WELLCOME GENOME CAMPUS

Reserved Matters Application
Phase 1 Infrastructure

Planning, Design and Inclusive Access Statement

MARCH 2024

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Preface

In December 2020, South Cambridgeshire District Council ('SCDC') granted Outline Planning Permission ('OPP') for the expansion of the Wellcome Genome Campus ('WGC') at Hinxton (application ref: S/4329/18/OL) including up to 150,000m2 of flexible employment uses; 1,500 residential dwellings; supporting community uses; and social infrastructure including a nursery, associated hotel, retail uses, restaurants, cafés, bars and leisure uses; landscape and public realm including areas for SuDS and biodiversity; an energy centre, utilities and site access and car and cycle parking and highways improvements.

This Reserved Matters Application ('RMA') relates to the Phase 1 Infrastructure within Development Area 1 ('DA1'). The context of the RMA and its relationship to the OPP, the Strategic Design Guide ('SDG') and the Development Area Brief ('DAB') is explained in more detail below.

The OPP - A Phased Approach

The OPP application site is considered in two distinct components: the Campus Land (DA2 – extension to the existing campus); and the Expansion Land (DA1 and DA3). The OPP has been structured to facilitate a phased approach to implementation.

The Outline Planning Permission

The OPP establishes a high level, site wide framework for development; the level of detail is that appropriate to ensuring significant impacts are addressed and can be mitigated. These parameters are captured in approved documents, including the Development Specification, the Parameter Plans, and other Site Wide documents formally approved in the OPP. The conditions attached to the OPP and the Section 106 agreement form part of the site wide framework. Together they specify the controls, delivery mechanism and obligations which must be adopted in progressing the development.

Further Site Wide Strategies are required by condition on the outline permission to further establishes the site wide framework for delivery. Condition 5 acknowledges that design details may be expanded or evolved through subsequent documentation submitted in accordance with conditions on the OPP.

It has been agreed with SCDC that there shall be progressive layers of design guidance and to address the conditions on the OPP, this will take the form of a Site Wide 'Strategic Design Guide' and subsequent Development Area Briefs (known hereafter as Development Briefs (DB). Reserved Matters Applications will be brought forward aligned with the Strategic Design Guide and relevant Development Brief.

Strategic Design Guide

The Strategic Design Guide ('SDG') which applied to the whole Expansion Land was submitted on 04 August 2023 to discharge Condition 21 of the OPP.

In summary, the SDG:

- Establishes additional parameters for the development in the form of the layout of essential structuring components (a Spatial Framework) for redevelopment of the Expansion Land.
- Guides, where appropriate, the further stages of design through future Development Briefs and RMAs.

The SDG focuses on the strategic design matters of relevance to establishing a framework for built development, open space and public realm and on the position, orientation, and massing of development which interfaces with the public realm to ensure that it contributes to a legible, cohesive, safe, distinctive and exceptionally high-quality environment.

The Guide prescribes, where necessary, and/or guides other aspects of the design. It deals only with the strategic matters which are of importance to deliver the broad character and quality of development articulated in the vision, illustrated in the Master Plan, and prioritised through commitment to strategic design principles. It also provides guidance and precedent in relation to those elements of high-quality design which should be delivered, consistently across the site.

The SDG illustrates but does not code more detailed aspects of layout and built form, these matters will be addressed in Development Briefs for individual buildings, parcels or smaller sub-phases (to be submitted to discharge Condition 17).

Development Area or Sub-Area

In advance or concurrent with reserved matters applications for either DA1 or DA3, additional design and technical details are required to be submitted related to that Development Area or sub-area.

This provides a greater level of detail than the OPP which is in accordance with the Site Wide Framework and governs the form and content of reserved matters applications within the Phase.

Development Area Brief

A Development Brief ('DB') relating to Phase 1 Infrastructure, is submitted concurrent with this RM. The DB complies with the SDG. The scope of the DB has been agreed with SCDC and it covers the issues pertinent to this RMA relative to Annexure B of the OPP Decision Notice.

The DB addresses the strategic principles applicable to the green, grey and blue infrastructure and car park and any alignment and continuity principles for the first parcel(s) being brought forward (Parcel A) and where relevant, other future parcels.

The brief also addresses the co-ordination of materials and lighting within the public realm.

RMAs must come forward in accordance with an approved DB.

Reserved Matters Applications

The OPP reserves all matters (Access, Appearance, Landscaping, Layout and Scale) for future determination.

With the exception of DA2, which does not have a 'phase wide framework'; or other areas that sit outside of Development Areas, Reserved Matters Applications will be submitted to comply with the Phase Framework detail.

Phase 1 Infrastructure Reserved Matters Application

This Planning, Design and Compliance Statement relates to a Reserved Matters Application (RMA) for Phase 1 Infrastructure within DA1.

The delivery of this infrastructure is crucial in unlocking the first development parcels and importantly will set the character and design precedent for the Campus, emphasising the landscape led approach to the design.

The Scope of the RMA

The Planning, Design and Compliance Statement is submitted as part of the RMA which has the following scope.

A Forms and Location Plans

B Architectural Plans

C Engineering Details

D Landscaping Details

E Supporting Documents

- **Planning, Design and Inclusive Access Statement (including Statement of Conformity and Statement of Participation)**
- **Utilities Technical Note**
- **Foul Water and Surface Water Drainage Statement**
- **Supporting Transport Technical Note**
- **Statement of Conformity**
- **Climate Change Adaption Statement**
- **Health Impact Assessment Checklist**
- **Lighting Report**
- **Low Carbon Assessment**
- **Operation Noise – Plant Noise Assessment**
- **Car Park Sustainability Statement**
- **Parking Plan**
- **Site Wide Parking Strategy**
- **AIA and tree protection measures**

1 Introduction

Planning Context

The Planning, Design and Compliance Statement

1.1 This Planning, Design and Inclusive Access Statement ('statement') is submitted in support of a Reserved Matters Application (RMA) for Phase 1 Infrastructure within DA1, which is located to the east of the existing Wellcome Genome Campus, on the Expansion Land immediately east of the A1301. It is submitted by U&C Hinxton Ltd ('the applicant') on behalf of the Wellcome Trust and is in accordance with the Outline Planning Permission (OPP) (Ref: S/4329/18/OL), secured in December 2020.

1.2 The OPP is 'All matters reserved' and as such no detailed planning approval has been secured for any component of the outline proposals. The only formally approved plans as part of the OPP are the five parameter plans. This Reserved Matters Application provides the detailed design for:

- The main street linking the two primary access points, known as the 'Gateway Loop';
- A further key street linking from the priority junction known as the 'Commercial Loop';
- An area of open space known as 'The Green';
- Elements of a Green Spine and Green Spokes extending from The Green;
- An undercroft car park located beneath The Green including access points;
- Landscape terraces between the undercroft car park and the A1301 to the west;
- Permanent foul pumping station;
- A strategic open space known as the Valley;
- Surface and Foul water drainage infrastructure and utilities to serve the first phase of development.

1.3 The description of development for the RMA is as follows:

"Approval of appearance, landscape, layout and scale in respect of strategic green, grey and blue infrastructure and the construction of an undercroft car park and associated accesses at the Wellcome Genome Campus Expansion (S/4329/18/OL) comprising: internal Gateway Loop; Commercial Loop and minor components of the internal residential street network, junctions and turning heads including bus layby area; land reprofiling including creation of the undercroft car park and all associated works and elevated central Green open space; utilities infrastructure including alignment of service runs and substations and connections to existing utilities, foul and surface water drainage infrastructure including reconciliation of A1301 highway drainage, foul pumping station and connection to existing foul main; lighting for the public realm and streets; strategic green infrastructure, open space and public realm including landscape terraces; ecological mitigation, planting, play features, Active Travel routes, footways / cycleways and necessary bridge structures, boundary treatments, drainage features, street furniture; and all associated engineering and plant, enabling and construction activity including interim access works including temporary turning areas and interim pedestrian, cycle and emergency access route; any necessary temporary stockpiling of construction materials, areas for construction use, temporary haul routes and any necessary demolition."

1.4 This statement is submitted in accordance with Annexure D of the OPP and sets out the policy context to the application, it describes the design of the proposals (including inclusive access) and their evolution and assesses conformity with the OPP. In addition, the statement contains the following:

- OPP Annexure D Statement of Participation (Appendix A).
- OPP Condition 19 Statement of Conformity with approved Parameter Plans and Development Principles.

Planning Context

1.5 The submission of this application represents the first key application for strategic infrastructure within DA1 and is crucial to facilitating the wider development.

1.6 The Phase 1 Infrastructure Proposals have been prepared informed by recent approvals for new development associated with and linked to the current application site.

1.7 In December 2023 a site wide Strategic Design Guide was approved by SCDC. This Design Guide establishes the high level design framework for the development and provides the basis for bringing forward RMAs.

1.8 In accordance with Conditions 4 and 5, the development shall be carried out in accordance with the approved plans (save for minor variations) and the approved documents except to the extent that those details are superseded or expanded by an approved Development Area Brief, Design Guide or any Reserved Matters Application.

1.9 Following the approval of the Design Guide, including the Framework Plan, this is now considered to supersede and expand (where relevant) the approved plans and documents of the OPP. The Framework Plan reflects minor changes (which are not predicted to lead to any additional or materially different significant environmental affects) to the approved Parameter Plans.

1.10 The design of the Phase 1 Infrastructure has been developed in full compliance with the Strategic Design Guide.

1.11 Reserved Matters Approval 22/03615/REM was approved on 20 February 2023 and secured improvements to the A1301, which is in part located adjacent to the western edge of the Phase 1 Infrastructure site. The approved works included:

- The creation of three vehicular access points to the Expansion Land, including the creation of a new roundabout and T-junction, the adaptation of an existing roundabout currently providing access to the Existing Campus and associated realignments and improvements to the existing carriageway. The access points to the Expansion Land connect to the Gateway Loop and Commercial Loop proposed under the current RMA;
- The creation of a shared pedestrian and cycle route with the improved A1301 corridor, including links to Hinxton, the Existing Campus and the Expansion Land. The current RMA continues the approved pedestrian and cycle route into the Expansion Land, along the Gateway Loop and Commercial Loop, and within the proposed green infrastructure;
- A new pedestrian link on the southern side of New Road, located within the Existing Campus, routed through the existing mature trees connected to Hinxton;
- The demolition of a section of closeboarded boundary fence on the south side of New Road, and its replacement with estate railing, and a new brick and flint wall at the junction of New Road and the A1301;
- Soft landscape works including hedgerow removal and replacement, the introduction of newly planted verges, and new trees located on the new and adapted roundabouts, together with SuDS attenuation basins alongside the A1301 to provide drainage for the proposals. The enhanced landscape corridor on the A1301 will provide a setting to the Phase 1 Infrastructure proposals.

1.12 This RMA reconciles certain aspects of the A1301 RMA approval where the design has been refined. This includes the drainage basins adjacent to the A1301 where the capacity of some of these has been increased to accommodate additional drainage from the expansion land and also the design of a short section of the Gateway loop where it transitions into the Cycle Priority Street.

1.13 Full Planning Permission 23/00482/FUL was approved on 11 August 2023 for the creation of northern and southern bridges connecting the Existing Campus with the Expansion Land. The bridges will provide pedestrian and cycle access between the Existing Campus and Expansion Land and are connected to the wider movement network within the Existing Campus. The Bridges are important context for the design of the landscape terraces and the wider Phase 1 Infrastructure and setting the levels for the connecting pedestrian and cycle routes and public realm as part of this RMA.

1.14 Enhanced landscaping was also approved under Full Planning Permission 23/00482/FUL, including new Serpentine Walls that extend through existing wooded areas along the western side of the A1301. Pathway connections to a new at grade crossing of the A1301 will be formed approximately half-way along the Serpentine Walls and the crossing connects to the car park proposed under the Phase 1 Infrastructure RMA.

1.15 A further RMA is under preparation for 'Parcel A' within the Expansion Land. This parcel is bounded by the street and green infrastructure network proposed under the Phase 1 Infrastructure RMA and the current application provides facilities associated with the parcel for example in relation to access for servicing. Additionally, the car park proposed under the Phase 1 RMA is intended to have connections to Parcel A.

The Planning, Design and Inclusive Access Statement

1.16 This Planning, Design and Access Statement provides an overview of the site, its relevant history and planning context which the proposed development will be delivered. It describes the proposal and its relationship with the surrounding area and sets out the evolution and suitability of the specific design against both policy and design criteria approved within the OPP.

- **Section 2** ***'Site Description & Context'*** sets out a description of the site, considers the site in its context and provides an overview of its history.
- **Section 3** ***'Planning Context'*** considers the planning history relevant to the application. It also summarises how the proposals comply with the outline permission and provides cross reference to the Statement of Conformity in Appendix B. This section also considers the planning policy relevant to the application and evaluates its relationship to the proposed development.
- **Section 4** ***'Engagement and Evolution'*** provides a summary of the engagement undertaken and summarises the evolution of the proposals from the OPP.
- **Section 5** ***'Design and Inclusive Access'*** considers the specific design against the planning policy context and explains why it conforms with the applicable planning context and outline planning permission.
- **Section 6** ***'Conclusions'*** summarises the proposals and emphasises the importance of the proposed development.
- **Appendix A is the** ***'Statement of Participation'*** and schedule of responses to pre-application feedback and comments.
- **Appendix B is the** ***'Statement of Conformity and Design Guide Compliance'*** which discusses the proposals in relation to the outline planning permission information (meeting requirements of Condition 19 and 21).
- **Appendix C is the** ***'Design Guide Schedules of Engagement'*** providing an Outline of discussions relating to the design guide.

2 Site Description and Context

Site Location

Site Context

Site Location

2.1 The RMA site falls within the OPP application site (SCDC ref: S/4329/18/OL). The WGC is located in a predominantly rural area of the South Cambridgeshire countryside in close proximity to the historic village of Hinxton and along the River Cam, just over 10 miles (15km) from Cambridge City Centre. Oxford lies 75 miles (121km) to the south-west and London 47 miles (76km) to the south. The campus sits with a triangle of arterial roads, with the M11 sitting to the west of the campus, providing access to Cambridge northwards and London southward. The Campus is well positioned to access the A11 and the A505 road networks also.

2.2 The site within the red line boundary is 11.13ha and is located within the Expansion Land to the east of the A1301. A site location plan is reproduced here (Figure 1) and is also submitted separately with the RMA. The site currently comprises agricultural fields.

2.3 The site boundary includes components of interim works where permanent design is not currently proposed:

- Green Spine – to facilitate emergency vehicular access to the Parcels around the Green (to their frontage onto the Green taking account of fire tender access requirements), a temporary route is delivered within the Green Spine to connect the Gateway Loop to the Plaza. In perpetuity the final design solution for the Green Spine will supersede this connection.
- Southern component of southern Green Spoke – at this stage this is only required for underground utilities works and delivering a utilities corridor between the Gateway Loop and the Commercial Loop. The permanent design of the Spoke will be delivered through a subsequent RMA.

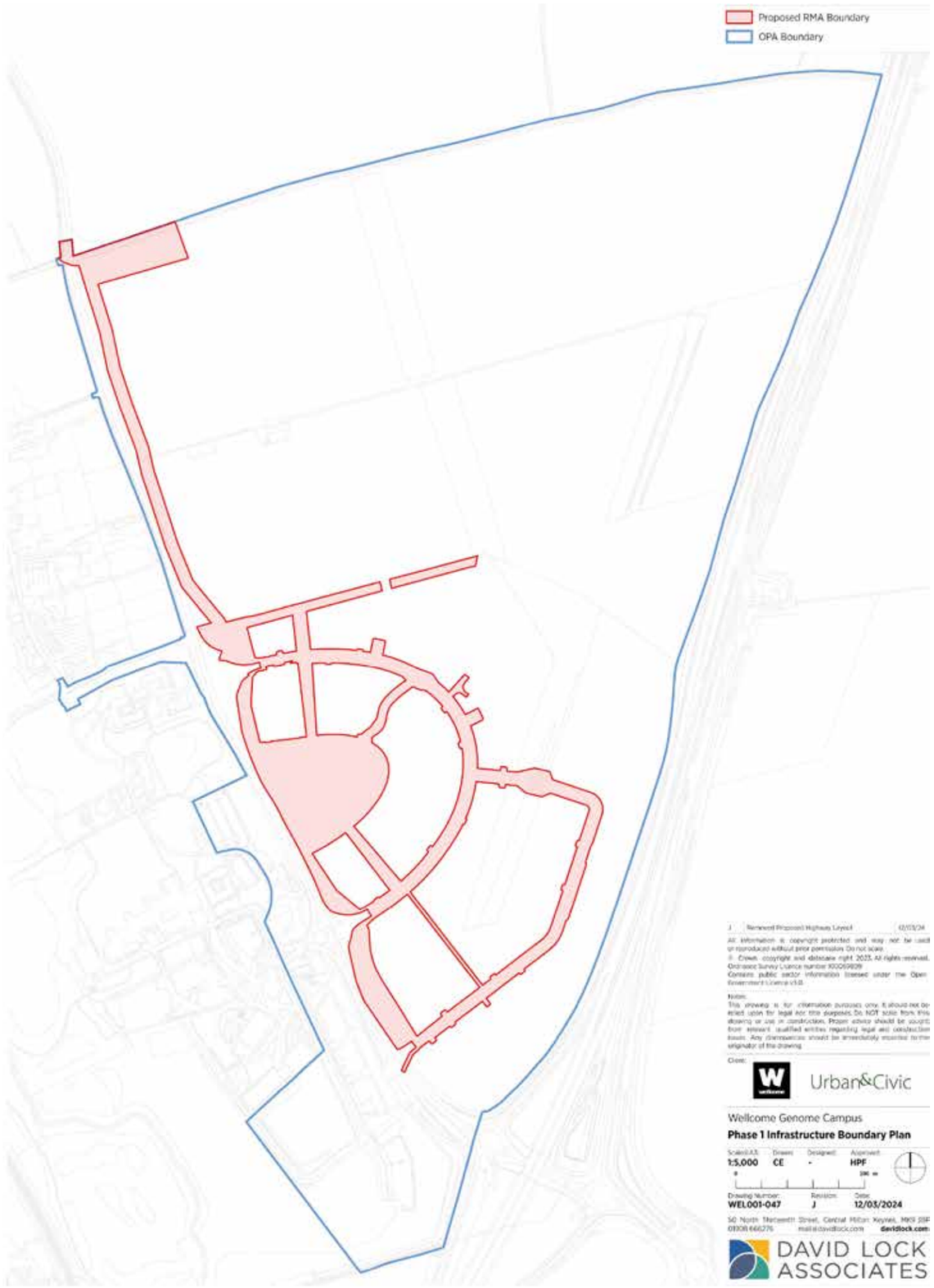


Figure 1 – Site location plan

Site Context

2.4 The OPP comprises three Development Areas (DAs) – DA1 and DA3 are located to the east of the A1301 and are known as the 'Expansion Land' and DA2 is to the west of the A1301, known as the Campus Land, and comprises the Existing Campus area. The Phase 1 Infrastructure RMA is located within DA1 and the proposals are overlaid on the OPP Parameter Plan (which includes the Development Areas) in Figure 2. Figures 3 is an Illustrative Masterplan showing the wider development.

Figure 2 - Phase 1 Infrastructure Proposals ovelaid on OPP Parameter Plan

Figure 3 - Illustrative Masterplan

3 Planning and Design Context

Planning History

3.1 The Wellcome Genome Campus has an extensive planning history related to its incremental development over recent decades. The full planning history is set out in the committee report of the Outline Planning application. A summary of the main approved applications is provided below:

- **2020 – Outline Planning Permission (S/4329/18/OL):** The OPP established the Parameters for development across the campus land and provided substantial additional land for research and development uses as well as residential and other supporting uses.
- **2022 – TOSP Reserved Matters Application 21/05384/REM:** The approval for a new building on DA2 comprising 4417m2 of new Research and Translation Uses.
- **2022 – TOSP Car Park and DA2 Landscaping Reserved Matters Application 22/02374/REM:** An approval for works to add a single deck over an existing car park to serve TOSP and new landscaping with the Existing Campus, between TOSP and the TOSP Car Park.
- **2022 – Expansion Land Early Landscaping (S/4329/18/COND7A) and associated Enabling Works (S/4329/18/COND28) Applications:** Approvals under OPP Conditions 7 (Enabling and Associated works) and 28 (Early Landscape Works) for initial landscaping within the Expansion Land and the associated earthworks required to facilitate the early landscaping. These works are currently being implemented on the Expansion Land.
- **2023 – A1301 Improvements (22/03615/REM):** As noted in the Introduction, an approved RMA for works to improve the A1301 immediately west of the Expansion Land.
- **2023 - Bridges Full Planning Permission (23/00482/FUL):** Also as noted in the Introduction, an approved Full Planning Permission for the creation of two bridges over the A1301, linking the Existing Campus and the Expansion Land, and landscape enhancements at the eastern edge of the Existing Campus.

Compliance with the Outline Planning Permission

3.2 The OPP (2020) establishes the parameters and principles against which RMAs must be assessed. The Parameter Plans approved as part of the OPP are intentionally flexible to ensure that future RMAs can respond to the demands of occupiers while ensuring the key site constraints and important environmental parameters are safeguarded.

3.3 Condition 19 requires that:

Reserved Matters Applications shall be in substantial conformity with the approved parameter plans, approved Development Principles and the approved Development Area Brief for the relevant area covered by the Reserved Matters application (or in the event that the Reserved Matters application is submitted concurrently with a Development Area Brief pursuant to condition 17 the Reserved Matters application shall comply with that submitted Development Area Brief), save for minor variations where such variations do not deviate from this permission or are not predicted to have any additional or materially different significant environmental effects to those assessed in the Environmental Statement accompanying the application. Reserved Matters Applications shall be accompanied by a Statement of Conformity in respect of the approved parameter plans and Development Principles.

3.4 A Statement of Conformity and Design Guide Compliance is provided in Appendix B and includes an assessment against the parameters and the relevant Development Principles contained within the Development Specification. The Development Brief explains the evolution and refinement of the OPP Parameter Plans to the approved Framework Plan which effectively supersedes the Parameter Plans. The proposals are considered to be in compliance with the Framework Plan and thus the OPP parameters (noting that the refinement undertaken through the Design Guide was not concluded to have any additional or materially different significant environmental effect). The Design Guide also provides an augmented set of Development Principles which supersedes those approved as part of the OPP. This Statement assesses compliance against the Design Guide augmented principles.

3.5 Condition 18 of the OPP requires that RMAs are brought forward in accordance with the specification set out in Annexure D of the decision notice. A comprehensive RMA submission has been prepared against the requirements of all OPP conditions and a schedule demonstrating this is set out in the covering letter enclosed with the application submission.

3.6 This section considers the reserved matters details submitted for approval against the relevant design and development management policies at both the national and local level. The wider principle of the development has been approved through the OPP.

3.7 The Planning and Compulsory Purchase Act 2004 came into force in September 2004. It carries forward the provisions of the Town and County Planning Act 1990, giving statutory force to a plan-led system of development control.

3.8 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 provide that applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Local Planning Policy – Development Plan for the Site

The South Cambridgeshire Local Plan (2018)

3.9 The South Cambridgeshire Local Plan (SCLP) was adopted September 2018 and sets out a number of objectives for the district along with policies for managing development in the District.

3.10 Policy E/15 of the SCLP allocates the Wellcome Genome Campus as an 'Established Employment Area'. The policy aims to support the role and function of employment areas when considering planning applications on these sites.

