics.

Fig.5.2: Summary of the Streetscape Character Frontages

06 HIGHWAY DESIGN MATRIX

	PRIMARY STREETS	
	ACCOMMODATING BUS ROUTE	NOT ACCOMMODATING BUS ROUTE
TARGET SPEED	30mph	30mph
TARGET CALMING SPACING (APPROX)	120m	120m
TRAFFIC CALMING TECHNIQUES (SUBJECT TO VEHICLE TRACKING)	Junctions at frequent spacing Lay-by parking Visual cues	Junctions at frequent spacing Lay-by parking Visual cues
DIRECT ACCESS TO PROPERTIES/ PARKING MEWS	Yes, where appropriate	Yes
PARKING PROVISION (OTHER THAN ON-PLOT & PARKING MEWS)	Lay-by contained within verge	Lay-by contained within verge
BUS ACCESS	Yes	No
CARRIAGEWAY WIDTH	6.4m	5.5m
FOOTWAY WIDTH	Shared with cycleway (see below)	Shared with cycleway (see below)
CYCLEWAY	3.0m off road shared footway/Cycleway to one side	3.0m off road shared footway/cycleway to one side
VERGE	2.5m wide verge to either side of carriageway	2.5m wide verge to either side of carriageway
SERVICE MARGIN WHERE NO FOOTWAY PRESENT	N/A	N/A
GRADIENT (MAX)	1 in 20	1 in 20
GRADIENT (MIN)	(1 in 150 absolute minimum)	(1 in 150 absolute minimum)
CENTRELINE RADII	Determined by tracking	Determined by tracking
SWEPT PATH REQUIREMENTS	Bus & Refuse	Car & Refuse
JUNCTION RADI (MIN)	6m	6m
JUNCTION SIGHTLINES (MIN)	2.4m x 43m	2.4m x 43m
FORWARD VISIBILITY (MIN)	43m	43m
STREET LIGHTING HEIGHT (TYPICAL)	5m columns	5m columns
STREET LIGHTING SPACING (TYPICAL)	25m	25m
CARRIAGEWAY MATERIAL	Tar Macadam. Block paving to key areas	Tar Macadam. Block paving to key areas
KERBING	125mm upstand (raised at bus stops)	125mm upstand
PAVEMENT MATERIAL	Tar Macadam	Tar Macadam

Fig.6.1: Highway Design Matrix

SECONDARY STREETS		LANES, MEWS & COURTYARDS	GREEN EDGES
SERVING PRIMARY SCHOOL	NOT SERVING PRIMARY SCHOOL		
20mph	20mph	15mph	15mph
50m	50m	30m	30m
Tighter corner radii Junctions at frequent spacing Lay-by parking Visual cues	Tighter corner radii Junctions at frequent spacing Lay-by parking Visual cues	Tighter corner radii On-street parking Visual cues	Tighter corner radii On-street parking Visual cues
Yes, where appropriate	Yes	Yes	Yes
Parallel on-street	Parallel on-street	Parallel on-street	Parallel on-street
Yes (to serve Primary School)	No	No	No
6.1m	5.0m	4.8m where to be adopted, otherwise 4.2m as shared surface	4.2m as shared surface
2.0m footway to either side	2.0m footway to either side	Shared surface or 1.5m wide footway	Shared surface
On-street	On-street	On-street	On-street
Informal tree planting to be provided along highways	Informal tree planting to be provided along highways	None	None
N/A	N/A	1.5m (0.5m where no development frontage)	1.5m (0.5m where no development frontage)
1 in 20	1 in 20	1 in 20	1 in 20
(1 in150 absolute minimum)	(1 in 150 absolute minimum)	(1 in 150 absolute minimum)	(1 in 150 absolute minimum)
Determined by tracking	Determined by tracking	Determined by tracking	Determined by tracking
Bus & Refuse	Car & Refuse	Car & Refuse	Car & Refuse
6m	6m	2m-6m	2m to 4m
2.4m x 25m	2.4m x 25m	2.4m x 17m	2.4m x 17m
25m	25m	25m	25m
5m columns	5m columns	5m columns	5m columns
25m	25m	25m	25m
Tar Macadam. Block paving to key areas	Tar Macadam. Block paving to key areas	Tar Macadam or block paving	Tar Macadam or block paving
125mm upstand (raised at bus stops)	125mm upstand	0.6mm to 50mm	0.6mm to 50mm
Tar Macadam and/or block paving	Tar Macadam and/or block paving	Tar Macadam and/or block paving	Tar Macadam and/or block paving

07 THE CHARACTER AREAS PLAN

The Character Areas Plan (Figure 7.1) is based on the current Broad Concept Plan and depicts the different character areas which have been established through a thorough assessment of the Broad Concept Plan, a series of Site visits by professional Urban Designers and Landscape Architects, and the Design Code workshop which was held in March 2020 (Appendix B).

The Character Areas that have been established are deemed to be important aspects of the SEQ and require specific guidance for the design and layout of these areas. These character areas, like the aforementioned streetscape character areas, will be discussed in the following sections of this document and will provide clear guidance and instructions on how they should be carefully designed. The established character areas are as follows:

- **Bomber Command (BC)**
- **South Common Extension (SCE)**
- **Views and Vistas (VV)**
- **Canwick Avenue (CA)**
- **Heighington Road (HR)**
- **Countryside Edge (CE)**
- **Lincoln Road (LR)**
- **Sleaford Road/Bloxholm Road Approach (SR)**
- **District Centre/Community Hub (DC/CH)**
- **Northern Primary School (NPS)**
- **Pipeline Green Corridor (PGC)**
- **Southern Green Corridor (SGC)**

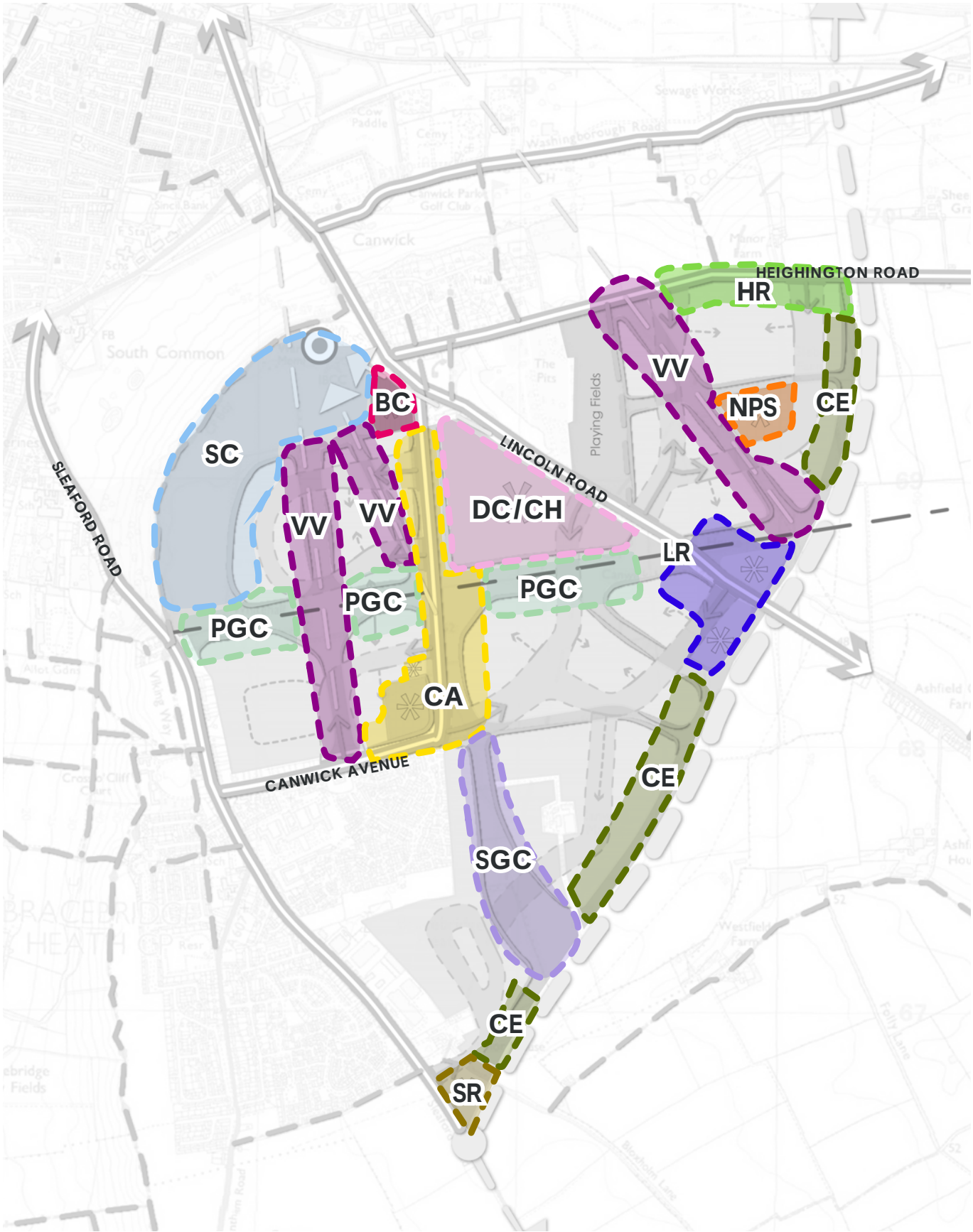


Fig 7.1: Character Areas Plan

08 BUS ROUTES & BUS STOP DISTRIBUTION

Currently, there are a number of bus routes or bus stops which are located within close proximity of the SEQ site. However, the development of 6,000 new homes will generate the need for further bus routes and bus stops to be provided, which integrate with the existing local infrastructure and provide convenient links to key destinations such as Lincoln City Centre. As can be seen in Figure 8.1, Simplibus Route 1 operates to the west of the SEQ, serving Bracebridge Heath and Simplibus Route 2 operates to the east of the SEQ serving Branston, Washingborough and Heighington.

It is proposed that new bus routes and bus stops are included within the SEQ, and will be designed so that all new homes are within easy walking distance of a bus stop. The proposed bus routes will provide connections into the surrounding towns and villages such as Bracebridge Heath, Branston, Washingborough and Heighington as well as provide links to Lincoln City Centre.

Internally, the bus routes will provide new residents with connections to the new community facilities, such as the primary/secondary schools, district/ local centres and employment areas.

Figure 8.1 shows the distribution of bus stops and the proposed routes which serve them. The bus routes are to be provided in several phases, as alongside.

In addition to the public transport network as above, the secondary street which is to serve the primary school located within the first phase of development will be designed to accommodate buses serving the school. The highway design to the front of the primary school will therefore need to provide a bus lay-by.

- **Phase 1:** Following the development as set out on the Phasing Plan, a new bus route will enter the SEQ from the new roundabout on Canwick Avenue, serving the majority of the northern part of the first phase of development, then re-joining Canwick Avenue further northwards. This bus route will run close to the local centre and primary school.
- **Phase 2:** Following further development as set out in the Phasing Plan, it is possible to extend the Phase 1 bus route further northwards along Canwick Avenue. The bus route will then penetrate the SEQ to the west of Canwick Avenue and loop through the second phase of development before re-joining Canwick Avenue.
- **Phase 3:** The third phase of development, as shown on the Phasing Plan, will be largely served by existing/temporary bus stops on B1188 Lincoln Road along the route of the existing Simplibus Route 2. The bus route will link with the Phase 2 bus route and enter the SEQ at a point to serve the District Centre/Community Hub, as well as the residential area within the southern part of Phase 3.
- **Phase 4:** Following the development as set out on the Phasing Plan, the new Phase 4 bus routes will penetrate the SEQ and then split into two separate routes, connecting B1188 Lincoln Road with Heighington Road.
- **Phase 5:** The fifth phase of development will see 1,450 new dwellings constructed. A new bus route will be provided connecting the Phase 1 development and bus route in the southern part of the SEQ to the final phase of development and Phase 3, via a Primary Street which crosses the Southern Green Corridor.

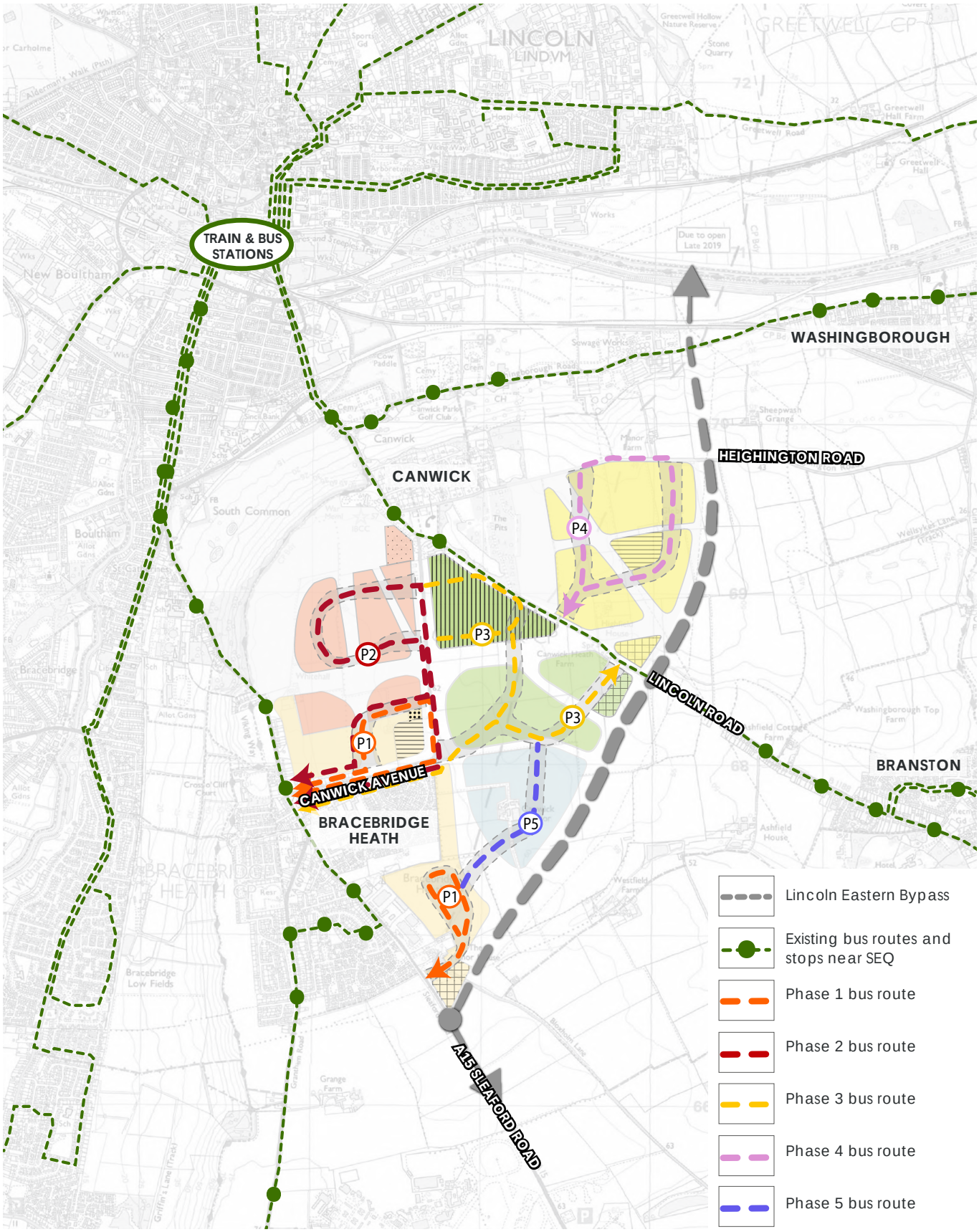


Fig.8.1: Bus route phasing

09 STRATEGIC CYCLE ROUTES

The Strategic Cycle Routes Plan opposite (Figure 9.1) shows the broad, indicative arrangement for the SEQ's strategic cycle network, with the precise detail to be delivered via planning application proposals, although the extent and routing will be delivered as per the plan. Secondary cycle links will also be provided allowing for a fully permeable layout, which will be informed by detailed proposals as applications are brought forward. Potential connection points beyond the SEQ, and to the District Centre, are shown by red arrows, and are subject to negotiation with LCC Highways.

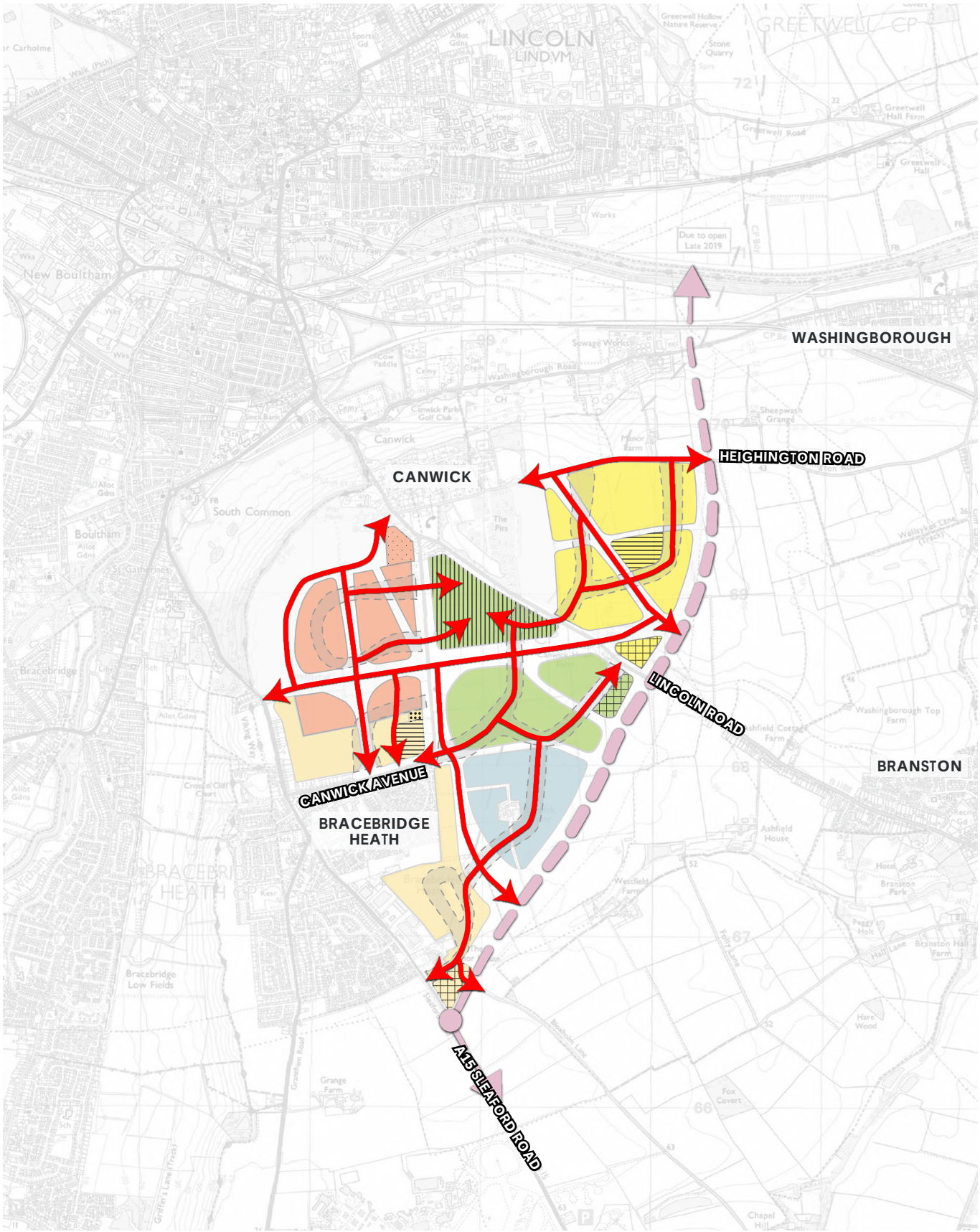


Fig.9.1: Strategic Cycle Routes Plan.

STREETSCAPE CHARACTER AREAS

10 PRIMARY STREETS

General Character

Together with the existing roads of Canwick Avenue, Lincoln Road and Heighington Road, the Primary Streets form the main routes through the SEQ and, therefore, will take the majority of the new neighbourhood's traffic. They will be defined by larger scale buildings to mark their importance in the SEQ's movement hierarchy.

A number of the Primary Streets will also accommodate a bus route. Therefore, the Highway Design Matrix (Section 6) sets out the different design requirements for these sections of the Primary Streets. Section 8 shows the location of these bus routes.

Grass verges along the Primary Streets will contain avenue tree planting to aid legibility and to highlight them as the principal routes through the SEQ. Additional planting within areas of open space will also add interest to key spaces along the Primary Streets. These areas of open spaces along the Primary Streets will provide relief and contrast to the linearity of the building frontages which overlook them.

The character of the Primary Streets are defined as follows:

- **Larger scale buildings to give the Primary Streets a sense of place and presence.**
- **Avenue tree planting within the verges to create verdant corridors running through the SEQ.**
- **Predominantly terraced and semi-detached houses, with apartments at key locations.**
- **Regular building line with consistent setbacks.**
- **Overall unified, consistent and ordered appearance using considered selection of materials and building detailing.**

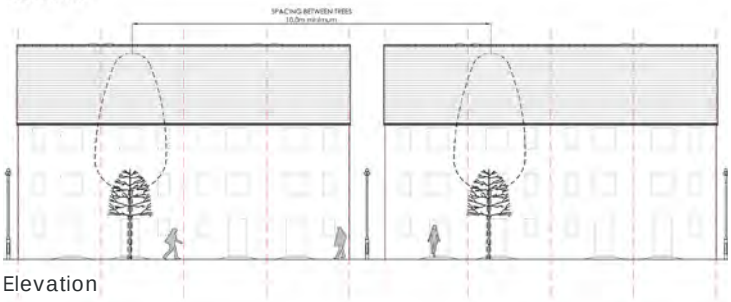
Fig. 10.1: Location of Primary Streets

Massing, scale and building type

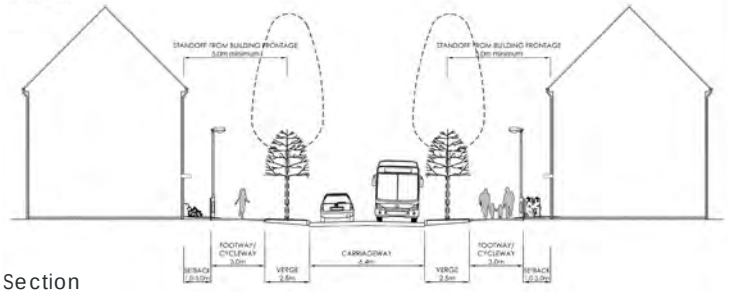
- Generally 2 - 2½ storeys in height, with the acceptance of suitably scaled and justified taller buildings, up to a maximum of 3½ storeys, under exceptional design circumstances.
- Limited use of 2½ storey buildings along primary streets located to the west of Canwick Avenue.
- Increases in height should be used to mark key locations, such as the termination of vistas.
- Predominantly terraced and semi-detached houses, with apartments used at key locations.
- Detached dwellings acceptable as long they are of a prominent form and design.
- Storey heights to the west of Canwick Avenue will be limited to 2½ storeys.