3.11 The key development management policies within the SCLP which are relevant to the proposed development are:

- **S/1 'Vision'** emphasises that the district will demonstrate impressive and sustainable economic growth. The Phase 1 Infrastructure RMA will facilitate growth at WGC, thus aligning with the Vision of the Local Plan.
- **S/5 'Provision of New Jobs and Homes'** requires the district to provide 22,000 additional jobs and 19,500 new homes over the plan period. The Phase 1 Infrastructure RMA deliver initial infrastructure on the Expansion Land that will facilitate the creation of new jobs and homes on WGC, thus contributing to the local plan requirements.
- **CC/1 'Mitigation and Adaption to Climate Change'** requires proposals to submit a Sustainability Statement to demonstrate how the principles of climate change mitigation are embedded into the development proposal. A Climate Change Adaptation Statement required under OPP Condition 37 is enclosed with the RMA submission.
- **CC/6 'Construction Methods'** requires the submission of a Construction Environmental Management Plan (CEMP). A CEMP in accordance with OPP requirements is expected to be provided under a planning condition attached to the Phase 1 Infrastructure decision notice.
- **CC/8 'Sustainable Drainage Systems'** seeks the incorporation of SuDS into development proposals. The proposals include SuDS attenuation ponds and a set of drainage plans and a Foul Water and Surface Water Drainage Strategy considering drainage matters has been submitted with the RMA. This sets out that all surface water is to be attenuated and infiltrated on-site, and no on-site surface water runoff is to be discharged into an existing watercourse. All surface water runoff generated by the development is to be routed via a network of pipes or swales and conveyed to infiltration basins. All runoff generated by storm events up to and including the 1 in 100 year event (plus 40% allowance for climate change) is to be retained on site in the surface water infiltration basins. Basins are designed to accommodate the 1 in 100 year return period plus 20% allowance for climate change below the freeboard and the 1 in 100 year return period plus 40% allowance for climate change within the freeboard.
- **CC/9 'Managing Flood Risk'** provides the assessment criteria that SCDC will use to assessment proposals and minimise flood risk. The Foul Water and Surface Water Drainage Strategy submitted with the RMA confirms that the site is located in Flood zone 1. It notes that a Flood Risk Assessment (Revision 00, dated 4th December 2018) was prepared by Buro Happold and approved as part of the Outline Planning Application.
- **HQ/1 'Design Principles'** necessitates a high quality design of proposals and that new development should respect the scale, form, materials and design of the locality, and conserve important historic assets and their setting. Proposals must provide high quality landscaping integrating development with its surroundings. The proposals are landscape-led to create a high-quality attractive setting for future development in the Expansion Land.
- **NH/4 'Biodiversity'** requires proposals to maintain and enhance biodiversity and capitalise on opportunities to positively gain through the form and design of the development. An Ecological Management Implementation Plan (EMIP) is enclosed with the Development Brief that accompanies the RMA submission, which sets out the findings of a walkover survey and measures to avoid and mitigate ecology-related impacts. A site wide approach to BNG is being pursued and across the wider site there will be a significant BNG increase in excess of 10%.
- **NH/6 'Green Infrastructure'** encourages proposals that reinforce, link and create new green infrastructure and promote, manage and interpret green infrastructure. As shown on the Landscape Masterplan drawing enclosed with the application submission attractive green Infrastructure is incorporated throughout the RMA site, most notably 'The Green' at the centre of the site comprising several component parts that are discussed below in the 'Design and Access' section of this report. Additionally green spokes lead north and south from The Green and landscaped terraces are proposed on the eastern side of the A1301 to complement those approved on the western side of the road under application 23/00482/FUL.
- **SC/9 'Lighting Proposals'** sets out the assessment criteria when considering development proposals that include new external lighting. Lighting proposals are included with the RMA submission together with a Lighting Report that considers the various components of the proposed lighting and how their compliance with Site Wide Lighting Strategy.
- **SC/10 'Noise Pollution'** includes he assessment criteria when considering potential noise pollution resulting from development proposals. A Technical Note providing a Plant Noise Review is enclosed with the RMA submission and considers likely impacts on noise sensitive receptors. It concludes that a noise impact is not anticipated to occur at the identified noise sensitive receptors.
- **TI/2 'Planning for Sustainable Travel'** sets out that development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location. The RMA has specifically designed the movement network to prioritise pedestrian and cycle movement. It is integrated with the pedestrian and cycle links approved under applications 22/03615/REM and 23/00482/FUL to create legible and direct routes to key destinations. This together with the attractive landscape environment and 50 Sheffield cycle stands that are proposed in three locations on the Green from the key active travel routes will encourage the sustainable transport. Bus stops are also provided within the site.
- **TI/3 'Parking Provision'** encourages a design-led approach to car parking and provides indicative standards. Submitted in parallel with the current RMA is the Condition 64 Site Wide Parking Strategy including the framework Car Park Management Scheme. This is aligned with the principles of the OPP to minimise parking and discourage travel by private car. The Strategy and the Scheme set out an approach to carefully monitor and manage parking number such that there is no overprovision. The Policy also provides minimum cycle parking standards based on the use class and quantum of development proposed. The current RMA does not include any buildings but as noted above, 50 cycle parking space (Sheffield stands) are provided on the Green. A siginficant proportion of these space are for visitors and are over and above the spaces provided within individual buildings which will meet local standards.
- **TI/8 'Infrastructure and New Developments'** states that planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. The current application will deliver the first phase of infrastructure to support the development of the Expansion Land as approved under the OPP.
- **TI/10 'Broadband'** explains that new development will be expected to contribute towards the provision of infrastructure suitable to enable the delivery of high speed broadband services across the district. As a minimum, suitable ducting to industry standards should be provided to the public highway that can accept fibre optic cabling or other emerging technology. Other forms of infrastructure, such as facilities supporting mobile broadband and Wi-Fi, should be included where possible and viable. The infrastructure being delivered under the RMA will provide broadband and other internet-related facilities.

3.12 The RMA is considered to be consistent with the policies of the SCLP.

The Emerging Greater Cambridge Local Plan 2041 (First Proposals, 2021)

3.13 The Emerging Greater Cambridge Local Plan identifies the site as part of Policy S/GC: Genome Campus, Hinxton. The whole outline application site is identified as a Policy Area and this will guide the future expansion and development of the existing Genome Campus site. This provides a supportive policy context for the WGC which will support development which relates to the campus and its role as a centre for genomics and associated bioinformatics industries. The RMA is considered to comply with this emerging policy position.

Supplementary Planning Documents (SPD) and Guidance

3.14 South Cambridgeshire District Council adopted Supplementary Planning Documents (SPDs) to provide guidance to support the previously adopted Development Plan Documents that have now been superseded by the South Cambridgeshire Local Plan 2018. These documents are still material considerations; however, greater weight is granted to the Local Plan and National Planning Guidance.

3.15 The SPDs relevant to the current RMA are listed below:

- District Design Guide SPD (March 2010)
- Health Impact Assessment SPD (March 2011)
- Landscape in New Developments SPD (March 2010)
- Open Space in New Developments SPD (January 2009)
- Trees and Development Sites SPD (January 2009)

3.16 South Cambridgeshire District Council has also adopted the following pertinent SPDs supporting the South Cambridgeshire Local Plan 2018:

- Cambridgeshire Flood and Water SPD (November 2018)
- Greater Cambridge Sustainable Design and Construction SPD (February 2022)
- Greater Cambridgeshire Biodiversity SPD (February 2022)

National Planning Policy Framework (2023)

3.17 The revised National Planning Policy Framework (NPPF), published in December 2023, sets out the Government's planning policies for England and how these are expected to be applied. It replaces the original version of the NPPF published in March 2012 and is a material consideration in planning decisions.

3.18 The NPPF (Annex 1) states that due weight should be given to existing policies according to their degree of consistency with the Framework.

3.19 Paragraphs 7 and 8 of the NPPF state that the purpose of the planning system is to contribute to the achievement of sustainable development and that there are three overarching objectives to the planning system:

'a) an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.'

3.20 Paragraph 85 then goes onto state that significant weight should be placed on the need to support economic growth and notes that this is particularly important where Britain can be a global leader in driving innovation:

'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.'

3.21 The existing campus is a globally important research cluster in its own right, as well as being part of the wider Cambridgeshire Life Sciences Cluster and the Oxford, Cambridge, London 'Golden Triangle' of research, development and innovation. It is an area of very high productivity. It is therefore the type of location where paragraph 85 is intended to be given particularly significant weight.

3.22 The existing Campus Land is allocated as an Established Employment Area under policy E/15. This is a reserved matters application, submitted pursuant to and wholly in accordance with the outline planning permission for the expansion of the WGC, as augmented and updated by the Strategic Design Guide. Whilst the OPP for the expansion was granted as a departure from the Local Plan, this was supported by the 'Case for Growth' as a material consideration.

3.23 The current RMA represents the first phase of infrastructure on the Expansion Land. The principle of development is already established through the OPP and is further reinforced by the emerging allocation in the draft Greater Cambridge Local Plan.

3.24 The Proposed Development would achieve the objectives of national and local policies that promote sustainable economic growth and contributes to South Cambridgeshire's vision for the District to 'demonstrate impressive and sustainable economic growth' (Policy S/1).

3.25 The contribution of the Existing Campus to the local and regional economy has already been recognised by the Local Plan through its allocation of an EEA, where new developments will be permitted that 'enable more efficient use of the sites, and allow them to be adapted for the needs of existing and future users' (Paragraph 8.57).

3.26 The Existing Campus is a highly and internationally successful development which contributes to the Cambridgeshire cluster of research and development sector uses, and the wider 'Golden Triangle'. The principle of the proposed Research and Translation uses are therefore directly supported by local and national policies that promote local, sub-regional and nationally significant cluster developments. This application further supports the development of additional facilities by providing key infrastructure on the Expansion Land in line with the OPP.

Design

3.27 Local Plan Policy HQ/1 ('Design Principles') requires all new development to be 'of high-quality design with a clear vision as to the positive contribution the development will make to its local and wider context'. Whilst being appropriate to the scale and nature of the proposed development, the policy sets expectations in relation to:

- Response to its context;
- Relationship with natural and historic assets and their settings;
- Inclusion of variety, interest and place responsive design; being legible and creating a positive sense of place;
- Compatibility with its location and appropriateness to the surrounding area in terms of scale, density, mass, form, siting, design, proportion, materials, texture and colour;
- Delivery of a strong visual relationship between buildings (to 'comfortably define and enclose streets, squares and public places, creating interesting vistas, skylines, focal points and appropriately scaled landmarks along routes and around spaces');
- Permeability; enabling ease and safe movement and access for users of all abilities;
- Safely and conveniently integrate car parking;
- Integrate uses within the site and to its surroundings, contributing to creating inclusive communities;
- Deliver flexibility to respond to changing needs and lifestyles;
- Mitigate and adapt to the impacts of climate change;
- Include high quality landscape and public spaces;
- Protect the health and amenity of occupiers and surrounding users;
- Design out crime and create a safe and community-focussed environment;
- Include masterplans and design codes for large and complete developments to agree an overall; and
- Vision and strategy for the development.

3.28 This Statement explains how relevant design considerations, including those set out in Policy HQ/1, have been considered. The Design and Access section considers elements of the proposed development.

Landscape

3.29 Local Plan Policy HQ/1 requires development proposals to 'Include high quality landscaping and public spaces that integrate the development with its surroundings, having a clear definition between public and private space which provide opportunities for recreation, social interaction as well as support healthy lifestyles, biodiversity, sustainable drainage and climate change mitigation'. Local Plan Policy NH/4 states that new development 'must aim to maintain, enhance, restore or add to biodiversity'.

3.30 The proposed development will create an exceptional public landscape environment and setting for future development on the Expansion Land including new planting to improve biodiversity and sustainable drainage systems to manage flood risk. The proposed pedestrian and cycle routes combined with the attractive welcoming environment will encourage users supporting their health and wellbeing.

Flood Risk and Drainage

3.31 SuDS attenuation ponds are proposed as part of the development and a set of drainage plans and a Foul Water and Surface Water Drainage Strategy considering drainage matters has been submitted with the RMA. The ponds will also contribute to the amenity value of the proposed landscaping so that the space is an attractive place to visit, encouraging active travel. This reflects the requirements of policy CC/8.

Sustainable Travel

3.32 As has noted above, the proposals prioritise attractive, safe and direct pedestrian and cycle connections and thus, are considered to promote active travel and accord with policy TI/2. Moreover, the proposals were subject to considerable design evolution, specifically to create a cycle priority street environment, development in consultation with CCC and CamCycle. Bus stops are proposed within the application and 50 visitor cycle parking spaces are provided on the Green. Submitted in parallel with the current RMA is the Condition 64 Site Wide Parking Strategy which also incorporates the Car Park Management Scheme for the development.

Amenity

3.33 Enclosed with the RMA submission are reports considering lighting and noise impacts on sensitive receptors around the site. No adverse impacts are anticipated aligning with the expectations of policies SC/9 and SC/10.

4 Engagement and Evolution

Pre-application engagement

Evolution of RMA proposals

Pre-application engagement

4.1 A range of pre-application engagement has been undertaken prior to the submission of the current application, this included both meetings specifically related to the RMA design, but more broadly, extensive engagement on the Design Guide which established all of the key design principles for the infrastructure. The Design Guide engagement and consultation resulted in considerable evolution and refinement to the infrastructure design and thus had a direct, positive influence on the Phase 1 Infrastructure design. The extent of the more recent consultation on the Design Guide is summarised below and the full Design Guide schedules of engagement is included in Appendix C. Furthermore, the movement network has been subject to discussions in relation to Parcel A, which has also informed the evolved design. This is also included in the summary below:

- 7th September – initial session to discuss the movement network with SCDC and Cambridgeshire County Council
- 13th September – Cycle Street discussion with SCDC / CCC and CamCycle
- 20th September – Design Guide Workshop with SCDC / CCC and CamCycle
- 27th September – Cambridgeshire Quality Panel (related to the Phase 1 Infrastructure but important context for sharing the Cycle Street concept)
- 4th / 6th October – discussions with SCDC regarding Parcel A and the Movement Network
- 19th October – Phase 1 RMA pre-app (important context for the movement network)
- 26th October – discussion with CCC regarding updates to the Movement Network
- Additionally – a pre-app was held with Daniel Weaver regarding the site wide approach to Biodiversity Net Gain and the Landscape Ecological Management Plans for the site in August 2023.

Specific pre-application meetings in relation to the Phase 1 Infrastructure RMA include as follows:

- 1 August 2023: Stage 1 meeting with SCDC (Planning, Landscape, Urban Design) and CCC (Highways and Transportation);
- 2 August 2023: Meeting with SCDC (Planning) and Greater Cambridgeshire Shared Planning (Inclusive Access);
- 8 August 2023: Meeting with SCDC (Planning)/ Camcycle/Lead Local Flood Authority (LLFA)/ Historic England;
- 19 October 2023: Stage 2 meeting with SCDC (Planning, Landscape, Urban Design);
- 23 October 2023: Meeting with SCDC(Planning) and LLFA.

4.2 Appendix A is a Statement of Participation in accordance with OPP Annexure D. It provides further details of the key pre-application feedback received and responses from the applicant team.

Evolution of RMA proposals

4.3 The submitted scheme has been developed during the pre-application process (which was aligned with the parallel consultation on the Design Guide) and the key changes are summarised below.

Movement network

- The Gateway Loop has been changed to cycle priority street instead of the more standard arrangement proposed initially during pre-application discussions. This was in response to comments from SCDC, CCC and CamCycle regarding the need to achieve the most appropriate pedestrian and cycle network for the Campus, acknowledging the volume of users and vehicles on the street. A comprehensive review of pedestrian, cycle and vehicular numbers was undertaken (see submitted Supporting Transport Technical Note) to support the evolution to the Cycle Priority Street design. Additionally, verge and parking bay widths have been increased so that 3no. fully accessible parking bays have been introduced to the east side of the Loop.
- The Cycle Priority Street extends to create a link to a 3G pitch along the Commercial Loop.

Figure 4 – Gateway Loop Initial Proposal

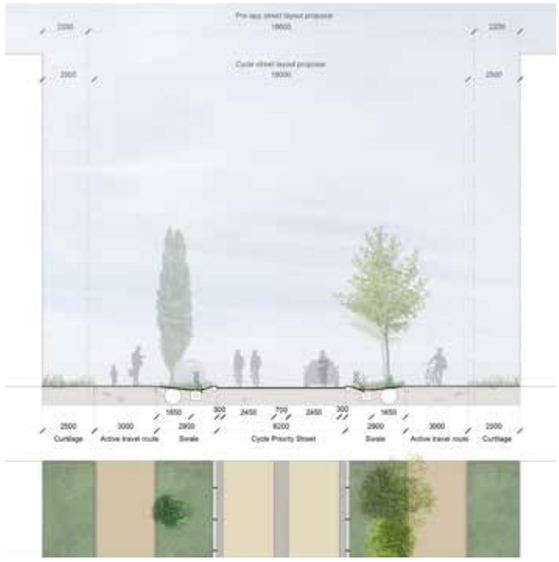


Figure 5 – Gateway Loop Current Proposal Cycle Street

4.4 Other amendments in response to engagement include:

- A shared cycle route has been provided in the entire southern green spoke heading from the Green.
- The detailed design of the northern green spoke also evolved through pre-app discussions on Parcel A to respond to amendments to the movement network through this parcel and ensure that the desire line from the bridge to the spoke and onward to the Green was clear and legible.

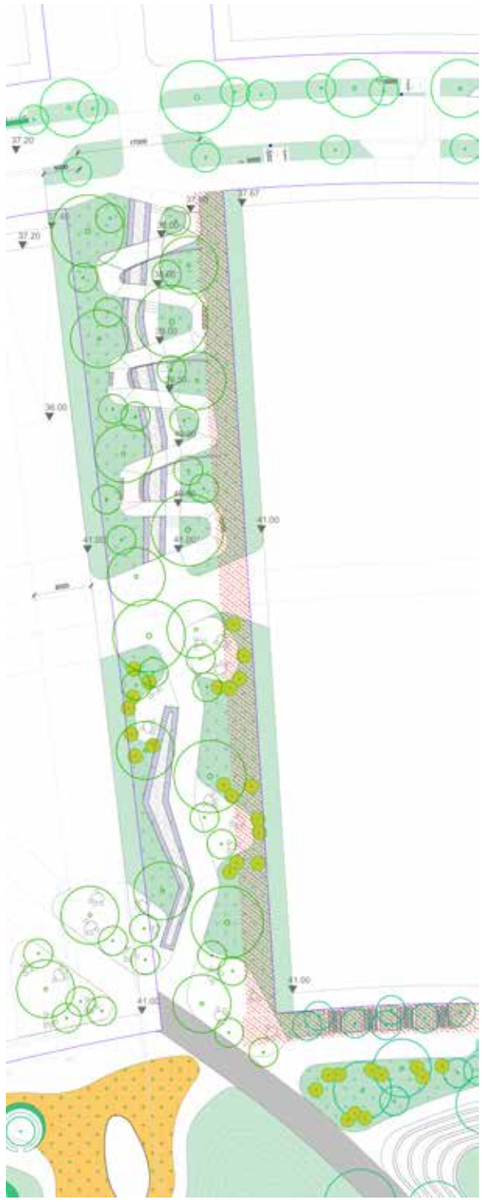


Figure 6 – Northern Green Spoke Initial Proposal

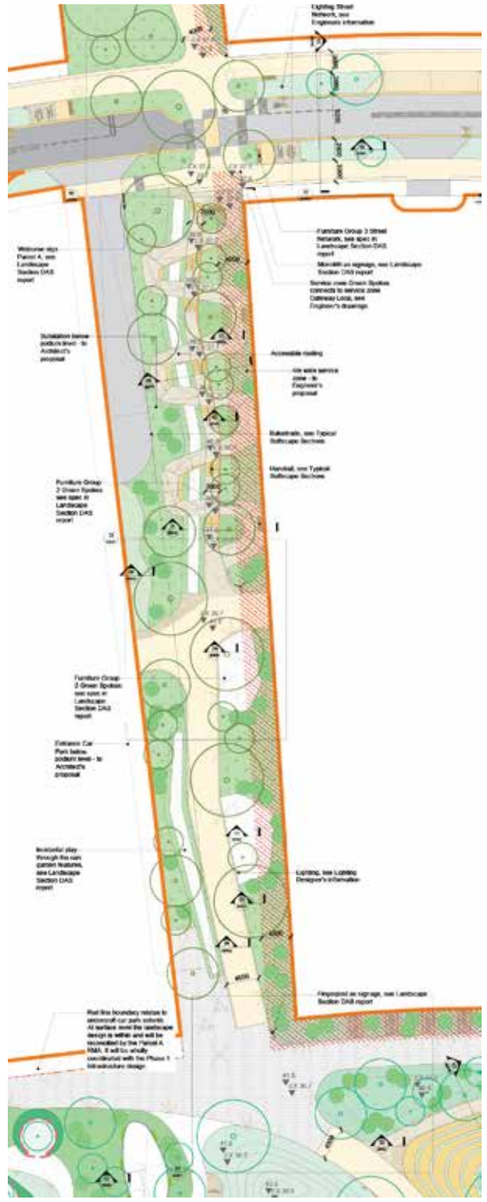


Figure 7 – Northern Green Spoke Current Proposal

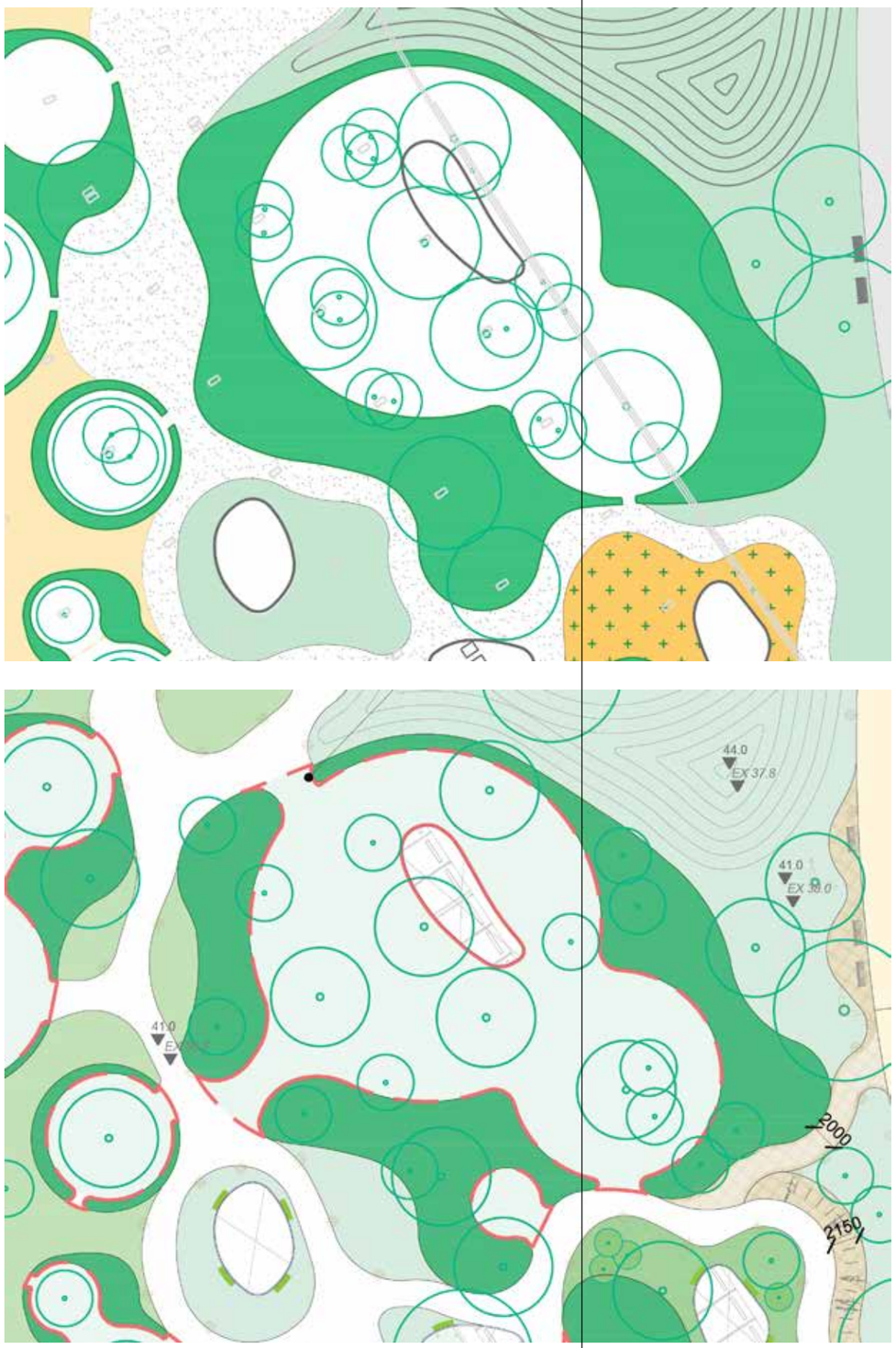
Landscape Components

- Routes within the landscaping have been aligned and rationalised to improve their legibility.
- The detailed design of The Green was reviewed following Cambridge Quality Panel andthe planting typologies between the east and west sides of the Green have been simplified.
- The tree planting palette has been refined across all areas.
- There have also been revisions to the western boundary of the application site adjacent to the A1301. Here the proposed Landscape Terraces have been simplified, gabion walls have been reduced in length and number of tiers, and in some cases the gabions have been replaced in part with reinforced earth banks.

Figure 8 – Landscape Terraces Initial Proposal

Figure 9 – Landscape Terraces Spoke Current Proposal

- Further to engagement with the landscape officer the openings for the Garden Rooms have been increased in size and number such that all rooms (apart from the smallest - which will be maintained with very low hedging) have two means of access / egress. The hedging on all rooms will be maintained of a suitable height for surveillance.



Car Park

- As noted above, the northern vehicle access ramp location has been revised to reflect coordination between the design of the Green Spoke as part of this RMA and the emerging designs for the Parcel A building.
- A downstand louvre has been added along the edge of the car park roof facing the A1301 to mitigate light spill from the interior of the car park.
- The shape and alignment of the openings in the roof of the car park have been amended and the overall number of openings reduced (while still maintaining the areas required as part of the ventilation strategy).
- Following engagement with the Cambridgeshire Quality Panel the number of gardens within the undercroft car park have been reduced to ensure that all are feasible. Gardens are now focussed around four of openings in the roof, along the central route through the car park, and against the back wall of the Landscape Terraces along the western side of the car park.
- The location of the accessible/blue badge car parking spaces has been revised so that these are located at the northern and southern ends of the car park. This followed advice received from the SCDC Accessibility officer requesting that accessible/blue badge car parking spaces were located so that users could connect directly to the entrances of the adjacent buildings without needing to cross the vehicle aisles.
- The provision of general 'visitor' Cycle parking spaces were omitted from within the car park following pre-app advice from SCDC. This was on the basis that spaces will be provided in any case, within individual buildings which will be the most convenient parking and there are no clear users for the visitors spaces in the car park. Visitors can park on the Green or on the Gateway Loop in prominent locations to encourage their ease of use and provide good access into the wider movement network defined by the Strategic Design Guide. it is noted that space in the car park may be utilised to provided some cycle parking to meet the requirements of parcel A. This will be detailed as part of the Parcel A RMA and these spaces are well positioned in relation to the below podium access to the building and the facilities at this levels.

5 Design and Access

5.1 This RMA relates to the Phase 1 Infrastructure on the Expansion Land at Wellcome Genome Campus and will provide the setting and the infrastructure support for the first development parcels anticipated on site as part of the expansion of a leading research Campus.

5.2 The proposals have been designed to accord with the parameters established by the OPP together with both national and local policy requirements. This Design and Access section considers the design of the proposals in more detail. The following scheme components are discussed below:

The proposed Movement Network

Landscape components

Car Park

Inclusive Access

Sustainability

Figure 10 - Framework Plan showing scheme components

The Proposed Movement Network

Gateway Loop and Commercial Loop (including Cycle Priority Street Approach)

5.3 The whole movement network across the Expansion land has been designed to prioritise pedestrian and cycle travel, key desire lines are linked via the primary pedestrian and cycle routes, utilising the two bridges. This Phase 1 Infrastructure proposal responds to these fundamental principles and the clear hierarchy that that been established in the Design Guide, allowing a more bespoke approach to street design.

5.4 Signifying the arrival into the Wellcome Genome Campus and shift in hierarchy of movement to promote active travel, the first two nodes at either end of the Gateway Loop narrow the carriage way, requiring vehicles to slow and negotiate right of way to provide a safe and easy movement for cycles to join the carriageway where throughout the streets cycles have priority and will occupy the main carriageway and set the pace of travel. The Cycle Priority Street design continues along the length of the Gateway Loop and along the Commerical Loop to connect with the 3G sports pitch. Heading south to the priority junction, cyclists remain in the carriageway but the cycle priority street does not continue owing to the reduced number of cyclists that are likely to use this section of street. On this section 2m wide footways are provided on both sides of the carriageway.