Frontage

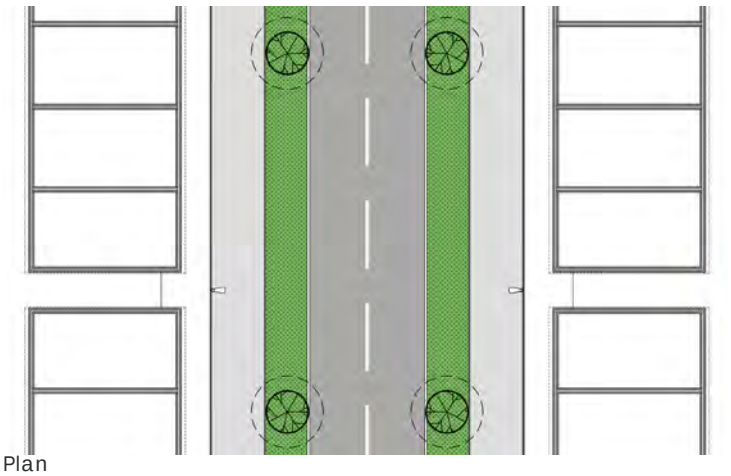
- All buildings fronting the Primary Streets create a regular spacing and rhythm.
- Regular building line with consistent setbacks from back edge of pavement of generally 1– 3 metres.
- Some deeper setbacks acceptable in limited locations to allow for retention of existing trees and hedgerows, or to allow for new landscaping in key locations.
- Consider the whole street elevation and create a sense of symmetry.



Elevation



Section



Plan

- Key buildings located to terminate vistas and open space, or to mark important locations such as corners or where buildings front important open spaces.
- Use of large specimen trees to mark key locations such as focal or termination points.
- Create a vertical emphasis in the facade.
- Garages set behind main building line.

Roof type and ridgeline

- Considered mix of predominately pitched roofs with main eaves parallel to street.
- Strong influence of gable frontages to reflect traditional building styles that can be seen in Lincoln (e.g. Arboretum Avenue).
- General consistency of ridgeline within individual streetscenes.
- Create a sense of symmetry within the streetscene if differences in ridge heights occur.

Parking

As the adopted Local Plan for Central Lincolnshire does not set specific parking standards, it is expected that each proposal should carefully assess its parking needs based what is proposed for development. Some guidance for car and cycle parking provision along the Primary Streets is detailed below:

- Garages set back behind main building line with parking spaces on driveway to front.
- Garages to be constructed of materials similar to their locality.
- Single garages to have a minimum internal floor area of 3 x 6 metres to accommodate enough space for a car, cycle parking and storage.
- Driveways to be sufficiently sized to avoid overhang of parked cars into footways.
- Visitor parking to be accommodated as parallel layby spaces provided within the verges which flank the Primary Streets.

Fig. 10.2: Typical Elevation, Section and Plan along the Primary Street accommodating the bus route (for illustrative purposes only)

General Appearance

- The design of the buildings should exhibit a traditional form.
- Create an overall unified, consistent and ordered appearance along the Primary Streets by using a small selection of materials.
- Building frontages to be carefully articulated with features such as panels, bays and/or projected gables.
- Use of gables to create key buildings that terminate vistas along streets and open space, or to mark important location such as on corners or where buildings front important open spaces.
- Limited palette of brick shades to create a unified appearance.
- Use of render to be employed to highlight key buildings or important structural elements of the buildings.
- Porches:
  - To be integral part of the building design.
  - Consider integrating as part of building projection or bay.
  - Simple styles and forms.
- Window and door openings:
  - Keep arrangement of openings consistent and rhythmic.
  - Simple in form and detail.
  - Use of vertical emphasis and well-proportioned openings to create vertical emphasis.
  - Simple door styles.
  - Develop a hierarchy of window openings.
  - Limited palette of door styles and colour to maintain consistency of character.

Corresponding Key Character Areas

The following key character areas are crossed by the Primary Streets. Therefore, the corresponding Key Character Area sections may need to be referred to:

- **CA3: Views and Vistas (VV)**
- **CA4: Heighington Road (HR)**
- **CA6: Lincoln Road Approach (LR)**
- **CA7: Sleaford Road/Bloxholm Road Approach (SR)**
- **CA8: Canwick Avenue (CA)**
- **CA9: Community Hub (CH)**
- **CA10: Northern Primary School (NPS)**
- **CA11: Pipeline Corridor (PC)**
- **CA12: Southern Green Corridor (SGC)**

11 SECONDARY STREETS

General Character

The Secondary Streets are to be designed to be less formal than the Primary Streets, but more formal than the Mews, Lanes and Courtyards. The buildings fronting the Secondary Streets are to be clearly subservient to those fronting the Primary Streets, with the building lines being more varied and less dense and formal.

The section of Secondary Street which serves the Primary School in the first phase of development will be designed to accommodate buses serving the school. As a consequence, the carriageway design of these sections of the Secondary Street differ from the other sections. These detailed design requirements are set out in the Highway Design Matrix (Section 6).

At the detailed design stage, the treatment of the Secondary Streets should explore ways in which the new landscaping can be integrated within the street spaces to enliven the public realm. This includes integrating tree planting within incidental areas of open space and to break up blocks of visitor/on-street parking.

The character of the Secondary Streets are defined as follows:

- **Less formal character than the Primary Streets, but not as informal as the Mews, Lanes and Courtyards.**
- **A high priority will be placed on permeability for all modes of transport. Accordingly they should form a connected pattern of streets and should not include the use of Cul de Sacs.**
- **Subtle variation in building setbacks and building lines to create a less formal character.**
- **Greater mix of dwelling types to create greater variety.**
- **Wider palette of materials, detailing, colours and textures, drawing influence from the local vernacular, supporting less formal character.**
- **Occasional incidental areas of open space to be located along the Secondary Streets to provide interest and an important degree of legibility. These open spaces will also help to control traffic speeds and provide areas for informal recreation.**
- **Street spaces are to accommodate on-street parking, tree planting and traffic calming measures to strike a balance between vehicles and other street users.**

Fig. 11.1: Location of Secondary Streets

Massing, scale and building type

- Storey heights will generally vary between 2 and 2½ storeys.
- Increase in building heights to be used to create emphasis at key local spaces, such as greens and junctions.
- Create a carefully considered variety in massing and scale to create less formal appearance in comparison to the Primary Streets.
- Utilise a mix of building types (detached, semi-detached and terraced) within each streetscene.

Frontage

- Create subtle variation in building setbacks and building lines to contrast with more formal character of the Primary Streets.
- Setbacks to vary generally between 1 – 5 metres.
- Consider the whole street elevation to create a considered variation between symmetrical and non-symmetrical elements.
- Up to 5 units per terrace.

Roof type and ridgeline

- Predominantly pitched, main eaves generally to street.
- Achieve a greater variety in ridge heights within each streetscene in comparison to the Primary Road.
- Considered use of dormers, chimneys, bays and projected gables to break up the roofline.

Parking

As the adopted Local Plan for Central Lincolnshire does not set specific parking standards, it is expected that each proposal should carefully assess its parking needs based what is proposed for development. Some guidance for car and cycle parking provision along the Secondary Streets is detailed below:

- Garages set back behind main building line with parking spaces on driveway to front.
- Garages to be constructed of materials similar to their locality.
- Single garages to have a minimum internal floor area of 3 x 6 metres to accommodate enough space for a car, cycle parking and storage.
- Driveways to be sufficiently sized to avoid overhang of parked cars into footways.
- Opportunity for parking to front of dwellings contained within parking spaces arranged perpendicular to street.
- Tree planting to be used to break up car parking in such instances.
- On-street parking for visitors.

General Appearance

- Create a less formal appearance in comparison to the Primary Streets by using a greater mix of styles, typologies and detailing, but provide a similar level of architectural 'language' along the individual streetscenes.
- Use of gables to create key buildings that terminate vistas along streets and open space, or to mark important locations such as on corners where buildings front important open spaces.
- Utilise a considered variety of façade treatments and variations in detailing to create an animated streetscene. Features to include, but not limited to, bay windows and porches (expressed or recessed).
- Use of a wider palette of materials, textures and colours which are influenced by the local vernacular. However, a careful balance must be achieved to ensure detailing is not overly fussy.
- Porches:
  - To be integral part of the building design.
  - Consider integrating as part of building projection or bay.
  - Simple styles and forms.
- Window and door openings:
  - Use of vertical emphasis and well-proportioned openings to define elevational composition.
  - Simple in form and detail.
  - Develop a hierarchy of window openings.
  - Windows recess reflective of style.
  - More varied palette of door styles and colour to maintain consistency of character.

Corresponding Key Character Areas

The following key character areas are crossed by the Secondary Streets. Therefore, the corresponding Key Character Area sections may need to be referred to:

- **CA2: South Common Extension (SCE)**
- **CA3: Views and Vistas (VV)**
- **CA8: Canwick Avenue (CA)**
- **CA9: Community Hub (CH)**
- **CA11: Pipeline Corridor (PC)**
- **CA12: Southern Green Corridor (SGC)**

Fig. 11.2: Secondary Street layout principles (For Illustrative Purposes Only)

12 MEWS, LANES & COURTYARDS

General Character

The Mews, Lanes and Courtyards are to be designed as shared surface streets to create attractive and safe residential environments where traffic movements are relatively low. They will typically provide links between the busier Secondary Streets and the quieter Green Edges. Their character will be defined by being a permeable and well-connected street network, with a mixture of small scale streets such as shared surface mews, reflecting the high priority given to pedestrians and cyclists. As transitional spaces, they are to contain the highest level of variation within the SEQ's residential areas.

A variety of boundary treatments will be used to reinforce an informal feel to this Character Area. Street trees will be located amongst on-street visitor parking bays, along with informally planted front gardens and private edges to provide colour and interest, whilst assisting in defining private and public spaces.

The character of the Mews, Lanes and Courtyards are defined as follows:

- **Shared surface spaces to create attractive and safe residential environments.**
- **Highest level of variation created by a greater mix and variety of building lines, materials and roof lines to create a more informal character.**
- **Should primarily provide links between Secondary Streets. Limited use of Cul de Sacs might be permitted where these are justified by a particular design solution, such as private drive fronting to open space. Where these are used, without exception, they shall be designed to include pedestrian and cycle links to aid permeability.**
- **Variation of densities, with higher densities around key spaces.**
- **Strong emphasis on a well-designed public realm.**
- **Use of street trees amongst on-street parking bays.**
- **Informally planted front gardens and private edges to provide colour and interest.**

Fig. 12.1: Location of Mews, Lanes and Courtyards

Massing, scale and building type

- Mix of mostly 2 and 2½ storeys with building heights. Opportunity for bungalows to be fully explored.
- Increase in building heights to be used to create emphasis at key spaces, such as small residential squares, nodal points, junctions and greens.
- Variety in massing and scale to create informal character.
- Utilise a mix of building types (detached, semi-detached and terraced) within each streetscene.

Frontage

- Building line and setback reflective of the character of the Mews, Lanes or Courtyards.
- Setbacks to vary generally between 1– 5 metres.
- Consider the whole street elevation to create a considered variation between symmetrical non-symmetrical elements.
- Up to 5 units per terrace.

Where Secondary Streets become Lanes, links will be provided to the wider pedestrian and cycle infrastructure, providing easy access to the SEQ's areas of public open space and cycle networks.

Fig. 12.2: Relationship of Secondary Streets, Lanes and the wider pedestrian and cycle network.

Roof type and ridgeline

- Predominantly pitched.
- Mix of roof ridge lines running parallel to road and gable frontages to provide variety and interest.
- Variation in ridge heights within each streetscene to create informal character.
- Dormers, chimneys, bays and projected gables to break up the roofline.

Parking

As the adopted Local Plan for Central Lincolnshire does not set specific parking standards, it is expected that each proposal should carefully assess its parking needs based what is proposed for development. Some guidance for car and cycle parking provision along the Mews, Lanes and Courtyards is detailed below:

- Garages set back behind main building line with parking spaces on driveway to front.
- Garages to be constructed of materials similar to their locality.
- Single garages to have a minimum internal floor area of 3 x 6 metres to accommodate enough space for a car, cycle parking and storage.
- Driveways to be sufficiently sized to avoid overhang of parked cars into adjacent shared surface space.
- Opportunity for parking to front of dwellings contained within parking spaces arranged perpendicular to street. Tree planting to be used to break up car parking in such instances.
- On-street parking for visitors. Opportunity to use on-street parking to passively control traffic speeds.

General Appearance

- Create an overall informal appearance by adopting a mix of styles, typologies and detailing, but provide a similar architectural language within a given streetscene.
- Use of gables to create key buildings that terminate vistas along streets and open space, or to mark important location such as on corners or where buildings front important open spaces.
- Utilise a rich variety of facade treatments and variations in detailing to create an animated streetscene. Features to include, but not limited to, bay windows and porches (expressed or recessed).
- Highest level of variety of materials, textures and colours in the SEQ. However, a careful balance must be achieved to ensure detailing is not overly fussy.
- Porches:
  - To be integral part of the building design.
  - Consider integrating as part of building projection or bay.
  - Simple styles and forms.
- Window and door openings:
  - Use of vertical emphasis and well-proportioned openings to define elevational composition.
  - Simple in form and detail.
  - Develop a hierarchy of window openings.
  - Windows recess reflective of style.
  - Simple door styles. Opportunity for contemporary door styles.
  - Varied palette of door styles and colour to maintain consistency of character.
  - More varied palette of door styles and colour to maintain consistency of character.

Corresponding Key Character Areas

The following key character areas are crossed by the Mews, Lanes and Courtyards. Therefore, the corresponding Key Character Area sections may need to be referred to:

- **CA4: Heighington Road (HR)**
- **CA5: Countryside Edge (CE)**

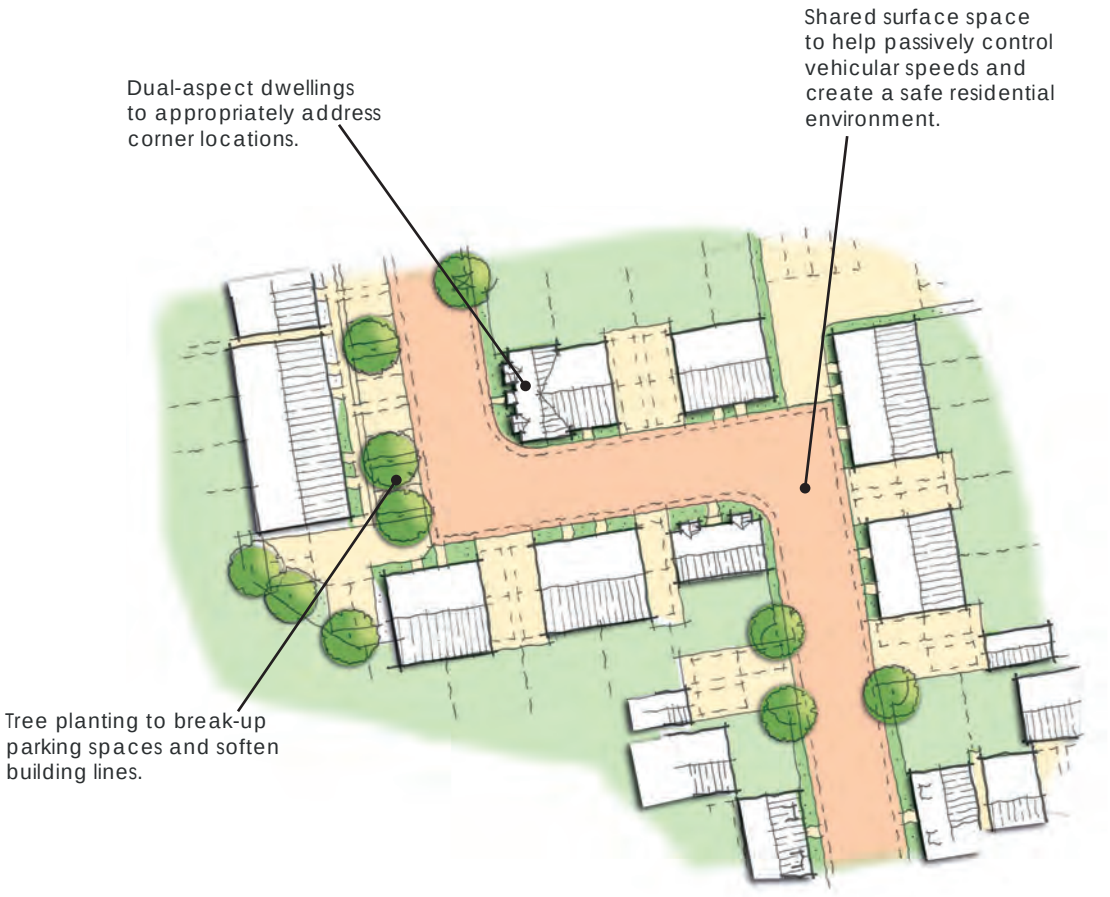


Fig. 12.3: Mews, Lanes and Courtyards layout principles (For Illustrative Purposes Only)

13 GREEN EDGES

General Character

The Green Edges are located either to the peripheral parts of the SEQ or alongside one of its important areas of open space. They are, therefore, to be designed to create an appropriate transition between the built areas of the SEQ and the open spaces and countryside beyond. In common with the Mews, Lanes and Courtyards, the Green Edges are to be shared surface routes, but typically only serve a limited number of dwellings and often taking the form of unadopted, private drives.

Dwellings in the Green Edges will be set behind appropriately sized, well-planted front gardens which will provide an appropriate transition between the built environment and the adjacent open spaces and countryside. The green spaces within this Character Area will contain groups of tree planting and metal estate-style fencing or timber post and rail fencing to define public and private spaces. Furthermore, the areas of open space which are overlooked by the new dwellings will form part of a series of connected network of wildlife corridors, through the provision of less intensively managed wildflower meadows which will increase species diversity and habitat cover and provide key wildlife corridors across the SEQ in order to ensure a net gain in biodiversity.

The character of the Green Edges are defined as follows:

- **Informal character of larger dwelling types.**
- **Shared surface routes, typically serving a limited number of dwellings and often taking the form of unadopted, private drives.**
- **Built form marked by lower densities, varied set back distances and building orientations, and good sized front gardens to create softer building lines that appropriately mark the transition to the adjacent green spaces and countryside.**
- **Are to characteristically front the new traffic-free routes for walking and cycling. Pedestrian and cycle links are to be provided from Green Edges to these routes to maximise the development's permeability for walking and cycling.**

Fig. 13.1: Location of Green Edges

Massing, scale and building type

- Mostly 2 storeys. 2½ storey dwellings to be used in selective locations only.
- Opportunity for bungalows to be fully explored.
- Mainly large detached and semi-detached dwelling types.

Frontage

- Building line and setback reflective of the character of the Mews, Lanes or Courtyard.
- Setbacks to vary generally between 1– 5 metres.
- Consider the whole street elevation to create a considered variation between symmetrical non-symmetrical elements.
- Up to 5 units per terrace.

Roof type and ridgeline

- Predominantly pitched.
- Mix of roof ridge lines running parallel to road and gable frontages to provide variety and interest.
- Variation in ridge heights within each streetscene to create informal character.
- Dormers, chimneys, bays and projected gables to break up the roofline.

Parking

As the adopted Local Plan for Central Lincolnshire does not set specific parking standards, it is expected that each proposal should carefully assess its parking needs based what is proposed for development. Some guidance for car and cycle parking provision along the Green Edges is detailed below:

- Garages set back behind main building line with parking spaces on driveway to front.
- Garages to be constructed of materials similar to their locality.
- Single garages to have a minimum internal floor area of 3 x 6 metres to accommodate enough space for a car, cycle parking and storage.
- Driveways to be sufficiently sized to avoid overhang of parked cars into adjacent shared surface space.
- Opportunity for parking to front of dwellings contained within parking spaces arranged perpendicular to street. Tree planting to be used to break up car parking in such instances.
- On-street parking for visitors. Opportunity to use on-street parking to passively control traffic speeds.

General Appearance

- Create an overall informal appearance by adopting a mix of styles, typologies and detailing, but provide a similar architectural language within a given streetscene.
- Use of gables to create key buildings that terminate vistas along streets and open space, or to mark important location such as on corners or where buildings front important open spaces.
- Utilise a rich variety of facade treatments and variations in detailing to create an animated streetscene. Features to include, but not limited to, bay windows and porches (expressed or recessed).
- Highest level of variety of materials, textures and colours in the SEQ. However, a careful balance must be achieved to ensure detailing is not overly fussy.
- Porches:
  - To be integral part of the building design.
  - Consider integrating as part of building projection or bay.
  - Simple styles and forms.
- Window and door openings:
  - Use of vertical emphasis and well-proportioned openings to define elevational composition.
  - Simple in form and detail.
  - Develop a hierarchy of window openings.
  - Windows recess reflective of style.
  - Simple door styles. Opportunity for contemporary door styles.
  - Varied palette of door styles and colour to maintain consistency of character.