Figure 11 – Gateway Loop Section

Figure 12 – Commercial Loop Section

5.5 The materials will reinforce the character of the cycle priority street with the use ofhot rolled asphalt with buff chipping rolled into surface with central median in small block pavers and gutter detail to visually reduce the carriage way moving cycles into a central riding position. Set at 6.2m width overall the design allows for all large commercial vehicles to safely manoeuvre into and out of Parcel access junctions. The arrangement of materials helps to slow vehicle movement to accommodate cycles and moves at their pace, helping to reduce speeds. This further reinforces ease of movement for active travel. The street also includes a 3m active travel route on either side of the carriageway. This is primarily for pedestrians as cyclists benefit from a street environment within which they are prioritised, however, some cyclists (including families with children) may prefer to utilise the off-carriageway facility. There is sufficient width for this to occur.

Figures 13 – Extract of section of the Gateway Loop

Figures 14 – Extract of section of the Commercial Loop

Key nodes

5.6 These junctions further reinforce the shift to active travel where pedestrian and cycle movement is promoted as it intersects with the street network. Pedestrian / cycle route crosses over the carriageway, utilising a change in surface material to ensure the crossing is inclusive and clearly demarcated. established here connecting with the primary movement network for shared cycle footways along the Green Spokes. A future waymarking strategy will ensure signage helps orientate visitors at these important intersections.

5.7 The landscape design helps to reinforce the sense of continuation of the spokes across the carriageway.

5.8 Street furniture will also be places at regular intervals along the street, in accordance with Healthy Streets., including close the nodes. seating will be designed for inclusivity and also be carefully positioned to take advantage of natural shading.

Figure 15 – Node Plan Northern Green Spoke

Figure 16 – Node Plan Residential Loop

Priority Crossing

Priority crossing and bus stop

5.9 The intersection of the Green Spine and the Gateway Loop requires a more pronounced design approach given the primacy of the pedestrian and cycle route that continues over the street at this point. Acknowledging the primary movement network provided by the Green Spine a further priority crossing is provided over the Gateway Loop. This also signifies the transition point where the park between the more flexible and soft landscape gives way to the increasingly larger paved areas of the more 'civic' area. This crossing is defined by large planters with large canopy tree species established to reinforcing the visual effect of the park passing over the Gateway Loop. This promotes the active travel routes and makes provision for future sustainable travel provision in the area. Immediately adjacent is provision for a bus stop designed to allow public bus service operators and including inclusive design kerb details for ease of access. The stop is located on the clockwise loop with routing to be confirmed.

Figure 17 – Priority Crossing and Bus Stop

Junctions with residential / commercial loops

5.10 Designed to promote pedestrian crossing and with a geometry to accommodate occasional large vehicles, laid out with materials to improve legibility and tactiles for accessibility. The junctions are raised for pedestrian priority and discourage diagonal crossing to help promote inclusive design and safety.

Parcel accesses

5.11 These are set out to enable access to each individual Parcel with a single or double. The crossovers are detailed with chamfered kerbs and utilise Copenhagen crossing approach to hold vehicles back from the carriage way allowing the footway to pass unbroken.

Flexible zone

Landscape design

5.12 Set at 2.9m width this zone accommodates parking laybys including fully accessible designated bays alongside generous spaces for large cars and smaller commercial vehicles. Regular dwell spaces are located around the route and no more than 50m apart in line with Healthy Streets design principles. These spaces incorporate visitor cycle parking, inclusive seating and receptacles for recycling and rubbish (specification to be confirmed). Tree planting has been laid out to provide good amounts of shade with a more open formal character of the Hornbeam 'Frans Fontaine' on the inside curve of the Gateway Loop and informal tree groupings consisting of native Field Maple, Hawthorn, Wild Service, Whitebeam, Wild Cherry with occasional non natives including north American Acers, Bean, Liquid Amber, Honey Locust trees on the outer edge and Commerical Loop. This helps to promote biodiversity with better associated species occurring between native trees and climate change resilience.

5.13 A total of 16 clusters of three Sheffield cycle stands are distributed around the Gateway Loop, with one of these located on the north section of the Commercial Loop. These are over and above any provision related to individual buildings. They can accommodate up to 6 cycles per cluster with room for 1 larger cargo bike alongside the stands.

Figure 18 – Gateway Loop Visual 1 Active Route [CATERNARY]

Figure 19 – Gateway Loop Visual 2 Carriageway [CATERNARY]

Figure 20 – Gateway Loop Visual 3 Birds Eye

Figure 21 – Gateway Loop Precedent Bench

SuDS

5.14 Utilising the naturally permeable nature of the underlying chalk geology the Gateway and Commercial Loop hard surfacing all drains to the flexible zone between the footway and carriageway. Water percolates to the root zone of the trees, helping to sustain the street trees, reducing water shed and filtering particulates. Additional water storage for percolation is found in permeable subbase located beneath areas of hard standing created for cycle parking, dwell space and laybys. The design accommodates most rainfall events with overflow connections to the outer lying detention basins in the valley and southern section of the site.

Bus layby

5.15 Located on the Commerical Loop this provision allows for up to 6 bus/coaches to layup to facilitate staff commuting routes as currently provided along the A1301. Buses will pick up and set down using a combination of stops within the campus located on the Gateway Loop and existing arrival space which will be further developed in subsequent phases.

Railway cutting

5.16 The Commercial Loop passes through the Southern Railway Cutting using a land bridge with 1 : 3 sloped embankments to form the carriage way surface. The flexible verge is diminished for this section to reduce the overall sectional dimensions and reduce the impact on the cutting. Earth embankments will be reseeded with meadow mix and allowed to naturally regenerate with scrub and trees over time. Some visibility along the cutting will be preserved though management, but no direct access for pedestrians will be provided. Estate railings will form the edge and eventually wrap the cutting entirely.

Interim Components - Emergency access

5.17 There is requirement for emergency vehicles access to the frontage of parcels adjacent to the Green and also to the events space within the Green itself. To ensure that this is facilitated in the early phase, in advance of the permanent design of the whole Green Spine Civic Space, a temporary route is provided so emergency vehicles can pass along the Green Spine towards the green and pass around the plaza to access all of the Parcels around the Green. A route running north south over the green has also been tracked to allow an alternative route for emergency vehicles to pass south and along the Southern Green Spoke.

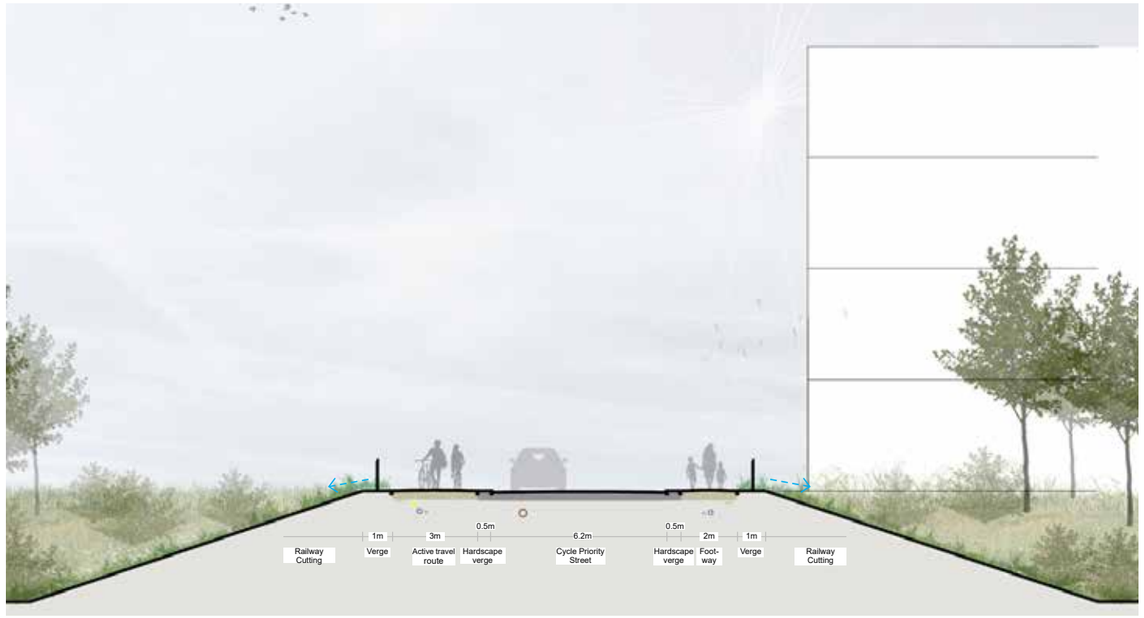


Figure 22 – Commercial Loop Section Railway Cutting

Interim components – turning head

5.18 Acknowledging the emerging access arrangement design for Parcel A, a temporary turning head is designed in to Parcel H as an interim condition to facilitate larger vehicles to turn and enter the Parcel A layby without needing the turn across the carriageway (smaller vehicles can make this movement). It will also facilitate the partial completion of the Gateway Loop on the north side to open Parcels A, E, F & G initially, while the remainder of the loop will be utilised for construction (As set out in the DB Phasing and Delivery Strategy)

Movement Network Lighting

5.19 The street lighting along the Gateway Loop has been senstively designed to facilitate a transition from the A1301 adopted highway and ensure that the Loop is reinforced as the main street through the Campus. To secure this character 8m columns will be placed around the Gateway Loop and Commerical Loop. This design has been influenced by the landscape led design for the Campus, to limit the number of lighting columns and reduce street clutter. The columns have been positioned carefully with the street trees.

Deliveries/Servicing

5.20 As required by the Design Guide, defined car parking and short stay delivery bays for smaller delivery vehicles are provided on the Gateway Loop, on alternating sides of the carriageway within the flexible zone.

Landscape Components

Figure 23 - Landscape Components

Creating a landscape setting

5.21 The overarching principle is to bring the countryside into the campus, establishing a natural landscape that restores the ecosystems lost by intensive agriculture. The Valley and Landscape Terraces relate most closely to the wider Natural and Semi Natural Green space typology. Providing a rich variety of habitat with a focus on increasing the biodiversity value of the land, providing access to nature, promoting conservation, education, and awareness. Some areas will encourage circulation through the natural spaces, connecting into the movement network providing leisure routes, outdoor exercise and play and quiet enjoyment of the natural environment. The landscape shifts to a Parks and Gardens character along the Spokes and with the Green, enabling an intensification of programme to accommodate movement, leisure and informal recreation which is accessible to all in the community and relates closely to the emerging built form.

5.22 The total quantum of open space and typologies to be provided is as follows:

Area of Natural & Semi Natural Green Space	2.42ha (Includes Landscape Terraces, SUDs Basins and Valley.)
Area of Parks and Gardens	3.12ha (Includes Green = 22,865m², Spokes and Green Spine 8404m²)

The Green

5.23 The Green forms the central amenity space for the expansion of the Campus and is defined as a truncated ellipse measuring 190m x 180m at the broadest points. This geometry is reflected in the Gateway Loop and the space is bisected by the principle active travel routes that connect the campus.

5.24 Framed by the plaza on three sides, to establish a level frontage to future plots and giving way to the Landscape terraces on the west, the spatial configuration establishes open and dished meadows to the east, crowned by the formal pool and cascade which sits at plaza level. The sunken meadows, which act as infiltration basins are terraced on the north side to allow for seating with accessible routes along the grassed banks. An informal edge to the southern basin has a series of outdoor meeting pods located with views across. The central area provides an events lawn 22x75m which can host pop up events and allows for event marquees and associated managed vehicle access. The Green then becomes more intimate in nature to form the Dry Garden and further sub-divided into the Garden Rooms. Trees are proposed across the green with individual large canopy trees to the west and groupings and intensity of planting increasing from east to west.

Figure 24 - The Green Plan

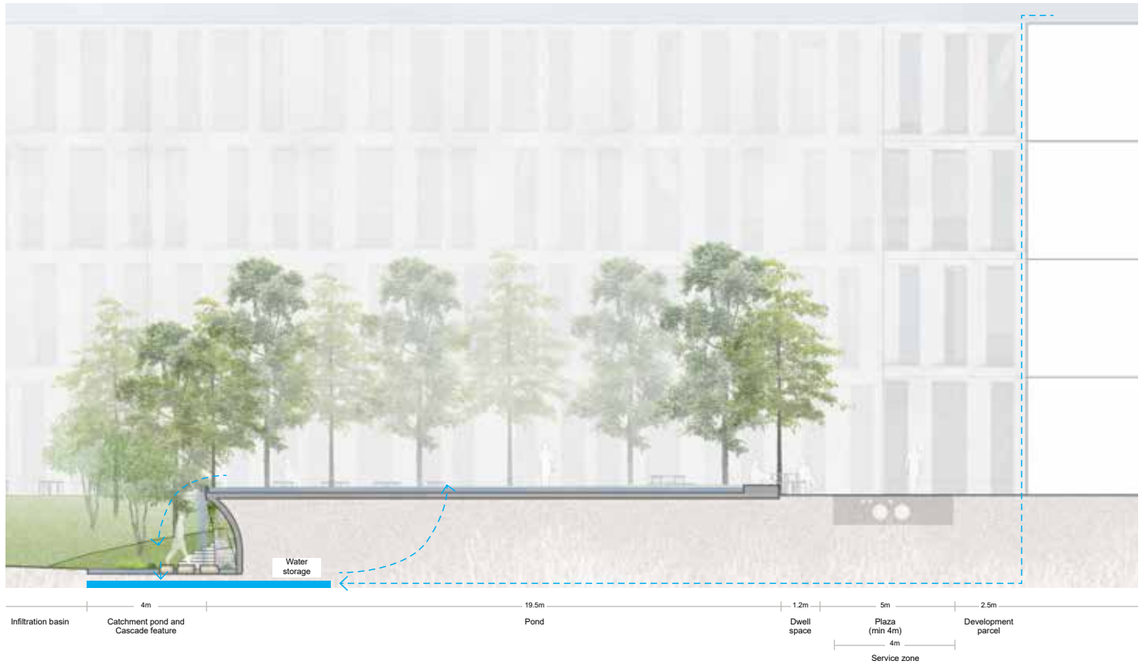


Figure 25 - Green Section Ponds

Figures 26 and 27 – Visualisations of the Green

Garden Rooms

5.25 Situated beyond the open grass bowls of the Green are a series of 23 Garden Rooms (representing the 23 chromosome pairs of the human Genome sequence) enclosed by hedges with a clear inner circular form and outer edges organic in shape. The RMA defines the structure of the Garden Rooms and DB establishes the dimensions and design principles to inform their function and detailed landscape design including where designated for play space. The Rooms themselves are not intended to be subject to detailed design in the RMA. This is intentionally flexible to allow for:

a) Certain details to follow as part of conditions on the RMA (any additional lighting (if required) and surface treatment).;

b) To retain flexibility and allow for a programme of garden evolution in perpetuity – thus layout and planting to be flexible.

Figure 28 – Green Section Garden Rooms

Figure 29 - Garden Room with indicative internal layout

5.26 Figure 29 illustrates an indicative layout of the Garden Rooms, this is indicative at this stage but demonstrates indicative furniture layouts and internal path structure although these are not fixed only indicative of paths and soft landscape areas within each room might be applied. The design intentions is to provide space for a programme of horticultural 'Lab' gardens offering Wellcome a fixed and evolving display of garden art to explore and express themes of the scientific work of the Research Labs on Campus. These spaces provide important external social space for leisure and working, with furniture to support this distributed throughout including covered meeting pods.

5.27 Three centrally located Garden Rooms provide for play space, to meet the requirement for a LEAP in the Green. This leisure function provides some of the initial 500m2 of Play space with 8 of the 9 play experiences located within these gardens. Structural planting is established as part of the detailed application with groups of ornamental trees, deciduous and coniferous providing shade within the spaces. It is envisaged that the understorey and shrub layers would be adapted and refreshed in combination with sculptural elements to attract and encourage visitors. The Garden Rooms all have multiple openings (apart from the smallest) and hedging will be maintained at a low height.

Figures 30-32 Green Precedent Garden Room Precedents

Play Approach and Rationale

Figure 33 – Play Space on the Green

Informal Play

5.28 Play is distributed throughout the landscape spaces, with rolling topography to the grass bowls, stepping stones and opportunity to approach the cascade of the formal water feature, play trails through planted beds a large open kick about lawn. The extent of informal play is defined in the DB.

Formal Play

5.29 The informal provision is complimented with a focused play area to the centre of the Green which provides 8 play experiences which (subject to future detailed design). The approach to play will ensure that this area responds to the demographic demands of the Campus and the equipment will respond to this to ensure it is flexible to meet a wide variety of needs. A focal feature may be provided by sculptural frame provides the swinging and climbing elements with hang out spaces located nearby and musical pieces.

5.30 To supplement the Green provision, a landscape marker feature, aligned with the northern Green Spoke on the edge of the recreation ground, will also act as a further play feature / play experience in addition to aiding wayfinding. The detail of the feature will be conditioned but it is intended as a stepped stage and framed enclosure to offer complimentary spaces across the ages and gender.

5.31 Combined, the Green playspace and the Landscape Marker play feature will provide for 9 play experiences and over 500m² of activity space, meeting the equivalent of the LEAP requirement.

5.32 The following Play Space is provided:

Allotments and Community Gardens	N/A
Open Space	N/A
Outdoor Sport	N/A
Childrens Play Space	Formal 510m² – 9 Play Experiences Informal 1800m² – Earth Mounds, Kick about, Terraces, Stepping Stones Informal Open Space – 28,969m²

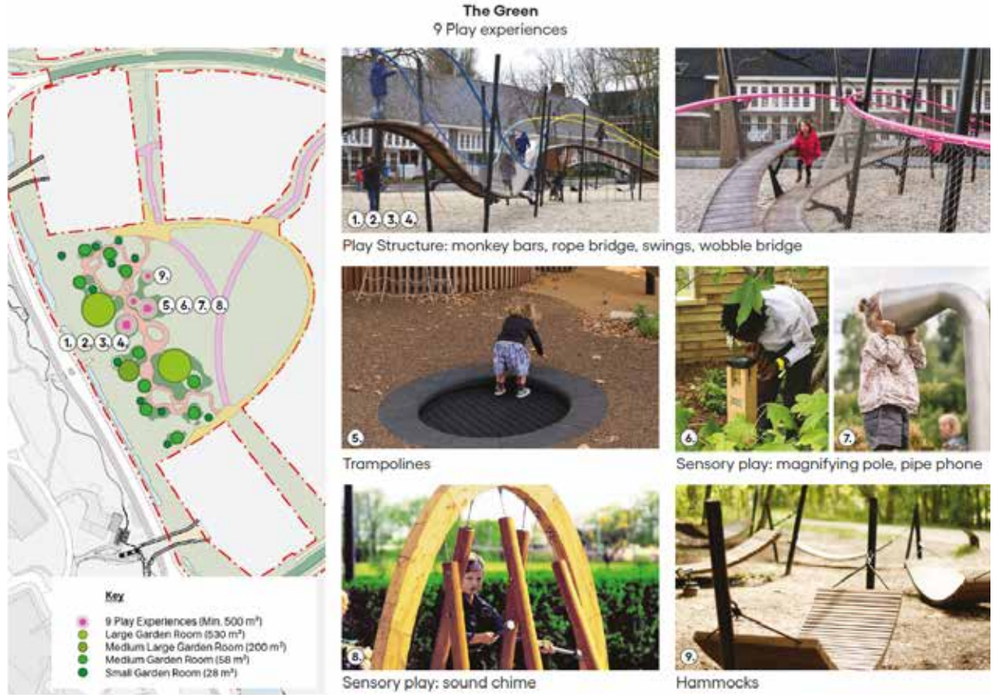


Figure 34 – The Green Play Experiences

Outdoor working / collaboration spaces

Figure 35 – Dwell Space on the Green

Outdoor working / collaboration spaces

5.33 A series of external meeting pods are proposed around the southern edge of the Green closest to the Research and Translation activities. Whilst the specification of the pods is to be determined the location is shown in the RMA and they are intended to seat 6-8 people with full enclosure, acoustic internal walls, USB charging, lighting and fully accessible with tables that can be hinged down to accommodate wheelchair users. More traditional benches and tables (specification to be determined) are located around the edges of the Green with pairs of chairs and single benches for meetings and relaxation regularly spaced. The incorporation of movable furniture and tables of appropriate heights will ensure these spaces are also fully accessible.

5.34 The variety of spaces and the location of furniture in these spaces and within the Garden Rooms will ensure that that are usable throughout the year. This provision is carefully integrated into the sheltered spaces around the Green with trees placed around to offer shade in the summer months.

Figure 36 - Green Precedent outdoor meeting pod

Figure 37 - Green Precedent bench

Figure 38 - Green Precedent lounge chair

Figure 39 - Green Precedent picnic table

SuDS design

5.35 The design of the Green has been heavily influenced to perform its role as a multifunctional space and as a floodable landscape. Two large infiltration basins are sculpted into the eastern side of the Green with capacity to absorb water shed from all the adjoining development parcels the landscape offers a dynamic expression of sustainable urban drainage.

5.36 The entire area of the car park podium is covered with 150mm deep rain water harvesting system that allows water to be drawn up into the soil above through capillary action. Any excess water flows into the basins and infiltrates to the groundwater below. All paths will drain to adjacent soft landscape spaces with some land drains running along the edges to prevent saturation of the ground and convey the water to the basins.

Cycle Parking

5.37 As the Green is a prominent location at the heart of the Campus, the provision for 50 no. cycle parking spaces is provided in close proximity to Parcels A and D. This is primarily additional visitor parking that is over and above that provided in for individual buildings. A proportion of the cycle parking close to Parcel A forms part of the Parcel A cycle parking requirement given its accessible location close to the cafe.

Figure 40 - Green Visual 4 Basins 1 in 1 year event

Figure 41 - Green Visual 5 Basins 1 in 30 year event

Figure 42 - Green Visual 6 Basins 1 in 100 year event

Routes within the Green including Plaza / boardwalk

5.38 The Green is bisected by the key active travel routes which gently arc past the large grassed bowls. These are 4m width and surfaced in resin bonded gravel and incorporate dwell spaces off to the side. A short section of one of the routes includes a boardwalk crossing over a lower edge of two bowls. Street furniture in the proposed form of three linear benches (specification to be determined) to offer views across the spaces. A further informal meandering route passes along the western edge and connects the garden rooms. This is surfaced with self binding gravel to relate to the gravel gardens but maintain accessibility.

Figure 43 - Along Primary Route

Figure 44 - Green's Edge

The Green Planting

5.39 The planting strategy across the Green can be expressed by three simple themes:

- Green Edge Planting which frames the spaces;
- the Meadows which occupy the central areas and form the large basins; and
- the Garden Rooms.

5.40 Within the Edge and Meadows there are subtle shifts in the planting matrix responding to the underlying ground conditions. The east side of the Green with its function a floodable landscape will naturally be wetter for longer periods. Where the planting extends over the car park podium the soil will naturally be drier as ground water is not available. As noted in the SUDs strategy, rainwater harvesting is employed to improve moisture, however it is important that the planting is more tolerant of the prevailing conditions. Edge Planting establishes a multilayered structural frame, with perennial and shrubs to provide seasonal interest, fragrance, and habitat value with nesting opportunities and foraging potential. These areas have mid-level canopy provided by multistem trees and larger canopy trees where the routes pass through.

5.41 Meadow mixes moving west to east consist of majority grass species predominantly Fescues, Red and Sheeps, with Crested Dogstail small amounts of other chalk grass species make up the mix. The meadow mix introduces wildflower species to the central area including Kidney Vetch, Bulbous Buttercup, Wild Carrot, Yellow Rattle, Plantains, Common Sorrel, Fairy Flax, Birdsfoot Trefoil, Horseshoe Vetch, Cowslip, Hedge Bedstraw, Dropwort, Greater Knapweed, Lady's Bedstraw, Meadow Buttercup, Field Scabious, Yarrow, Bladder Campion, Musk Mallow, Oxeye Daisy, Common Knapweed and Salad Burnet. Moving further west the grass component of the mix is dropped allowing the flowers to create an open mosaic habitat.

5.42 The planting matrix here also includes central European and North American species suited to drier conditions. Here we have Saliva, Echillea, Echium with Primula, Euphobia and Fennel and introduced Echinacea and Rudbeckia to name a few of the species to extend the flowering period long into the summer. The mulch will be gravel to help manage the establishment. These areas are planted with shrubs and smaller multistem trees including Hazel, Cornus, Mahonia, Eleagnus, Spindle and Viburnum. The Garden rooms provide an opportunity to continue the theme of introduced specimens to add horticultural interest and sensory experience examples include Cercis, Strawberry Tree, Foxglove Tree and Pride of India along side larger specimens including Cedar altlantica and Wingnut trees. This diversity extends the native ecology and offers an engaging and climate change resilient landscape at the heart of the campus.

Green Spokes

5.43 Two Green Spokes are proposed to provide the 'Green Corridor' connections as required by the OPP Green Infrastructure Parameter Plan. The northern spoke connects the Green to the Recreation Ground and the southern spoke connects down to the southern component of the site.