Corresponding Key Character Areas

The following key character areas are crossed by the Green Edges. Therefore, the corresponding Key Character Area sections may need to be referred to:

- **CA2: South Common Extension (SCE)**
- **CA3: Views and Vistas (VV)**
- **CA5: Countryside Edge (CE)**
- **CA8: Canwick Avenue (CA)**
- **CA9: Community Hub (CH)**
- **CA11: Pipeline Corridor (PC)**
- **CA12: Southern Green Corridor (SGC)**

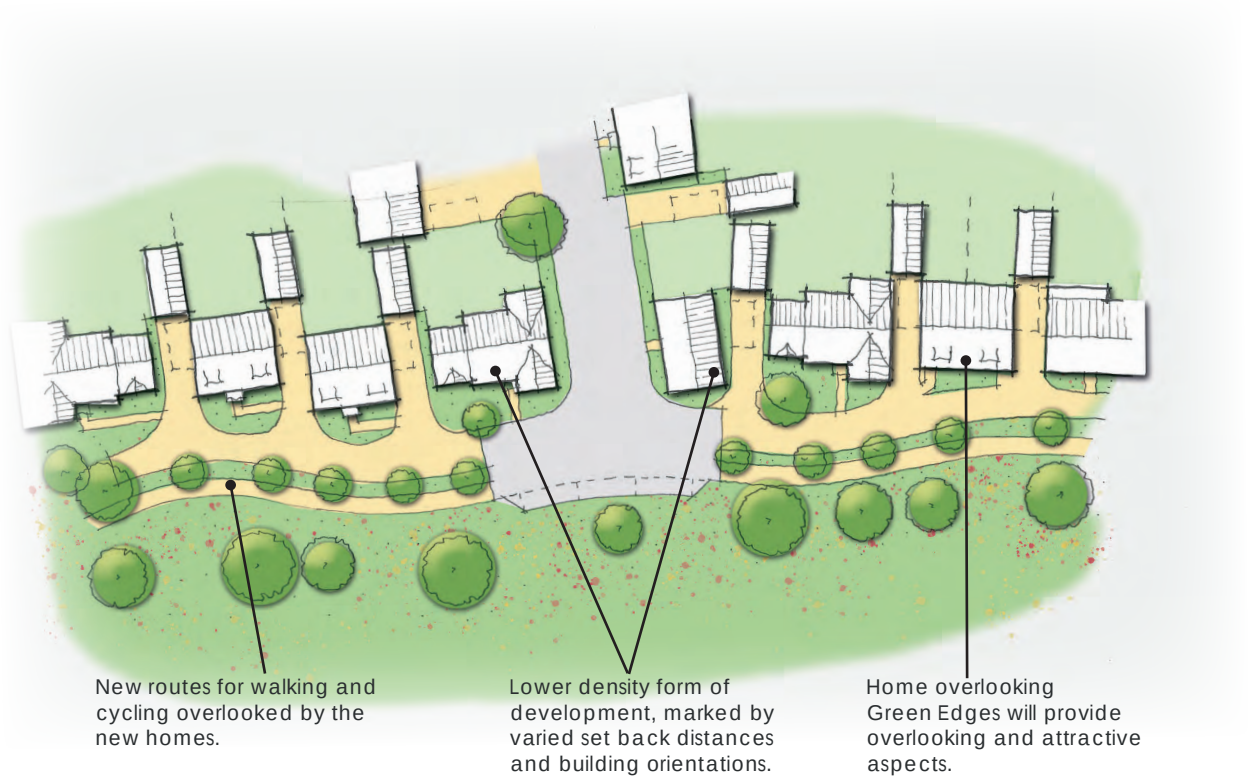
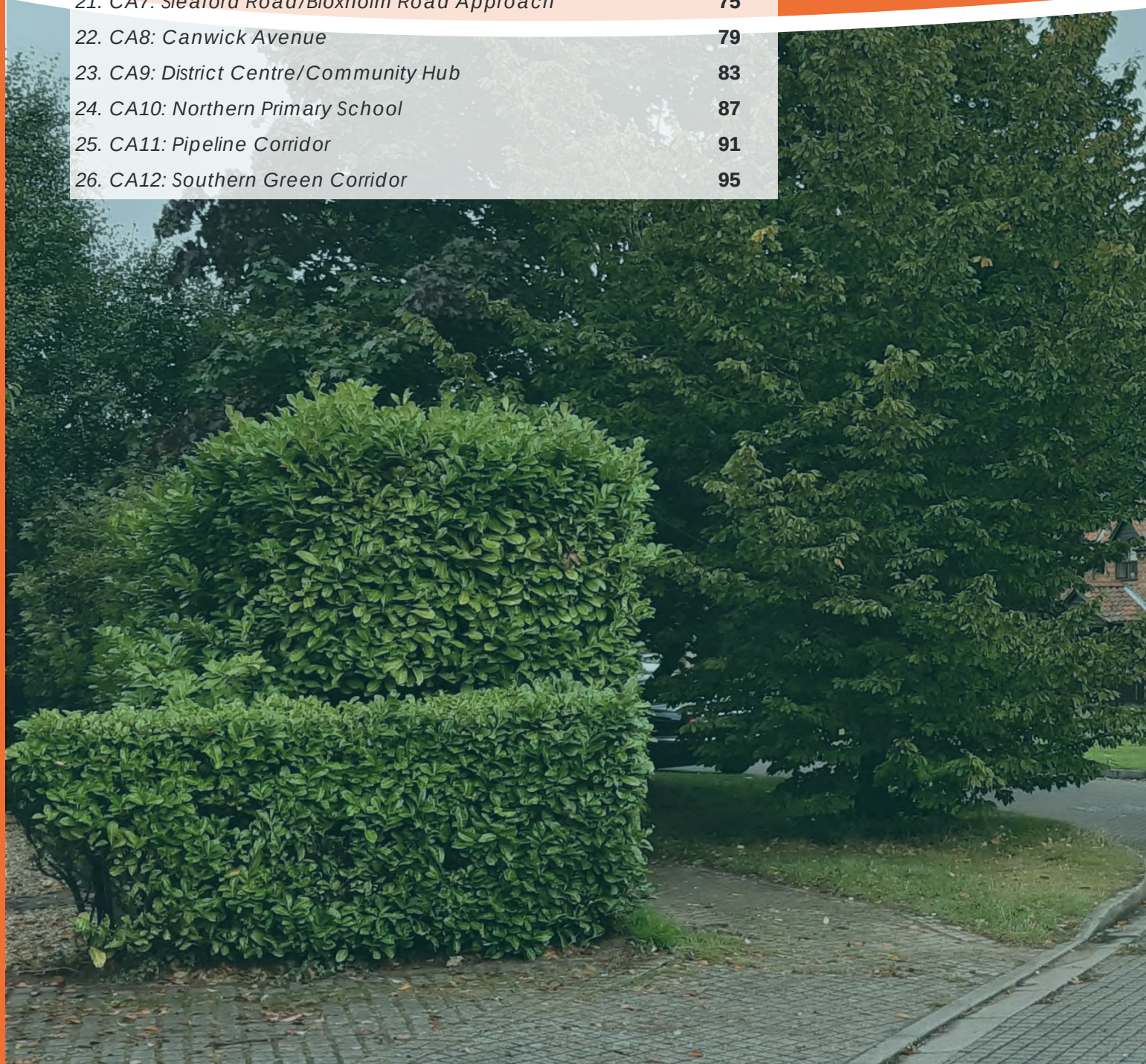


Fig. 13.2: Green Edges layout principles (For Illustrative Purposes Only)

KEY CHARACTER AREAS



14 INTRODUCTION TO KEY CHARACTER AREAS

This section provides a framework for implementing the design philosophy for the key character areas. These key character areas will provide recognisably different places that have a coherent sense of place which will help both residents and visitors of the SEQ to identify with their environment. These key character areas are:

- **CA1: Bomber Command (BC)**
- **CA2: South Common Extension (SCE)**
- **CA3: Views and Vistas (VV)**
- **CA4: Heighington Road (HR)**
- **CA5: Countryside Edge (CE)**
- **CA6: Lincoln Road Approach (LR)**
- **CA7: Sleaford Road/Bloxholm Road Approach (SR)**
- **CA8: Canwick Avenue (CA)**
- **CA9: District Centre/Community Hub (DC/CH)**
- **CA10: Northern Primary School (NPS)**
- **CA11: Pipeline Corridor (PC)**
- **CA12: Southern Green Corridor (SGC)**

The character areas do not cover every part of the SEQ, but rather focus on the most important areas.

Each character area will be defined by its own design elements which will combine to make it distinct from the other areas, including heights, setbacks, landscape treatments and architectural principles.

As the principles for the streetscape character frontages cover the entire Site, the key character areas outlined in the following section will need to be read in conjunction with the streetscape character areas, to ensure cohesion is achieved across the whole neighbourhood.

The design objectives established in this section should not be considered as prescriptive, but rather the principles that should underpin the proposals for the SEQ in order to avoid stifling responsible design innovation and to retain a degree of flexibility in the application of the Design Code.

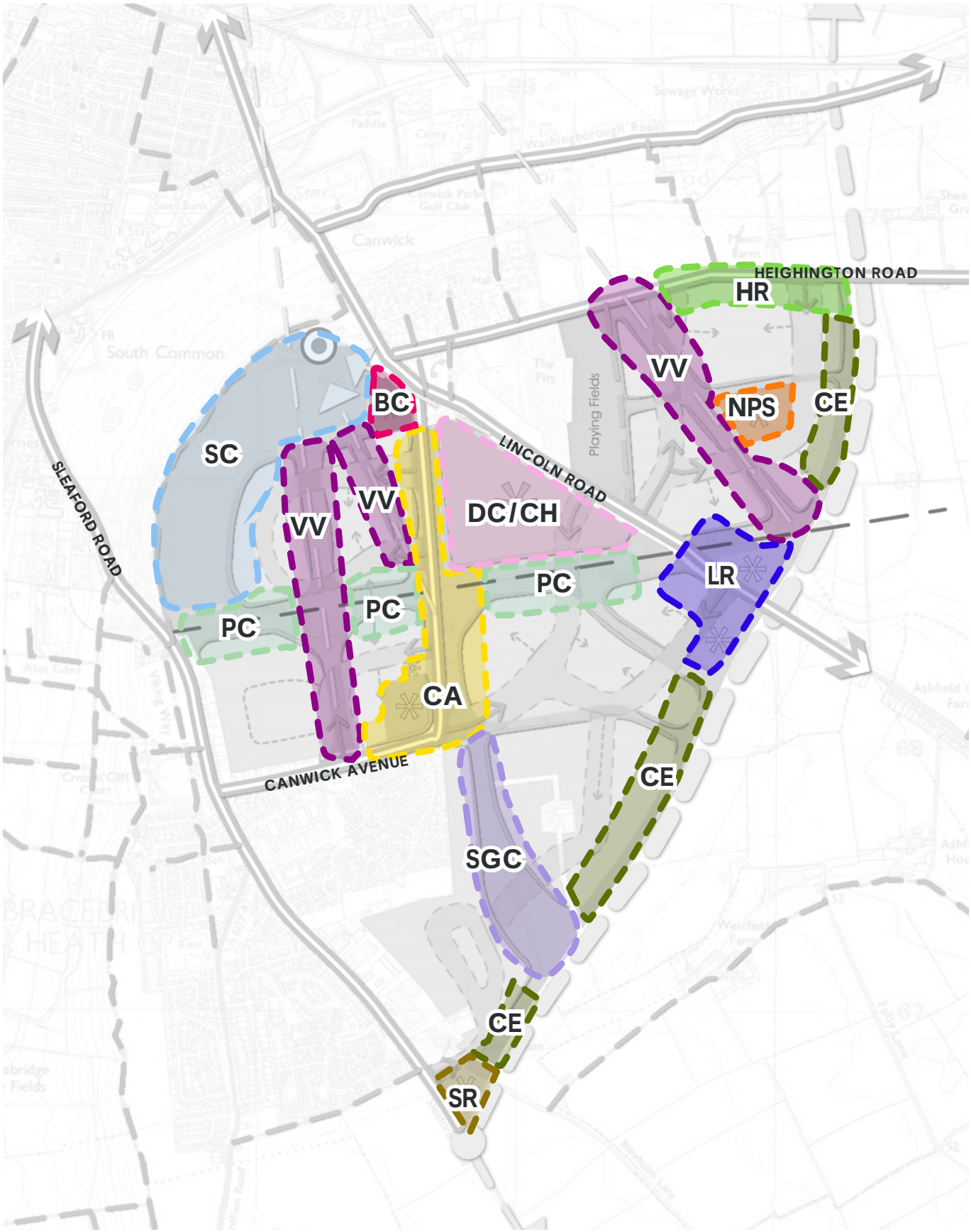


Fig 14.1: Key Character Areas Plan

15 CA1: BOMBER COMMAND

This character area forms the principal northern gateway to the SEQ and comprises the existing allotments and the entrance to the International Bomber Command Centre. Whist the allotments are an important and highly valued community asset, their appearance, to a certain degree, detract from the approach to the International Bomber Command. The character area is located adjacent to the point where a number of existing roads converge and, therefore, is prominent in the local environment.

Fig 15.1: Location of Bomber Command Character Area

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• Opportunity for environmental improvements to create a more welcoming and attractive gateway to the SEQ. • New landscaping to soften existing fencing.
Existing Natural Features	• Existing mature trees located between the Bomber Command entrance and the B1188. • Existing hedgerows located along road frontage in places.
Landscape Treatment	• Additional hedgerow and tree planting alongside the existing fencing to the allotments and running adjacent to Bomber Command access road to soften their visual impact and enhance the approach to the International Bomber Command Centre.
Street Drainage and SuDS	• n/a
Recreation and Play	• n/a
Pedestrian and Cycle Routes	• Junction and highway improvements to incorporate dedicated paths for pedestrians and cyclists. • Create strong pedestrian and cycle links into the body of the SEQ.
Street Lighting and Furniture	• Opportunity to replace existing street lighting to reflect the general palette of street furniture being used elsewhere within the SEQ. • Strategic placement of street furniture. Areas for opportunities to 'rest with a view'.
Boundary Treatments	• n/a
Ecological Objectives	• New landscaping to improve species diversity within character area. • To achieve a net gain in biodiversity.

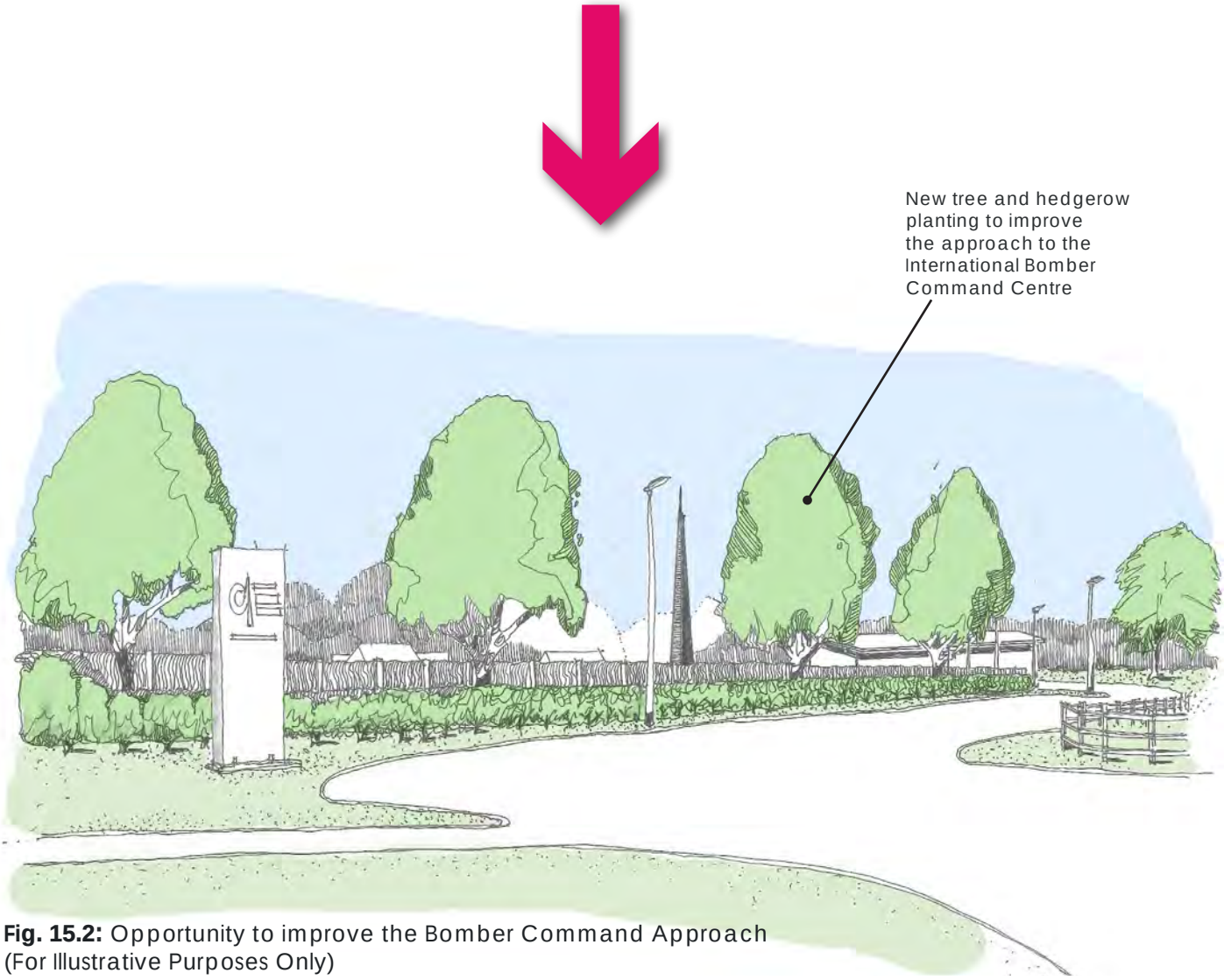


Fig. 15.2: Opportunity to improve the Bomber Command Approach (For Illustrative Purposes Only)

16 CA2: SOUTH COMMON EXTENSION

The South Common Extension character area forms the interface between the SEQ's new homes and South Common. Its location in the north western part of the new neighbourhood means that it will also have an important visual relationship with Lincoln, including Lincoln Cathedral and Lincoln Castle. The character area will be defined by the vast amount of public open space which reflects the character of, and provides an extension to, South Common. The existing properties which face onto the northern edge of South Common at South Park create an attractive interface between the Common and built up area of Lincoln and provide a useful reference of how to create a rich and attractive environment. The new dwellings adjacent to the South Common Extension, which form the most important Green Edge (Section 13) in the SEQ due to the interface with South Common and the rest of Lincoln, will overlook a substantial area of new public open space designed to reflect and enhance the key landscape and biodiversity characteristics of South Common.

The broad extent of the proposed South Common Extension area is identified on the Regulating Plan. The precise boundary of this extension will be fixed through the determination of relevant planning applications back by an appropriate Heritage Impact Assessment, including an assessment of visual impact from the higher reaches of Lincoln on the opposite side of the Witham Valley.

Fig 16.1: Location of South Common Extension Character Area

BUILT FORM	
Function	• New dwellings within/adjacent to this character area are part of the most important Green Edge (Section 13) within the SEQ and require sensitive design approaches, ensuring that overlooking and attractive aspects are included that create a carefully considered and sensitively designed edge that picks up on key vernacular elements found in the historic parts of Lincoln and the surrounding areas. • Informal shared surface streets ending in private drives by using different surfacing (e.g. bonded gravel) with turning heads for emergency and refuse vehicles to be kept as informal as possible. Pedestrian/cycle links to be provided to wider areas of open space from turning heads, maximising permeability. On curtilage parking to be provided with limited on-street parking.
Use and Activities	• This character area consists of large amounts of public open space reflecting the character of South Common. • The public open space will contain new routes for walking and cycling, with pedestrian links provided to the adjacent Viking Way. Will also accommodate space for informal recreational activities such as picnicking informal children's play and access to nature.
Architectural Principles	• Traditional building styles and materials should be clearly evident within architecture to reflect the key vernacular characteristics of historic Lincoln. Design and Access Statements must include a robust analysis of the local vernacular and explain how the new dwellings interpret the identified key vernacular aspects. • Architectural detailing to be varied and to include chimneys, expressed chimney breasts, traditional proportioned window openings, arched window heads, framed window openings, etc.
Scale: Height and Massing	• Mostly 2 storeys in scale, but with single-storey side/rear elements to create more interesting L-shaped plan forms, particularly at corners. Limited and sensitive use of 2½ storey dwellings to add further degree of interest. • A mix of detached dwellings, semi-detached and short terraces to create visual interest and an inclusive mix of properties. • Variety of roof forms, including hipped, half-hipped and gable roofs. Asymmetric forms permitted. Traditional roof pitches.
Building Interface	• Dwellings will front the public open space and be set back behind good sized front gardens. • Mix of building orientations to avoid a uniform roofscape. • Frontages need to consider the whole street elevation and create a sense of unity.
Enclosure	• Subtle variation in setbacks to add an extra degree of interest. • Variety of boundary treatments enclosing front gardens including hedging and post and rail fencing.
Parking	• Parking to be mainly accommodated in attached or detached garages and car barns. • On-street parking for visitors to be discreetly located and appropriately landscaped.
Block Formation	• Blocks well defined by the built form with clear frontage and private rear gardens.
Materials	• A limited palette of brick shades with detailing which will complement the traditional architectural styles found in Lincoln. • Roofing materials to include a considered mix of pantiles, plain tiles and slate tiles. • Roofs to all the terraces here should be the same material, chosen from a palette of red and grey plain tiles or high quality artificial grey slate tiles.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• The public open space will be designed to reflect the key characteristics of South Common. • The new landscaping will assist in filtering views of the SEQ from the north. • New landscaping must frame views to Lincoln Cathedral and the Bomber Command memorial. • New pedestrian and cycle routes will cross the open space, with new pedestrian links provided to the adjacent Viking Way. • Indigenous species to be used throughout the area.
Existing Natural Features	• Existing mature trees and hedgerow located alongside the Viking Way.
Landscape Treatment	• New tree planting to be planted individually or in small groupings to reflect a key characteristic of South Common. • Wildflower meadows and tree groups in selected locations create attractive views into and out of the new public open space. • Significant areas of new native planting including swathes of species rich meadow. • New landscaping around play areas to integrate them into their landscaped setting.
Street Drainage and SuDS	• Shallow SuDS features to be sown with wet wildflower seeds. • Semi-permeable paving to driveways where necessary.
Recreation and Play	• Children's play area to be designed to accord with standards set out in Appendix A. • Design of play area to complement character of public open space. • Linear open spaces provide passive and active recreational opportunities.
Pedestrian and Cycle Routes	• New routes for walking and cycling to be provided with connections to the rest of the neighbourhood and the Viking Way. • Consider opportunity for new cycle links northwards across South Common and to Lincoln beyond. Need to liaise closely with NKDC, LCC and LCoC to establish principle of creating new cycle link across South Common. Topography will be a key consideration.
Street Lighting and Furniture	• Street lighting should be used only where necessary within the open space, and due consideration should be given to bats in terms of lighting used in order to secure net gains in terms of biodiversity. • Where street lighting is necessary, careful design is required to shield light cast and minimise the levels of light pollution. • Strategic placement of street furniture. Areas for opportunities to 'rest with a view'.
Boundary Treatments	• A clear division should be established between the public and private realm with metal estate rail fencing and native hedgerows used to define boundary between housing and the new public open space.
Ecological Objectives	• Public open space will be designed to provide a cohesive network of species rich habitats for the long term benefit of people and wildlife. • Existing tree belt alongside Viking Way should have any gaps planted with suitable native species, apart from where gaps are required to provide pedestrian and cycle connections to the wider area. • Understorey scrub should be allowed to develop naturally and managed to retain a scrub mosaic with a rough grassland strip alongside the Viking Way edge. • A connected network of less intensively managed wildflower meadows should be incorporated within the open space to provide interest and contrast, increase species diversity and habitat cover and provided key wildlife corridors across the SEQ in order to ensure a net gain in biodiversity.