Figure 45 – Spokes Fragment Plans

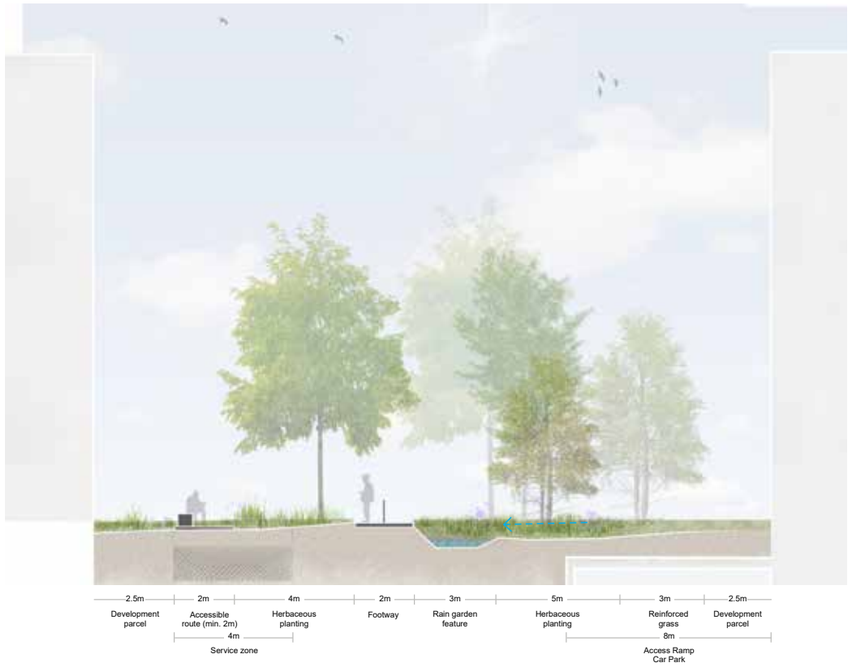


Figure 46 – North Spoke Cross Section

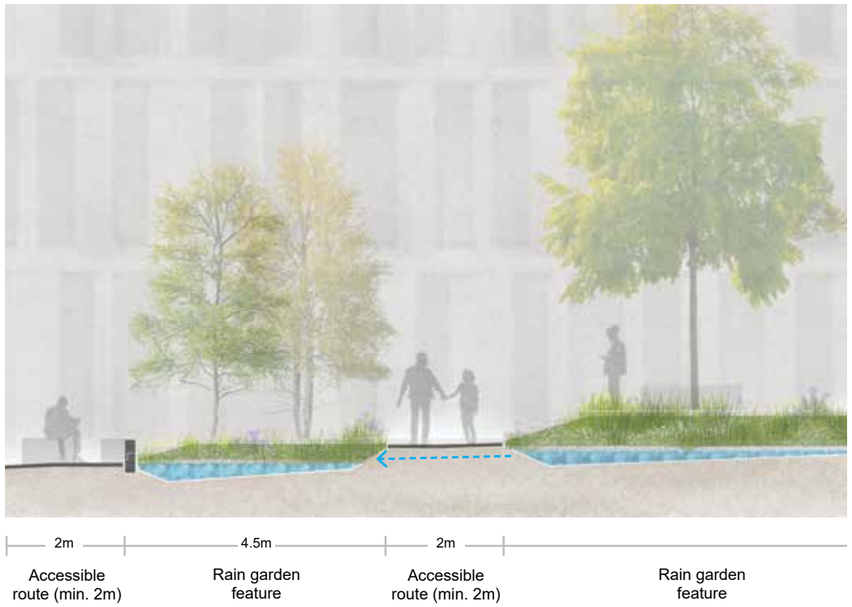


Figure 47 - North Spoke Long Section

Movement

5.44 Extending to the North and South of the Green, The Green Spokes provide active travel links to the North and South Bridge and connect with the Gateway Loop and Commerical Loop in the south. These spaces are designed to provide at least 20m between building facades and consist of a combination of sloped and stepped footway to the north section of Parcel A and shared cycle footways to the south section of Parcel A and alongside Parcel D. The stepped and sloped section is laid out to slopes of greater than 1:20 with regular landings and an alternative stepped route with central handrail to offer support to either side. These steps are formed with a wheel channel on one side to allow cycles to be pushed up or down this section. Legibility of the shared cycle footway sections has been planned to offer clear forward sightlines and wide visibility where the route changes direction to lead on to the Northern Bridge and when joining the Green. Located at regular intervals are informal seating areas with furniture laid out for social and small meetings with a table for outdoor working or picnicking.

Figures 48 and 49 - Spokes Visualisations of Route

5.45 To improve legibility of intersections between shared active travel and pedestrian only spaces, as occurs where the Spokes and Green Spine intersect with the Civic Plaza a definitive gap in the Resin Bonded surface is created. The material of the Civic Plaza will continue through this area and each end of the onward route will be demarked with clear in ground markers. These junctions are to be set out with supporting signage in the form of finger posts and the ground plane designed to enable sightlines to continuation of key routes. Accessible markers are to be embedded into the Civic Space to offer a tactile connector across the wider Civic Plaza.

Figure 50 - Car Park Entrance

Figure 51 - Stepped Route

SUDS

5.46 Sustainable drainage is provided along the Green Spokes by use of Rain Gardens which incorporates a flint filled swale along much of the length for infiltration. Planting between the path and the swale helps provide filtration of watershed. The larger dwell spaces are finished with permeable self binding CEDEC gravel which helps ensure the large trees planted within these areas get good moisture to the root zone.

Planting

5.47 Planting in addition to the Rain Garden typology is largely ornamental to sustain good year round colour, provide fragrance and fruiting bodies for seasonal interest. The perennial flowers have been selected to provide colour from early spring through to late summer and persistent seed heads for the autumn winter months. A selection of ornamental grasses complements the grasses in the Green Edge planting and the shrubs are clustered around the seating areas to add enclosure and improve the micro climate. Larger multistem specimens provide a mid-level canopy beneath large canopy trees located to define the route and mark key junctions. Trees include Alder, Cherry and Honey Locust.

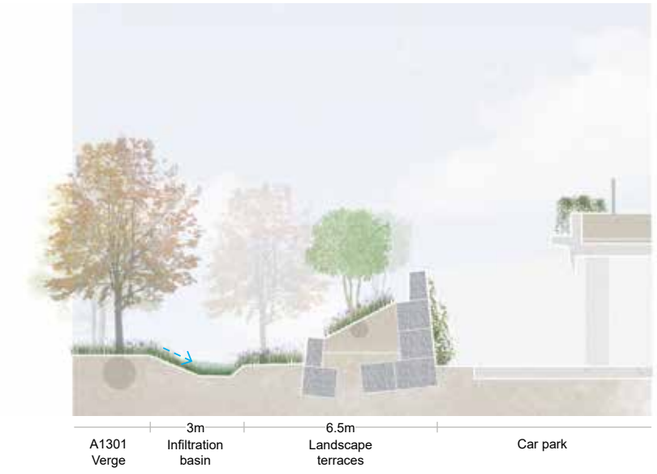
Informal Play trails

5.48 Informal play trails will be established using stepping logs and stones to create routes that meander off the main path and pass through the planted beds.

Landscape Terraces & A1301 wider landscape

5.49 The Landscape Terraces help provide a landscape setting to the development and reinforce the landscap led corridor of the A1301, relfecting and responding to the serpentine walling on the opposite side of the A1301.

Figure 52 – Landscape Terraces Fragment Plan



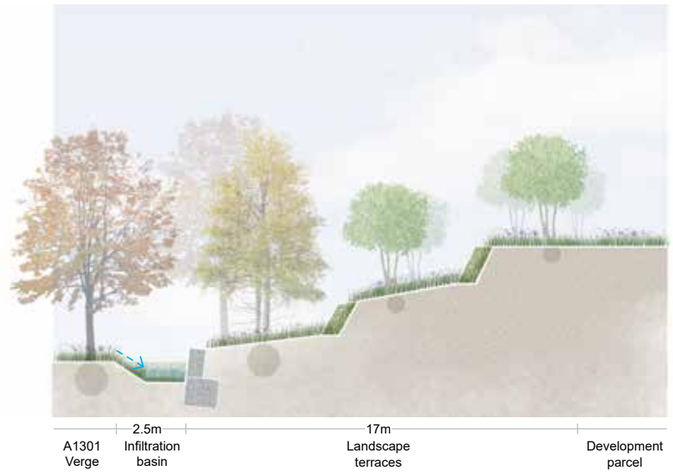


Figure 53 - 55 Landscape Terraces Sections

Topography

5.50 Conceived to respond to and complement the serpentine wall on the west of the A1301, the Landscape Terraces offer a sculpted topography that steps up to the Green at 41m AOD from the road level. These terraces are formed using a combination of Flint filled gabion baskets and reinforced earth banks. The expression of the Flint ris more focused on the central section and is more dominant beneath the bridges. This relates to the structural elements and gives way to reinforced earth banks that will be established in meadow grass in sections between . Openings in the terraces have been located centrally for the surface crossing with emergency exits to either side discretely incorporated into the serpentine form. The terraces, each around 1.2m in height have been carefully planned to ensure that large trees can be established on the lower terrace, with smaller tree and shrub species for the mid and upper terrace. These combine to offer a continuous canopy with filtered oblique views through to Parcel A, D and the Green.

5.51 Generally, the Landscape Terraces, whilst contributing to the Natural and Semi-Natural Open Space, will not be publicly accessible spaces.

SUDS

5.52 Two large infiltration basins are situated in the landscape to the south of the Gateway Loop junction, and a single large basin to the north of the Gateway Loop junction. The volumes provided absorb the capacity of the A1301 basins proposed to the edge of the road and are shaped to create natural bowls with a slightly deeper ditch to help maintain marginal species where the moisture will be more persistent.

Planting

5.53 Planting here follows the semi natural and natural landscape typology. Native trees and shrubs are located around the basins with a thicker depth of planting to the roadside and more open character to the east allowing future development Parcels to have views across the basins. Some Yew and holly are incorporated into the matric to provide evergreen screening in parts and berries for foraging birds. Sugar Maple a non-native is used in a few locations to relate to the landscape terraces and provide moments of intensive autumn colour. Wildflower meadows using chalk tolerant species will be established across the area with increased wet grassland species in the lower levels of the basin.

Relationship to bridge design and undercroft car park

5.54 The serpentine form of the walls and terraces that define the edges and topography of the A1301 Corridor interconnect with the Bridge Supports and open up to provide sheltered growing conditions within the car park. The planting typologies for each area share common native species in the upper canopy tree, mid level shrub and understorey grassland and wild flower matrix flowing between. This establishes a continuity and important ecological connectivity. Where planting is supported over structure such as the bridge decks and access to ground water is replaced by passive or mechanical irrigation the planting takes on a more Mediterranean, Steppe or North American prairie typology to reduce water demand. This provides more drought tolerant species non native planting in association with native dry chalkland plants.

Figures 56-58 – Visualisations of Landscape Terraces (planting shown at full maturity)

The Valley

Topography

5.55 The western section of the Valley (west of the Green Spine) lying to the south of the hedgerow that bounds the playing fields has been designed as multifunctional landscape corridor, functioning as a linear ecology and drainage zone. With a slight fall from west to east the land has been carved out to establish infiltration basins along the north side of parcel E, F and G. Access to the playing fields is provided between the basins allowing the shared pedestrian and cycle route to continue from the northern spoke. To aid wayfinding, a landscape marker is proposed at the northern end of this route is which will also function as a form of play pavilion, designed to engage with views up the Valley to the west and over the hedgerow and fields to the north. The proposed marker is suggested to comprise stacked frames and elevated platforms to allow the wider views and create an informal stage. As noted previously, this will contribute to the first LEAP provision (combined with the Garden Room play features to deliver the equivalent play value).

SUDS

5.56 The infiltration basins form an important part of the site wide drainage strategy, lying at the lowest part of the site they pick up the residual parcel and street drainage requirements. They have been shaped to establish a series of elongated cruved basins, natural in appearance and with variable slopes. A deeper central ditch will provide more consistent moisture for marginal grass land species.

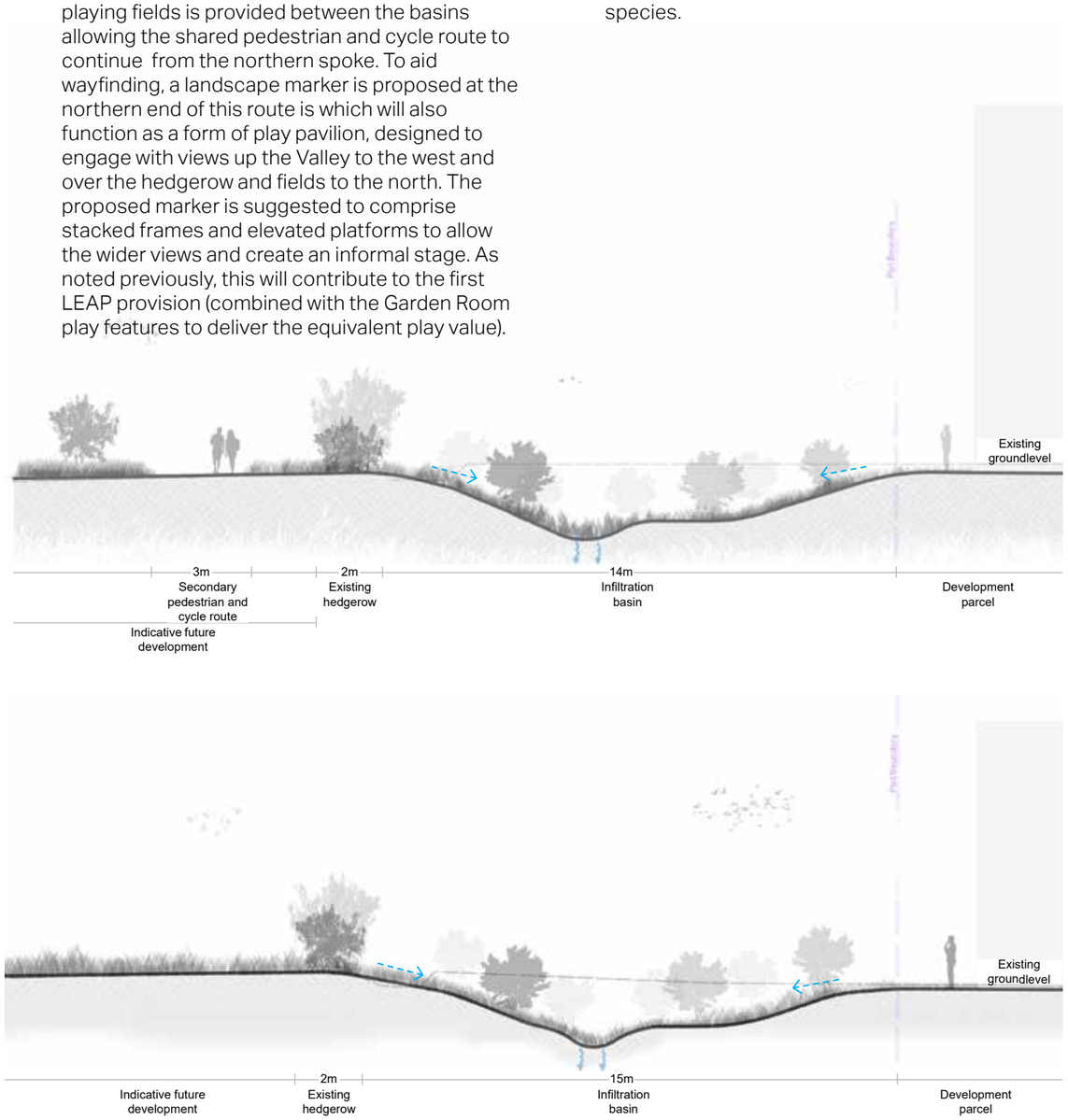


Figure 59 and 60 – Valley Sections

Planting

5.57 The existing hedgerow is retained largely intact, with the opening to the field the only area reduced. Native trees are planted sporadically along the side of the hedge and scrub areas formed to compliment the native hedgerow species. These extend the foraging habitat of the hedge and are located around the upper side of the embankments. The area will be established with chalk grassland meadow species and managed with a seasonal cut to remove vegetation and keep nutrients low. This maintains function as a SUDs basin and helps improve species diversity where grass might dominate otherwise. Rock stacks and log piles are also located along the valley to help encourage reptiles and provide shelter for small mammals and invertebrates.

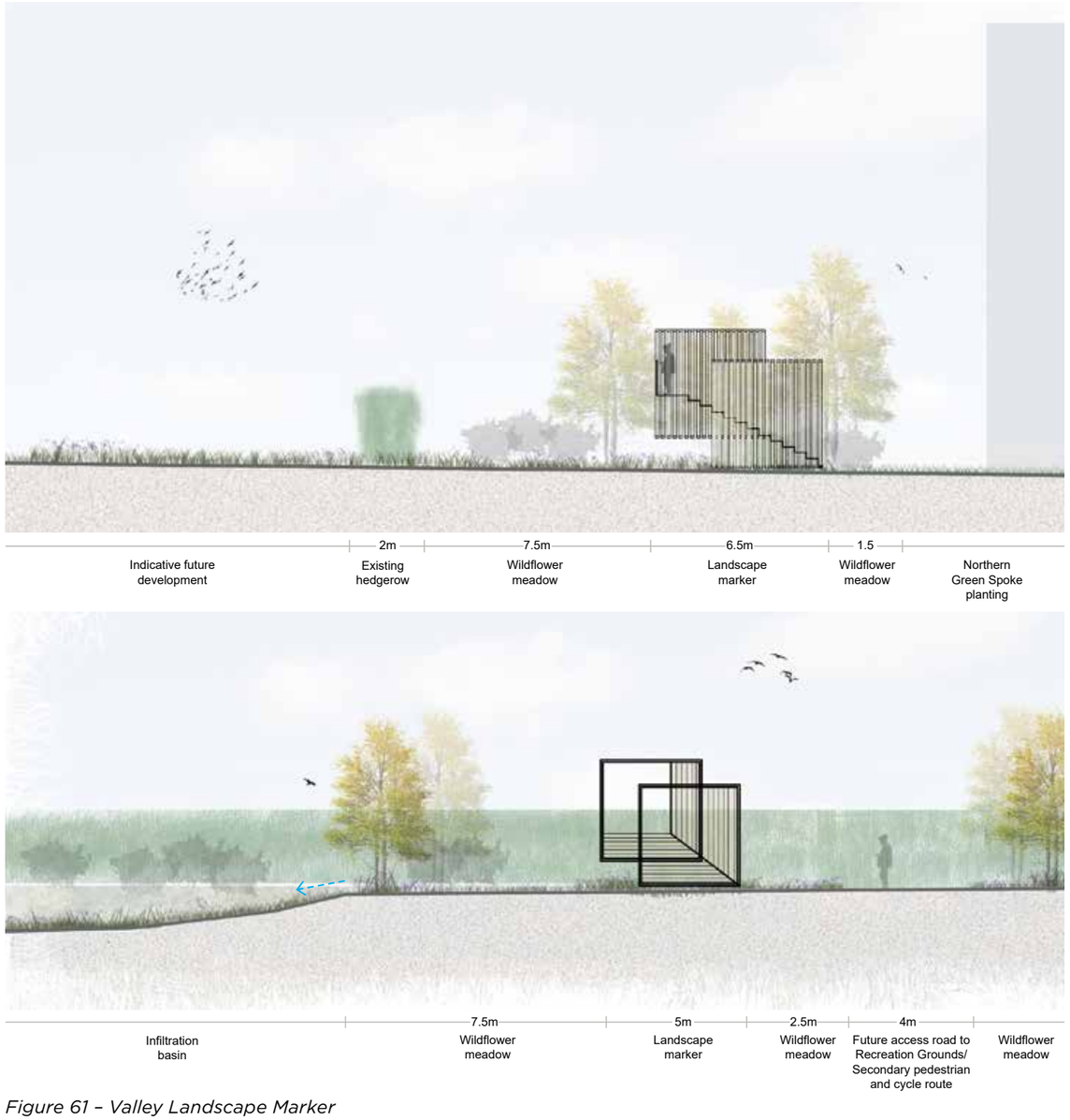


Figure 61 – Valley Landscape Marker

Drainage Design

5.58 A Foul Water and Surface Water Drainage Strategy prepared by Stantec is enclosed with the RMA submission. This sets out that:

5.59 As per the principles established in the approved Site Wide Foul and Surface Water Drainage Strategy, all surface water is to be attenuated and infiltrated on-site, and no on-site surface water runoff is to be discharged into an existing watercourse. All surface water runoff generated by the development is to be routed via a network of pipes or swales and conveyed to the infiltration basins.

5.60 It is proposed that foul water flows arising from the development will be collected through the strategic foul water network and conveyed to the proposed permanent foul water pumping station to be located to the east of the A1301 opposite the junction with North End Road.

Figure 62 - Multi spots light columns (4m) for amenity lighting to Plaza

Figure 63 - Multi spots light columns (4m) for amenity lighting to Green Spokes

Lighting Design

5.61 The exterior lighting design for the public realm within the Wellcome Genome Campus Phase 1 – Infrastructure has been developed in accordance with the guidelines outlined in the Sitewide Lighting Strategy document by Buro Happold (Wellcome Genome Campus - Tier 1 Site-wide strategies: Condition 24: Site-wide Lighting Strategy, November 2021) and in compliance with the lighting best practices and industry standards.

5.62 The exterior lighting is designed to be sympathetic to the surrounding context and is proposed to create a welcoming and pleasant environment for the end users, whilst prioritising perception of safety and security after dark. The overall lit appearance will reflect the aspiration towards a high-quality contemporary development. It is important to note that the lighting context for the Expansion land has now evolved as the A1301 is now subject to street lighting to meet CCC standards. The lighting proposals for the Campus, including of the undercroft car park are considered in this context.

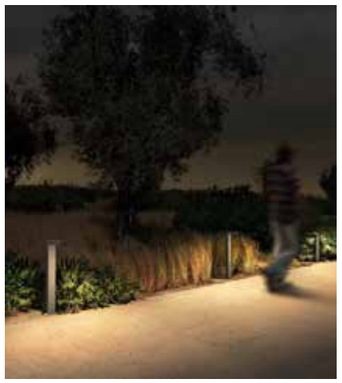


Figure 64 - Bollard lighting to illuminate cycle/ pedestrian pathways though The Green

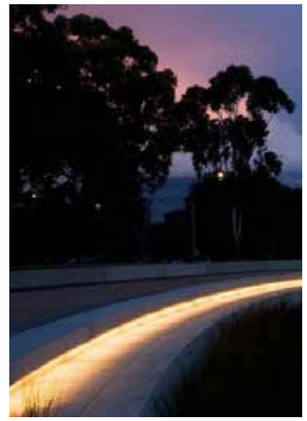
Figure 65 - Moonlit effect from tree mounted spotlight for playful shadows to dwelling areas

5.63 The lighting design strategy reflects a tiered approach based on the hierarchy of cycle/ pedestrian routes and footways, employing functional, accent, and feature illumination of selected hard and soft landscaping elements.

5.64 In addition to providing a comfortable and safe public realm after dusk, environmental considerations contribute to ensure that the lighting solution is energy efficient and has no adverse impact on residents and ecosystems. The use of efficient luminaires with precise optical control and warm colour temperature near sensitive areas is proposed. Lighting controls will manage system operation, limiting post-curfew light spill and reducing energy and maintenance costs.

5.65 The exterior lighting design, in line with high-quality public realm standards, is proposed to support the landscape architect's vision through carefully selected lighting equipment, ensuring superior performance and contributing to a vibrant nighttime experience for all.

Figure 69 - Integrated lighting to boardwalk balustrade



Figures 66 and 67 - Under-bench lighting

Figure 68 - Integrated lighting to car park opening balustrade

Figure 70 - Accent lighting to low level planting within Garden Rooms

Figure 71 - Gobo projections to Garden Rooms pathways (nodes)

Furniture

5.66 Street furniture will be categorised by the space it is within. There will be a consistent palette across the development. An indication of the likely specification (or similar to be approved) is shown below.

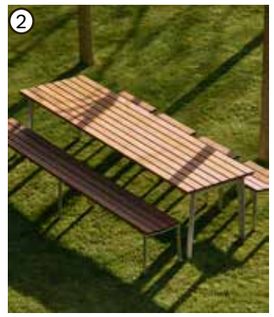
Furniture Group 1 The Green

5.67 Seating along the Primary Cycle and Pedestrian Route and the Plaza will have a timber finish. It will contain benches with arm and back rests, and small picnic sets - NeoRomantico Liviano range by Urbidermis Santa & Cole (1). Additionally, it will include larger picnic tables and benches with accessible arrangement - Harpo by Urbidermis Santa & Cole (2).

5.68 Recycling and rubbish bin finished in timber are located on the internal nodes of the Green and Green Spokes close to dwell spaces - Quinbin by Mmcite (3).

5.69 Sheffield cycle stands in stainless steel to be located at the convergence of key routes and the Civic spaces (4).

5.70 Meeting pods are located along the leisure route that can accommodate 8 people, have a timber finish and are inclusive - Genysis, design TBC (5).



Furniture Group 2 Green Spokes

5.71 Stone-look, organic shaped table and seating sets in concrete or light weight material such as high-density polyethylene in line with other organic shapes in landscape. Supplier Atelier Vierkant or Concrete Rudolph - design TBC (6).

5.72 Recycling and rubbish bin finished in timber are located on the internal nodes of the Green and Green Spokes close to dwell spaces - Quinbin by Mmcite (7).

5.73 Bench on precast stone base with back and armrests on several landings of accessible routing (8)

Furniture Group 3 Street Network

5.74 At regular intervals (at least every 50m as a resting point) along the Gateway and Commercial Loop there wil lbe benches on precast stone base with back and armrest - Moon by Urbidermis Santa and Cole (11), and bins and sheffield stands - similar products as mentioned above (9 and 10)

5.75 The busstop is a glazed shelter to be provided with fittings to allow for real time info screens and rest benches (12).

Signage

5.76 A site wide wayfinding and signage strategy will be developed. This will inform the final selection of components within the Phase 1 Infrastructure. This is likely to include:

5.77 3 no Miniliths to be located on each Spoke and Priority Crossing to the Green Spine on the junction with Gateway Loop (13).

5.78 5 no. Finger Sign Posts would be located at internal nodes at the edge of the Green (14).

5.79 1 no. Welcome sign for leisure and health facilities Parcel A

5.80 Additional interpretive signage will be developed as part of a site wide signage and wayfinding strategy

Management and Maintenance

5.81 A comprehensive Site Wide landscape ecological management plan (LEMP) has been prepared for the Strategic Landscape (600-CTF-00-XX-RP-L-00002) and a sub-area LEMP for Phase 1 (600-CTF-01-XX-RP-L-00002) for the current Reserved Matters Application. These documents set out the ecological and landscape objectives for each area and describe the management activities to be undertaken throughout the year and periodically to achieve the Biodiversity Net Gain targets. The overall aspiration is to establish a naturalistic landscape throughout the new campus and emerging neighbourhoods.

Anticipated planning conditions relating to landscaping

5.82 This RMA provides details on appearance, landscape, layout and scale for the majority of the Phase 1 infrastructure features and detailed design components. There are a small number of elements where the detailed design is contingent on determining an agreed technical specification and for these it is anticipated that further details will be conditioned:

- Cascade & formal pond details
- Play / LEAP specification
- Any additional lighting to the Garden Rooms and surface treatment

Car Park

Design Guide Context and Principles

5.83 The principle for the car park below the western edge of the Green is established in the Strategic Design Guide.

5.84 Its location is indicated on the Framework Plan and further Requirements and Guidance are contained in sections 5.5.7 The Green and 5.6.24 Car Parking. Requirements and Guidance include:

The Green

- The level of the Green must accommodate an undercroft parking area (the extent as shown on the Framework Plan). The parking should be accessible from the primary street and should also include provision for cycle parking
- A pedestrian connection must be provided from the car park to the A1301 and up onto the Green.
- The car park should also include openings in the car park roof that allow trees to be planted at ground level within the car park and provide natural ventilation of the car park

Car Parking

5.85 At least 30% of the employment car parking spaces should be provided with active EV charging and 30% with passive EV charging

5.86 Development Principle 6.1a: A car parking facility for conferencing facilities and the mixed uses that surround the Green should be located to provide good access to these facilities. Following the provision of the new car park, Car Park D should be reconsidered as part of a wider improvement to the existing Campus.

5.87 Reference has been made to this information from the Strategic Design Guide in developing the emerging designs for the undercroft car park.

Purpose and Amount

5.88 The Illustrative Masterplan prepared as part of the Outline Planning Permission (OPP) envisaged approximately seven multi-storey car parking buildings on the Expansion Land but also sought a flexible and agile approach to car parking, such that it could evolve over time while still supporting the proposed uses. The Campus Expansion provides a unique opportunity to pursue an adaptable approach to parking such that an appropriate level of parking can be provided in early phases, and the success of other sustainable movement measures can be monitored (e.g. car club use, modal share to buses, cycling and walking) and any future parking provision can then respond to emerging trends and future demands.

5.89 The undercroft car park seeks to provide a central parking area that relates well to the first buildings that will come forward on the Expansion Land and which are likely to include leisure, amenity and retail facilities. It is well-positioned at the gateway to the Campus and near the existing campus and its associated facilities including the Conference Centre. It is anticipated that this will provide the main parking provision for the mixed-use facilities around the Green. It could also support parking for the first R&T uses for the existing Conference Centre, the proposed Recreation Ground, and potentially some of the early residential uses.

5.90 The provision of the undercroft car park satisfies several purposes (detailed further in the Site Wide Parking Strategy submitted under Condition 64 in parallel with this RMA):

1. It has a strong relationship with the first parcels to be developed on the expansion land (especially Parcels A and D) and supports the different uses that these parcels will incorporate.

2. During the first phases it means that some car parking is provided close to these early buildings without occupants needing to access one of the proposed multi-storey car parking buildings. a monitor and manage approach is being pursued for the provision of parking and the permanent MSCPs will only be provided when the long-term demand is clear and well understood, to avoid overprovision. This is an important aspect of the inclusive access strategy since the multi-storey car parking buildings can only be constructed in some of the parcels located on the Commercial Loop and quite distant from the first phases which surround the central Green. During the initial phased implementation of the wider development, the multi-storey car parking buildings would have to be accessed through a construction site as the parcels between the centre and the eastern edge are developed and this would not support inclusive access if these buildings provided the only car parking options available on the Expansion Land. Subject to monitoring, it may be that not all these multi-storey car parking buildings need to be constructed and so the undercroft car park may also help minimise the level of car parking that eventually needs to be required in future multi-storey car parking buildings.

5.91 It provides car parking spaces that can be used to support leisure activities and events on the Green and on the Recreation Ground to the north of Parcels E, F and G.

5.92 The number of parking spaces that can be provided in the undercroft car park has been tested through feasibility studies and the design proposals presented here include a total of 289 spaces.

5.93 A Site Wide Parking Strategy has been developed in parallel with the Phase 1 Infrastructure RMA and will provide further rationale for the number and type of spaces provided.

Design Proposals

Design and Layout

5.94 The proposed undercroft car park is located below the western edge of the Green and spans between Parcel A to the north and Parcel D to the south. The western edge of the car park sits behind the proposed landscape terraces and these screen views into the car park from the A1301.

5.95 The arrangement and location of the car park forms part of the wider approach to the landscape design and levels in the central part of the masterplan and relates to both the Green and the Bridge landing points. Referencing a traditional landscape 'ha-ha', The Green will be elevated above the level of the A1301. The level change, created with a series of shaped landscape terraces facing the A1301, provides a seamless visual connection between the old and new parts of the Campus. The raising of the Green also presents the opportunity to accommodate a single level of car parking beneath part of this area. The new level of the Green ties into the bridge landing points effectively establishing a podium level to allow seamless connections into the movement network on the expansion land from the bridges. The raising of the front edge of the Green also allows the eastern half of the Green to be sculpted to create a varied and interesting landscape design with integrated sustainable drainage features.

5.96 Openings in the roof of the car park provide visual connections from the car park up to the Green while also forming part of the ventilation strategy. Planting is introduced at car park level with some trees growing up through the openings in the car park roof.

5.97 Following initial design studies, the layout accommodates 289 car parking spaces. Of these 30% are designated for active charging for electric vehicles while a further 30% of spaces have a passive provision for charging which could be installed in the future if required in accordance with the Design Guide.

Figure 72 – Car Park and Landscaping above

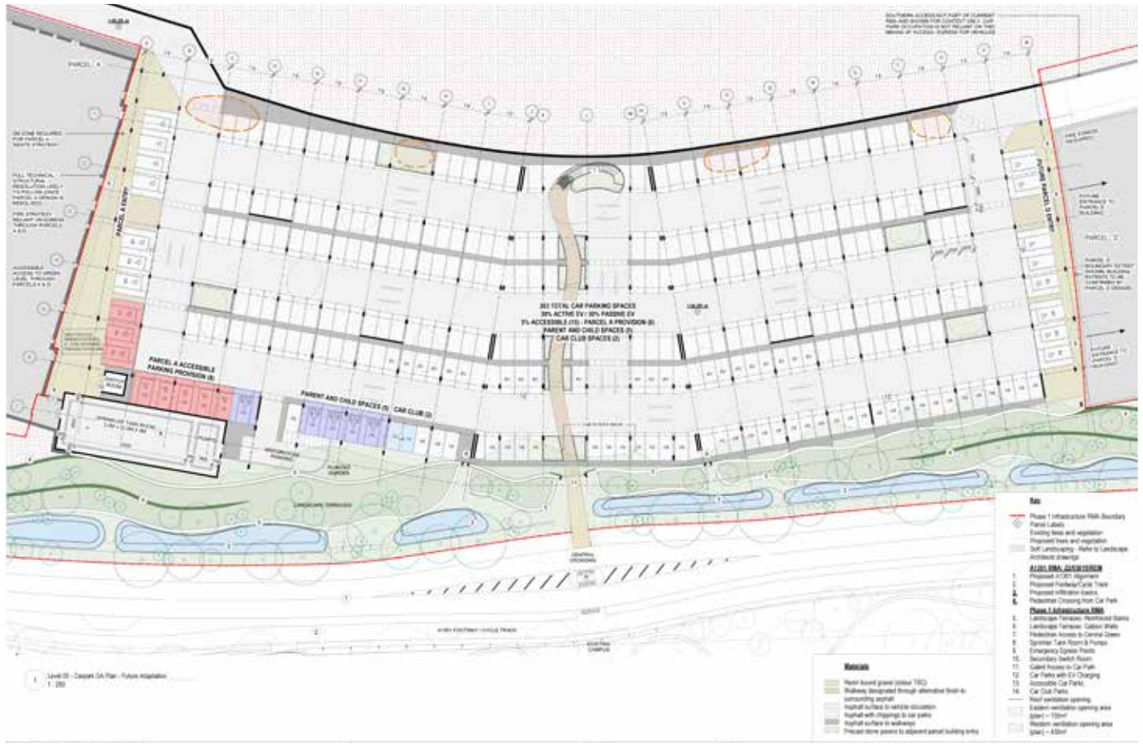


Figure 73 – Potential future adaptations to the car park

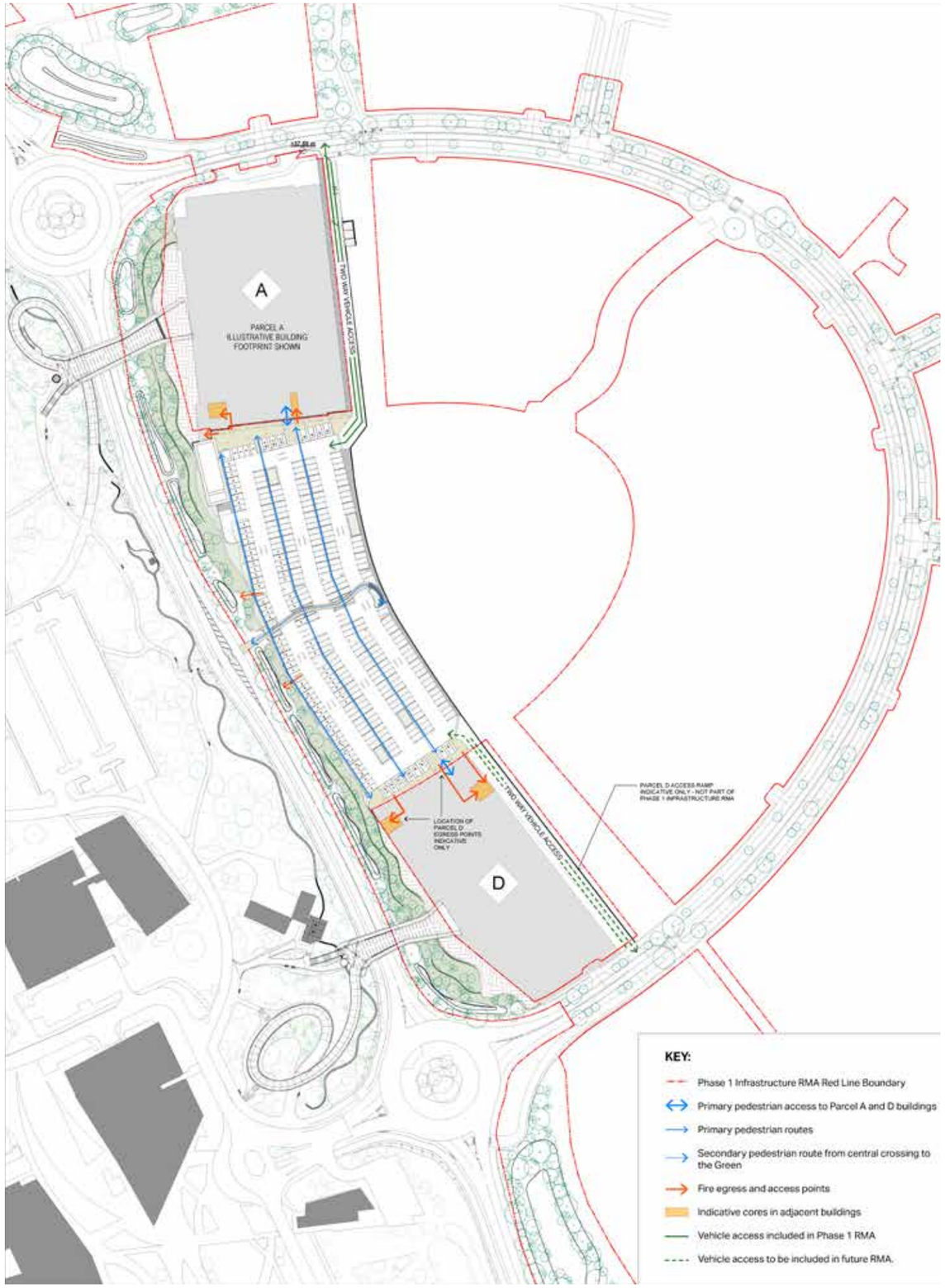


Figure 74 – Car Park Movement and Access

5.98 5% of spaces provided are designated for accessible/blue badge parking. It is anticipated that some of these spaces may be designated for dedicated use by occupants of the residential accommodation to be provided in Parcel A. The assignment of spaces in this way will be subject to the phasing and implementation strategy set out in the Site Wide Car Parking Strategy. This will be monitored over time and, if required, standard car parking bays can be converted to accommodate additional accessible/blue badge spaces. A similar approach for parent and child spaces has also been taken and these can be created in the future if these are needed. Potential future adaptations to the car park are indicated in Figure 73.

5.99 Two spaces in the undercroft car park have been designated for car club use. This will form part of the site wide provision required by the OPP but might also be subject to change as set out in the phasing and implementation strategy described in the Site Wide Parking Strategy.

5.100 No dedicated allocation for car share spaces with the undercroft car park has been made at this stage but this can be adapted in the future as the first commercial buildings are developed on the site. These buildings will drive the need for this type of car parking provision especially where this is related to their sustainability accreditation (e.g. BREEAM). As before, this will also be guided by the phasing and implementation strategy described in the Site Wide Car Parking Strategy.

5.101 Parking for motorcycles is also provided.

5.102 Pedestrian connections are provided adjacent to the approved uncontrolled crossing over the A1301 on the western side of the car park and via a stair connection up to the Green on the eastern side. Direct connections into the Parcel A and D buildings are also expected and these will be coordinated with the emerging designs for these parcels as they become available. Figure 74 illustrates movement and access within the car park.

Figure 75 – Car park entrance from A1301

Appearance and Materials

5.103 A consistent palette of materials has been applied to the design of the proposed undercroft car park. Either pre-finished or self-finished materials are used to increase durability, reduce active maintenance requirements, and be sympathetic to the context. The proposed palette will continue to set a precedent for the development of the wider Expansion Land and has been selected in this context.

5.104 The primary structure for the undercroft car park is reinforced concrete. Up to 60% cement replacement is proposed to reduce the embodied carbon impact of this material. The concrete will be left exposed and have a transparent dust sealant finish applied.

5.105 An asphalt finish is proposed for the ground level surface of the car park. Two finishes are proposed to distinguish the vehicle routes from the car parking spaces themselves with white-lining to define their extents and for any symbols needed (e.g. to indicate accessible/blue badge car parking spaces).

5.106 Resin bound gravel is proposed for pedestrian walkways typically. This matches the finishes proposed for pedestrian routes elsewhere in this RMA and in the approved full planning application for the two bridges.

5.107 Small format paving slabs are proposed for the two entrance areas to the Parcel A and D buildings. Again, these match the specification proposed for other external landscape areas as part of this RMA.

5.108 The primary structure to the stairs leading from the undercroft car park to the Green above will be metal. Other materials and finishes to the stairs will complement the stairs proposed in the full planning application for the two bridges across the A1301 [ref 23/004821/FUL)]. Stair treads are likely to be formed from resin bound gravel set in metal trays with nosing detail in contrasting colour. Risers to stairs are likely to be perforated metal mesh to maintain a degree of visual transparency while ensuring the risers are closed. The balustrade and guarding will also be constructed from metal. The handrail is likely to be a circular stainless-steel tube. An alternative material/coating to stainless steel could be explored further to better accommodate all users but this would also be subject to durability considerations.

5.109 Gates and other architectural metalwork elements (e.g. the balustrades and guarding to the openings to the car park roof) will also be metal. Solid timber posts are proposed to frame the pedestrian entrance to the car park from the A1301.

Figure 76 - Resin bound gravel surface

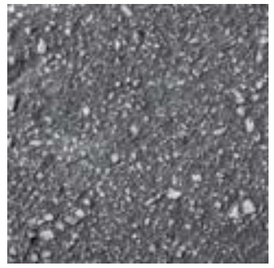


Figure 77 - Asphalt surface

Figure 78 - Metal components (finish indicative)

Figure 79 - Concrete surface

Wayfinding and Signage

5.110 A wayfinding strategy will be developed for the Campus. This could include developing a colour palette for the undercroft car park using colours to differentiate parking zone and parking types.

Figure 80 - Indicative Wayfinding and Signage

Ventilation

5.111 A mixed mode ventilation strategy is proposed for the undercroft car park.

5.112 The large openings along the western edge of the car park and within the roof will provide natural ventilation to the car park. These have been sized to meet the requirements of the Building Regulations but because of the way the Building Regulations define the requirements for natural ventilation to a car park – i.e. with openings located on opposite vertical elevations, which is not possible with the car park located below the Green – mechanical extract fans are also included in the design. These fans are linked to carbon monoxide sensors mounted to the soffit of the car park to provide the required number of air changes when needed to supplement the natural ventilation provision. The extract fans also provide smoke clearance in the event of a fire.

Figure 81 - Car park sections

Lighting

5.113 The proposed openings in the roof of the undercroft car park help to bring pockets of daylight into the space and connect users to the landscape above and beside the car park.

5.114 Two tiers of artificial lighting are provided: functional, to provide a good level of lighting to the car park generally, and architectural to aid wayfinding and reinforce some of the design features.

5.115 The detail to the edge of the undercroft car park roof and its relationship to the inner wall of the landscape terraces has been developed to conceal the internal car park lighting sources as much as possible when viewed from the A1301. As with the lighting design for the proposed bridges, the new street lighting to the A1301 itself will have a much greater visual impact than the lighting proposed within the undercroft car park. A lighting statement has been prepared to demonstrate the likely light spill from the internal car park lighting. As the lighting is internal, specific details are not provided for approval.

Figures 82 and 83 – Night time views

Access

5.116 Vehicular access to the undercroft car park is provided via two access routes – one to the north adjacent to Parcel A and one to the south within the parcel boundary of Parcel D. For the purposes of this RMA, only the northern vehicle access route is included. The southern vehicle access route will form part of the proposals for Parcel D as these come forward. The provision of two access routes into the undercroft car park has been tested from a capacity perspective, and further detail on transport matters can be found in the submitted Supporting Technical Transport Technical Note.

5.117 The northern vehicle access route has been designed to form part of the Northern Spoke landscape. It slopes down from the Gateway Loop and is then covered and concealed by this landscape once clear heights and levels allow.

5.118 Vehicle tracking has been undertaken to ensure that the vehicle access routes – as well as the vehicle aisles within the car park itself – can accommodate the movement of vehicles.

5.119 The size of vehicles than can access the undercroft car park is limited by the clear internal height of 3.1m.

5.120 Standard car parking spaces have been designed at 2.5m wide by 5.0m deep. The structural column grid has been set out so that columns do not protrude into the car parking bays.

5.121 Pedestrian access to the undercroft car park will be principally via the Parcel A and D buildings. Cores within these buildings will provide fully accessible routes for users of the car park to connect to the Green, the upper levels of the Parcel A and D buildings, the bridges, and the wider movement network.

5.122 Separate pedestrian walkways have been provided between the car parking bays to allow users to circulate easily through the car park and minimise conflict with vehicles. Accessible car parking spaces are located the northern and southern ends of the car park so that they connect directly to the entrances of the adjacent buildings without users needing to cross the vehicle aisles.

5.123 On the same level as the car park, a pedestrian connection to the uncontrolled crossing over the A1301 is also provided on the western side of the car park. On the eastern side, a stair leads up through one of the openings in the roof of the car park to provide a secondary connection to the Green. These two access points are connected by a walkway that crosses through the centre of the car park.

5.124 Two further pedestrian egress routes are provided through the landscape terraces on the western side of the car park to allow for escape in the event of an emergency and to provide access to the car park for the fire brigade.

Security

5.125 A separate Car Park Management Strategy has been submitted as part of the Site Wide Parking Strategy. Vehicle barriers or gates are not included as part of the design of the vehicle access ramps and ANPR will instead be used to monitor and control the use of the undercroft car park. The specific operation of the undercroft car park and the provision of any CCTV or other security systems will be detailed as part of the operation and management arrangements.

5.126 Gates are proposed at the pedestrian entrance to the undercroft car park opposite the uncontrolled crossing over the A1301. These gates will allow the car park to be secured if required with access for pedestrians still possible through the Parcel A and D buildings and up to the Green via the staircase on the eastern side.

Landscape Design

5.127 The soft landscaping proposed within the undercroft car park falls into two categories:

1. Underplanting to gardens incorporated into the layout of the car park and along the back wall of the landscape terraces:

    - Conditions: dry, partial shade, full shade
    - Landscape characteristics: Groups of perennial planting as a structural base with gravel and rocks
    - These pockets of planting have been laid out to support the natural ventilation strategy and are aligned to ensure adequate levels of light and natural rainfall will nourish the soil. The planting will consist of evergreen climbers to the gabion wall that faces into the car park, with Ivy and climbing Hydrangea used predominantly. Shade tolerant ferns, evergreen and perennial ground cover will be established in the planting beds. Shrubs will include Sarcococca, Mahonia, Choiysa, Viburnum tinus, Hellebore and Skimmia. All planting areas will be dug out and prepared with minimum 300mm of site won topsoil and 400mm min sub soil. The beds will be ripped on their base to ensure good drainage.

2. Specimen trees within openings to the Green above and along the back wall of the landscape terraces:

    - Conditions: dry, partial shade, full shade
    - Landscape characteristics: ideally selected from the 'Dry Garden' tree selection; trees with long trunks pruned frequently to maintain an open branch structure
    - Larger oculus have been formed to enable trees to grow up through the car park, bringing light in and making a connection to the gardens above. The species is a form of Zelkova 'Green Vase' that has upward spreading branches to reach through the aperture and spread out over the opening. As a deciduous species light in the winter months will still penetrate the car park and strong autumnal colour will be displayed. The root zone for these trees is approximately 25m3 established with a 400mm topsoil zone over 6-700mm prepared subsoil. The base will be ripped to ensure free draining base.

Figures 84-86 - Car Park Interior showing indicative planting

Drainage and Utilities

5.128 The roof build-up to the car park includes a Permavoid drainage layer across the full extent. This system captures water and attenuates its flow before discharging into the infiltration basins that are integrated into the design of the Green. The Permavoid system also helps to retain some water to provide passive irrigation for the soft landscaping above.

5.129 The podium includes openings to let in natural light and allow for ventilation, which means that rainwater falls onto the car park surface through these openings. Rainwater is also brought inside the car park by vehicles. Drainage within the car park itself will be provided via a network of gullies and channel drains. Surface water will be collected via this network before passing through a bypass separator and then being pumped up and into the Permavoid drainage layer within the roof build-up.

5.130 A foul network is required to collect the runoff from the fire sprinkler tank located in the car park. The network discharges to the sitewide foul network at ground level and will be pumped to reach the connection level.

5.131 The following utilities are required to serve the car park:

- Electricity, to serve lighting, electric vehicle charging and foul water pump.
- Communications cables, to serve CCTV and any access control.
- Potable water, to provide water to the sprinkler tank.

5.132 The connection point to the sitewide networks will be established northeast of the car park. There is a substation proposed along the entrance ramp, HV and communications supply to this will be established from the sitewide network.

5.133 There will be a direct supply established from the sitewide potable water network directly to the sprinkler tank in the northwest corner of the car park.

Sustainability Summary

5.134 A Car Park Sustainability Statement is enclosed with the RMA submission and explains how the proposals accord with the applicable sustainability principles within the Design Guide. The car park includes provision for electrical vehicle charging. The proposed design of the car park and technology to be used will ensure construction waste and materials, and operational energy use, is minimised.

Inclusive Access

Movement Network and Landscape Components

5.135 The landscape and streetscape have been conceived to offer a fully accessible environment, with clear routes established for visual impaired, suitable gradients for wheelchair access to all areas including the grassed bowls of the main Green and throughout the Garden Rooms, regular seating along the movement network, with space for wheelchair access to meeting pods and external seating clusters. Consideration of neural divergence has informed the design of ground plane, with all active travel routes offering dwell space and high levels of biophilia throughout. Sensory experience of the landscape is enabled though scent, sound and touch to engage all users with the gardens and landscape that connects the campus. The play strategy continues this commitment to complete the accessible environment.

Car Park

5.136 The proposed undercroft car park is located below the western edge of the Green and spans between Parcel A to the north and Parcel D to the south. The western edge of the car park sits behind the proposed landscape terraces and these screen views into the car park from the A1301.

5.137 The arrangement and location of the car park forms part of the wider approach to the landscape design and levels in the central part of the masterplan and relates to both the level of the Green and the Bridge landing points. Referencing a traditional landscape 'ha-ha', The Green will be elevated above the level of the A1301. The level change, created with a series of shaped landscape terraces facing the A1301, provides a seamless visual connection between the old and new parts of the Campus. The raising of the Green also presents the opportunity to accommodate a single level of car parking beneath part of this landscape area. The new level of the Green ties into the bridge landing points effectively establishing a podium level to allow seamless connections into the movement network on the expansion land from the bridges.

5.138 Following initial design studies, the proposed layout now accommodates 289 car parking spaces. Of these, 5% of spaces designated for accessible/blue badge parking.

5.139 It is anticipated that some of these spaces may be designated for dedicated use by occupants of the residential accommodation to be provided in Parcel A. The assignment of spaces in this way will be subject to the phasing and implementation strategy set out in the Site Wide Car Parking Strategy. This will be monitored over time and, if required, standard car parking bays can be converted to accommodate additional accessible/blue badge spaces. Potential future adaptations to the car park are indicated in Figure 73.

5.140 The wheelchair accessible spaces are located at the northern and southern ends of the car park so that they connect directly to the entrances of the adjacent buildings without users needing to cross the vehicle aisles.

5.141 The entrances from the car park to the Parcel A and D buildings – as well as these buildings' internal cores – will act as the accessible routes for users of the car park to connect to the Green above, the upper levels of the Parcel A and D buildings, the bridges, and the wider movement network.

5.142 Cycle parking spaces are not provided within the car park. These will instead be provided within the adjacent buildings in locations to encourage their ease of use and provide good access into the wider movement network defined by the Strategic Design Guide.

5.143 On the same level as the car park, a pedestrian connection to the uncontrolled crossing over the A1301 is also provided on the western side of the car park.

5.144 A diagram showing the main access routes and connections to and from the car park is provided in Figure 74.

Sustainability

Sustainable drainage design

5.145 The extensive green infrastructure is underpinned with a comprehensive blue infrastructure strategy. This ensures that the water shed of the proposed first phase is harnessed through the landscape. All trees are supported with positive drainage to sustain their growth, with a combination of swales, rain gardens and larger infiltration basins capturing and filtering the water before it soaks into the ground to replenish the aquafer below. The design of the landscape clearly expresses this function and celebrates the movement of water, temporary inundation and associated marginal species that combine to enhance the ecology of the site. Use of permeable paving is limited to small unit paving areas where access to soft landscape is not feasible. This helps to reduce below ground complexity and embodied carbon.