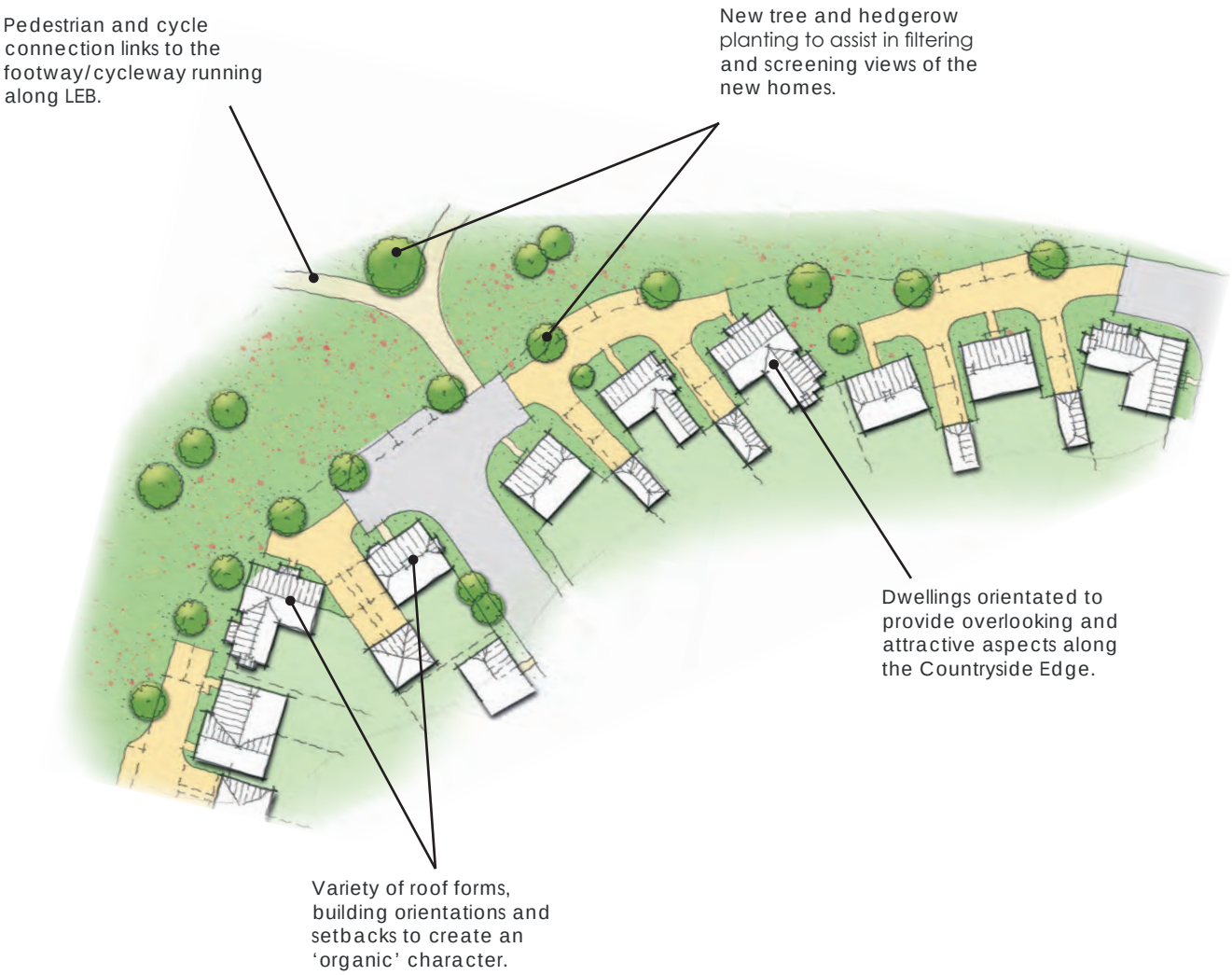


Fig. 16.2: South Common Extension layout principles (For Illustrative Purposes Only)

17 CA3: VIEWS AND VISTAS

This character area comprises three distinct parts of the SEQ where views are to be retained towards Lincoln Cathedral (2no.) and the memorial at the International Bomber Command Centre (1no). Theses views and vistas are to be maintained along linear areas of open space, which will be framed by strong and distinctive building frontages. The new landscaping will be carefully designed to frame the views. The incorporation of the views and vistas will help to root the SEQ into its wider context and create a strong sense of place.

Fig 17.1: Location of Views and Vistas Character Area

BUILT FORM	
Function	• The new buildings will frame the views and vistas with strong and consistent building lines, providing overlooking and attractive aspects of these key open spaces. • Formal shared-surface streets ending in private drives distinguished by different surfacing (i.e. not tarmac) with turning heads for emergency and refuse vehicles being symmetrical. Pedestrian and cycle links to the wider network of open space to be provided from the turning heads to maximise permeability.
Use and Activities	• Primarily residential, but adjacent primary school in north eastern part of the SEQ presents opportunity to also frame vista, subject to other design considerations (please also refer to CA10: Northern Primary School). • The public open spaces will contain new routes for walking and cycling, with pedestrian links provided to the SEQ's wider network of footway/cycleways. • Will also accommodate space for informal recreational activities such as picnicking informal children's play and access to nature.
Architectural Principles	• Traditional building styles and materials should be clearly evident within architecture, albeit opportunity to be interpreted in a modern way. • Roof forms should mostly follow alignment of vista, with gable frontages used to mark corner locations of the central section of a building grouping.
Scale: Height and Massing	• Considered mix of mostly 2 and 2½ storey buildings, with selective use of 3 storey buildings strictly at key locations. • To west of Canwick Avenue primarily 2 storeys, with selective use of 2½ storey buildings. Limited to 2 storeys towards South Common character area.
Building Interface	• Strong and consistent building frontages to frame the views and vistas. • Frontages need to consider the whole street elevation and create a sense of unity.
Enclosure	• A secondary degree of enclosure should be afforded to the views and vistas through the use of single species hedgerows to the front gardens.
Parking	• Parking to be mainly accommodated in attached or detached garages and car barns. • On-street parking for visitors lined by tree planting aligned to assist in framing viewing with wider landscape scheme.
Block Formation	• Blocks well defined by the built form with clear frontage and private rear gardens.
Materials	• A limited palette of brick shades with detailing which will complement the traditional architectural styles in Lincoln, albeit opportunity to utilise more contemporary applications of design. • Roofing materials to include a considered mix of pantiles, plain tiles and slate tiles.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• New landscaping will be designed to frame the views and vistas. • New pedestrian and cycle routes will cross the open space, links provided to the SEQ's wider network of routes.
Existing Natural Features	• Existing hedgerows in places.
Landscape Treatment	• If hedgerows are to be retained, they are to be strengthened to increase biodiversity and ecological value. • Where removed, replacement hedgerow planting to be provided elsewhere within the SEQ. • New trees to soften the built form and frame the views and vistas. • If required, swales incorporated within the linear spaces.
Street Drainage and SuDS	• If required, linear, shallow swales designed to attenuate surface water run-off and convey water to attenuation basins, as well as to offer significant benefits to wildlife. • Swales will be dry most of the time and will generally be broad, shallow channels for ease of maintenance. • Base of swales to incorporate flat area to allow for native marginal aquatics to be planted or to naturally colonise. • Banks will be sown with diverse wildflower/grass seed, suited to seasonally wet conditions.
Recreation and Play	• Linear open spaces provide passive and active recreational opportunities. • Play areas to be sensitively designed to avoid being intrusive in views.
Pedestrian and Cycle Routes	• Open spaces will incorporate traffic-free pedestrian and cycle routes following alignment of the views and vistas.
Street Lighting and Furniture	• Street lighting should be used only where strictly necessary. Suitable low level bollard style lighting at appropriate intervals throughout to avoid dark corridors. • Strategic placement for street furniture. Areas for opportunities to 'rest with a view'.
Boundary Treatments	• Boundaries such as timber knee rails or bollards should be placed within corridors adjacent to lanes to prevent vehicles entering the green spaces.
Ecological Objectives	• New landscaping to reinforce existing hedgerows and improve their diversity creating a stronger planted corridor. • Base of SuDS features to be sown with diverse wildflower/grass suited to seasonally wet conditions. • To achieve a net gain in biodiversity.

Fig. 17.2: Views and Vistas layout principles
(For Illustrative Purposes Only)

18 CA4: HEIGHINGTON ROAD

The Heighington Road frontage character area incorporates the north easterly approach to the SEQ. The dwellings located within this character area should front the northern boundary to create an attractive approach to the SEQ, and will need to possess a strong relationship with Heighington Road to mark this important approach. Therefore, the new buildings on the eastern edge of the character area should mark the gateway to the SEQ.

Fig 18.1: Location of Heighington Road Character Area

BUILT FORM	
Function	• An important approach to the SEQ where the new buildings create overlooking and attractive aspects that signify a positive edge and gateway to the SEQ.
Use and Activities	• New route for walking and cycling between the new homes and Heighington Road should connect with the wider footway/cycleway network within the SEQ.
Architectural Principles	• Contemporary character that emphasises the approach to an exciting new development and provides an interesting contrast with the Countryside Edge character area to the south. • Traditional building styles and materials should be clearly evident within architecture, albeit interpreted in a modern manner.
Scale: Height and Massing	• Considered mix of 2, 2½ and 3 storey buildings, with taller buildings to emphasise gateway to the SEQ at the eastern edge of the character area. • Gradual decrease in massing towards the western side of the character area to acknowledge approach to Canwick to the west. • Terraced forms will highlight key locations such as primary street entrance point off Heighington Road. • Detached dwellings in western parts of character area overlooking Heighington Road will assist in creating a strong rhythm of buildings that reflect transitionary nature of Heighington Road.
Building Interface	• Breaks in building frontage to allow access to on plot parking, particularly where detached dwellings used to west. • Potentially for largely car-free frontage to eastern part of character area. • Stronger frontages to highlight key locations.
Enclosure	• Fairly consistent set back distances to assist in creating a defined frontage that reinforces the importance of Heighington Road as an approach to the SEQ.
Parking	• Mix of sensitive parking styles. • Where used 'private' parking mews should not be excessively large in scale and should be served by one entrance/exit point. • Visitor parking to be provided within the space in the form of parallel bays by widening roads at appropriate locations.
Block Formation	• Buildings fronting Heighington Road within strong building line. • Private space to the rear is clearly distinguished from the public realm.
Materials	• A limited palette of brick shades with detailing which will complement the traditional architectural styles of the local vernacular. • Roofs to all the terraces here should be the same material.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• Narrow green corridor along the Heighington Road frontage will link with the wider areas open space located within this part of the SEQ. • A softer, verdant character will be achieved along this frontage to mark transition to the countryside to the east.
Existing Natural Features	• Existing hedgerow along Heighington Road to be retained where possible and incorporated into linear open space.
Landscape Treatment	• Replacement hedgerow planting required to replace loss of hedgerow due to the need to achieve adequate visibility splays. • Further compensatory planting to mitigate loss of hedgerow required to accommodate access point to the primary street. • Formal tree planting should mark entrance to the SEQ from the east. • New landscaping throughout to supplement the existing hedgerow planting.
Street Drainage and SuDS	• Semi-permeable paving to driveways and parking bays where necessary.
Recreation and Play	• n/a
Pedestrian and Cycle Routes	• Linear open space to accommodate a 3 metre wide combined route for walking and cycling, which will link with the SEQ's wider network of footway/cycleways.
Street Lighting and Furniture	• Street lighting should reflect the existing palette of street furniture and be sensitively located.
Boundary Treatments	• Thresholds should be well defined with the use of different boundary treatments such as formal hedges and railings.
Ecological Objectives	• New landscaping to reinforce existing hedgerow and improve its diversity creating a stronger planted corridor. • Rough grassland along hedgerows will assist in creating a diversity of habitats. • To achieve a net gain in biodiversity.

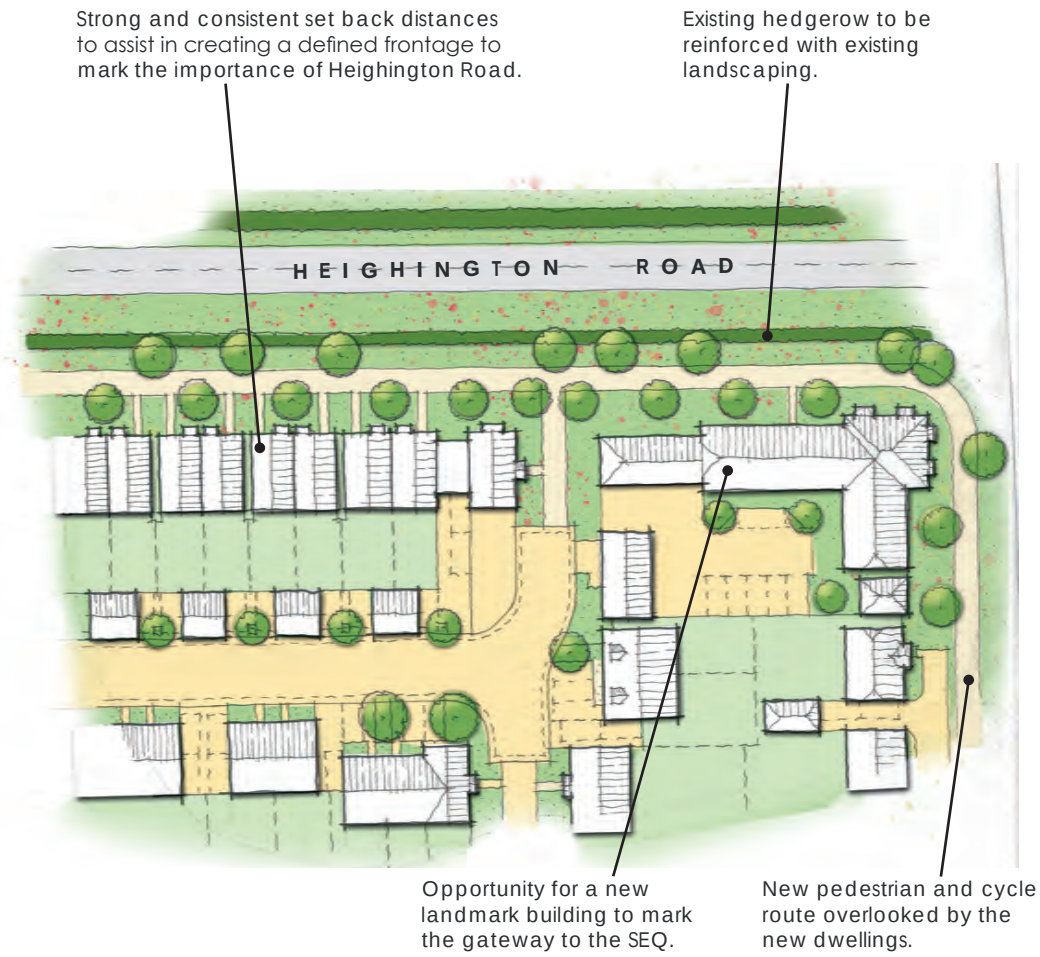


Fig. 18.2: Heighington Road layout principles
(For Illustrative Purposes Only)

19 CA5: COUNTRYSIDE EDGE

The Countryside Edge character area comprises the majority of the SEQ's eastern edge and runs parallel to the new Lincoln Eastern Bypass. The dwellings located within this character area should front the eastern boundary to create an attractive aspect to the SEQ. New landscaping along this character area should compliment and build upon the new landscaping associated with the construction of the LEB to create a soft development edge that creates a sensitive transition between the built environment of the SEQ and the countryside beyond.

Fig 19.1: Location of Countryside Edge Character Area

BUILT FORM	
Function	• The new dwellings provide overlooking and attractive aspects that create a positive edge to the SEQ.
Use and Activities	• New homes overlook a linear area of open space that runs adjacent to the route of the new bypass. New pedestrian and cycle connections link to the new footway/cycleway running along the new by-pass. • Will also accommodate space for informal recreational activities such as picnicking informal children's play and access to nature.
Architectural Principles	• Rural character that reflects the interface with the countryside beyond. • Traditional building styles and materials should be clearly evident within architecture. • Modern interpretations of traditional styles acceptable in places to create contrast and interest. • Architectural detailing to be varied and to include chimneys, expressed chimney breasts, traditional proportioned window openings, arched window heads, framed window openings, etc.
Scale: Height and Massing	• Mostly 2 and 2½ storeys, with limited use of 3 storey buildings to emphasise key locations, such as corners. • Mostly detached dwellings, but opportunity for considered use of terraced and semi-detached forms to create visual interest. • Variety of roof forms, including hipped, half-hipped and gable roofs. Asymmetric forms permitted. Traditional roof pitches.
Building Interface	• Dwellings will front the linear public open space and be set back behind good sized front gardens. • Mix of building orientations to avoid a uniform roofscape. • Frontages need to consider the whole street elevation and create a sense of unity.
Enclosure	• Subtle variation in set back distances to create an 'organic' character.
Parking	• Parking to be mainly accommodated in attached or detached garages and car barns. • Public parking to be provided in the form of parallel bays by widening roads at appropriate locations.
Block Formation	• Buildings fronting new linear areas of open space and the new landscaped areas associated with the Lincoln Eastern Bypass, albeit with a variation in building orientations to assist in creating an organic character. • Private space to the rear is clearly distinguished from the public spaces and streets.
Materials	• A limited palette of brick shades with detailing which will complement the traditional architectural styles of the local vernacular. • A limited use of limestone dwellings finished with pantile roofs. to complement the traditional architectural styles of nearby villages, particularly Branston to the south east. • A limited palette of brick shades to provide interest and variation. • Roofs to all the terraces here should be the same material, chosen from a palette of red and grey plain tiles or high quality artificial grey slate tiles.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• Green corridor running between the bypass and the SEQ will link with the new neighbourhood's wider green infrastructure framework. • A soft, verdant character will be achieved along this frontage to mark transition to the adjacent countryside.
Existing Natural Features	• Limited number of existing hedgerows bisect the character area. To be retained wherever possible.
Landscape Treatment	• Mix of new tree and hedgerow planting to create a soft development edge that screens and filters views of the new homes.
Street Drainage and SuDS	• Semi-permeable paving to driveways and parking bays where necessary. • Linear attenuation features and swales where necessary.
Recreation and Play	• n/a
Pedestrian and Cycle Routes	• Pedestrian and cycle connections to be provided to new footway/cycleway running alongside the Lincoln Eastern Bypass.
Street Lighting and Furniture	• Street lighting should reflect the palette of street furniture and be sensitively located.
Boundary Treatments	• Thresholds should be well-defined with the use of different boundary treatments such as formal hedges and railings.
Ecological Objectives	• Public open space will be designed to provide a cohesive network of species rich habitats for the long term benefit of people and wildlife. • New landscaping, including, but not restricted to, woodland, hedgerow, rough grassland and wildflower meadows to improve species diversity and create a range of habitats. • To achieve a net gain in biodiversity.

Fig. 19.2: Sketch demonstrating potential Countryside Edge.
(For Illustrative Purposes Only)

20 CA6: LINCOLN ROAD APPROACH

The Lincoln Road Approach character area comprises the easterly approach to the SEQ. The character area is centred upon the existing route of Lincoln Road, which will form one of the principal arterial routes running through the SEQ. The character area will be marked by a range of uses, including new employment uses and residential uses.

The design and layout of the employment buildings should address its pivotal location at one of the key entrances to the SEQ, and should create a memorable sense of arrival. Equally, the opportunity may exist to provide live-work units as part of the new employments uses to create truly mixed-use and vibrant area.

Fig 20.1: Location of Lincoln Road Approach Character Area

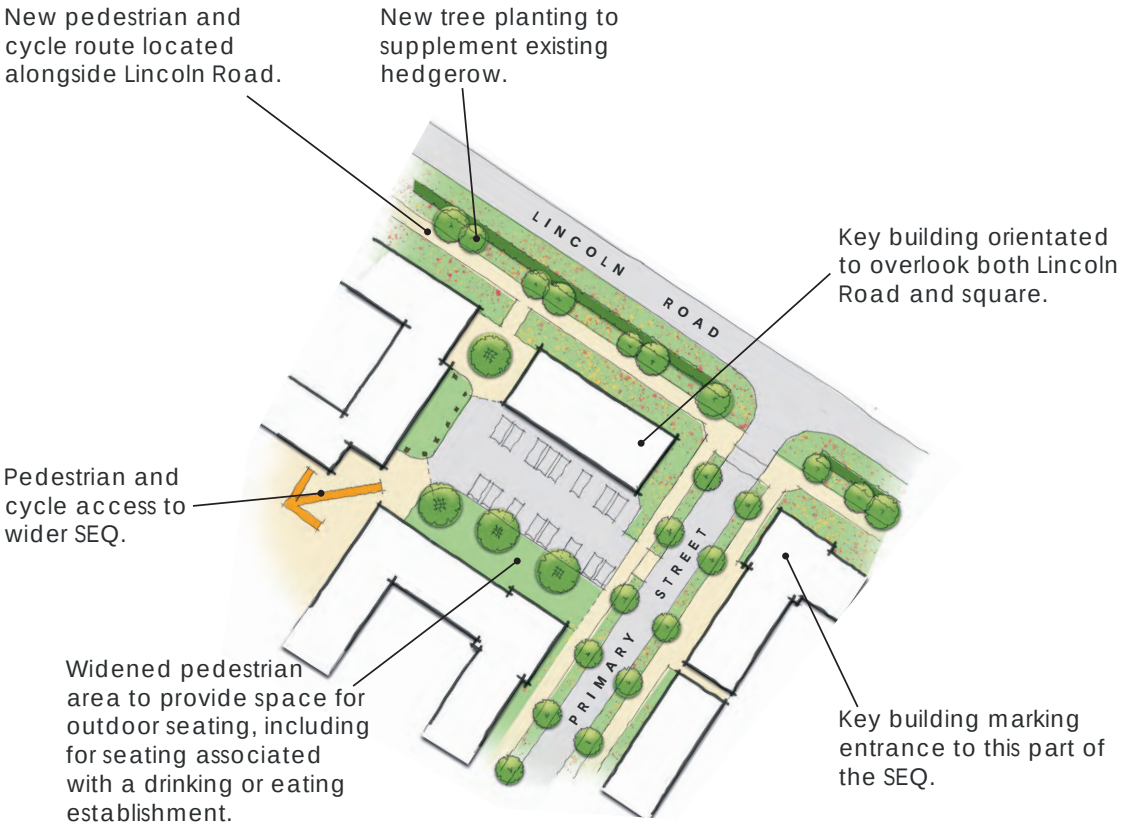


Fig. 20.2: Lincoln Road approach layout principles (For Illustrative Purposes Only)

BUILT FORM	
Function	• A distinctive and memorable entrance to the SEQ. • A vibrant, mixed-use area marked by visual delight of different buildings within close proximity. • Mix of uses will encourage vitality and street life.
Use and Activities	• Employment focal point for the SEQ. • Employment area – opportunity may exist for live/work uses.
Architectural Principles	• Buildings provide opportunity for a group of contemporary designed landmark buildings that mark this key focal point. • Employment buildings closest to countryside boundary should employ more traditional architectural characteristics, albeit can still be employed within an overall contemporary design framework.
Scale: Height and Massing	• Taller storey elements to mark key buildings and to provide variation in the roofscape. • Larger retail unit would be assessed on its individual design merits and place making characteristics. • Varied roof pitches, forms and detailing should be used to break up the massing of the non-residential buildings, with opportunities for contemporary roof and window designs.
Building Interface	• Buildings should front public realm to provide natural surveillance and provide overlooking and attractive aspects along Lincoln Road. • Buildings should have dual-frontages that engage with their pivotal locations. • Where required, buildings should positively address internal parking mews.
Enclosure	• Wherever possible, buildings to sit on or close to edge of public realm to foster sense of arrival and urbanism to reflect character area's function as a key reference point. • Regular building line and consistent setbacks. • Boulevard planting should be used to provide additional spatial definition.
Parking	• Some parking to be provided along Lincoln Road frontage, particularly for disabled bays and short stay parking. However, character area should not be dominated by large swathes of car parking to fronts of buildings. • Parking to fronts of buildings to form an integral part of a high quality public realm – block paved, shared surface area. • Wherever practicable, parking to be set back behind the building line. • Where used, 'private' parking mews should not be excessively large in scale and should be served by one entrance/exit point.
Block Formation	• Blocks should be well defined by the built form with clear frontages and private rear gardens and small internal courtyards. • Individual buildings within employment area to be set within well-landscaped setting. • Discreet services areas to be provided to rear of buildings.
Materials	• Opportunity to use alternative, contemporary materials to reflect the building's functions as new local landmarks. • Built form should be of an appropriate scale and form which is sensitive to, and reflective of, the neighbouring villages. • Use of red brick or limestone with different brick shades to pick out detailing, white or cream render shades to add variation. • Cedar cladding and zinc cladding to provide contrast with brick-work and render. • Other contemporary materials may be considered acceptable. • Renewable energy technologies may be incorporated into the roof design to maximise the benefits of passive solar gain and natural ventilation.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• It will be easily identifiable from Lincoln Road and the Lincoln Eastern Bypass to maximise opportunity for passing trade. • High quality public space at a key location containing public art to act as an important landmark.
Existing Natural Features	• If practicable, existing hedgerow along Lincoln Road frontage should be retained.
Landscape Treatment	• Replacement hedgerow planting to be provided elsewhere within the SEQ where existing hedgerow is removed. • Strong urban quality to the character area's public realm and parking areas should be created through use of formal street trees. • New trees to define edges and soften car parking and shared surface areas. • Large specimen trees to enhance focal or termination points.
Street Drainage and SuDS	• Where required, shallow SuDS features in the character area will need to remain visually attractive at all times and provide local biodiversity value. • Semi-permeable block paving should be used where appropriate.
Recreation and Play	• Street furniture and benches should be provided to create public spaces within the character area. • Opportunity exists to incorporate public art in order to aid legibility and enhance the particular sense of place.
Pedestrian and Cycle Routes	• Pedestrian and cycle routes connecting the character area to the wider area, with strong connections to the intersecting areas of public open space. • Bollards or other street furniture should be used in shared surface areas to prevent vehicular access onto pedestrian and cycle areas. • Pedestrian/cycle links across Lincoln Road to maximise safe connectivity.
Street Lighting and Furniture	• Street lighting should reflect the general palette of street furniture and be sensitively located. • Litter bins and benches should be provided, these should reflect the overall palette of the scheme. • Cycle/scooter stands to be incorporated into public realm.
Boundary Treatments	• Strong, formal boundary treatments to complete the street scene and to delineate private and public areas.
Ecological Objectives	• New landscaping should maximise species diversity. • To achieve a net gain in biodiversity.