5.146 Design of the semi natural infiltration basins has been developed with Stantec to create more organic forms and intermediate steps and lower rivulets to help encourage greater diversity in the wild flower meadows and grass sward, with some area specifically lower to help retain moist growing conditions through out the year. The sloped sides generally exceed 1:4 in line with CIRIA guidance to reduce risk associated with occasional water bodies and improve amenity. The central Green basins follow these design criteria and introduce a stepped terrace and accessible mown grass paths set in to the slope to extend access to all users to the grassland bowls when in a drier state.

5.147 Where feature in the landscape have water demands like the formal pond at the apex of the Green and above the car park podium, rain water harvesting has been incorporated into the drainage network. We envisage retaining around 2 months or 100m3 of water to sustain the pond through drier summers which roughly equates to the expected evaporation. The east side of the Green where the Garden Rooms are located is sustained with a 150mm think attenuating layer that capture rain water directly below the soil, this water is held in the void and drawn up into the soil above via capillary action, sustaining the root zone from below. The advantage of this system is reduced evaporation from the soil and the harvesting of rain water helps to manage storm events on the site, by reducing flow in to the infiltration basins.

Embodied carbon/LCA

5.148 The design of the Phase 1 Infrastructure has sought to reduce embodied carbon as far as possible through construction methodology, materials and overall width of the streets. U&C has developed its own carbon budget for the development and will measure key individual components against this budget. The embodied carbon has been minimised primarily through reducing the overall width of hard landscaping (assisted through the design of the cycle priority street), the materials selection and the approach to SUDS.

5.149 Drought planting – Across the green infrastructure the planting has been selected for resilience to climate change with longer dry periods anticipated. This informs tree selection by selecting species with drought avoidance and drought tolerance traits. This includes extensive rooting systems and strategies that economise water use, hairy or waxy leaves. Tolerance strategies include low turgor loss point and osmotic adjustment. Diversity of species also helps to combat losses to pest and disease.

6 Conclusion

6.1 The application reflects the commitment of Wellcome, and Urban&Civic , to establish a high-quality landscape setting is created for the first development parcels anticipated on the Expansion Land, continuing the landscape-led approach to the A1301 established under the approved RMA 22/03615/REM and Full Planning Permission 23/00482/FUL.

6.2 Active Travel is encouraged through the Cycle Priority Street Approach that informs the scheme design, together with the creation of attractive environments for walking and cycling.

6.3 The proposals have been designed to accord with the Outline Application Parameters and Development Principles and as such are in conformity with the outline permission.

Appendices

Appendix A: Statement of Participation

Appendix B: Statement of Conformity & Design Guide Compliance

Appendix C: Design Guide Schedules of Engagement

Appendix A: Statement of Participation (Annexure D of OPP)

1.1 Annexure B (Reserved Matters Specification) of the OPP requires the submission of a Statement of Participation which details the participation with 'neighbouring and other affected residential and business owners and occupiers'.

Summary of Consultation

1.2 Section 4 of the main Planning, Design and Access Statement provides details of the pre-application engagement undertaken prior to the submission of the current application. Whilst this is the first major RMA submitted on the Expansion Land, the wider master plan and design concept and principles for the design have been subject to extensive engagement, both as part discussions and pre-application meetings specifically related to the RMA design, and also as part of the preparation of the Strategic Design Guide. Much of the engagement on the Design Guide informed the current RMA.

1.3 U&C has undertaken a comprehensive programme of pre-application engagement with key stakeholders including SCDC and CCC officers, statutory consultees and local representatives prior to the submission of the Phase 1 Infrastructure RMA.

1.4 This process has informed the design of the proposed development and has resulted in positive changes to the Phase 1 Infrastructure proposals.

1.5 A summary of the programme of pre-submission consultation undertaken in relation to the Phase 1 Infrastructure, the key points discussed, and how the discussions have informed the design of the RMA proposals is set out within the Table below. This Appendix (A) deals specifically with the engagement on the RMA, however, the full Design Guide schedules of engagement, outlining the consultation associated with this document, are included in Appendix C.

1.6 This appendix provides details of the following specific pre-application meetings relating to the Phase 1 Infrastructure RMA include as follows:

- 1 August 2023: Stage 1 meeting with SCDC (Planning, Landscape, Urban Design) and CCC (Highways and Transportation);
- 2 August 2023: Meeting with SCDC (Planning) and Greater Cambridgeshire Shared Planning (Inclusive Access);
- 8 August 2023: Meeting with SCDC (Planning)/ Camcycle/Lead Local Flood Authority (LLFA)/ Historic England;
- 27 September 2023: Cambridgeshire Quality Panel meeting;
- 19 October 2023: Stage 2 meeting with SCDC (Planning, Landscape, Urban Design);
- 23 October 2023: Meeting with SCDC (Planning) and LLFA;
- 30 October 2023: Meeting with Greater Cambridgeshire Shared Planning (Inclusive Access); and
- 6 November 2023: Meeting with SCDC Sustainability.

1.7 In addition to participation with SCDC and CCC Officers, the local Parish Council's, local community and existing Campus employees have all been engaged on the application as follows:

- Community Liaison Group on 13th September 2023 – the Phase 1 Infrastructure scope and design was introduced alongside the wider context of the early parcels that will be delivered. An overview of the components of the RMA was provided (streets, car park and open spaces).
- Hinxton Community Forum on 27th September 2023 – the Phase 1 Infrastructure RMA was introduced in terms of its scope and relationship to the wider first phase of development and first facilities to be delivered on the Expansion land.
- Existing Campus stakeholders – 19th December 2023 – Campus employees and stakeholders were invited to a session on the Phase 1 Infrastructure proposals and also the emerging Parcel A RMA design with an opportunity for discussion and queries on the proposals.
- Community Liaison Group – 27th February 2024 – a more detailed session on the Phase 1 Infrastructure (and also Parcel A) to take the local parish councils through the components of the application and respond to queries.
- Hinxton Community Forum – 28th February 2024 - a more detailed session on the Phase 1 Infrastructure (and also Parcel A) to take the local parish councils through the components of the application and respond to queries.

1.8 Informed by written pre-application advice received and meeting notes taken by the applicant team, the table below provides further details of the key pre-application feedback received and responses from the applicant team.

Summary of comment	Response (amendment / rationale)
Pre-application meeting with SCDC (Planning, Landscape, Urban Design) and CCC (Highways and Transportation) on 1 August 2023 Key Points from SCDC Letter dated 14 August 2023	
Primary Street and Secondary Street	
Primary Street *Urban Design Officer comments* • Design Guide requires secondary street to be 5.5m wide without buses and 6.2m wide with buses. Stantec drawing shows 6m on secondary street spurs (to Dev Area 3). • From urban design point of view "as tight as possible" kerb radii are preferred to encourage lower vehicle speeds around corners and reduce crossing distances. • Support a pedestrian priority design across the parcel entrances. Could a "Dutch kerb" be introduced (like Waterbeach)? A (diagrammatic) version and "principle" should go into Design Guide. • Should road narrowing be reduced further – i.e. 2.7 metres? This would car and cyclists from opposite directions able to cross safely, but discourage cars from overtaking an on-carriage cyclists? At 4m, cars would think it safe to overtake cyclist but cause conflict with approaching cyclists? • Jon Finney stated that parking bays should have 0.5m additional width to prevent door-ing of cyclist on carriageway? Is that in addition to a standard bay of 2.4m? I would support and encourage widening the green verges to 2.9m to prevent dooring as well as improve comfort of blue badge users and strengthen "green / soft" portion of cross section in relation to the "grey / hard" • In relation to the off-street provision for cyclists along the primary street, the UD view is: o There are wider considerations to take into account, i.e. keeping hard landscaping and overall width of street corridors to a (reasonable) minimum: o To achieve a sense of enclosure, which in turn helps to reduce vehicle speeds and create a more pleasant micro-climate o To minimize the extend of unnecessary, hard landscaped surfaces with poor sustainability (embodied carbon, water run-off, overheating etc) o The cycle requirement needs to be considered in the context of the wider masterplan. The traffic-free routes provide the most direct, continuous and convenient route for the vast majority of trips to be made on / through the campus? Except perhaps to the sports facilities (Parcels K and S)? o In light of the above, and if a shared used path is disliked by pedestrians and cyclists alike (as noted by Jon and most likely agreed by CamCycle?), should an alternative option to the shared use path or segregated paths include to NOT to provide any off street facility along the primary street for cyclists? Are they really required? Who would use them? What "type" of cyclists are these? See also Figure 4.1 LT 1/20 which considers streets of 20mph and pcu of <2000 / 24 hours would be suitable for most people. What is expected pcu of the primary street?	Following initial pre-application meetings and feedback from SCDC, CCC and Camcycle, a comprehensive review of the Design Guide including the movement network was undertaken. As a result RMA scheme was reviewed and amended to propose a Cycle Street Priority Approach to the Gateway and Commercial Loops. A full overview of the cycle priority street evolution is provided in the Design Guide engagement statement (appendix C) Drawings enclosed with the RMA submission included a swept path analysis for a single-deck bus. Verge and parking bay widths have been increased so that fully accessible parking bays have been introduced to the the Gateway Loop. The submitted drawings provide full details of the range of proposed surfacing materials. The design of the Northern Green Spoke ensures that a consistent green character is created, including where it crosses the Gateway Loop.

○ The main users of the primary route will be cyclists arriving at the Campus from the A1301 – either from the north or the south? These will be relatively experienced cyclists who would be comfortable using the primary street carriageway (a relatively quiet and 20mph street)? ○ The above needs to be explored and designed in detail. This may include two fully segregated paths (2x2m) for peds and cyclists along the primary street from the roundabout to the road narrowing at the green spines crossings; a clear "split" of the two paths with peds to continue and cyclists directed to carriageway; safe provision for cyclist to join carriageway, using the road narrowing / one-way working to cyclist advantage. ○ All the above to be discussed with CamCycle who may have examples / experience of how to design the above feature in a safe and convenient way. ○ I have seen streets where nominal on-street cycle lanes / zones are introduced with a block paver, which together with removal of centre line visually narrow carriageway and make it look less car dominant. Is this worth considering / discussing with JF / CamCycle? • If, after discussions with other stakeholders is decided that fully segregated cycle lanes are required, a width of 2m should suffice (See LT 1/20 Table 5-2 for one way cycling with peak flow <200 cyclists)? • The materials strategy for the primary street needs to consider user perception, hierarchy and robustness of the construction. Natural stone blocks would look very attractive and would support low vehicle speeds. However, it also raises some queries: ○ Is it capable to withstand turning movements by heavy good vehicles? ○ Would block paving on carriageway and (coloured) tarmac on shared path give the impression that the shared paths prioritise cycle use over pedestrians? ○ How would you make the raised tables / spine road crossings stand out from ○ the rest of the carriageway? • Design of the road narrowing / raised table crossing should follow the design language of the green spine routes to convey that the carriageway design is "stopped up" and the green spine is continuous / prioritized – as also suggested in the diagrams in the Design Guide. For example, in the current design the shape / width of the planting beds are the same as the green verges along the primary street, where as these should adopt the form / design of beds in the green spine instead. *Landscape Officer comments* • Where the Green spokes meet the primary street, large trees have been identified to mark the crossing which is supported. Ideally the aesthetic in these areas should seek to visually prioritise the green crossing. The design begins to show this but clarity regarding the planting and tree strategy will help in solidifying this concept. Equally, different species of large tree could mark the Green spokes, the green fingers and the civic space/crossing to the resi zone. Wayfinding using landscape could be a very clear if the strategy is approached carefully. • Streetscape Primary Street- pg 25 of 106. The tree selection could be more diverse if each of the types of nodes etc are considered as per above. Pyrus is a bit mundane and much used. Very supportive of unusual trees like Catalpa. What about Davidia, Arbutus, Paulownia, Koelreuteria intermingled with more standard trees like the hornbeam, acer and Turkish hazel.	

Planning Officer comments • Reducing conflict along the primary route for both pedestrian and cyclists would be advantageous. It may not be necessary to have a dedicated shared ped/cycle route on both sides of the carriageway along the entire length of the primary route. Segregated ped/cycle routes could be achieved along certain sections of the primary route and which negates having shared ped/cycle routes on both sides of the carriageway. Any such changes would need to be reflected within the Design Guide. • It was understood from the in-person pre-application meeting that the primary street 'priority crossing' would be revisited following comments around how there should be continuity between the green spine rather than the primary route carriageway. This approach would be supported. It should be noted that the southern section of the green spine is dedicated for the civic space which provides for more hardsurfacing than soft landscaping, whereas the green spine is focused on soft landscaping with elements of hardsurfacing. As such, it might be that the connection from the civic space to the 'priority crossing' is focused on soft landscaping with elements of hardsurfacing with the remaining civic space providing the necessary hardsurfacing elements.	
Secondary Street *Urban Design Officer comments* • The Secondary Street is currently proposed to have a shared path for a short section only to provide traffic free access to Parcel S (sport pitches)? But on drawing is seems to run only to the railway cutting? This all seems a bit messy / inconsistent. The most inconvenient (and possibly most unsafe) parts of a cycle network is where cyclist are asked to move on / move off the carriageway. This is also most likely to illegal pavement cycling where the facility suddenly stops. • Also, the route from the bridges / green to the sport pitches is not that legible / direct (for cyclists and pedestrians). Is there an opportunity to create a stronger off-road route to the sport pitches? Could the green link through parcel C be realigned so it crosses the primary street next to the secondary street junction and continue as a fully segregated route across the railway cutting to the 3G pitches? *Landscape Officer comments* • Streetscape Secondary Street planting strategy is incomplete and partially identical to the sheet for the Primary Street. Again, intermingling non-native, robust trees as mentioned above within the native stock in an interesting and well considered way will assist with wayfinding. *Planning Officer comments* • The Secondary (type 2 as referred to within the draft Design Guide) provides for some important key connections/interactions, such as the 3G sports pitches, the Railway Cutting and bus layover. These aspects appear to have been considered in terms of the infrastructure provided on the Secondary Street route. There does need to be further consideration in terms of the other uses and how these connect to other key destinations within the wider site. For example, those occupying buildings to the far east will need a clear designated route(s) that takes them to potentially other employment and leisure uses to the west. Should	Following initial pre-application meetings and feedback from SCDC, CCC and Camcycle, the RMA scheme was reviewed and amended to propose a Cycle Street Priority Approach to the Gateway and Commercial Loops.

there be pedestrian crossing points at various along this route as a result? The Green Spoke connection might be insufficient in providing the only pedestrian connection. • In terms of the Green Spoke connection to the Secondary Street, this section of the spoke is for both pedestrian and cyclists. The proposed ped/cycle routes along the Secondary Street covers its whole length with a width of 2m on either side of the carriageway. It is likely that the southern end of the southern green spoke will not be that well used by cyclists given the uses within that part of the site. That said, does a 2m width ped/cycle path on the secondary street in this location suffice/address the need? • Similar to the Primary Street, visibility splays will need to ensure that they are free from obstruction. This may result in some trees being either removed or moved elsewhere along the carriageway.	
The Green (including the plaza)	
Parks & Gardens *Landscape Officer comments* • The plan for the whole of the Green is very ambitious and full of interesting features. We support the ambition and concept but details will be needed to ensure it is successful. • The Garden rooms must be designed to allow for multiple access/egress points or at minimum two for the smaller areas. Heights should not inhibit visibility given these are publicly accessible spaces. • The depths of some of the planted areas surrounding the garden rooms are very deep. Maintenance actions may be made more difficult as a result. Clarity is needed on how these planting areas will be planted. • Leisure route and setts. Take care with the use of uneven setts and use them as accent paving rather than the main paving route. Consider the needs of less able bodied people who might use walking sticks or shuffle. As these areas are open to the public, they need to be accessible and safe for all. • The use of a 'hoggin' like surfacing for some of the pathways and dwell areas is supportable, but it must be noted that self-binding gravels become impermeable over time. Material selection such as a low-fines product like Cedec may be a better option though it results in significant loose gravel migrating to other surfaces and may require more frequent topping up and sweeping of adjacent surfaces. Again, consider the needs of less able-bodied people and ensure access available and safe for all. *Planning Officer comments* • The Design Guide as submitted provides for a LEAP within the parks and gardens area. I cannot see any details that provide for a LEAP within this location. This will need to be accommodated as part of any RMA submissions.	Indicative details of the proposed Garden Rooms are provided in the Development Brief and Design and Access Statement. The garden rooms all now have at least 2 points of access (apart from the smallest). The hedging will be maintained at a low height. Combined, the Green playspace and a proposed Landscape Marker play feature will provide for 9 play experiences and over 500m2 of activity space, meeting the equivalent of the LEAP requirement. The details of the LEAP specification will be conditioned.
The Plaza *Urban Design Officer comments* • There are some inconsistencies between the drawings in this pack and the latest Framework Plan. The Framework Plan shows that the plaza stops at parcels B and C, whereas in other graphics (in both the Guide and this pre-app pack) it appears to continue to the edge of the green.	The extent of the Plaza was reconciled through the Design Guide process and is now shown to extend up to Parcel A and D, this consistent in the Guide and the RMA.

• What is the design intent of the Plaza? Is it purely functional (occasional vehicle access)? Seek to strengthen / express the full curve of the green (like the colonnade)? Create a consistently designed transition zone between buildings and the Green? Help define / strengthen the primary pedestrian route's alignment towards the bridges in between parcels A and B and C and D? In my view the latter is most important and I would support a "break" in the design language of the plaza after Block B and C, in line with changing landscape character and support the routing "into" the parcels towards the bridges. • Is cycling allowed on the plaza? It would be the most direct route to the green corridor on parcel C (and the 3G pitch beyond?) *Landscape Officer comments* • The Plaza appears to be a transitional space between the development parcels B and C and the green only according to the Framework Plan. In the pre-app pack this seems to extend towards the A1301 in front of parcels A and D as well as within the larger scale graphics. In front of parcels A and D the surfacing appears to favour the self-bound gravel while a harder surface is used from B to C. Generally this is acceptable but as per the comments above, self-bound gravel will need to be considered carefully due to the ultimate non-porous nature of it. *Planning Officer comments* • The Plaza around the Green is key in terms connecting the proposed buildings and the Green itself. I would agree with the other officers' comments above in that context. The use of the proposed furniture around the arc of the Plaza is positive. Is there a reason why there is no furniture to the edges of Parcels A and D? parcel A may benefit from picnic benches and seating near its frontage given the leisure uses – providing a connection to the parks and gardens (continuation of health and wellbeing).	The design of the plaza has been the subject of extensive discussions and its functionality as a transition zone and movement route is now clearly articulated in the RMA.
Permanent Water Feature (including grotto) *Landscape Officer comments* • Queries about the grotto. Potentially a grotto which is not accessible and only a visual feature may be a better option. Or create a waterfall feature that is asymmetrical so that visibility isn't hindered excessively by falling water and allowing visibility into it and to the fern and shade tolerant planting within.	The RMA includes for a water feature. The precise nature of this will be the subject of future detailed design (conditioned on the RMA)
Events Space *Planning Officer comments* • The events space within the parks needs to be clearing defined in terms of what activities might take place and whether these are daytime and/or night-time activities. In determining what activities take place within the events space, this may impact on the surface material to be used. For example, should there be a number of vehicles or heavy equipment parked/located on the events space then grassed areas may prove impractical. In addition, the connecting paths to the events space would need to accommodate vehicles.	The type of events is intended to be flexible and the amenity grass is considered to align with a variety of events. The primary ped / cycle route will provide access to the events space. Emergency access is provided to the Events Space via a temporary route on the Green Spine.

Undercroft car park	
Layout *Urban Design Officer comments* • Car park is not ideally located for cycle parking. This could / should be kept to relatively few spaces? How / where would they access the car park? *Planning Officer comments* • It has been identified by other officers and CamCycle in terms of the amount of cycle provision in the undercroft carpark. I would also agree that there is no demonstrated need for cycle parking provision within the undercroft carpark. That said, if there is a Car Club then this may extend to a Cycle Club, in which case a cycle parking/storage might be better served in the undercroft carpark where it is more secure. This would need further consideration as part of the wider parking strategy. • The overall layout of the carpark appears acceptable. My only reservation in terms of the openings to the Green is that the main central path and walkways are some of the openings. Whilst this lets in natural light they would appear impractical during poor weather conditions where people would avoid those parts of the path/walkways and potentially come into conflict with cars driving around the car park. • Precise details of the staircase would be required as part of the RMA submissions.	Cycle parking spaces are to be provided within the adjacent buildings (and on the Green or the Gateway Loop) in locations to encourage their ease of use and provide good access into the wider movement network defined by the Strategic Design Guide. there is no general cycle parking within the car park now, but some will be provided adjacent to and for parcel A (but within the car park building). The shape and alignment of the openings in the roof of the car park have been amended and the overall number of openings reduced (while still maintaining the areas required as part of the ventilation strategy). The number of gardens within the undercroft car park have been reduced to ensure that all are feasible. Gardens are now focused around four of openings in the roof, along the central route through the car park, and against the back wall of the Landscape Terraces along the western side of the car park. The Planning, Design and Inclusive Access Statement provides an indication of likely materials. Full details of materials will be conditioned.
Accesses (vehicular and pedestrian/cycle) *Urban Design Officer comments* • Further details on access from north but also future design (options) to south are required. • Further clarity on topography / height difference to southern access required. *Planning Officer comments* • It is understood that there will be two vehicular access points that will serve the undercroft carpark – one to Parcel A and the other at Parcel D. only the vehicular access at Parcel A will form the RMA application. Whilst this is acceptable this needs to be made clear as part of the submissions, including the accompanying Development Brief.	Vehicular access to the undercroft car park is provided via two access routes – one to the north adjacent to Parcel A and one to the south within the parcel boundary of Parcel D. For the purposes of this RMA, only the northern vehicle access route is included. The southern vehicle access route will form part of the proposals for Parcel D as these come forward.
Tree Planting *Landscape Officer comments* • The use of ground level tree planting in the undercroft car park has been a key to integrating the space with the garden space above. Clear details which outline how the car park will be constructed without severely compacting the tree planting areas is required along with any methods for decompacting and maintenance. The bases of the trees are likely to be damp and shaded most of the time also so species selection may be important. Even if the opening above is larger than the intended tree, during the summer the leaves of the tree will shade the base even on the sunniest of days only letting very ephemeral dapples of sunlight in. Shade and damp tolerant planting mixed with gravel and/or rocks may help create light and interest in areas where planting may struggle.	The soft landscaping proposed within the undercroft car park falls into two categories: 1. Underplanting to gardens incorporated into the layout of the car park and along the back wall of the landscape terraces: • Conditions: dry, partial shade, full shade • Landscape characteristics: Groups of perennial planting as a structural base with gravel and rocks • These pockets of planting have been laid out to support the natural ventilation strategy and are aligned to ensure adequate levels of light and natural rainfall will nourish the soil. The planting will consist of evergreen climbers to the gabion wall that faces into the car park, with Ivy and climbing Hydrangea used predominantly. Shade tolerant ferns, evergreen and perennial ground cover will be established in the planting beds. Shrubs will include Sarcococca, Mahonia, Choiysa, Viburnum tinus, Hellebore and Skimmia. All planting areas will be dug out and prepared with minimum 300mm of site won topsoil and 400mm min sub soil. The beds will be ripped on their base to ensure good drainage. 2. Specimen trees within openings to the Green above and along the back wall of the landscape terraces:

	• Conditions: dry, partial shade, full shade • Landscape characteristics: ideally selected from the 'Dry Garden' tree selection; trees with long trunks pruned frequently to maintain an open branch structure • Larger oculus have been formed to enable trees to grow up through the car park, bringing light in and making a connection to the gardens above. The species is a form of Zelkova 'Green Vase' that has upward spreading branches to reach through the aperture and spread out over the opening. As a deciduous species light in the winter months will still penetrate the car park and strong autumnal colour will be displayed. The root zone for these trees is approximately 25m3 established with a 400mm topsoil zone over 6-700mm prepared subsoil. The base will be ripped to ensure free draining base.
Lighting *Planning Officer comments* • The proposed lighting to the undercroft carpark appears acceptable. This would need to comply with the wider lighting strategy associated with the OPP (condition 24). • Any light spill from the undercroft carpark would need to take into consideration any potential ecological impacts.	The proposed openings in the roof of the undercroft car park help to bring pockets of daylight into the space and connect users to the landscape above and beside the car park. The car park lighting is internal and so not proposed for approval as part of the RMA. A lighting assessment looking at lighit spill has been undertaken to demonstrate it does not have a negligible impact given the open western elevation. Two tiers of artificial lighting are provided: functional, to provide a good level of lighting to the car park generally, and architectural to aid wayfinding and reinforce some of the design features.