21 CA7: SLEAFORD ROAD/BLOXHOLM ROAD APPROACH

This character area marks the southerly approach to the SEQ. The area sits adjacent to the existing routes of Lincoln Road and Bloxholm Lane, together with the new Lincoln Eastern Bypass.

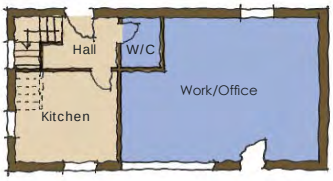
The character area will primarily comprise one of the SEQ's employment areas, with residential development located on its northern edge. The employment building/s should address its pivotal location to create a memorable sense of arrival to this part of the SEQ. The opportunity may exist to provide live-work units as part of the employment area.

Fig 21.1: Location of Sleaford Road/Bloxholm Road Approach Character Area

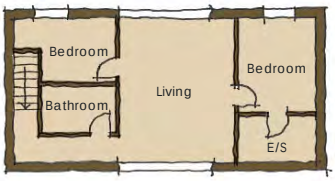
BUILT FORM	
Function	• A distinctive and memorable entrance to this part of the SEQ. • A vibrant area marked by visual interest of different buildings within close proximity.
Use and Activities	• Employment area – wide range of flexible employment opportunities (any job creating Use Class). • Opportunity may exist for live/work uses within employment area. • Residential to north of employment area.
Architectural Principles	• Opportunity for contemporary designed landmark building/s that mark this key nodal point.
Scale: Height and Massing	• Varied roof pitches, forms and detailing should be used to break up the massing of the employment buildings, with opportunities for con-temporary roof and window designs.
Building Interface	• Buildings should front public realm to provide natural surveillance and provide overlooking and attractive aspects along Lincoln Road. • Buildings should have dual-frontages that engage with their pivotal locations. • Where required, buildings should positively address internal court-yards.
Enclosure	• Buildings should be set back from Sleaford Road to maintain space to retain and enhance existing hedgerow. • Residential buildings to accord with character of a primary street.
Parking	• Within employment area, parking to fronts of buildings to form an integral part of a high-quality public realm – block paved, shared surface area. • Wherever practicable, parking to be set back behind the building line. • Where used, 'private' parking mews should not be excessively large in scale and should be served by one entrance/exit point.
Block Formation	• Blocks should be well defined by the built form with clear frontages and private rear gardens and small internal courtyards. • Individual buildings within employment area to be set within well-landscaped setting. • Discreet services areas to be provided to rear of buildings.
Materials	• Opportunity to use alternative, contemporary materials to reflect function as new local landmarks. • Use of red brick or limestone with different brick shades to pick out detailing, white or cream render shades to add variation. • Cedar cladding and zinc cladding to provide contrast with brick-work and render. • Other contemporary materials may be considered acceptable. • Renewable energy technologies may be incorporated into the roof design to maximise the benefits of passive solar gain and natural ventilation.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• Retention and enhancement of existing hedgerow along Sleaford Road to respect wider approach to Bracebridge Heath.
Existing Natural Features	• If practicable, existing hedgerow along Sleaford Road frontage should be retained. • Mature trees along former route of Bloxholm Lane.
Landscape Treatment	• Where removed, replacement hedgerow planting. to be provided • New landscaping throughout to supplement the existing hedgerow planting. • New trees to define edges and soften car parking and shared surface areas.
Street Drainage and SuDS	• Where required, shallow SuDS features in the character area will need to remain visually attractive at all times and provide local bio-diversity value. • Semi-permeable block paving should be used where appropriate.
Recreation and Play	• Street furniture and benches should be provided to create a public spaces within the character area. • Opportunity exists to incorporate public art in order to aid legibility and enhance the particular sense of place.
Pedestrian and Cycle Routes	• Connections to new footway/cycleway along Lincoln Eastern By-pass. • Cycle stands should be provided within the employment area. • Bollards or other street furniture should be used in shared surface areas to prevent vehicular access onto pedestrian and cycle areas. • Pedestrian/cycle links to be provided to the wider SEQ.
Street Lighting and Furniture	• Street lighting should reflect the general palette of street furniture and be sensitively located. • Litter bins and benches should be provided, these should reflect the overall palette of the scheme. • Cycle stands to be incorporated into public realm.
Boundary Treatments	• Strong, formal boundary treatments to complete the street scene and to delineate private and public areas.
Ecological Objectives	• New landscaping should maximise species diversity. • To achieve a net gain in biodiversity.

Option 1
Live 70% / Work 30%

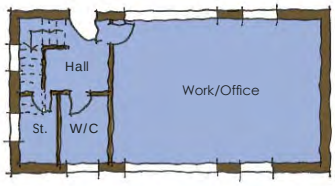


Ground Floor

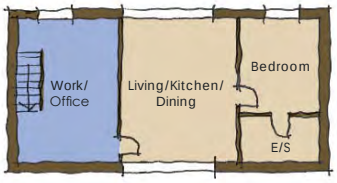


First Floor

Option 1
Live 30% / Work 70%



Ground Floor



First Floor

Fig 21.2: Potential live/work units (For Illustrative Purposes Only)

22 CA8: CANWICK AVENUE (INCLUDING PRIMARY SCHOOL)

This character area encompasses a large section of Canwick Avenue. One of the principal functions of the character area is to maximise the retention of the hedgerows that flank Canwick Avenue. Linear areas of open space will run between the hedgerows and the new built development, which in turn will be overlooked by strong and well-defined building frontages that provide overlooking and attractive aspects. The new primary school, located on the corner of Canwick Avenue, affords an exciting opportunity to create a new landmark building. Equally, the local centre presents the opportunity to make an architectural statement.

Fig 22.1: Location of Canwick Avenue Character Area

Fig 22.2: Sketch demonstrating potential treatment to gateway from Canwick Avenue into the development, looking north.
(For Illustrative Purposes Only)

BUILT FORM	
Function	• An important thoroughfare fronted by new buildings. Retention and enhancement of existing hedgerows flanking Canwick Avenue to create an attractive route whereby new landscaping softens the new built development. • Non-residential uses will be create a vibrant and interesting character. Visual interest and delight afforded by primary school and local centre.
Use and Activities	• New homes, primary school and small local centre to create a mix of activities. • New routes for walking and cycling between the new homes and the existing hedgerows. • Local centre - consider use of apartments above ground floor local centre uses to create a vertical mix of uses. • Will also accommodate space for informal recreational activities such as picnicking, informal children's play and access to nature.
Architectural Principles	• Traditional building styles and materials should be clearly evident within architecture, albeit opportunity to be interpreted in a modern way. • Roof forms should mostly follow alignment of Canwick Avenue, with gable frontages used to mark corner locations of the central section of a building grouping. • Homes to the northern side of the gas pipeline corridor (CA11: Pipeline Corridor) should have a different architectural character to those fronting the southern side to reinforce the sense of separation. • Primary school and local centre present the opportunity to create new local landmarks and make architectural statements. Consider contemporary architectural styles. • Local Centre - Opportunity for use of balconies within apartments to add interest and articulation to buildings and promote natural surveillance.
Scale: Height and Massing	• Primarily 2 storeys, with selective use of 2½ storey buildings. • Mostly detached dwelling overlooking Canwick Avenue closest to existing dwellings in Bracebridge Heath. • Detached and semi- detached dwellings elsewhere will assist in creating a strong rhythm of buildings that marks the important thoroughfare function of Canwick Avenue. • Terraced dwellings acceptable to mark points where new primary streets lead off Canwick Avenue. • Primary school - Up to equivalent of 3 storeys (residential). Generous floor to ceiling height and depth to allow for flexible use of space. • Adjacent homes should be clearly subservient to the primary school.
Building Interface	• Breaks in building frontage to allow access to on-plot parking. • Stronger frontages to highlight key locations. • Primary school should address its pivotal corner location,
Enclosure	• Fairly consistent set back distances to assist in creating a strong frontage that reinforces the importance of the Canwick Avenue as an important thoroughfare.
Parking	• Mix of sensitive parking styles. • Where used, 'private' parking mews should not be excessively large in scale and should be served by one entrance/exit point. • Visitor parking to be provided in the form of parallel bays by widening roads at appropriate locations. • Primary school - Lay-by spaces should be provided as a pickup/drop-off facility on new residential streets (not Canwick Avenue).
Block Formation	• Buildings fronting Canwick Avenue within strong building line. • Private space to the rear is clearly distinguished from the public spaces and streets.
Materials	• Palette of materials should be carefully considered to reinforce sense of separation between Bracebridge Heath and the wider SEQ. • Houses to have a more varied character in terms of materials, comprising a mix from a small palette of materials, with use of subtly different shades for details such as bands, quoins and window headers. • Selective use of white/cream renders to highlight key buildings. • Roofs to all terraces here should be the same material.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• Narrow green corridors flanking either side of Canwick Avenue will form important part of the SEQ's wider green infrastructure framework.
Existing Natural Features	• Existing hedgerows along Canwick Avenue to be retained as far as possible and incorporated into linear open space.
Landscape Treatment	• Compensatory planting to mitigate loss of hedgerow required to accommodate access points off Canwick Avenue. • Hard landscape should be flexible to allow for a variety of potential uses including markets, events and play. • Further replacement hedgerow planting where required to mitigate loss of hedgerow due to the need to achieve adequate visibility splays. • Formal tree planting should mark importance of Canwick Avenue as a thoroughfare. • New landscaping throughout to supplement the existing hedgerow planting.
Street Drainage and SuDS	• Semi-permeable paving to driveways and parking bays where necessary.
Recreation and Play	• n/a
Pedestrian and Cycle Routes	• Linear open space to accommodate a 3 metre wide combined route for walking and cycling connecting to the SEQ's wider network of routes. • Safe pedestrian/cycle crossing points to be provided across Canwick Avenue to facilitate connectivity across the SEQ.
Street Lighting and Furniture	• Street lighting should reflect the existing palette of street furniture and be sensitively located.
Boundary Treatments	• Thresholds should be well defined with the use of different boundary treatments such as formal hedges and railings.
Ecological Objectives	• New landscaping to reinforce existing hedgerow and improve its diversity creating a stronger planted corridor. • Rough grassland along hedgerows will assist in creating a diversity of habitats. • To achieve a net gain in biodiversity.

Fig. 22.3: Sketch demonstrating potential vision for the local centre.
(For Illustrative Purposes Only)

23 CA9: DISTRICT CENTRE/ COMMUNITY HUB

The District Centre/Community Hub forms the SEQ's principal mixed-use area and will form an important focal point for the new neighbourhood. It is located at a pivotal and highly accessible location with the SEQ, with Canwick Avenue marking its western edge and Lincoln Road defining its north eastern edge. Due to its pivotal location, the character area will be centred upon a new civic space, which ties the different uses together. The new buildings will be marked by high quality architecture that recognise its strong relationship with the historic areas of Lincoln to the north, albeit traditional styles can be interpreted in a contemporary manner.

The District Centre/Community Hub will contain a number of different uses including a new secondary school, employment areas, local services, community facilities, potential care home and a mobility hub. Given this complex, but complementary, provision of uses this area will be subject to either a further detailed development brief or comprehensive planning application.

Fig 23.1: Location of Community Hub Character Area

BUILT FORM	
Function	• A vibrant and exciting mixed-use community hub, which supports a range of important uses and functions to the benefit of the SEQ's residents. • Mix of uses will encourage vitality and street life.
Use and Activities	• Care home. • Potential park-and-ride (transport hub) – subject to further investigatory work to establish locational requirements. • Employment area – opportunity may exist for live/work uses. • Secondary school. • District Centre - opportunity may exist for apartments above ground floor district centre uses. • Will also accommodate space for informal recreational activities such as picnicking, informal children's play and access to nature.
Architectural Principles	• Buildings provide opportunity for a group of contemporary designed landmark buildings that mark this key community focal point and hub. • Contemporary design should be underpinned by a strong appreciation of the local vernacular, particular that of Lincoln's historic areas.
Scale: Height and Massing	• Care home and employment buildings limited to 2 storeys • High school to be no taller than equivalent of 3 residential storeys. • District Centre uses accommodated within 3 storey building (or equivalent). • Taller storey elements to mark key buildings and to provide variation in the roofscape. • Larger retail unit would be assessed on its individual design merits and place making characteristics. • Varied roof pitches, forms and detailing should be used to break up the massing of the buildings, with opportunities for contemporary roof and window designs.
Building Interface	• Buildings should front public realm to provide natural surveillance and provide overlooking and attractive aspects along Lincoln Road. • Buildings should have dual-frontages that engage with their pivotal locations. • Where required, buildings should positively address internal parking mews.
Enclosure	• Wherever possible, buildings to sit on or close to edge of public realm to foster sense of arrival and urbanism to reflect character area's function as a key reference point. • Regular building line and consistent setbacks. • Boulevard planting should be used to provide additional spatial definition. • Buildings should be set back from Canwick Avenue, adhering to the principles of the Canwick Avenue character area (CA8).
Parking	• Character area should not be dominated by large swathes of car parking to fronts of buildings. • Parking to fronts of buildings to form an integral part of a high quality public realm – block paved, shared surface area. • Wherever practicable, parking to be set back behind the building line. • Where used, 'private' parking mews should not be excessively large in scale and should be served by one entrance/exit point.
Block Formation	• Individual buildings within employment area to be set within well-landscaped setting. • Discreet services areas to be provided to rear of buildings.
Materials	• Opportunity to use alternative, contemporary materials to reflect the building's functions as new local landmarks, albeit their application should be underpinned by a strong appreciation of Lincoln's local vernacular.. • Use of red brick or limestone with different brick shades to pick out detailing, white or cream shades to add variation. • Cedar cladding and zinc cladding to provide contrast with brick-work and render. • Other contemporary materials may be considered acceptable. • Renewable energy technologies may be incorporated into the roof design to maximise the benefits of passive solar gain and natural ventilation.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• High quality public space at a key location containing public art to act as an important landmark.
Existing Natural Features	• Existing hedgerows along Lincoln Road and Canwick Avenue frontages to be retained.
Landscape Treatment	• Replacement hedgerow planting to be provided elsewhere within the SEQ where existing hedgerow is removed to allow for access points. • Strong urban quality to the character area's public realm and parking areas should be created through use of formal street trees. • Flexible hard landscape for a variety of uses, including markets, events and play. • New trees to define edges and soften car parking and shared surface areas. • Large specimen trees to enhance focal or termination points.
Street Drainage and SuDS	• Where required, shallow SuDS features in the character area will need to remain visually attractive at all times and provide local biodiversity value. • Semi-permeable block paving should be used where appropriate.
Recreation and Play	• Street furniture and benches should be provided to create public spaces within the character area. • Opportunity exists to incorporate public art in order to aid legibility and enhance the particular sense of place.
Pedestrian and Cycle Routes	• Pedestrian and cycle routes connecting the character area to the wider area. • Bollards or other street furniture should be used in shared surface areas to prevent vehicular access onto pedestrian and cycle areas. • Pedestrian/cycle links across Canwick Avenue to maximise safe connectivity. • Cycle/scooter stands should be provided within the District Centre.
Street Lighting and Furniture	• Street lighting should reflect the general palette of street furniture and be sensitively located. • Litter bins and benches should be provided, these should reflect the overall palette of the scheme. • Cycle/scooter stands to be incorporated into public realm.
Boundary Treatments	• Strong, formal boundary treatments to complete the street scene and to delineate private and public areas.
Ecological Objectives	• New landscaping should maximise species diversity. • To achieve a net gain in biodiversity.

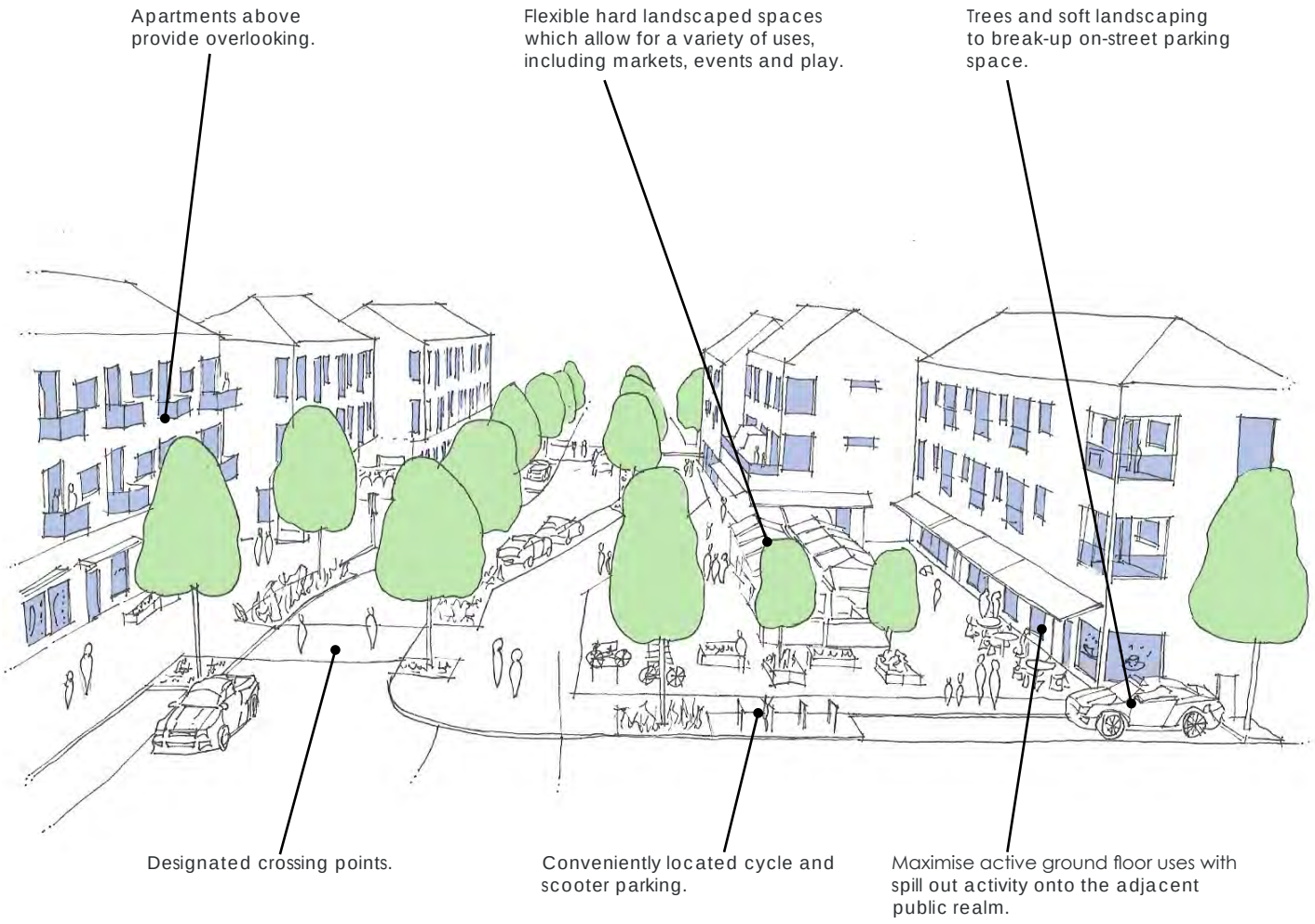


Fig. 23.2: Sketch demonstrating potential vision for District Centre.
(For Illustrative Purposes Only)

24 CA10: NORTHERN PRIMARY SCHOOL

The northernmost of the two new primary schools, this new school will provide an important community focal point for the north eastern part of the SEQ.

Fig 24.1: Location of Northern Primary School Character Area

BUILT FORM	
Function	• A hub of activity that will provide a community focal point for the north eastern part of the SEQ.
Use and Activities	• New primary school will become important new asset for the local community. • Nearby residential uses will ensure a 24 hour presence and a strong degree of passive surveillance. • Will also accommodate space for informal recreational activities such as picnicking, informal children's play and access to nature.
Architectural Principles	• High quality, contemporary and distinctive architectural style and detailing to primary school to reflect its key landmark function.
Scale: Height and Massing	• Up to equivalent of 3 storeys (residential). • Generous floor to ceiling height and depth to allow for flexible use of space. • Adjacent homes should be clearly subservient to the primary school.
Building Interface	• Primary school should maximise active frontages overlooking the public realm.
Enclosure	• Should provide strong enclosure to a new public realm space.
Parking	• Lay-by spaces should be provided adjacent to the primary school as a pickup/drop-off facility. • Staff car park to be provided within the grounds of the primary. • Parking should be softened and screened with appropriate planting.
Block Formation	• Primary school should be located and designed to maximise active frontages overlooking the public realm.
Materials	• Primary school should use distinctive architectural design to create a formal character and act as focal point for the north eastern part of the SEQ. • Opportunity to use alternative, contemporary materials to reflect the buildings' function as landmarks. • Renewable energy technologies may be incorporated into the roof design to maximise the benefits of passive solar gain and natural ventilation.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• Space to the front of the primary school to be designed as a high quality hard landscaped space where the needs of the pedestrian and cyclist are put first.
Existing Natural Features	• n/a
Landscape Treatment	• New hedgerow planting to form strong boundaries. • New trees to define edges and to soften areas of car parking.
Street Drainage and SuDS	• If required, linear, shallow, landscaped swale forms alongside streets. • Semi-permeable block paving should be used where appropriate. • Swales to be sown with wet wildflower seed.
Recreation and Play	• Facilities within primary school could be used by wider community outside of school hours (i.e. community centre function).
Pedestrian and Cycle Routes	• Walking and cycling routes to primary school should be safe and clearly signposted. • Primary school to incorporate cycle and scooter parking.
Street Lighting and Furniture	• Street lighting should reflect the general palette of street furniture and be sensitively located. • Bollards or other street furniture should be used in shared surface areas to prevent vehicular access onto pedestrian and cyclist areas. • Opportunity for public art focal features outside primary school.
Boundary Treatments	• Strong, formal boundary treatments to complete the street scene of the public realm and to ensure a secure environment within the grounds of the school and to delineate private and public spaces. • Suitable permeable security fencing to primary school should be over 1 metre high where they are adjacent to the highway or 2 metre high elsewhere on the primary school site. • Ball stop fencing around primary school playing field.
Ecological Objectives	• Public open space will be designed to provide a cohesive network of species rich habitats for the long term benefit of people and wildlife. • School should incorporate new wildlife area. • To achieve a net gain in biodiversity.

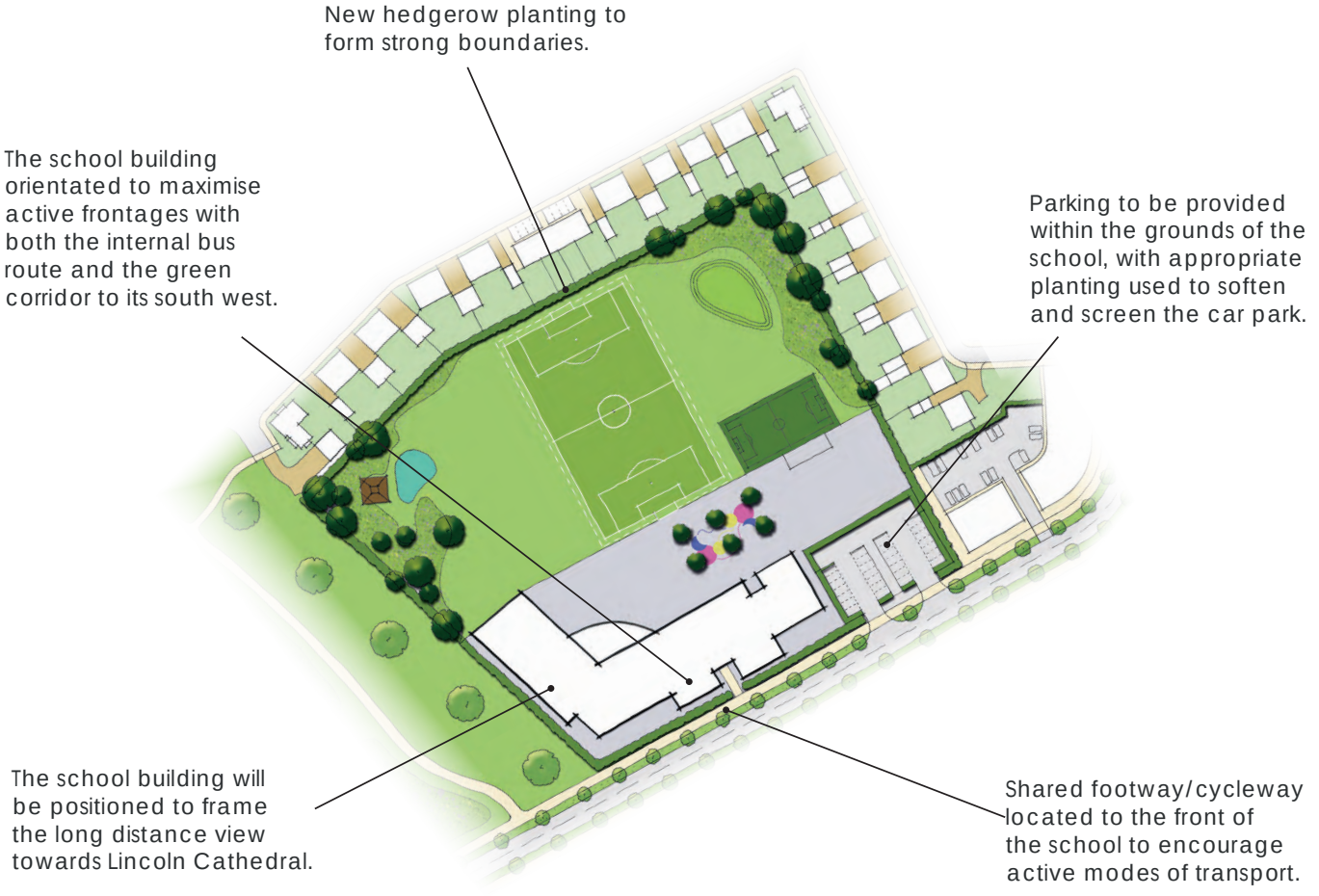


Fig. 24.2: Northern Primary School layout principles.
(For Illustrative Purposes Only)

25 CA11: PIPELINE CORRIDOR

An important corridor which follows the alignment of an existing underground gas main which crosses the SEQ. This route will provide a key east to west connection running through the heart of the new neighbourhood. This multi-functional linear open space corridor will accommodate new landscaping, routes for walking and cycling and a network of SuDS features. Within the western part of the character area, special care must be given to maintain a sense of separation between the new built development on its southern side and the homes on its northern side so that Bracebridge Heath maintains a separate identity from the wider SEQ.

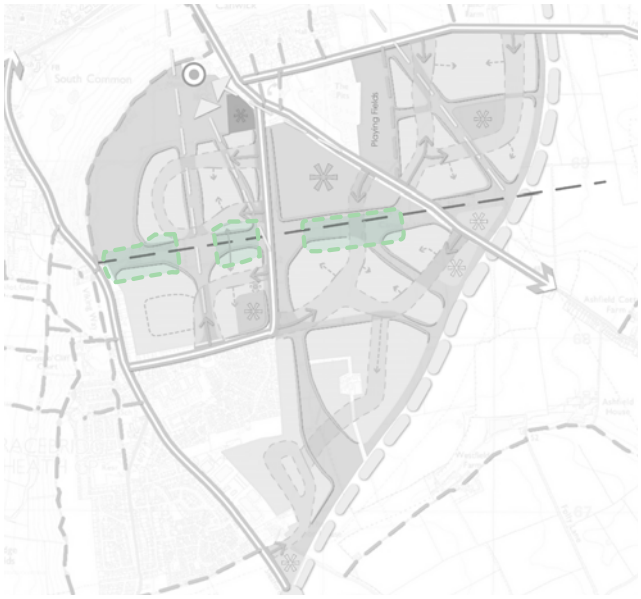


Fig 25.1: Location of Pipeline Corridor Character Area

BUILT FORM	
Function	• An important green corridor running along the route of the underground gas main, containing a range of landscape features and recreational uses. • Western parts of the area maintain the separate identity of Bracebridge Heath. • A vehicular link is to be provided running through the central part of the character area.
Use and Activities	• Linear open space provides passive and active recreational opportunities, incorporating traffic free pedestrian and cycle routes. • Residential properties will provide overlooking of open spaces and provide a 24 hour presence of people around the open space areas. • Will also accommodate space for informal recreational activities such as picnicking, informal children's play and access to nature.
Architectural Principles	• Within the western parts of the character area, the homes fronting the northern side of the open space should have a different architectural character to those fronting the southern side to reinforce the sense of separation between the SEQ and Bracebridge Heath. • Traditional buildings styles and materials should be clearly evident within architecture in this character area, albeit the opportunity exists for the dwellings fronting its eastern side to adopt a more contemporary design approach.
Scale: Height and Massing	• General mix of 2 and 2½ storey residential buildings, with the use of 3 storey buildings being accepted under exceptional circumstances, such as to emphasise key locations and to terminate vistas. • Mostly 2 storey dwellings to the west of Canwick Avenue, with limited use of 2½ storey buildings to emphasis key locations. • Variety of dwelling forms depending on location. • Detached, semi-detached and terraced forms to create variety in the streetscape.
Building Interface	• Buildings should be set back from the public realm to create good sized front gardens that have space for new landscaping.
Enclosure	• Should provide strong enclosure to a new public realm space.
Parking	• Mix of sensitive parking styles. • Incidental parking spaces should be provided on-street for visitors and short term parking.
Block Formation	• Residential blocks should be well-defined by the built form with clear frontages and private rear gardens and small internal courtyards.
Materials	• Palette of materials should be carefully considered to reinforce sense of separation between Bracebridge Heath and the wider SEQ. • Houses to have a more varied character in terms of materials, comprising a mix from a small palette of materials, with use of subtly different shades for details such as bands, quoins and window headers. • Selective use of white/cream renders to highlight key buildings. • Roofs to all terraces here should be the same material.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• The character area is envisaged to become a high quality green space with a soft, informal character creating a link from the countryside edge to the east to the new public open space located in the north western part of the SEQ. • Within the western parts of the character area, new woodland planting should be a defining feature to limit visual connectivity between the homes fronting either side of the open space.
Existing Natural Features	• Existing hedgerows retained where possible. • Some hedgerows will be lost to facilitate access.
Landscape Treatment	• Existing hedgerows to be strengthened to increase biodiversity and ecological value. • New woodland and thicket planting to minimise visual connectivity between homes fronting either side of the open space within western parts of character area. • New trees to soften the built form within eastern parts of character area. • Linear attenuation basins and swales incorporated within the linear space.
Street Drainage and SuDS	• Wide, shallow basins and swales designed to attenuate surface water run-off and convey water to attenuation basins, as well as to offer significant benefits to wildlife. • Swales will be dry most of the time and will generally be broad, shallow channels for ease of maintenance. • Base of swales to incorporate flat area to allow for native marginal aquatics to be planted or to naturally colonise. • Banks will be sown with diverse wildflower/grass seed, suited to seasonally wet conditions.
Recreation and Play	• Linear open spaces provide passive and active recreational opportunities, including children's play areas.
Pedestrian and Cycle Routes	• Linear open spaces will incorporate traffic-free pedestrian and cycle routes within a green corridor.
Street Lighting and Furniture	• Street lighting should be used only where strictly necessary. Suitable low level bollard style lighting at appropriate intervals throughout to avoid any light intrusion/pollution upon existing dark corridors, ensuring that these habitats retain their ecological and biodiversity net gain value. • Strategic placement for street furniture. Areas for opportunities to 'rest with a view'.
Boundary Treatments	• Boundaries such as timber knee rails or bollards should be placed within corridors adjacent to lanes to prevent vehicles entering the green spaces.
Ecological Objectives	• Public open space will be designed to provide a cohesive network of species rich habitats for the long term benefit of people and wildlife. • New landscaping to reinforce existing hedgerows and improve their diversity creating a stronger planted corridor. • Base of SuDS features to be sown with diverse wildflower/grass suited to seasonally wet conditions. • To achieve a net gain in biodiversity.

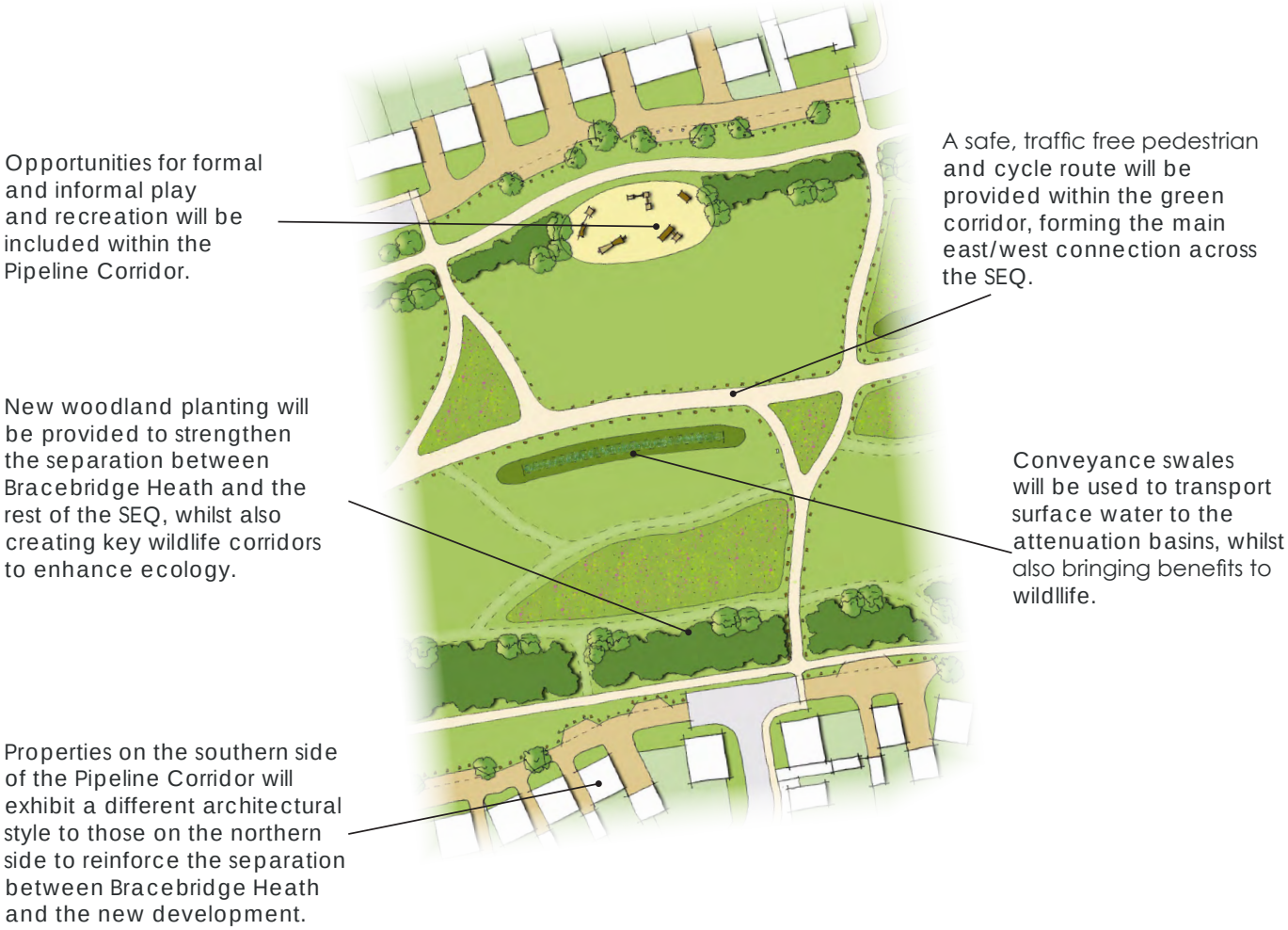


Fig. 25.2: Pipeline Corridor layout principles.
(For Illustrative Purposes Only)

26 CA12: SOUTHERN GREEN CORRIDOR

A large area of open space located in the southern part of the SEQ fronted on both sides by new homes, and will form part of the green ribbon of separation between Bracebridge Heath and the rest of the SEQ. The open space will include new woodland planting to enhance the feeling of separation between the new homes on its western side and those on its eastern side so that Bracebridge Heath to the west maintains a separate identity from the SEQ. Furthermore, the Southern Green Corridor will form a connection with CA8: Canwick Avenue, CA11: Pipeline Corridor and CA2: South Common Extension to provide important green connectivity across the entirety of the SEQ.

Fig 26.1: Location of Southern Green Corridor Character Area

BUILT FORM	
Function	• An important area of open space that maintains the separate identity of Bracebridge Heath. • A vehicular link is to be provided running through the southern part of the character area.
Use and Activities	• Linear open space provides passive and active recreational opportunities, incorporating traffic free pedestrian and cycle routes. • Residential properties will provide overlooking of open spaces and provide a 24 hour presence of people around the open space. • Will also accommodate space for informal recreational activities such as picnicking, informal children's play and access to nature.
Architectural Principles	• The homes fronting the eastern side of the open space should have a different architectural character to those fronting the western side to reinforce the sense of separation. • Traditional buildings styles and materials should be clearly evident within architecture in this character area, albeit the opportunity exists for the dwellings fronting the eastern side to adopt a more con-temporary design approach.
Scale: Height and Massing	• General mix of 2 and 2½ storey residential buildings, with 3 storey buildings used to emphasise key locations such as corners and to terminate vistas. • Mostly 2 storey dwellings towards southern parts of character area. • Variety of dwelling forms depending on location. • Detached, semi-detached and terraced forms to create variety in the streetscape.
Building Interface	• A loose building line to be adopted with varying set back depths to create an informal character. • Homes will usually be set back and accessed via private drives.
Enclosure	• Buildings should be set back from the public realm to create good sized front gardens that have space for new landscaping.
Parking	• Mix of sensitive parking styles. • Incidental parking spaces should be provided on-street for visitors and short term parking.
Block Formation	• Residential blocks should be well-defined by the built form with clear frontages and private rear gardens and small internal courtyards.
Materials	• Palette of materials should be carefully considered to reinforce sense of separation between Bracebridge Heath and the wider SEQ. • Houses to have a more varied character in terms of materials, comprising a mix from a small palette of materials, with use of subtly different shades for details such as bands, quoins and window headers. • Selective use of white/cream renders to highlight key buildings. • Roofs to all terraces here should be the same material.

LANDSCAPE AND PUBLIC REALM	
Character and Identity	• New woodland planting should be a defining feature to limit visual connectivity between the homes fronting either side of the open space.
Existing Natural Features	• Existing hedgerows retained where possible. • Some hedgerows will be lost to facilitate access.
Landscape Treatment	• Existing hedgerows to be strengthened to increase biodiversity and ecological value. • New woodland and thicket planting to minimise visual connectivity between homes fronting either side of the open space. • Attenuation basins and swales incorporated within the open space.
Street Drainage and SuDS	• Attenuation basins designed to attenuate surface water run-off, as well as to offer significant benefits to wildlife. • Banks will be sown with diverse wildflower/grass seed, suited to seasonally wet conditions.
Recreation and Play	• Linear open spaces provide passive and active recreational opportunities, including children's play areas. • Play areas should adopt principles of natural play.
Pedestrian and Cycle Routes	• Linear open spaces will incorporate traffic-free pedestrian and cycle routes linking to the wider network of new footway/cycleways.
Street Lighting and Furniture	• Street lighting should be used only where strictly necessary. Suitable low level bollard style lighting at appropriate intervals throughout to avoid any light intrusion/pollution upon existing dark corridors, ensuring that these habitats retain their ecological and biodiversity net gain value. • Strategic placement for street furniture. Areas for opportunities to 'rest with a view'.
Boundary Treatments	• Boundaries such as timber knee rails or bollards should be placed within corridors adjacent to lanes to prevent vehicles entering the green spaces.
Ecological Objectives	• New landscaping to reinforce existing hedgerows and improve their diversity creating a stronger planted corridor. • A connected network of less intensively managed wildflower meadows should be incorporated within the open space to provide interest and contrast, increase species diversity and habitat cover and provided key wildlife corridors across the SEQ in order to ensure a net gain in biodiversity. • Base of SuDS features to be sown with diverse wildflower/grass suited to seasonally wet conditions.

Fig. 26.2: Southern Green Corridor layout principles
(For Illustrative Purposes Only)

OPEN SPACE

27 GREEN INFRASTRUCTURE PROVISION

Policy LP24 (Creation of New Open Space, Sports and Recreation Facilities) of the CLLP sets out that new residential development must provide new public open space, sports and recreation facilities Appendix C of the CLLP sets out the standards for the provision of these green infrastructure facilities. These standards are summarised in the context of the SEQ on the following page.

Given the size of the SEQ, all of the required green infrastructure provision is to be provided on-site, unless it can be demonstrated that a nearby existing usable facility can be upgraded and improved, and meet the accessibility standards for the SEQ's new residents as set out in Appendix C of the SEQ.

Policy LP24 of the CLLP states that appropriate mechanisms are to be secured which will ensure the future satisfactory maintenance and management of the open space. The future maintenance and management of the green infrastructure across the SEQ will require developers to, in the first instance, approach the Parish Council as first order of preference.

OPEN SPACE TYPE	ACCESSIBILITY STANDARD	QUALITY STANDARD
Park and Garden	Local / Neighbourhood provision: 400m-1200m or 5-15 minute walkable distance Park and Garden Strategic provision: 15km or 15 minute drive	Good and above as defined by Green Flag standards or any locally agreed quality criteria.
Amenity Green Local: space over 0.2 ha	400m or 5 minutes' walk	Good and above as defined by Green Flag standards or locally agreed quality criteria.
Formal Equipped Play areas	Local provision: Local Equipped Area for Play: 400m or 5 minute walk Neighbourhood Equipped Area of Play: 1,200m or 15 minute walk	Good and above as defined by Fields in Trust standards and/or any locally agreed quality criteria.
Playing Field Provision	As per location illustrated on the Regulating Plan.	Good and above as defined by Sport England Governing body standards or locally agreed quality criteria.
Natural/Semi Natural Greenspace (including access to green corridor and Public Rights of Way networks)	Local provision (including access to green corridor and Public Rights of Way networks): 400m or 5 minutes walkable distance Strategic provision: 2km or 25 minute walkable distance Open space related to CA2 (South Common) expected to comprise majority of this typology.	At least 2 ha locally accessible and 20 ha strategically accessible. Quality good and above as defined by locally agreed criteria.
Civic Space including cemetery provision	Expectation that CA9 (Community Hub will include civic space.	Good and above as defined by locally agreed quality criteria.
Allotments & Community Growing Spaces	Allotment provision as per Regulating Plan. Consider opportunity for smaller community growing spaces elsewhere within the SEQ.	Good and above as defined by locally developed criteria.

OPEN SPACE TYPE	QUANTITY STANDARD
Strategic Formal Playing Fields	1.1 hectares/1000 population
Local Useable Greenspace - Urban	1.8 hectares/1000 population

Fig. 27.1: Open Space Standards.

28 BIODIVERSITY NET GAIN

The emerging Environment Bill on enactment is set to place 'Biodiversity Net Gain' as a key element of new development. The importance of Biodiversity Net Gain is supported by Policy LP21 of the CLLP 'Biodiversity and Geodiversity', which sets out the requirement for all development to:

- **Protect, manage and enhance the network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a Local Site;**
- **Minimise impacts on biodiversity and geodiversity; and**
- **Seek to deliver a net gain in biodiversity and geodiversity.**

Given the size of the SEQ, and the amount of open space provision which is being sought, it is therefore required that development proposals should ensure opportunities are taken to retain, protect and enhance biodiversity features appropriate to their scale, through the site layout and the design of new buildings, as per Policy LP21.

It is imperative that all development across the SEQ provides multiple areas of multi-functional greenspaces which seek to achieve a net gain in biodiversity.

29 SUDS STRATEGY

The SuDS is to form an integral part of the SEQ. The SuDS features will restrict surface water discharge from the SEQ to the local watercourses at the natural greenfield runoff rate in order to reduce flooding downstream that might otherwise result from the development.

Subject to the findings of soakage tests, the SuDS strategy will primarily revolve around the introduction of shallow attenuation basins within each development parcel. Where required, and subject to detailed technical investigations, additional storage volume will be accommodated within the parcels in the form of features which could include granular storage layers, sub-surface storage crates and swales.

Opportunities to introduce traditional sewer systems, as well as granular layers beneath carriageways, to convey surface water from dwellings to the principal attenuation features will be fully explored and utilised where practicable.

The attenuation basins will be landscaped to maximise their biodiversity value. The landscape objectives that should be considered at the detailed design of the SuDS are, as follows:

- **Ensure new tree planting is supplied and installed to a specification sufficient to contribute to the species richness of the SuDS.**
- **Ensure new thicket planting is supplied and installed to a specification sufficient to ensure healthy plant growth and establishment.**
- **Use new planting as a means to soften and integrate any hard construction elements within the SuDS features.**
- **Areas of wildflower grassland are appropriately prepared and sown with an appropriate seed mix that will establish and maximise species diversity and habitat cover.**
- **Newly seeded areas of amenity grassland are appropriately prepared and sown with an appropriate seed mix so as to encourage passive recreation.**

The following aspects should be included within the detailed design proposals for the SuDS features:

- **New tree planting to add structure and provide nesting habitat for wildlife.**
- **Thicket planting to the SuDS features consisting of appropriate species.**
- **Appropriate ecological enhancements shall be adequately installed so as to provide refuge for wildlife.**
- **Wildflower meadows to banks and basins.**

The future maintenance and management of the SuDS across the SEQ will be secured for the long-term via a planning obligation using an appropriate public body or private management company.