	The detail to the edge of the undercroft car park roof and its relationship to the inner wall of the landscape terraces has been developed to conceal the internal car park lighting sources as much as possible when viewed from the A1301. As with the lighting design for the proposed bridges, the new street lighting to the A1301 itself will have a much greater visual impact than the lighting proposed within the undercroft car park. A Lighting Report is submitted with the RMA demonstrating compliance with the OPP.
Security *Planning Officer comments* • It has been made clear during the pre-application meeting that the security of undercroft carpark is an important aspect, particularly at night time. At present, the plans do not identify any security measures either at the main vehicular access to Parcel A or indeed the pedestrian access associated with the at-grade crossing to the A1301. • Employees/residents/visitors should feel safe when using the carpark (and the wider site) at night-time. It may well be that the pedestrian access to the at-grade crossing is gated and locked at night time. It may well be that other pedestrian access points to the undercroft carpark are also gated for security purposes. These details should form part of the RMA submissions.	The precise nature of the car park security and control will be determined with the car park operator / Wellcome Genome Campus Management Company ahead of occupation. Vehicle barriers or gates are not currently included as part of the design of the vehicle access ramps and ANPR will instead be used to monitor and control the use of the undercroft car park. The specific operation of the undercroft car park and the provision of any CCTV or other security systems will be detailed as part of the operation and management arrangements. Gates are proposed at the pedestrian entrance to the undercroft car park opposite the uncontrolled crossing over the A1301. These gates will allow the car park to be secured if required with access

	for pedestrians still possible through the Parcel A and D buildings and up to the Green via the staircase on the eastern side.
The Landscaped terraces	
Materiality *Landscape Officer comments* • As with the opposite side of the A1301, some diversity in the gabion walling is needed to ensure it doesn't look engineering-y and tedious. The use of climbing plants is very welcome to break up the lengths of walling. Some CGIs which capture the lengths from eye level from up and down the A1301 is needed to illustrate how the walling will look. • The use of the vegetated slope (far right image on page 74 of 106) would be welcome, again, to break up some of the monotony of the gabions. Detail of how this is constructed is needed. • The use of differing grades of stone or colours of stone or sections which intermingle clay bricks/tiles etc may be effective to break up long stretches of gabions atop each other.	The proposed Landscape Terraces have been simplified, gabion walls have been reduced in length and number of tiers, and in some cases the gabions have been replaced in part with reinforced earth banks. CGIs are included in the submitted Planning, Design and Inclusive Access Statement.
Landscaping *Landscape Officer comments* • The use of larger trees at ground and first level of the terraces and smaller trees at the upper terraces is supported. Be wary of over planting trees or planting them too close together. We don't need this area to read as a woodland per se but more as a landscaped edge to interesting and welcoming spaces. Visibility of what is beyond is not an unwelcome feature and may have a traffic calming effect on the A1301.	Noted. The tree planting palette has been refined across all areas.
Green Spokes	
Northern Green Spoke *Urban Design Officer comments* • The lack of a cycle link on the northern green link is acceptable as there are better alternative routes for most journeys. *Landscape Officer comments* • The northern Green spoke is an intriguing design oddly reminiscent of Lombard Street in San Francisco but at a pedestrian scale. The integration of a pebbly water features is welcome as are the seating options. • Given the potential for constraint from nearby building facades, this would be a good location for scented plants and trees they would create a pleasant atmosphere.	Noted. The submitted RMA drawings and the Planning, Design and Inclusive Access Statement provide full details of the proposals for the Northern Green Spoke.

• Ensure that the access/wall to the car parking underground is not utilitarian and materiality is considered both for the wall facing the green spoke but also for the walls leading downwards. *Planning Officer comments* • The southern section of the Northern Spoke is well designed and allows for the vehicular access from the undercroft carpark to be accommodated. Whilst the northern part of the Northern Spoke may include the temporary access for the temporary foul pumping station, I would still consider the full design (design approach) to be included within the Development Brief as this will ensure the permanent landscape works to the Northern Spoke are relied upon as part of any future amendments. • In addition, the northern part of the Northern Spoke provides for a 'landscape marker' as identified within the Framework Plan of the Design Guide. These landscape markers need to provide a elevated viewing point, use public art/sculptural interventions, as well as wayfinding. These elements should be provided within the RMA submissions or at least the Development Brief to inform future submissions.	
Southern Green Spoke *Urban Design Officer comments* • A change to the Framework Plan is required (this will be included in Design Guide consultation response) to introduce a cycle route with the southern green spine. This serves to create a connection between car parks and likely transport hub at end of spine with the southern bridge for cycles and scooters / other wheeled vehicles. *Landscape Officer comments* • See Urban Design comments. This space may require considerable redesign to accommodate a cycle link between the car park and the leisure and recreation centres. However, it is generally supported in its current form with the meeting/seating zones and pedestrian character. *Planning Officer comments* • I agree with the above comments in terms of providing additional cycle connectivity along the Southern Spoke.	A shared pedestrian cycle route has been provided in the entire southern green spoke heading from the Green. The RMA red line boundary has been reduced on the southern section of the southern green spoke so it is limited to the required utility corridor only.
The Valley & A1301 southern landscape edge and infiltration basins	
The valley *Landscape Officer comments* • Take care that the valley feature does not become too 'engineered' with straight runs and rounded corners. Recommend that the base of the 'stream' at the bottom of the valley is allowed to 'meander' in form creating a more naturalistic embankment allowing for less symmetry in its form and shape.	The SuDS to the Valley have been shaped to establish a series of elongated curved basins, natural in appearance and with variable slopes. A deeper central ditch will provide more consistent moisture for marginal grass land species.

Planning Officer comments • Part of the Valley intersects with the ped/cycle access to the northern Spoke. The details of this intersect are missing as it is occupied by the temporary access track serving the temporary foul pumping station. Accordingly, it would be necessary to include the design details of the proposed ped/cycle connection (along with the landscape marker details) within the supporting Development Brief to aid future submissions.	The submitted drawings show the intersection of the Valley and the Northern Green Spoke.
A1301 southern landscape edge and infiltration basins *Landscape Officer comments* • If possible all basins should aim for a more naturistic shape and slope and avoid looking overly engineered. The use of meandering bottom cuts and changing slope ratios will aid in this integration.	Two large infiltration basins are situated in the landscape to the south of the Gateway Loop junction, and a single large basin to the north of the Gateway Loop junction. The volumes provided absorb the capacity of the A1301 basins proposed to the edge of the road and are shaped to create natural bowls with a slightly deeper ditch to help maintain marginal species where the moisture will be more persistent.
Other matters	
Proposed temporary foul pumping station *Landscape Officer comments* • More information regarding its integration into the proposed landscape and how long it will be located in this position is need. *Planning Officer comments* • Clarification is required as to whether the temporary foul pumping station is needed. If it is needed then details on the proposed duration of its temporary use and the subsequent removal of the temporary works and what landscaping will be required following its removal, especially along the northern section of the Northern Spoke. As previously mentioned, the design details of the entire Green Spoke should form part of the Development Brief which will then aid future application submissions.	This temporary foul pumping station is no longer included in the RMA proposals.
Proposed permanent foul pumping station *Landscape Officer comments* • More information regarding its integration into the proposed landscape is needed. *Planning Officer comments*	The proposed planting and landscaping around the foul pumping station are shown on the submitted drawings.

• At present, the Design Guide as submitted, does not specify in any detail the location and design/landscaping aspects associated within the permanent foul pumping station. Both the Design Guide and the RMA/Development Brief submissions will need to detail the design and landscaping aspects.	
The Civic Space *Planning Officer comments* • It is understood that the design details to support the Civic Space requirements will not be provided under this proposed RMA as they are more likely to align with the buildings that come forward for parcels B and C. As such, it is advised that the Civic Space is removed from the RMA and Development Brief submissions, with any future submissions of the Civic Space coming forward as part of Parcels B and/or C. • The temporary access within the Civic Space can still be provided as a separate DOC submission under condition 7 (enabling and associated works) of the OPP.	To ensure that this is facilitated in the early phase, in advance of the permanent design of the whole Green Spine Civic Space, a temporary route is provided so emergency vehicles can pass along the Green Spine towards the green and pass around the plaza. The Development Brief clarifies the inclusion of interim areas.
Utilities *Planning Officer comments* • The utilities infrastructure identified on drawing number 332210946/100/SK016 Rev. P02 (telecommunications layout) appears acceptable. Further details need to be provided clarifying what underground infrastructure requirements are to provided which would serve the site from the energy centre and substation. • I note that the energy centre and substation location form part of the redline boundary, though there are no details from what I can see of this infrastructure. This needs to be clarified.	Proposed utilities are accommodated within a utilities corridor within the red line boundary. The energy centre and substation will be pursued as a separate RMA.
Summary of DLA Meeting Note of 2 August 2023 meeting with SCDC (Planning) and Greater Cambridgeshire Shared Planning (Inclusive Access)	
Surface treatment • Surface materials within the proposals should be suitable for wheelchairs. The self-binding gravel reference was noted and requires review. Self-binding gravel may also have permeability / drainage issues. • Granite setts are not preferrable from an inclusive access perspective. • Materials at crossing points require careful consideration.	The landscape and streetscape have been conceived to offer a fully accessible environment, with clear routes established for visual impaired, suitable gradients for wheelchair access to all areas including the grassed bowls of the main Green and throughout the Garden Rooms, regular seating along the movement network, with space for wheelchair access to meeting pods and external seating clusters. The submitted drawings provide full details of the range of proposed surfacing materials.

Car park • Based on the provision of 290 spaces, 15 would need to be accessible. It was noted that this will be reviewed and will also need to take into account the uses within Parcel A (including residential). • Accessible spaces should be located as close to the lift provision as possible – if this is within parcel A / D, then the spaces should be adjacent to the interface / access to these buildings. The car park layout should avoid the accessible parking bays being positioned such that users have to cross vehicular access / circulation routes. • The provision for cycle parking in the car park was queried in terms of accessibility – it was noted that more attractive and accessible cycle parking will be provided associated with individual buildings and in the public realm. Within cycle parking provision there should be a proportion of non-standard cycle spaces.	The proposed layout accommodates 289 car parking spaces. Of these, 5% of spaces designated for accessible/blue badge parking. It is anticipated that some of these spaces may be designated for dedicated use by occupants of the residential accommodation to be provided in Parcel A. The assignment of spaces will be monitored over time and, if required, standard car parking bays can be converted to accommodate additional accessible/blue badge spaces. The wheelchair accessible spaces are located at the northern and southern ends of the car park so that they connect directly to the entrances of the adjacent buildings without users needing to cross the vehicle aisles. The entrances from the car park to the Parcel A and D buildings – as well as these buildings' internal cores – will act as the accessible routes for users of the car park to connect to the Green above, the upper levels of the Parcel A and D buildings, the bridges, and the wider movement network. Cycle parking spaces are to be provided within the adjacent buildings (and on the Green or the Gateway Loop) in locations to encourage their ease of use and provide good access into the wider movement network defined by the Strategic Design Guide.

Summary of DLA Meeting Note of 8 August 2023 meeting with SCDC (Planning)/ Camcycle/Lead Local Flood Authority (LLFA)/ Historic England A subsequent meeting was held with the LLFA in March 2024 in respect of Parcel A – this updated the position in respect of one of the strategic infiltration basins and was agreed as acceptable.	
Grey, blue and green Infrastructure	
Level of bridge landings Confirmation provided that the bridges land level with the Green to provide level connectivity.	The bridges connect to Parcels A and D to the north and south of the Green.
Highways drainage The maintenance of the streets and highway drainage was queried.	The site is not to adopted and privately maintained. However, the proposals have been discussed with CCC and comments obtained.
Multi-functional open space It was noted that the LLFA support multifunction green space with integrated SuDS but need to better understand the flows into the Green and the regularity of the flood events that it is planned to accommodate and how this may impact upon the usability of the space.	The Green is multifunctional space and a floodable landscape. Two large infiltration basins are sculpted into the eastern side of the Green with capacity to absorb water shed from all the adjoining development parcels the landscape offers a dynamic expression of sustainable urban drainage. The entire area of the car park podium is covered with 150mm deep rain water harvesting system that allows water to be drawn up into the soil above through capillary action. Any excess water flows into the basins and infiltrates to the groundwater below. All paths will drain to adjacent soft landscape spaces with some land drains running along the edges to prevent saturation of the ground and convey the water to the basins. Different flood events and inundation are planned for in the design of the space. The submitted Planning, Design and Inclusive Access Statement includes

	visualisations showing a 1 in 1, 1 in 30 and 1 in 100 year flood events.
Infiltration rates It was advised that the drainage proposals would need to be supported by infiltration testing that has been undertaken as close to the SuDS positions as possible.	Infiltration rate testing has been carried out in accordance with BRE365. Drawing 332210946/500/015 within Appendix E of the submitted Foul Water and Surface Water Drainage Strategy indicates the location where testing was carried out, and the infiltration rate recorded. Testing was carried out within the Chalk strata.
Highway (A1301 basins) It was noted that there is now an overlap with the A1301 basins which will receive some parcel drainage. These basins are privately maintained but they will have to be updated in design terms to reflect the need to accommodate additional capacity.	The Phase 1 RMA proposals include necessary amendments to some of the basins approved under the previous A1301 RMA.
On-parcel drainage The LLFA will expect additional on-parcel drainage to supplement the strategic SuDS and help provide the required 2 treatment trains for the protected aquifer. The LLFA will also require clear details about what parcels drain to which SuDS features and the contributing impermeable area calculations and associated basin volumes.	Future reserved matters applications for parcels which discharge into the strategic drainage networks. If this is not possible, the drainage strategy for the parcel will be required to provide proposals which address drainage accordingly. Note -this was discussed at the Parcel A session with the LLFA and the approach to discharging Parcel A drainage to the strategic basins was acceptable.
Green Spokes It was queried if these are conveyance only.	Sustainable drainage is provided along the Green Spokes by use of Rain Gardens which incorporates a flint filled swale along much of the length for infiltration. Planting between the path and the swale helps provide filtration of watershed.

Maintenance It was noted that tree positions should be reviewed carefully to ensure that there is maintenance access to all SuDS features.	Noted.
Levels It was noted that the design (bridges / car park) results in a level change from the primary street to the Green and to the bridge landings and therefore level access cannot be gained between the primary street and the Green along the green spokes. This is particularly problematic for the northern green spoke which does not accommodate cycle movement. As such there are missing links in the cycle network which are important connections linking the residential parcels (E,F,G) to the bridges and the Green.	The Green Spokes provide active travel links to the North and South Bridge and connect with the Gateway Loop and Commercial Loop in the south. These spaces are designed to provide at least 20m between building facades and consist of a combination of sloped and stepped footway to the north section of Parcel A and shared cycle footways to the south section of Parcel A and alongside Parcel D. The stepped and sloped section is laid out to slopes of greater than 1:20 with regular landings and an alternative stepped route with central handrail to offer support to either side. These steps are formed with a wheel channel on one side to allow cycles to be pushed up or down this section.
Primary street cycle provision It was noted that 3.5m each side of the carriageway is unlikely to be sufficient provision as the 'off-street' network requires a lot of cyclist to use the primary street to make necessary connections across the site. Therefore, for this intensity of use it is not sufficient given the pressure to accommodate so many movements. The use of the primary street as start / end of the journey to access parcels and supplement the off-street network was explained and the potential to support this with flow numbers. It was noted that shared provision is not the preferred arrangement but may be acceptable in some instances at the beginning / end of journeys. The notion that this is what the primary street is facilitating on this development needs to be rationalised and substantiated. It was also noted that the scale of the development is an important consideration as it is effectively a walkable neighbourhood in its entirety. The primary street is not of the scale (nor is any route within the site) to facilitate fast commuter cycling – these are very short cycle journeys.	Following initial pre-application meetings and feedback from SCDC, CCC and Camcycle, the RMA scheme was reviewed and amended to propose a Cycle Street Priority Approach to the Gateway and Commercial Loops.

Secondary streets It was noted that the secondary street design should be reviewed to better prioritise cyclists – reference to the cycle street example which has been circulated to the team. This should be considered.	Following initial pre-application meetings and feedback from SCDC, CCC and Camcycle, the RMA scheme was reviewed and amended to propose a Cycle Street Priority Approach to the Gateway and Commercial Loops.
Drainage outlets It was noted that the design of drainage outlets is important to ensure useable and multi-functional open spaces so they don't become water logged.	Noted.
Undercroft Car Park The access to the car park was queried, including for cyclists and the location of the staircase at the rear. Cycle parking was raised and if there is a strong demand for cycle parking.	Cycle parking spaces are to be provided within the adjacent buildings (and on the Green or the Gateway Loop) in locations to encourage their ease of use and provide good access into the wider movement network defined by the Strategic Design Guide.
Cambridgeshire Quality Panel Report following presentation on 27 September 2023	
Local authority's request South Cambridgeshire District Council have asked the Panel to focus on issues related to the street network, the Green (including the Plaza), the undercroft car park, the landscaped terraces adjacent to the A1301, green spokes, and materiality.	Noted.
Cambridgeshire Quality Panel summary The RMA1 scheme was praised by the Panel as a fantastic concept supported by a framework that works well. Positive progress has been made since the Panel last reviewed the scheme and this was demonstrated in the excellent presentation by the applicant team. The detail of the scheme was interesting and comments, expanded upon below, will hopefully assist progression towards a high-quality scheme. Any comments below may include those made in closed sessions.	Noted.
Character – *"Places with distinctive neighbourhoods and where people create 'pride of place'* The concept of the over-all scheme is very good, and is supported well by the framework plans, which is a main strength. Concern was expressed that too much detail could start to unpick the over-all quality of the scheme.	The level of detail provided within the RMA submission is informed by the requirements of the OPP and
There is confidence in the applicant team that they can deliver something of high quality. The long term interest of the developer will help ensure that quality continues as the site develops out and beyond into its operational phase. It was asked why the Green Corridor through Parcel C, as shown on the Framework Plan, was not part of stronger feature; the northern car park entrance was deemed disappointing with just a long ramp; and why are the dry and green gardens so separated – could these be pulled back and show less detail? The landscape-led approach is new and exemplary. It was suggested that a new design language is needed to represent this predominantly non-vehicular, pedestrian campus. Key words to describe the development are place, greenness, nature and open. The generous approach is welcomed and should reflect the characteristics of the extant site to root them both together. Some conventions can be set aside to allow for the generosity that is there, but which is sometimes limited by dimensions of features. Keep working towards a balance between design and coding and what is fixed and what needs to be flexible – don't overdesign everything. The external work spaces will be important spaces to allow for different users' needs, whether that be a quiet space, or group meeting place. What guarantees can be made to meet these differing levels of provision? Should you describe or design these spaces? There were differing views about the terraces, gabions, and undercroft parking. Perhaps architecturally they are pleasing but from a landscape perspective falling short and appearing too engineered. It is a difficult challenge to resolve but certainly an improvement over the last designs the Panel reviewed. Suggested construction samples will help to achieve the aspiration for remarkable and structural designs. It was questioned whether the landscape features within the undercroft parking will really thrive in reality and whether it is worth accepting that may be a challenge too far. These could be redesigned with other features of high quality. Are the boulders practical as probably they will be hit by cars at some point? Ensuring the continued quality of the scheme may be a challenge as new architect teams are employed for future laboratory plots. The retention of the landscape team and quality of the Design Code will be important to ensure continued influence as far as possible.	demonstrates the high quality scheme that the applicant intends to deliver. The layout of the Green and Garden Rooms has been simplified in response to the CQP comments. The northern vehicle access route has been designed to form part of the Northern Spoke landscape. It slopes down from the Gateway Loop and is then covered and concealed by this landscape once clear heights and levels allow. A series of external meeting pods are proposed around the southern edge of the Green closest to the Research and Translation activities. Whilst the specification of the pods is to be determined the location is shown in the RMA and they are intended to seat 6-8 people with full enclosure, acoustic internal walls, USB charging, lighting and fully accessible with tables that can be hinged down to accommodate wheelchair users. More traditional benches and tables (specification to be determined) are located around the edges of the Green with pairs of chairs and single benches for meetings and relaxation regularly spaced. The incorporation of movable furniture and tables of appropriate heights will ensure these spaces are also fully accessible. The variety of spaces and the location of furniture in these spaces and within the Garden Rooms will ensure that that are usable throughout the year. This provision is carefully integrated into the sheltered spaces around the Green

	with trees placed around to offer shade in the summer months. The proposed Landscape Terraces have been simplified, gabion walls have been reduced in length and number of tiers, and in some cases the gabions have been replaced in part with reinforced earth banks. CGIs are included in the submitted Planning, Design and Inclusive Access Statement. The soft landscaping proposed within the undercroft car park falls into two categories: 1. Underplanting to gardens incorporated into the layout of the car park and along the back wall of the landscape terraces: • Conditions: dry, partial shade, full shade • Landscape characteristics: Groups of perennial planting as a structural base with gravel and rocks • These pockets of planting have been laid out to support the natural ventilation strategy and are aligned to ensure adequate levels of light and natural rainfall will nourish the soil. The planting will consist of evergreen climbers to the gabion wall that faces into the car park, with Ivy and climbing Hydrangea used predominantly. Shade tolerant ferns, evergreen and perennial ground cover will be established in the planting beds. Shrubs will include Sarcococca, Mahonia, Choiysa, Viburnum tinus, Hellebore and Skimmia. All planting areas will be dug out and prepared with minimum 300mm of site won topsoil and 400mm min sub soil.
	The beds will be ripped on their base to ensure good drainage. 2. Specimen trees within openings to the Green above and along the back wall of the landscape terraces: • Conditions: dry, partial shade, full shade • Landscape characteristics: ideally selected from the 'Dry Garden' tree selection; trees with long trunks pruned frequently to maintain an open branch structure • Larger oculus have been formed to enable trees to grow up through the car park, bringing light in and making a connection to the gardens above. The species is a form of Zelkova 'Green Vase' that has upward spreading branches to reach through the aperture and spread out over the opening. As a deciduous species light in the winter months will still penetrate the car park and strong autumnal colour will be displayed. The root zone for these trees is approximately 25m3 established with a 400mm topsoil zone over 6-700mm prepared subsoil. The base will be ripped to ensure free draining base.
Connectivity – *"places that are well-connected enable easy access for all to jobs and services using sustainable modes"* The movement network plan has too many legends which makes it difficult and confusing to understand. Furthermore, it was challenged whether there is a need for all the different primary and secondary typologies? What really matters is whether a route is fit for purpose and works. The differentiation between 'confident cyclists' and 'less confident cyclists' was challenged as being an outdated approach and dual/segregated provision is not necessarily needed in a formal manner. A cycling street should be good enough for all to cycle on and work for all users, especially as there is likely to be low numbers and slow users, rendering segregation unnecessary. Whilst it is understood that segregation is planned, because the scheme wants to accommodate young children who may feel more confident cycling on the pavement, it is suggested that this could	Following pre-application feedback the RMA proposes a Cycle Street Priority Approach to the Gateway and Commercial Loops. 3m Active Travel routes are also incorporated into the street design to provide a variety of options for users of the movement network. The proposed movement network connects to the A1301 enhancements approved under application

happen informally as younger children will probably be cycling under parental supervision, or it would be accepted that cycling on a pavement is fine in this context. Pavements should not exclude cyclists. Slide 18 showed a junction design on the northern side which encourages the transition from shared routes to on-road, and there are potentially lots of conflict points and right angle turns which need further thought to ensure it will work as intended. On the southern side there is a 'gap' in the red line network (within the northern green spoke) which should be given further thought as well as people will cycle where they can and not necessary as intended by a plan. Wheelchair ramps will probably also be used by cyclists and an example of a new bridge over the M8 at Sighthill, Glasgow was cited as a good example of how different non-motorised users can access routes and infrastructure. The design of the primary loop road is fine and the opportunity to widen the strip and ensure less hardscape supported. Initially it was questioned why the parking bays were so wide, but later this was retracted as it was understood why this is generous. Although not part of the application, some concerns about the off-site cycle and pedestrian routes at the A1301 connections remain and what happens once people leave or try to access the site here. The interface is unclear but part of the wider site experience. The Copenhagen style crossings are supported as well as other approaches to side street junction designs, provided it is clear what is expected of car drivers in relation to priorities and movement. It should be clear to all users how these junctions work.	22/03615/REM, and in turn links to Hinxton and other settlements.
Climate – *"Places that anticipate climate change in ways that enhance the desirability of development and minimise environmental impact"* Although references to sustainability and low carbon were made, there was little focus on this matter in the presentation. It would have been nice to understand what the numbers are on these matters and whether they are on target or likely to over-shoot even at this seemingly early stage of the development. The applicant explained that they have their own carbon calculator and are very careful with their monitoring and analysis of all matters related to sustainability, but there was not sufficient time at this review to explain this. It suggested that at a future review some additional time is set aside specifically to consider this topic in further detail as it is important to the applicant that they can convey the importance of this issue to their business and to the Panel.	The design of the Phase 1 Infrastructure has sought to reduce embodied carbon as far as possible through construction methodology, materials and overall width of the streets. U&C has developed its own carbon budget for the development and will measure key individual components against this budget. The embodied carbon has been minimised primarily through reducing the overall width of hard landscaping (assisted through the design of the cycle priority street), the materials selection and the approach to SUDS.

	A car park sustainability statement is enclosed with the RMA submission.
Community – *"places where people live out of choice and not necessity, creating healthy communities with a good quality of life"* The ambition of the scheme was admired, and it was particularly welcomed that there will be early provision of civic and community buildings, not just for early inhabitants of the development but which will also be available to residents of Hinxton and others further afield. The opportunity for chance encounters was noted as good. What people will feel is important to consider, especially when walking through green areas. The quality of the garden spaces is high, almost like the Cambridge Botanical Garden and the opportunity for play is good too; but does it need calming perhaps as it almost appears too busy – sometimes less is more. It was stated that care will be needed to ensure that plants are not stressed for the intended locations. Could there be more use of plants that give off scents and some bigger plant species? The intended quality suggests there will be a need for an experienced and capable gardening team to maintain the high standards. What alternatives have been considered in relation to designs where there are level changes – are there better solutions? Is the Plaza really a plaza? The campus has the ethos of a 'company town' which can generate a culture that can be constraining, as people feel precious about their place. The intention to make and encourage access by Hinxton residents and others will be an important strategy to combat this.	The overarching principle is to bring the countryside into the campus, establishing a natural landscape that restores the ecosystems lost by intensive agriculture. The Valley and Landscape Terraces relate most closely to the wider Natural and Semi Natural Green space typology. Providing a rich variety of habitat with a focus on increasing the biodiversity value of the land, providing access to nature, promoting conservation, education, and awareness. Some areas will encourage circulation through the natural spaces, connecting into the movement network providing leisure routes, outdoor exercise and play and quiet enjoyment of the natural environment. The landscape shifts to a Parks and Gardens character along the Spokes and with the Green, enabling an intensification of programme to accommodate movement, leisure and informal recreation which is accessible to all in the community and relates closely to the emerging built form. The central area of the Green provides an events lawn 22x75m which can host pop up events and allows for event marquees. This has the potential to encourage wider community interaction and participation.
Specific recommendations • Is the detail too much – less is sometimes more. Don't over-design.	Noted and considered above.