The SuDS features will be landscaped to maximise their biodiversity value.

30 ACCESS FOR ALL IN THE PUBLIC REALM

It is recognised that more than one in six people in the country have an 'activity limiting' health problem or disability. Therefore, the public realm is to be designed to be accessible for all.

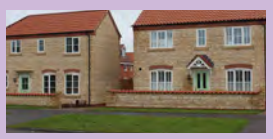
Vehicular, pedestrian and cycle access is to be designed to provide clearly separated paths for pedestrians that avoid cross-overs from vehicles and the car parks wherever possible. The need for clear signage for vehicles, pedestrians and cyclists is to be an important consideration. Ramped access points are to be provided throughout to provide a level threshold into the non-residential buildings.

The SEQ's pedestrian and cycle routes are also to be designed to be fully accessible and usable by people with activity limiting health problems or disabilities. At the detailed design stage, the streets that run adjacent to the school sites are to be designed to incorporate appropriate traffic-calming and traffic management measures. The children's play areas are to be designed to provide disabled children the same play opportunities as other children. The new allotments are to include some disabled access plots.


PEDESTRIANS ONLY
CYCLES ONLY

31 LANDSCAPE DESIGN MATRIX

PRIMARY STREET

LANDSCAPE CHARACTER	HARD MATERIALS	BOUNDARY TREATMENTS	TREE PLANTING
Avenue tree planting within the verges of the Primary Streets will create a verdant street corridors running through the heart of the SEQ. The trees will be planted to both sides of the street and be spaced at regular intervals (subject to the constraints of lighting requirements, visibility splays and the junctions to the other street typologies. A range of open spaces will be located alongside the Primary Streets which will provide relief and contrast to the linearity of the frontages which overlook them.	**Road** Tar Macadam. Block paving to key areas.  **Parking** Tar Macadam. Block paving where in key areas.   **Kerbs** 125mm upstand (raised at bus stops), standard precast concrete or conservation kerb.  **Pavement** Tar Macadam. Block paving in key areas.	**Privacy Edge/Front Gardens** • Simple vertical bar metal railings backed by hedges where space permits. Or: • Single species hedgerow. Or: • Low limestone walls with pantiles as a coping. Suggested species: Ligustrum ovalifolium (Oval Leafed Privet), Prunus lusitanica (Portuguese Laurel).   **Side Boundaries** Where rear garden boundaries form part of the streetscape, these are to be 1.8m high brick walls. Brickwork to match adjoining house and to incorporate articulation. Tree and shrub planting where space permits.	Tree species to be formal and uniform habit. Should also be selected to ensure minimal long-term pruning. Suggested species: Tilia cordata 'Greenspire' (Small-leaved Lime), Corylus collurna (Turkish Hazel)  

SECONDARY STREET

LANDSCAPE CHARACTER

The less formal character of the Secondary Streets is to be reinforced by a broader range of boundary treatments. The boundary treatments will therefore be mostly informal, with more formal treatments used to reinforce key buildings.

Informal street planting will form an integral part of the street design and occasional green spaces will be located along the Secondary Streets to provide interest and an important degree of legibility. These green spaces will contain tree planting and will generally be informal in character.

HARD MATERIALS

Road
Tar Macadam. Block paving to key areas.

Parking
Tar Macadam. Block paving where in key areas.

Kerbs
125mm upstand (raised at bus stops), standard precast concrete or conservation kerb.

Pavement
Tar Macadam. Block paving in key areas.

BOUNDARY TREATMENTS

Privacy Edge/Front Gardens
Privacy edges and front gardens to largely have informal planting along the street edge, with limited use of hedges/ railings/low limestone walls on larger gardens and to reinforce key buildings. Suggested mix of shrub and herbaceous planting, including evergreens approx 1.2m high max.

Suggested species: Brachyglottis 'Sunshine', Choisya ternata 'Sundance', Hebe 'Mette', Hypericum 'Hidcote', Lavandula intermedia 'Grosso', Santolina chamaecyparissus.

In limited cases, more formal boundary treatments (i.e. metal railings or single species hedgerow) to be used to mark key buildings.

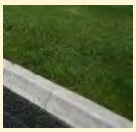
Side Boundaries
Where rear garden boundaries form part of the streetscape, these are to be 1.8m high brick walls. Brickwork to match adjoining house and to incorporate articulation. Tree and shrub planting where space permits

TREE PLANTING

Specific tree species should be used to ensure that they are appropriate to their setting with regards to ultimate height and spread, using a mix of both native and ornamental species varieties.

Suggested species: Carpinus betulus 'Frans Fontaine' (Hornbeam), Pyrus calleryana 'Chanticleer' (Ornamental Pear 'Chanticleer'), Liquidambar 'Slender Silhouette', Acer Campestre 'William Caldwell'

MEWS, LANES AND COURTYARDS

LANDSCAPE CHARACTER	HARD MATERIALS	BOUNDARY TREATMENTS	TREE PLANTING
The shared surface Mews, Lanes and Courtyards will be defined by a variety of boundary treatments and will in general have a green feel. Street-trees are to be located amongst on-street visitor parking bays, along with informally planted front gardens and private edges providing colour and interest, whilst helping to define private/public spaces.	**Parking** Same material as carriageway surface.  **Kerbs** Precast concrete or small unit concrete block or conservation kerb, e.g. Marshalls Keykerb small element concrete kerb system or similar.   **Shared Surface** Tar Macadam or block paving. Edge of carriageway to be block paving with low or flush kerb.  	In limited cases, more formal boundary treatments (i.e. metal railings or single species hedgerow) to be used to mark key buildings. Suggested species: Carpinus betulus (Hornbeam), Fagus sylvatica (Beech).  **Side Boundaries** Where rear garden boundaries form part of the streetscape, these are to be 1.8m high brick walls. Brickwork to match adjoining house and to incorporate articulation. Tree and shrub planting where space permits.	Suggested species: Acer campestre 'William Caldwell' (Field Maple), Pyrus calleryana 'Chanticleer' (Ornamental Pear 'Chanticleer').   

GREEN EDGES

LANDSCAPE CHARACTER

The Green Edges are to be defined by dwellings set behind appropriate sized, well-planted front gardens that provide an appropriate transition between the adjacent open space/countryside and the built environment. The front gardens will contain a native mix of shrubs, hedgerows and trees.

The green spaces will often contain groups of tree planting, with estate railing or timber post and rail fencing often used to define the public open space boundaries.

HARD MATERIALS

Shared Surface
Generally block paving. Edge of carriageway on adoptable sections to be block paving with low or flush kerb.


Parking
Same material as carriageway surface.

Kerbs
Precast concrete or conservation kerb or small unit concrete block, e.g. Marshalls keykerb small element concrete kerb system or similar.


BOUNDARY TREATMENTS

Front/Side Gardens
Lawns and/or planting defined by native hedges and shrub planting using predominantly native species. Occasional small tree planting within the larger front gardens.


Metal estate-style fencing or timber post and rail fencing where definition between public and private spaces is needed.


Side Boundaries
Where rear garden boundaries form part of the streetscape, these are to be 1.8m high brick walls. Brickwork to match adjoining house and to incorporate articulation. Tree and shrub planting where space permits.

TREE PLANTING

Opportunities for larger tree species to be planted within areas of public open space on the edge of the development.

Suggested species: Acer campestre, Prunus avium (Wild Cherry), Tilia cordata (Small-leaved Lime).



32 INTEGRATING TREE PLANTING INTO THE PUBLIC REALM

Tree planting within the public realm will form a key part of the character and quality of the development. Tree planting should be designed in conjunction with detailed layouts to enable the public realm to accommodate trees, services and other constraints without conflicts.

Principles relating to tree planting to minimise potential conflicts and future pressure to remove trees are as follows:

- **No services to be positioned within verges;**
- **Main sewers to be located within carriageway;**
- **Other services to be accommodated in a utilities trench, normally under the footway;**
- **Root barriers to be provided to protect highways surfaces and services;**
- **Trees to be a minimum of 3m from any sewer;**
- **Trees to be planted outside of visibility splays;**
- **All trees adjacent to movement routes to be planted with a minimum clear stem of 2.4m;**
- **Tree planting to be integrated with lighting locations with anticipated mature canopy spreads a minimum of 5m away from lamp columns; and**
- **Trees to be provided with the necessary rooting volume of oxygenated, hydrated and uncompacted soil to allow for successful tree establishment, which may include bespoke design for specific locations.**

Species selection should follow the Landscape Design Matrix and also pay regard to the distance of tree planting from building frontages.

The following sections and species lists set out recommended suitable species for tree planting standoffs from building frontages between 5-7.25m, 7.25-12m and over 12m. These guidelines can be applied to trees in verges, open spaces, gardens and streets. Variation may be required in order to maintain a formal streetscape where required.

Tree Planting Within 5m of Building Frontages (Fastigiate Trees):

- **Acer campestre 'William Caldwell' (Field Maple 'William Caldwell')**
- **Carpinus betulus 'Frans Fontaine' (Hornbeam 'Frans Fontaine')**
- **Liquidambar 'Slender Silhouette' (Columnar Sweet Gum)**
- **Pyrus calleryana 'Chanticleer' (Ornamental Pear 'Chanticleer')**

(Note – minimum offset from tree planting to building frontages to be considered on an individual basis based on species and impact on shading and foundations)

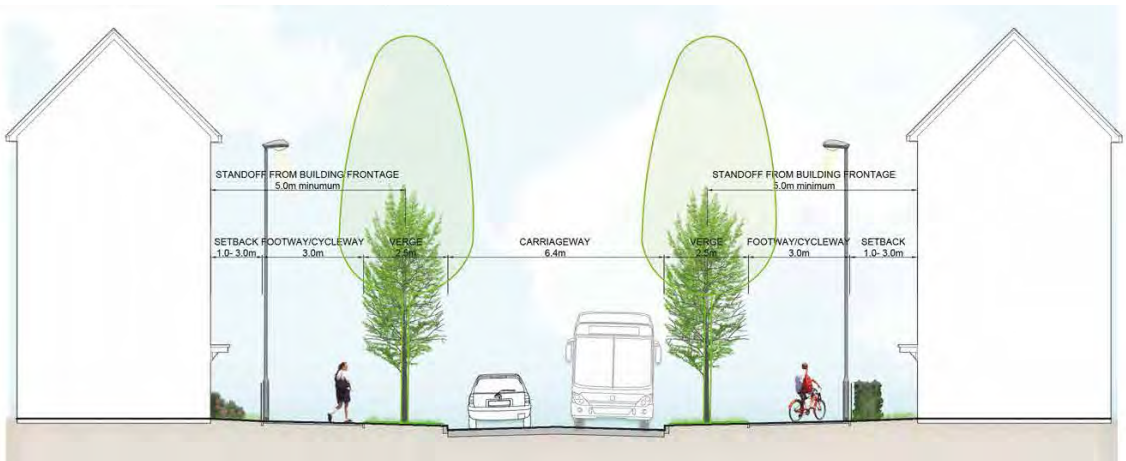


Fig. 32.1: Tree Planting Section showing tree planting minimum 5m from building frontages

Tree Planting Within 7.25-12m of Building Frontages (Medium Trees):

- **Acer campestre**
- **Acer platanoides 'Streetwise'**
- **Corylus colurna (Turkish Hazel)**
- **Tilia cordata 'Greenspire' (Lime 'Greenspire')**

Tree Planting More Than 12m from Building Frontages (Large Trees):

- **Carpinus betulus (Hornbeam)**
- **Platanus hispanica (London Plane)**
- **Prunus avium (Wild Cherry)**
- **Queuers robur and other species (Oak)**
- **Tilia cordata (Small-leaved Lime)**
- **Ulmus 'New Horizon' (Elm 'New Horizon')**

(Note - These species are not suitable for verge planting)

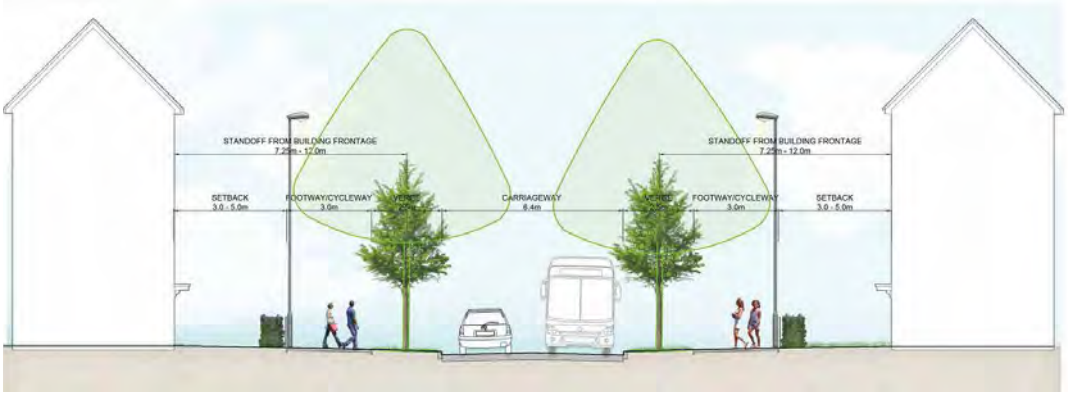


Fig. 32.2: Tree Planting Section showing tree planting within 7.25m-12m from building frontages

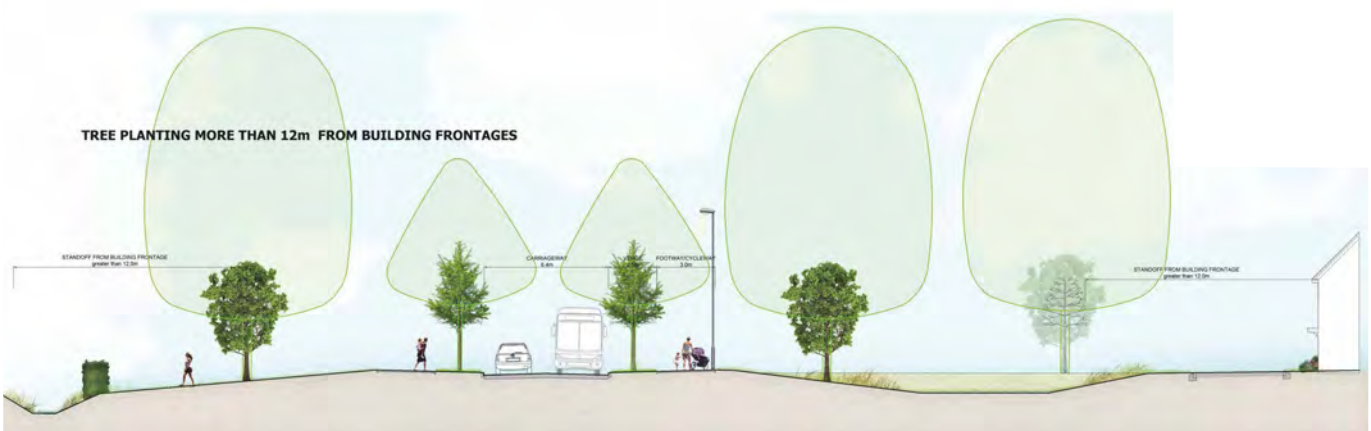


Fig. 32.3: Tree Planting Section showing tree planting more than 12m from building frontages

DETAILED DESIGN GUIDE

33 EXTERNAL APPEARANCE

In overall terms, the building form, architectural style, detailing and materials will contribute to the character of the SEQ. This approach will contribute towards distinctiveness and avoid building design that could be found anywhere. Particular attention will be given to local landscape and building traditions, boundary treatments, mix of materials, scale and proportion. This section, therefore, provides a design context for detailed planning applications and should be read in conjunction with the character areas covered in the previous section. The character areas section provides further guidance on how architectural design should combine with urban design and landscape design considerations to create a series of distinctive character areas that will make a positive contribution to their surroundings.

Detailed Design and Materials

Good quality design relies on the choice and combination of materials. Therefore, at the SEQ a richness of design should be achieved through careful detailing. Furthermore, the use of materials that reflect the local vernacular will reinforce the character and identity of the locality. However, the development of the SEQ also presents the opportunity to introduce the use of contemporary materials to produce innovative and unique buildings. Detailed design will:

- **Avoid 'stick on' elements and instead ensure that building form relates meaningfully to the structure of the building.**
- **Recess windows from the outer face of the external wall, so that a 'flat' appearance is avoided. Windows to have a strong vertical emphasis. Cills and lintels to be often prominent.**
- **Use materials that relate to the local area. Given the size of the SEQ it is considered large enough to create its own identity. Therefore, materials such as render and timber cladding may also be used, along with non-traditional materials such as zinc for non-traditional roof forms.**
- **Construct garages so that they reflect the design and materials of the dwelling they serve.**
- **Ensure flank garden walls are constructed of robust materials that match those used on the dwelling it connects to.**
- **Minimise changes in external wall materials, avoiding the temptation to create interest by combining a wide variety of materials.**

Palette of Materials

A restrained palette of materials should be used, although there will be subtle changes in composition of materials to strengthen the identity of individual areas. The choice of materials should be consistent with local colours:

Residential buildings:

- **Innovative use of new materials: The opportunity exists for some of the SEQ's residential buildings to use alternative, contemporary materials, reflecting their functions as landmarks.**
- **Roof finish: Red/brown plain tiles, red and orange pantiles or high quality artificial slate tiles (with thin profiles).**
- **Chimneys: To match main facing brickwork. Red brick on limestone dwellings.**
- **Facing materials: Red, red/brown or red/orange brick for external walls. Natural limestone to mark key buildings and key groupings. Limited use of russet brick shades to provide additional interest within the streetscene.**
- **Render: Use of render to highlight key buildings or important structural elements of the buildings. Predominantly cream, white and light blue shades.**
- **Windows: Dormer windows to have lead effect. Reconstituted stone head and cills. Brick arches, with red brick arches on limestone dwellings.**
- **Eaves and verges: Subtle dental brick courses. Red brick dental courses to limestone dwellings.**
- **Front garden boundaries: Low limestone walls with pantiles as a coping.**

Non-residential buildings:

- **Innovative use of new materials: The opportunity exists for some of the SEQ's non-residential buildings to use alternative, contemporary materials, reflecting their functions as landmarks.**
- **Roof finish: Pantile or high quality artificial slate tiles with thin profile. Other contemporary roofing finishes may be used to suit style of building.**
- **Facing brickwork: Mainly orange/red shades to pick out detailing.**
- **Render: White, cream or light blue shades to pick out details or features.**
- **Cedar cladding: To provide contrast with brickwork and render.**

34 CAR & CYCLE PARKING

The Central Lincolnshire Local Plan does not set specific parking standards, but rather sets out that each proposal should be considered on a case by case basis. Therefore, an important purpose of the Design Code is to ensure that the design of the SEQ incorporates adequate, safe and secure parking for vehicles and bicycles in a discreet and sensitive manner. The SEQ will comprise a range of parking areas serving both its new homes and non-residential uses.

The new neighbourhood's car parking will be accommodated in a positive manner to achieve the following aims:

- **Minimise the visual impact of parked cars on the street scene.**
- **Provide residents and visitors alike with safe and convenient access to their vehicles.**
- **Ensure that the parked cars do not obstruct pedestrians and cyclists.**

32.1 RESIDENTIAL PARKING

The location of car parking can have a significant impact on the streetscape of a place, as well as safety implications for residents. At the SEQ a careful balance will be achieved between providing safe and convenient parking, close to the dwellings they are intended to serve, alongside reducing the dominance of parked cars. At the detailed design stage, the approach to car parking will be to avoid a single solution, and instead incorporate parked cars in a number of different ways. This will help to disperse parked cars through the development and avoid monotony. The different parking types are likely to include the following:

ON-PLOT PARKING

- **Car parking within the curtilage of the dwelling in the form of a garage, car port, parking bay or private drive.**
- **Garages will be located close to the property they serve and large areas of garage blocks will be avoided.**
- **Single garages will have a minimum internal floor area of 3 x 6 metres to accommodate enough space for a car, cycle parking and storage.**
- **Garages will be constructed of materials similar to their locality.**
- **Garages are located close to the property they serve and large areas of garage blocks will be avoided.**
- **Garages will be sufficiently sized to accommodate a modern, family sized car and some storage space for items such as cycles.**

CAR PARKING MEWS

- Car parking mews will be designed to ensure they are convenient to the properties they are intended to serve. It is recognised that if parking is inconvenient it will be poorly used.
- Car parking mews to be either small (i.e. limited in size to a maximum of 12 spaces serving no more than 6 dwellings) or sufficiently large enough to accommodate at least two dwellings (one of which can be a coach house unit) to create a mews character.
- Car parking mews will be located to the rear of dwellings, with a single point of access controlled by a lockable gate.

ON-STREET PARKING

- Aimed at visitor parking and for parking for vehicles owned by residents.
- Street widths are sufficient to accommodate on-street parking within the layout of the proposed development.

The following typical car parking standards will apply to the new dwellings:

- **1 bedroom: Minimum of 1 space per dwelling**
- **2 bedrooms: Minimum of 2 spaces per dwelling**
- **3 bedrooms: Minimum of 2 spaces per dwelling**
- **4+ bedrooms: Minimum of 3 spaces per dwelling**
- **Care home: 1 space per 8 residents + 1 space per 3 non-resident staff + 1 space for a resident proprietor/resident manager**

Cycle parking will not be provided for individual dwellings with garages or rear gardens with space for a shed. Cycle parking for apartments and coach house units will be provided as follows:

- **Residents: Minimum of 1 secure covered space per dwelling**
- **Visitors: Minimum of 1 secure covered space per 8 dwellings**

32.2 NON-RESIDENTIAL PARKING

Given the large number of non-residential uses at the SEQ, the design of the car parking that serves these uses will be a key element in defining the character of the new neighbourhood. The following design principles are to be adhered to:

- **Larger car parking areas will be broken up by careful landscape design. This is likely to include trees, other planting and varied porous surface materials to avoid an expansive, monotonous surface.**
- **The larger parking areas will be adequately lit in order to reduce opportunities for crime. The level of lighting, however, should not be detrimental to the amenity of occupiers of nearby dwellings or to light-shy wildlife.**
- **Pedestrian movement across the car parks will not be determined and restricted by vehicular movement requirements. Direct footways will connect with nearby buildings.**
- **All the parking areas serving the non-residential uses will include an appropriate number of disabled parking bays located close to the building the parking area serves.**

The following typical car and cycle parking standards will apply to the non-residential uses:

USE	VEHICLE REQUIREMENT	CYCLE (MINIMUM PROVISION)	POWER TWO-WHEELED VEHICLES	DISABLED (MINIMUM)
A1 (Food stores) under 1,000sq.m gfa	1 space per 16sq.m	2 spaces per 200sq.m	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less =** 3 bays or 6% of total capacity, whichever is greater. **Over 200 bays =** 4 bays plus 4% of total capacity.
A1 (Food stores) over 1,000sq.m gfa	1 space per 14sq.m sq.m			
A1 (excluding food stores)	1 space per 20sq.m			
A2 (Financial and professional services)	1 space per 20sq.m	2 spaces per 300sq.m	1 space + 1 per 20 car spaces	2 bays or 5% of total capacity, whichever is greater.

Fig.34.1: Non-residential parking standards

USE	VEHICLE REQUIREMENT	CYCLE (MINIMUM PROVISION)	POWER TWO-WHEELED VEHICLES	DISABLED (MINIMUM)
A3 (Restaurants and cafes)	1 space per 5sq.m of public floor area	2 spaces per 100sq.m	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	3 bays or 6% of total capacity, whichever is greater.
A4 (Drinking establishments)		2 spaces per 50sq.m	1 space + 1 per 20 car spaces	
A5 (Hot food takeaways)	1 space per 3sq.m public area; plus employees 1 space per 4 normally present			
B1 Employment (Business)	1 space per 30 m2	2 spaces per 200sq.m	1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	**200 bays or less =** 2 bays or 5% of total capacity, whichever is greater. **Over 200 bays =** 6 bays plus 2% of capacity.
Primary and secondary schools	Teaching staff: 1 space per 15 pupils. Visitors: 1 space per 20 pupils.	2 spaces per 5 staff plus 2 spaces per 3 pupils. Also consider scooter parking.	1 space + 1 per 20 car spaces	1 bay or 5% of total capacity, whichever is greater.
Medical centres	1 space per full time equivalent staff + 4 per consulting room	2 spaces per 4 staff + 2 spaces for every two consulting rooms		Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements.
Nursery / creche	1 space per full time equivalent staff + drop off/pick up facilities	2 spaces per 4 staff plus 2 spaces per 10 child places		1 bay or 5% of total capacity, whichever is greater.
Community hall	1 space per 20 sq.m	20 spaces plus 1 space per 10 vehicle spaces. Also consider scooter parking.		3 bays or 6% of total capacity.
Playing fields	20 spaces per pitch			

Note: Parking standards for any non-residential use not accounted for above shall be considered on a case-by-case basis.

35 SUSTAINABLE CONSTRUCTION

33.1 NEW HOMES

The SEQ's new homes are to be designed to meet national and local targets in respect of reducing energy demand, carbon emissions and energy efficiency.

Reducing demand for energy

Reducing demand for energy will be the starting point for the sustainability of the SEQ's new homes. The Regulating Plan for the new neighbourhood provides the basis for passive design principles, such as orientating buildings to maximise day lighting (to reduce the need for artificial lighting) and passive solar gain (to reduce the need for space heating) to be employed. However, it is important to note that this approach is to be carefully balanced against wider urban design aims such as the need to orientate the new buildings to create appropriate enclosure and overlooking of streets and open spaces. However, on north-south aligned streets, the roof pitch of individual dwellings and buildings can be aligned in an east-west direction to create southerly facing roofs to maximise the SEQ's solar potential.

A range of other measures are to be combined to reduce demand for energy from the SEQ's new homes:

- **Focus on fabric performance and the provision of efficient heating systems to ensure each dwelling is intrinsically 'green'.**
- **Reduce need for mechanical cooling by allowing buildings to be opened up on hot days to provide good cross-ventilation.**
- **Install energy efficient appliances.**

Reducing demand for water

Reducing demand for water is to be secured through basic measures such as:

- **Installing water efficient products such as spray taps and dual flush toilets.**
- **Provide a water butt in the garden for watering plants.**

Reducing and recycling waste

Dwellings may have up to four wheelie bins. Therefore, bin storage should be convenient to the dwelling it serves to maximise the efficient recycling of household waste. At the detailed design stage, the following principles are to be followed:

- **Preferred approach is to provide hard surfaced space in the rear garden for the storage of wheelie bins.**
- **Ensure that the bin can be taken to the front of the dwelling or the bin collection point without going through the dwelling.**
- **If bins are stored at the front of the dwelling, they should be housed within a space that can be screened from view and designed as an integral part of the building.**
- **All apartments must provide a dedicated storage area for the required number of bins for all waste streams.**

33.2 NON-RESIDENTIAL BUILDINGS

Subject to the viability considerations, the SEQ's non-residential buildings are to achieve the equivalent of BREEAM Very Good in energy, water and materials, unless otherwise agreed in writing with NKDC.

Reducing demand for energy

In common with the SEQ's new homes, the starting point for ensuring the non-residential buildings are sustainable is to be through reducing demand for energy. At the detailed design stage, they can be designed to maximise day lighting and passive solar gain.

Also, in common with the neighbourhood's new homes, the non-residential buildings are to be designed to focus on fabric performance and the provision of efficient heating systems to ensure they are intrinsically 'green'. They are also to be designed to allow for passive ventilation to minimise the need for mechanical cooling and are to incorporate energy efficient appliances.

Renewable energy

Subject to technical and commercial viability, the non-residential buildings offer the opportunity to meet a proportion of energy demand from renewable energy generation.

Reduce demand for water

In addition to installing water efficient products, the non-residential buildings may offer the opportunity to utilise more sophisticated methods of reducing demand for treated water by installing:

- **Rainwater harvesting systems that use rainwater to flush toilets.**
- **Grey water recycling systems that clean and re-use water from sinks.**

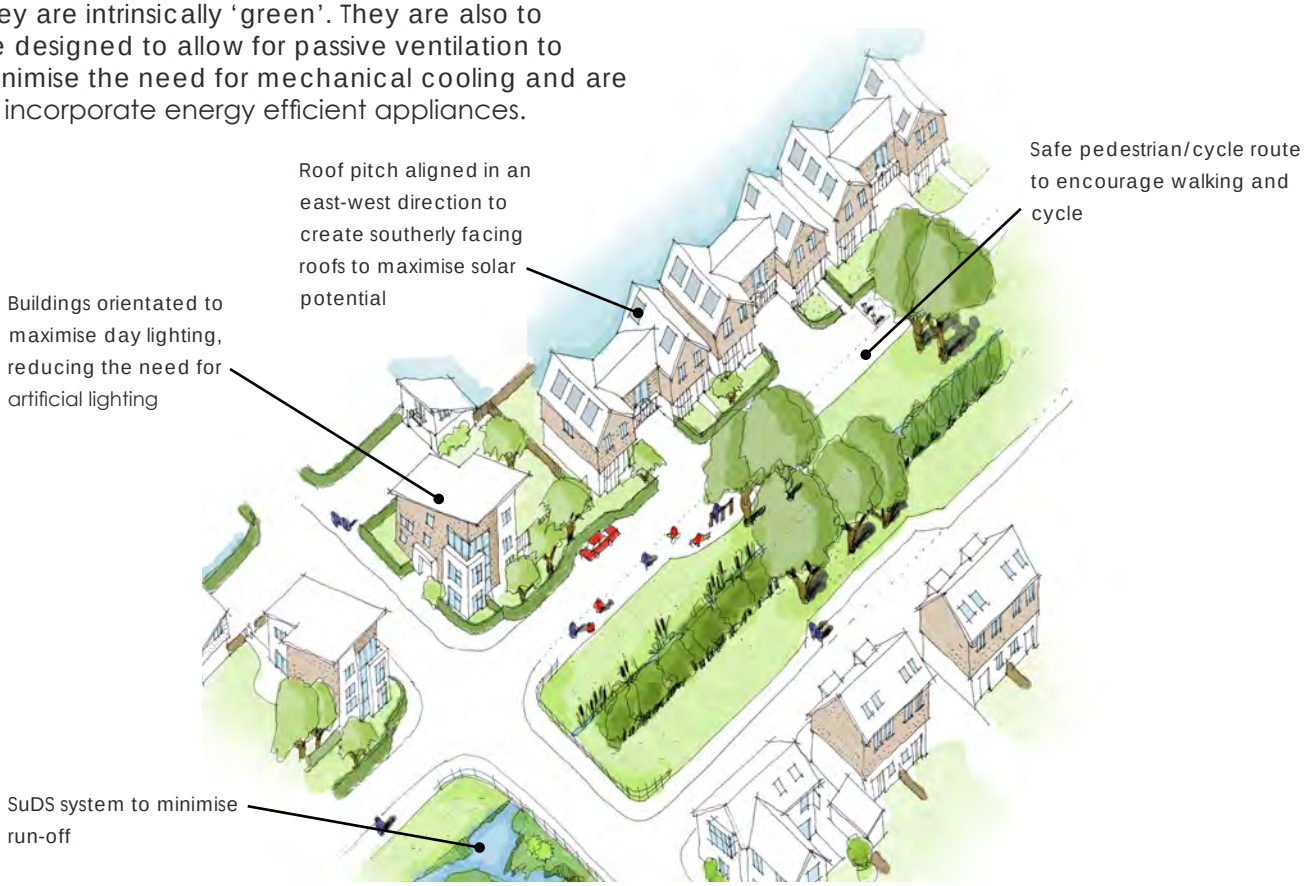


Fig.35.1: Sustainable Design Principles (for illustrative purposes only).

36 DESIGNING OUT CRIME

The design of new development within the SEQ, both residential and non-residential, should seek to create a safe neighbourhood and reduce the likelihood of crime and antisocial behaviour.

34.1 THE PUBLIC REALM

The SEQ new public spaces should be designed to support active life for both its residents and visitors, and are maintained for continual use in order to promote a feeling of safety and security. The public spaces should be designed to include all of the users who may wish to use them for activities such as socialising, informal doorstep play, resting and movement. As the National Design Guide (NDG) advocates, "*their success depends on them being fit for purpose, attractive places that people enjoy using*".

The NDG also states, "*well-designed public and shared amenity spaces feel safe for people who occupy the buildings around them, and also for visitors and passers-by. They help to overcome crime and the fear of crime*". Therefore, the SEQ's new public spaces should be carefully designed to create the right conditions for its residents and visitors to feel safe and secure, without the need for additional security measures. In line with the NDG, these include:

- **Buildings around the edges of a space.**
- **Active frontages along its edges, provided by entrances onto the space and windows overlooking it, so that people come and go at different times.**
- **Natural surveillance from inside buildings provided by windows and balconies, so that users of the space feel they might be overlooked by people from inside.**
- **Reasons for people to enter into the space, for an activity or destination or because it is on a natural line of direction of travel.**
- **Risk assessment and mitigation at an early stage of the design process, so security measures can be integrated into positive design features.**

34.2 DESIGN CONSIDERATIONS

- **Plays areas -** should be designed to allow natural surveillance from nearby dwellings with safe and accessible routes for users to come and go.
- **Front boundaries -** boundaries between public and private areas should be clearly indicated and allow for building frontages to be open to view.
- **Side and rear boundaries -** should be walls or fencing at a minimum height of 1.8m. Open fencing, such as trellis topped fencing or walls, may be required to allow for greater surveillance of spaces such as parking courts.
- **Gable-end walls -** windowless elevations should be avoided adjacent to public spaces.
- **Rear access alleyways -** where access is required to the rear of properties (i.e. to access garden spaces of terraced properties), alleyways should be gated and overlooked by dwellings on opposite side of the street in order to be in full view. Street lighting should ensure that gated access from the street is well-illuminated.
- **Rear parking courts -** where used (such as to serve apartments), parking courts should be overlooked by at least one dwelling and/or be protected by a gate.
- **Landscaping -** spiny or thorny species may assist in enhancing perimeter security in locations such as where side garden walls abut the public realm. Within the SEQ's built areas, landscaping should not impede the opportunity for natural surveillance and must avoid the creation of potential hiding places.

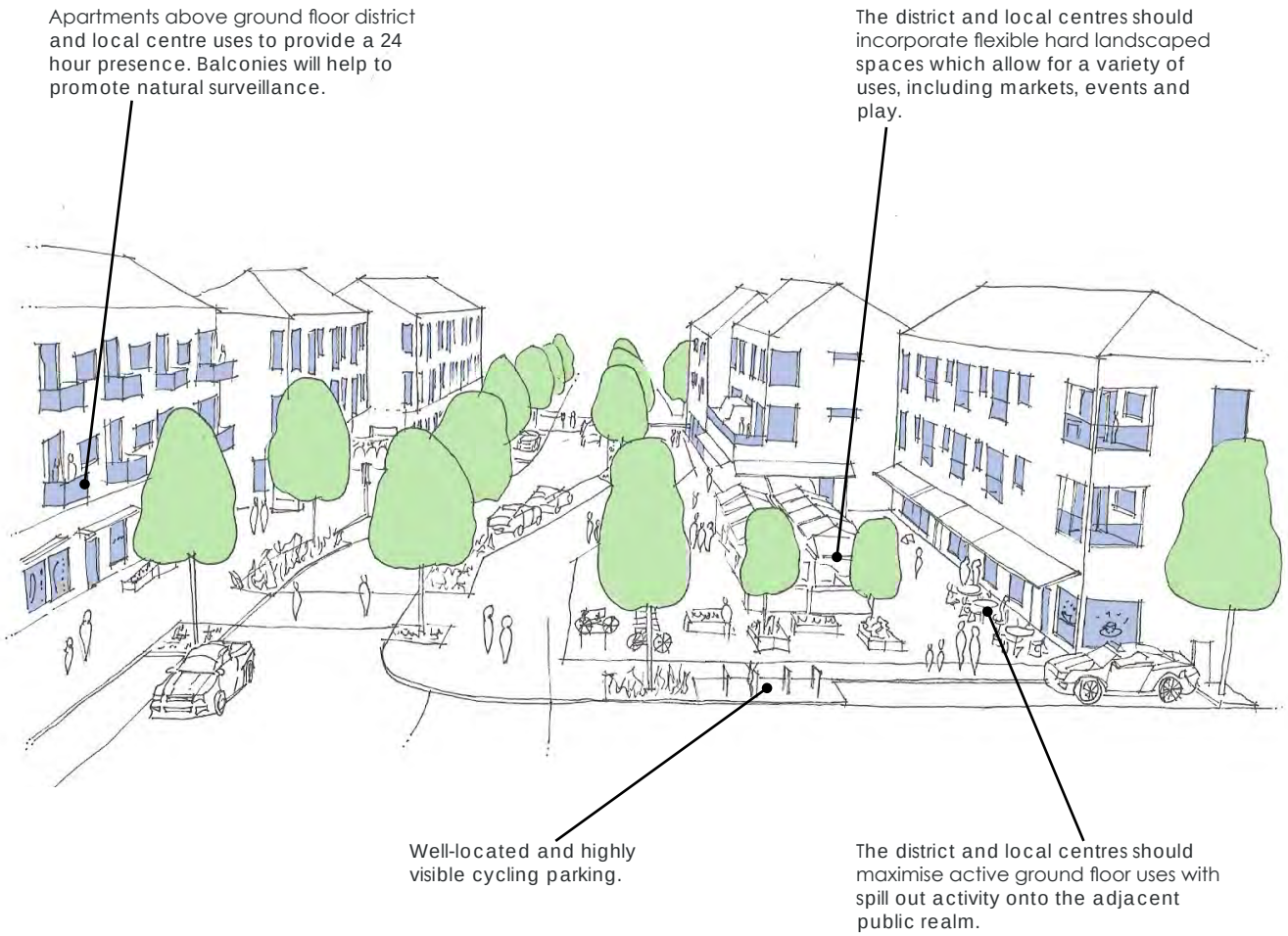


Fig.36.1: Designing Out Crime Principles (for illustrative purposes only).

APPENDICES

A OUTLINE PLAY AREA SPECIFICATION

INTRODUCTION

This document sets out the requirements for the formal play provision as part of the SEQ. It sets out the parameters for the proposed play areas and will be appended to the Section 106 Agreement.

Two types of play area will be provided within the development area; Local Equipped Areas for Play (LEAP) and Neighbourhood Equipped Areas for Play (NEAP). The locations of which are established by the Design Code. These locations will ensure the majority of new homes will be located within 400m or a 5 minute walk of a LEAP and 1,200m or a 15 minute walk of a NEAP.

The specifications for the play areas are in accordance with the benchmark standards contained within 'Planning and Design for Outdoor Sport and Play (2008)' and 'Guidance for Sport and Play Beyond the Six Acre Standard (2015)' - Fields in Trust and 'Design for Play' - Play England.

The detailed design and specification of each play area will be submitted for approval as part of the detailed planning application(s).

LEAP SPECIFICATION

Description

Each LEAP shall be specifically designed and laid out with equipment and features for children who are beginning to go out and play independently (aged 4-8), typically within a 5 minute walk from home. The LEAPs shall be designed as inclusive facilities that cater for children of differing abilities and will include some play provision for toddlers.

Each LEAP shall provide opportunities for active and passive play, as well as specifically considered play equipment to allow for inclusive play for children of all abilities.

Each LEAP shall be subject to a good degree of natural surveillance and accessible by footpaths with a firm surface.

Minimum Area Requirements

The LEAP shall be laid out with a minimum 400m^2 equipped activity zone occupying a well-drained, reasonably flat site.

A minimum buffer zone of 10m depth will separate the activity zone and the boundary to the nearest dwelling and a minimum buffer zone of 20m depth will separate the activity zone and the nearest habitable room within the nearest dwelling.

Equipment

To include a range of stimulating and challenging activities by providing a minimum number 6 play experiences including, for example climbing, sliding, balancing or rotating.

Play equipment shall take the form of metal or timber structures or natural elements and materials, such as earth mounds or boulders.

All equipment installed shall be in accordance with the latest version of the European Safety Standard BS EN 1176 'Playground Equipment'.

Spacing between equipment shall conform to the relevant safety standards and allow enough room for children to express their natural exuberance, as well as allow sufficient space for children with disabilities to move between the equipment. Consideration will be given to the accessibility and ease of use of the play equipment for children with disabilities.

Upon completion, the LEAP shall be subject to a safety inspection undertaken by a suitably qualified and RoSPA certified inspector and any remedial items identified shall be satisfactorily addressed.

The LEAP shall comprise hard surfacing or grassed areas, or a combination of both. Impact absorbing surfaces shall be installed where required and be sufficient to comply with the latest versions of European Safety Standards BS EN 1177 'Impact Attenuating Playground Surfacing; Determination of Critical Fall Height' and BS EN 7188 'Impact Absorbing Playground Surfacing; Performance Requirements and Test Methods'.

Enclosure

The appropriate degree of enclosure for each LEAP shall be agreed with the relevant Officers at NKDC. If it is determined that fencing is required, then a material appropriate to the setting shall be installed, typically timber or metal.

If fencing is installed, it shall be to a height of 1.1m and contain 2nr outward opening self-closing gates located on opposite sides of the LEAP of

sufficient width to allow wheelchair users to easily access and egress the play area. If metal fencing is required, gates of a contrasting colour to the main fencing shall be installed.

Street Furniture
A minimum of 1nr litter bin with a lockable lid and 2nr seats suitable for accompanying adults shall be provided within each LEAP.

Convenient and secure parking facilities for bicycles shall be provided at each facility.

Each LEAP shall contain a sign indicating the following:

- Identification of the play area as such;
- Dogs are not welcome;
- Name and telephone number of the facility operator; and
- Invitation to report any incident or damage to the facility operator.

NEAP SPECIFICATION

Description
Each NEAP shall be designed and laid out with equipment and features for an overall age range of 4 to 16 years. In order to cater for a wide range of ages, equipment will be broadly grouped together according to the age range suitability. In other words:

- 4-8 years age provision; and
- 8-16 years age provision.

Each NEAP shall be located within a 15 minute walk from home.

Each NEAP shall provide opportunities for active and passive play, as well as specifically considered play equipment to allow for inclusive play for children of all abilities.

Each NEAP shall be subject to a good degree of natural surveillance and accessible by footways with a firm surface.

Minimum Area Requirements
The NEAP shall be laid out with a minimum 1,000m^2 comprising an area for play equipment and structures and a hard surfaced area of at least 465m^2.

The NEAP will occupy a well-drained, reasonably flat site, with a buffer zone of 30m minimum depth separating the activity zone and the nearest habitable room within the nearest dwelling.

Equipment
To include a range of stimulating and challenging activities by providing a minimum number 8 - 9 play experiences, for example climbing, sliding, balancing or rotating, as well as ball games, wheeled areas or other activities.

Play equipment can take the form of metal or timber structures or more natural elements and materials, such as earth mounds or boulders. The NEAP shall include one or more keynote play structures to provide focal points within the landscape. A hard surfaced activity zone of a minimum 465m2 shall be provided with facilities for active play, such as 5-a-side football or basketball.

All equipment installed shall be in accordance with the latest version of the European Safety Standard BS EN 1176 'Playground Equipment'.

Spacing between equipment shall conform to the relevant safety standards and allow enough room for children to express their natural exuberance, as well as allow sufficient space for children with disabilities to move between the equipment. Consideration will be given to the accessibility and ease of use of the play equipment for children with disabilities.

Upon completion, the NEAP shall be subject to a safety inspection undertaken by a suitably qualified and RoSPA certified inspector and any remedial items identified shall be satisfactorily addressed.

Surfacing
The NEAP shall comprise a combination of hard surfacing and grassed areas. Impact absorbing surfaces shall be installed where required and be sufficient to comply with the latest versions of European Safety Standards BS EN 1177 'Impact Attenuating Playground Surfacing; Determination of Critical Fall Height' and BS EN 7188 'Impact Absorbing Playground Surfacing: Performance Requirements and Test Methods'.

A section of the hard surfaced area will comprise a minimum of 465m^2 macadam surfacing for active play.

Enclosure
The appropriate requirement regarding enclosure for each NEAP shall be agreed with the relevant Officers at NKDC. Due to the size of the play area it may be appropriate to use enclosure to define specific activity zones, particularly the hard surfaced area.

If it is determined that fencing is required, then

a material appropriate to the setting shall be installed, typically timber or metal.

If fencing is installed, it shall be to a height of 1.1m and contain 2nr outward opening self-closing gates located on opposite sides of the enclosed area of sufficient width to allow wheelchair users to easily access and egress the play area. If metal fencing is required, gates of a contrasting colour to the main fencing shall be installed.

Street Furniture
A minimum of 2nr litter bins with lockable lids and 3nr seats suitable for accompanying adults shall be provided within each NEAP. Provision for teenage children to meet and socialise shall form part of the NEAP.

Convenient and secure parking facilities for bicycles shall be provided.

Each NEAP shall contain a sign indicating the following:

- Identification of the play area as such;
- Dogs are not welcome;
- Name and telephone number of the facility operator; and
- Invitation to report any incident or damage to the facility operator.

Landscaping
Any soft landscaping installed as part of the play areas will be specified to provide sensory stimulation through variety in colour, texture and scent. Berry producing varieties will be omitted from the play area.

Inspection
Following installation and prior to final handover, a post installation inspection shall be undertaken by a suitably accredited RoSPA professional.

FUTURE MAINTENANCE

This section identifies the key considerations that shall form the basis of the on-going maintenance of the play areas. A detailed management plan that identifies objectives and prescriptions shall be subsequently submitted to NKDC with detailed planning applications or clearance of condition applications.

Key Objectives
To provide designated play spaces that provide a range of opportunities for play, with dedicated areas for all age groups, with the NEAPs serving as focal points within the development.

To provide play areas that are safe and free from hazards, with all playable items that comply with all relevant legislation and are maintained in a safe working condition.

Key Prescriptions
Play equipment and surfacing shall be inspected weekly and any damage reported to the responsible party. Any equipment that is deemed to be faulty or unsafe shall be fenced off immediately. Remedial works shall be undertaken when instructed.

Safety surfaces shall be maintained free from litter and debris as part of the weekly inspections, ensuring safety surfaces are sound and fit for purpose.

A detailed inspection shall be undertaken annually of all play equipment in the form of an independent audit by an organisation registered with the Register of Playground Inspectors International (RPII) e.g. ROSPA to check the functionality and safety of the installed equipment. Records of annual inspections shall be recorded and kept on file by the party responsible.

Any remedial action required as a result of the annual inspection to make safe the equipment should be undertaken with immediate effect and any failed equipment should be removed or fenced-off accordingly until such a point in time at which it can be fixed.

Soft landscape elements will be maintained in accordance with the approved management plan submitted at the detailed planning application stage.