• Ensure there is sufficient flexibility to design and challenge the traditional ethos of a company town. • Ensure, as intended, early social and civic provision for all. • Keep working on connections, especially those to Hinxton. • Review terminology used, it's too complicated and outdated in some cases (e.g., confident, and less confident cyclists). • Review approach to cycling – segregation is not always needed. • Welcome further discussion on sustainability and climate. • Review car park ramp design. • Are the green and dry gardens too distinct and complicated? • Is the landscape ambition too high, think about whether you want a botanic feel as well as calmness, scents, and bigger spaces. • This is a novel, non-vehicular and landscape-led scheme which needs to stay generous and have space to breathe. • Reconsider planting in parking area. The opportunity for continued engagement with the developer and local planning authority is welcomed by the Panel, who hope this may continue for as long as is appropriate to support the realisation of this important development.	
Summary of DLA Meeting Note of 19 October 2023 issued 6 November 2023 following Stage 2 meeting with SCDC (Planning, Landscape, Urban Design)	
Grey Infrastructure and Utilities • It was queried if the 3m Active Travel provision applies across the development. • It was queried if there is a need for segregation – AdB noted that SCDC had previously advised that there is not a desire to see segregation. • Following the Cambridgeshire Quality Panel it was anticipated that there would be more encouragement of cyclists onto the carriageway – i.e. no use of cycle markings on the Active Travel Route as cyclists should primarily by using the carriageway. • It was noted that messaging and terminology is important – it is key to explain in the Design Guide and in the RMA what is intended within the cycle street so the design intent is clear. To avoid confusion with different	Following pre-application feedback the RMA proposes a Cycle Street Priority Approach to the Gateway and Commercial Loops. 3m Active Travel routes are also incorporated into the street design. The Green is bisected by the key active travel routes. These are 4.5m width. Pedestrian only routes are important to distinguish and these are proposed to have a different materiality. To improve legibility of intersections between shared

interpretations of 'cycle street' terminology it was suggested that this name is not given to the new proposal and that it is more descriptive in terms of its function • It was queried if there should be a distinction between the Active Travel route on the streets where it is primarily pedestrians and the formal shared ped / cycle routes, so it is clear about the intended users. • It was noted that the service access for parcel A looks too much like a standard highway layby and could the design be softened so it looks more like a space / plaza in front of the building. • It was noted that she is comfortable with the more angled route in the Green Spoke design. • It was queried if the RMA would define the parcel access locations and the ability for these to flex if needed when occupiers bring forward RMAs. • It was advised that the infrastructure RMA would set out a logical approach and spacing but that the Development Brief could be used to set out the rules / principles for how alternative positioning could be achieved (trees / visibility / parking etc). Non-Material Amendment Applications would reconcile any required changes. • Discussion on the Commercial Loop – including confirmation that a badger tunnel is not necessary, nor is a drainage culvert. • There was a discussion about addressing connectivity to the 3G pitch and ensuring the routes for cyclists and pedestrians from either direction / on both sides of the carriageway are catered for. • Discussion regarding the need to extend the shared route on the Commercial Loop up to the Green Spoke. The desire lines and numbers of cyclists wanting to make this connection was highlighted and it was agreed it is not necessary as the movements are likely to be low given the wider network. • Utilities – is the utilities network futureproofed for a data centre • Stantec advised that the temporary foul pumping station is not likely to be required.	active travel and pedestrian only spaces, as occurs where the Spokes and Green Spine intersect with the Civic Plaza a definitive gap in the Resin Bonded surface is created. The RMA includes the detailed design for the Parcel A service access located on the Gateway Loop. Parcel Accesses are set out to enable access to each individual Parcel with a single or double access point depending on the scale of Parcel. Some flexibility has been considered allowing Parcel access and layby parking to be interchangeable offering Parcel architects some choice in the organisation of internal servicing. The route within the northern Green Spoke is anticipated to connect to the Recreation Ground to the north. Proposed utilities are accommodated within a utilities corridor within the red line boundary. The temporary foul pumping station is not included in the RMA submission.
Green Infrastructure • The approach to the gardens was discussed – the structural detail (hedging / depth of beds) will be provided in the RMA and only the planting within the gardens is to be left flexible. • The gardens are proposed to be gated to assist in security and safety. • Dwell spaces and cycle parking geometries have been refined from Quality Panel • The detail of the permanent water feature and cascade is to be conditioned • The Green has been tracked to ensure accessibility for events vehicles	The submitted Planning, Design, Inclusive Access Statement provides details of the final proposed design of the Green Infrastructure. Play is distributed throughout the landscape spaces, with rolling topography to the grass bowls, stepping stones and opportunity to approach the cascade of

• Pod details will not be provided in the RMA in terms of their specification – it is to be noted that they need to be functional for the UK environment in terms of shading and shelter. • Play provision was discussed – SCDC will require this to meet the 500m2 area as per standards for a LEAP with at least 9 pieces of equipment / 9 play experiences. • There is the potential to also utilise the adjacent garden to extend the play provision – to cater for different ages. It is also important to focus on provision for girls. • The Design Guide indicates a LEAP location to the south of the Green but the proposed location is agreed as suitable in terms of distance from Parcel A.	the formal water feature, play trails through planted beds a large open kick about lawn. The informal provision is complemented with a focused play area to the centre of the Green which provides 8 play experiences which. A focal feature may be provided by sculptural frame provides the swinging and climbing elements with hang out spaces located nearby and musical pieces. To supplement the Green provision, a landscape marker feature, aligned with the northern Green Spoke on the edge of the recreation ground, will also act as a further play feature / play experience in addition to aiding wayfinding. The detail of the feature will be conditioned but it is intended as a stepped stage and framed enclosure to offer complimentary spaces across the ages and gender. Combined, the Green playspace and the Landscape Marker play feature will provide for 9 play experiences and over 500m2 of activity space, meeting the equivalent of the LEAP requirement.
Parcel A and Primary Pedestrian / Cycle Link • It was advised that the current break in the route (through materials) should either be joined up or a larger break / widening of the route provided. • It was advised that the route from the Green should be realigned to better orientate towards the Spoke. • It was agreed that this emerging design provides sufficient comfort to demonstrate the acceptable removal of the diagonal ped / cycle route, with the refinements discussed.	The green is bisected by the key active travel routes which gently arc past the large grassed bowls. These are 4.5m width and surfaced in resin bonded. The routes connect to the Green Spokes. The SuDS to the Valley have been shaped to establish a series of elongated curved basins, natural in appearance and with variable slopes. A deeper central ditch will
• It was queried the design of the Valley SuDS and had envisaged this is reinforce a linear channel. BE advised that the landscape advice had been to soften the previous linear design. It was noted that for capacity reasons the SuDS features have to separate. • There was support for the landscape marker and this can help contribute towards the 9 play experiences for the LEAP.	provide more consistent moisture for marginal grass land species. The landscape marker proposal is included in the RMA.
Car Park • It was queried the mobility scooter location in front of the door to access parcel A – not conducive to legibility and access into the building. • It was queried if there is a need for a crossing at the entrance for pedestrians – • Suggestion to incorporate parent and toddler spaces –northern section close to community facilities. • It was advised that decompaction details will be required to support the landscape / planting details. • Security queries were raised - the approach to security should be set out in the RMA.	Pedestrian connections are provided adjacent to the approved uncontrolled crossing over the A1301 on the western side of the car park and via a stair connection up to the Green on the eastern side. Direct connections into the Parcel A and D buildings are also expected and these will be coordinated with the emerging designs. The car park has been designed to be adaptable so that parent and child spaces could be provided in the future if needed following monitoring of the use of the car park. The submitted LEMP management proposals for the planting and landscape. The specific operation of the undercroft car park and the provision of any CCTV or other security systems will be detailed as part of the operation and management arrangements. Gates are proposed at the pedestrian entrance to the undercroft car park opposite the uncontrolled crossing over the A1301. These gates will allow the car park to be secured if required with access for pedestrians still possible through the Parcel A and D buildings and up to the

	Green via the staircase on the eastern side.
Landscape Terraces • SCDC support the emerging design and consider it helps reinforce the landscape character and design intent of the Campus. • It was advised that the balance of planting to be carefully considered. The investment in the attractive structure shouldn't be too hidden. • The detail of the NW corner of Parcel A needs to be resolved.	Noted – the approach to planting has been carefully considered to create an appropriate balance of soft and hard landscaping to create the high quality landscape environmental required along the A1301. The RMA includes detailed landscaping proposals to the NW corner of Parcel A.
Summary of Stantec Meeting Note of 23 October 2023 meeting with SCDC (Planning) and LLFA	
It was confirmed the LLFA will require the final details of the following: a. Depth of swales – this is a subject of further design, in relation to capacity etc. b. Confirmation from the EA if excavation >2m. c. Need to check ground water levels d. Calculations giving the background to the swales and capacities	The submitted drainage drawings and Foul Water and Surface Water Drainage Strategy provides details of the proposed drainage strategy.
There was discussion regarding the aspiration to also be able to provide irrigation to the street trees that are in the swales – the challenges and balances sought between retaining water and discharging water were discussed – with the potential for the necessity for some form of cascade between the swales acknowledged.	
Summary of meeting with Cambridgeshire Shared Planning (Inclusive Access) 30 October 2023	
It was noted that: • On street Blue Badge parking should have sufficient space. • The proposed number of Blue Badge spaces to the car park was supported.	The length of the on street Blue Badge parking spaces has been increased in response to the feedback received.
Summary of meeting with SCDC Sustainability 6 November 2023	
The following matters were discussed: • A proposed reduction in the extent of hard materials in the street corridor was supported.	The design of the Phase 1 Infrastructure has sought to reduce embodied carbon as far as possible through construction methodology, materials and overall width of the streets. U&C has developed its own
• It was noted that SCDC sustainability will generally have further input for the built form components of the development as they are submitted as RMAs. • An embodied carbon calculation had been undertaken and this was supported. • It would be helpful if the RMA could include information on the sustainability credentials of the car park • The GI components and drought planting and SuDS were supported. • Water conservation is a critical issue and so proposals for water conservation, re-use were supported. • The proposed materials need careful consideration in terms of embodied carbon.	carbon budget for the development and will measure key individual components against this budget. The embodied carbon has been minimised primarily through reducing the overall width of hard landscaping (assisted through the design of the cycle priority street), the materials selection and the approach to SUDS. A car park sustainability statement is enclosed with the RMA submission. Other feedback items noted.

Appendix B: Statement of Conformity & Design Guide Compliance (Condition 19 of OPP)

1.1 Condition 19 of the Outline Planning Permission States that:

"Reserved Matters Applications shall be in substantial conformity with the approved parameter plans, approved Development Principles and the approved Development Area Brief for the relevant area covered by the Reserved Matters application (or in the event that the Reserved Matters application is submitted concurrently with a Development Area Brief pursuant to condition 17 the Reserved Matters application shall comply with that submitted Development Area Brief), save for minor variations where such variations do not deviate from this permission or are not predicted to have any additional or materially different significant environmental effects to those assessed in the Environmental Statement accompanying the application. Reserved Matters Applications shall be accompanied by a Statement of Conformity in respect of the approved parameter plans and Development Principles."

1.2 This section of the Planning, Design and Compliance Statement describes how the RMA proposals accord with the approved plans and documents.

Conformity with the Approved Plans and Documents

Approved Parameter Plans

1.3 Compliance with the Approved Parameter Plans is confirmed within the Phase 1 Infrastructure Development Brief.

Approved Development Principles

1.4 The Phase 1 Infrastructure complies with all relevant Development Principles and Requirement and Guidance within the approved Design Guidance and other documents as set out in the table below.

Design Guide Section	Development Principles	RMA compliance?
Sustainability	DP SS – Development proposals shall demonstrate how they have responded to the 'improved targets and measures in table 2 of the Design Guide'.	Yes The Phase 1 Infrastructure proposals respond to the following relevant improved targets: • Provision of 30% parking spaces with active EV charging • Allowance for 30% parking spaces with passive EV charging • The development must be all electric – the car park will be powered by all electric energy • Energy Use Intensity Targets have been set • Embodied Carbon targets have been set as part of U&C's carbon budget for the development • Minimum 25% BNG on a site wide basis - the RMA provides for a BNG of 132% • Minimum 50% of the site should be Green Infrastructure (on a site wide basis) • Tree cover should be doubled with 20% of the site covered with trees and vegetation by 2050 (on a site wide basis)
Landform	DP9.2 – the development must seek to achieve a cut and fill balance…to minimise the need to import or export significant volumes of material	Yes The undercroft car park maximises the opportunity provide by the existing levels and the proposed indicative topography plan indicates the height of the Green at AOD +41m.
Sustainable Drainage and Water sensitive Design	DP 17.1: Water management and drainage must be an integral component of multifunctional green infrastructure design…	Yes The RMA proposals include infiltration basins and other blue infrastructure to provide drainage and water management and contribute to an attractive landscaped environment.
Land Use	N/A	N/A, although the RMA has been designed to accommodate all relevant vehicles to access to proposed land uses.
Landscape	DP10.1: The landscape design must reflect and respond to the other principles set out in the Design Guide and provide: Sufficient open space in accordance with the typologies and standards; Key open spaces in accordance with the principles for design, character and function set out for these spaces. DP 11.1: Dedicated formal play space and informal play space must be delivered for children of all ages and phased in a manner to ensure that appropriate play space is provided. The precise quantum of play space to be delivered in each Reserved Matters Application will be related to the number of dwellings and the unit size mix of that Reserved Matters Application. An explanation of the relationship between play space and dwellings will be set out in each RMA. DP 11.2: Play space must be delivered within walking distances from family dwellings. DP 11.3: The design and location of play spaces shall respond to the other principles set out in the guide. DP15.1: In DA1, development adjacent to the A1301 shall be designed to deliver a noticeable change in character compared to the existing appearance of the road corridor. This change in character shall be achieved through the integrated and comprehensive landscape design which will create a distinctive and exceptional corridor with a clear sense of arrival for the Campus.	Yes The Phase 1 Infrastructure has been designed to ensure that the first LEAP and requisite open space standards and met and delivered for the first residential parcel. Formal Open Space will be delivered in a consolidated manner as shown on the Framework plan amd therefore does not form part of this RMA. The quantum of informal open space far surpasses the requisite amount as set out in the Development Brief. A comprehensive and integrated campus landscape design is proposed adding to the improvements to the A1301 corridor secured under approvals 22/03615/REM (A1301 Improvements) and 23/00482/FUL (Bridges and Serpentine Walls Planning Permission). The detailed specification of the LEAP will be conditioned to ensure it is delivered to meet the s106 trigger. The RMA delivers carefully design landscape terraces to achieve the change in character along the A1301 corridor.

Design Guide Section	Development Principles	RMA compliance?
Access and Movement	DP 14.1: The design of the public realm and buildings must take account of, and integrate, the principles of inclusive design to enable the development to be used safely, easily and with dignity by everyone. DP 14.2: The development must create a connected, legible and comprehensive sustainable travel network which prioritises sustainable modes including provision of safe, seamless pedestrian and cycle connections throughout and access both side of the campus and with the wider area. This network must promote permeability to create 'walkable neighbourhoods' and its design minimise conflict with other modes. DP6.1: The majority of car parking for the commercial, research and translation buildings must be provided in a series of multi-storey car parking buildings located in Land Use Zone 2. This is to encourage the use of sustainable modes of transport within the Campus. DP6.1a: A car parking facility for conferencing facilities and the mixed uses that surround the Green should be located to provide good access to these facilities. Following the provision of the new car park, Car Park D should be reconsidered as part of a wider improvement to the existing Campus. DP 6.5: Cycle parking must be provided in accordance with local standards and must be distributed with associated facilities across the Site to encourage the uptake of cycling. The Design Guide will set out a strategy for cycle parking provision and DB and relevant RMA must provide further detail as to how cycle parking will be incorporate within strategic infrastructure and as part of individual buildings. DP 6.7: Residential parking should be minimised to discourage the use of private cars and promote sustainable modes of transport. Other forms of parking for more sustainable modes should be prioritised in prominent and accessible locations.	Yes The landscape and streetscape have been conceived to offer a fully accessible environment, with clear routes established for visual impaired, suitable gradients for wheelchair access to all areas. The proposed movement network prioritises cycling and walking and is connected to a wider network being created on the A1301 corridor, within the Existing Campus, and communities in the wider area. The majority of car parking for R&T will be in MSCP. The undercroft car park will in the long term primarily serve the mixed uses around the Green. Cycle parking will be accommodated on The Green and it is anticipated that additional parking will be provided within individual plots.
Massing and Layout	N/A	N/A
Roofscape and Building Services	N/A	N/A

Design Guide Section	Development Principles	RMA compliance?
Biodiversity and Habitat	DP 12.1: The approach to ecology and biodiversity will be to establish a landscape that is functional and attractive. It will: i) Prioritise biodiversity conservation for important ecological features in accordance with the Site Wide Design Guide which responds to the necessary mitigation requirements of the OPA ii) Improve and enhance the biodiversity value of the site, achieving a minimum of biodiversity net gain of 10% iii) Creates a green infrastructure network which promotes community interaction, ownership and stewardship iv) Facilitates educational opportunities within the landscape Balances the requirement for public access with conservation with limited or controlled access in sensitive areas. DP 12.2: A Landscape and Ecological Management Plan for a relevant stage of the development must be prepared and submitted to the LPA prior to the occupation of that stage.	Yes A Landscape and Ecological Managment Plan has been enclosed with the RMA submission as part of the Development Brief and addresses these matters. The proposals deliver a BNG of 132% towards the overarching site wide BNG of 25%.
Lighting (not covered by Design Guide)	DP18.1 Lighting Lighting design will be sensitive to the surrounding area and its users. It will seek to: i. Enable users to proceed safely, helping to alleviate the fear of crime. ii. Minimise light spill and glare, to minimise impact on local sensitive receptors (including residents, ecological receptors, the setting of heritage assets, and local road users). iii. Integrate the Proposed Development into the surrounding area as far as practicable. This will be carried out through implementation of the Outline Lighting Strategy and further details to be agreed through RMAs.	Yes The RMA includes lighting proposals for the public realm, the proposed car park, and for street lighting. The lighting proposals align with the Outline Lighting Strategy and will create safe spaces using lighting that avoids negative impacts on sensitive receptors. A carefully design lighting design seeks to minimise light spill though the use of spotlights whereby the light can be effectively directed. The lighting proposals seek to minimise the number of columns required and reduce street clutter and thus their impact on the surrounding area. The lighting has been selected such that it complements the landscape design and can be discreetly positioned.

Appendix C: Strategic Design Guide:

- **Extract of Engagement Statement**
- **Summary of Consultation Responses**

Schedule C – Engagement Activity

	Engagement	**Attendees**	**Date**
1.	Design Guide Scope and Programme	SCDC Case Officer / U&C / DLA	20 January 2022
2.	Masterplan Design Workshop	SCDC Case Officer / UD officer / Landscape Officer / CCC Highways / consultant team / U&C	23 February 2022
3.	LLFA U&C Briefing – wider session with introduction to the WGC Campus and overview of Design Guide approach	LLFA / U&C / Stantec / DLA	2 March 2022
4.	Design Guide - Structure and Contents	SCDC Case Officer / UD Officer / U&C / WEA / CTF / DLA	9 March 2022
5.	Design Guide - Highways and Movement pre-app	SCDC Case Officer / UD Officer / Landscape Officer / CCC Highways and Transport Strategy / Consultant Team / U&C	16 March 2022
6.	Design Guide – Built Form and Typologies	SCDC Case Officer / UD Officer / Landscape Officer / Consultant Team / U&C	23 March 2022
7.	Masterplan Workshop	SCDC Case Officer / UD Officer / Landscape Officer / Ecology Officer / Consultant Team / U&C	31 March 2022
8.	Masterplan - Quality Panel Review	Cambridgeshire Quality Panel / SCDC	26 April 2022
9.	Masterplan – Historic England Pre-app	Historic England / SCDC Case Officer / UD / Landscape / Conservation / Consultant Team / U&C	29 April 2022
10.	Masterplan Workshop	SCDC Case Officer / Conservation / Landscape / UD / Consultant Team / U&C	23 May 2022

11.	Design Guide – Landscape	SCDC Case Officer / Landscape / UD / Consultant Team / U&C	6 July 2022
12.	Design Guide – Education	SCDC Case Officer / UD / CCC Education / Consultant Team / U&C	20 July 2022
13.	Design Guide – Sustainability	SCDC Case Officer / UD / Landscape / Sustainability / Consultant Team / U&C	28 July 2022
14.	Historic England (A1301 / bridges / Design Guide combined session)	SCDC Case Officer / Historic England / Consultant Team / U&C	23 August 2022
15.	LLFA – Drainage (Design Guide, DA2, bridges)	SCDC / LLFA / Consultant Team / U&C	31 August 2022
16.	Design Guide – Sustainable Movement	SCDC Case Officer / CCC Transport Strategy / CamCycle / Consultant Team / U&C	7 September 2022
17.	Design Guide and Master Plan Workshop	SCDC Case Officer / UD / Landscape / Consultant Team / U&C	31 October 2022
18.	Design Guide Review	SCDC Case Officer / UD / Landscape / Consultant Team / U&C	16 November 2022
19.	Design Guide Workshop: Movement / Built Form / Sustainability / Landscape / Ecology / Drainage	SCDC (Case Officer, UD, landscape, ecology/ CCC / CamCycle / LLFA / Consultant Team / U&C	30 November 2022
20.	Design Guide Workshop	SCDC / Consultant Team / U&C	9 December 2022
21.	Wildlife Trust – General Overview and summary of Design Guide	WT / U&C / Consultant Team	12 December 2022
22.	Design Guide Review	SCDC / Consultant Team / U&C	18 January 2023
23.	Design workshop	SCDC / Consultant Team / U&C	13 April 2023

24.	Design Guide – Quality Panel Review	Cambridgeshire Quality Panel / SCDC / CCC / Consultant Team / U&C	24 / 25 April 2023
25.	Design Guide – Community Forum	Hinxton Local Community (and other local residents)	25 April 2023
26.	Design Guide – Community Liaison Group	Four Local Parish Councils – Hinxton, Ickleton, Duxford, Great Chesterford	26 April 2023
27.	Design Guide – Member Briefing	SCDC Planning Committee Members / Consultant Team / U&C	19 May 2023
28.	Design Guide – Hinxton Parish Council Briefing	HPC Members / DLA	19 May 2023
29.	Natural England – General overview and summary of Design Guide	NE / Consultant Team / U&C	25 May 2023
30.	Design Guide – Page Turn Review	SCDC / Consultant Team / U&C	26 & 31 May 2023
31.	Design Guide – Inclusive Access	SCDC Case Officer / CCC Inclusive Access Officer / DLA / U&C	20 June 2023

DAVID LOCK ASSOCIATES

BRIEFING NOTE – DESIGN GUIDE

Wellcome Genome Campus - Design Guide Schedule of Consultation Responses

October 2023

The schedule below sets out the main comments received through consultation on the Desing Guide (as originally submitted in July 2023). The schedule indicates if amendments have been made or provides a response to the comment. The amendments are reflected in the Re-Submission Version 2 (October 2023).

Section (if relevant)	Comment	Response / Action
CAMBRIDGESHIRE COUNTY COUNCIL		
CCC Highways	Materials - no details of the proposed surfacing for the footways, shared paths, cycle paths and carriageways. These will require careful consideration to ensure that the routes of each user mode or where these become more integrated is clear and easily legible to all. 5.6.13 - while there is a proposed extensive network of off carriageway Non-Motorised user routes within the site, shared use paths can be difficult to use for some groups (e.g. the visually impaired), as approaching cycles (in particular) can be difficult to detect. • The sole of a changes in changes to surface materials is unlikely to consistently maintain low motor vehicle speeds and physical features may need to be used. • Fig. 60: there is a risk that the proposed trees planted within the swales will be box pruned by refuse vehicles or coaches etc. 5.6.16 and 5.6.19 - the proposed crossing point will need careful design, the aspiration that pedestrians should have priority is welcomed, this can be difficult to achieve. The design must allow pedestrians (a group that includes the	Materials - • Details are provided in 'Detailing the Place' section of the Guide. This provides an indication subject to detailed review in terms of carbon lifecycle and embodied carbon budget. • The Design Guide has been updated to include plan view diagrams of the key nodes to help articulate the design approach and how changes in surface material will be used. 5.6.13 - • The movement network has been subject to extensive changes in response to CCC / SCDC and CamCycle comments and more recently following the review of the Phase 1 infrastructure by the Cambridgeshire Quality Panel. • It is considered a balanced approach has now been agreed which comprises the following components of the Active Travel Network: o Comprehensive off-street pedestrian and cycle network link key destinations along key desire lines through the public realm and linking from the two bridges to connect the two sides of the

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	elderly, children and disabled individuals) to feel confident to be assertive enough to cross the road in the face of approaching motor vehicular traffic. To determine the practicality or otherwise it would be useful to have a plan showing the layout rather than a 3D image. Figure 70 - the proposed access to the car park in relationship to the proposed shared use path and carriageway needs to be reviewed. The design as shown would require a motor vehicle exiting the car park to block the shared use path while waiting at the edge of the carriageway. This could be a significant issue during peak hours, as the car park is due to be able to accommodate 291 motor vehicles.	Campus – this is where the highest intensity of movements are expected and these are the widest routes. o Cycle street provision across the gateway loop and residential loop and in part of the commercial loop to give priority to cyclists using the street network; o 3m wide Active travel routes on both sides of the carriageway along the gateway loop and part of the commercial loop. • The junction design / key nodes of the gateway loop have been subject to detailed discussions with SCDC / CCC and CamCycle and these are reflected in the plan view diagrams in the Key Node section of the Guide. • As a result of the street design amendments there is now more room for tree planting within the flexible zone and a wider area for parked cars to open doors without conflict with the carriageway and cyclists. • 5.6.16 and 5.6.19 - the design of the Key Nodes has been reviewed as above following Phase 1 Infrastructure pre-app and the landscape design has been strengthened alongside updates as a result of the cycle street design evolution (including use of materials etc). • Figure 70 – This area has been reviewed following the cycle street discussions. There is no pedestrian or cycle route which continues west from Parcel A (no desire line) and the users entering the parcel A building from the elevation fronting the Gateway loop will be limited (taking account of desire lines) as most will access from the bridge / car park / green spoke. Given the volume of movements this is considered to be acceptable.
CCC Transport Assessment		
	Design Guide is clear / concise / creative and informative network of cycle and pedestrian routes is comprehensive. Provision for cycling along primary and secondary streets in agreed. this provides excellent provision for walking and cycling around this area...all of these are clearly defined on	• The Framework Plan includes the location of the four 'Sustainable Travel Hubs' – these locations have been updated in response to SCDC comments. • Cycle connectivity has been improved through the addition of a cycle route through the southern spoke.

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	the Framework Plan and offer comprehensive routes for all destinations. Should this plan (Framework Plan?) show the location of the three mobility hubs? In general all matters relating to movement and access are agreed subject to the comments below. Parcels A, B, C & D are large – dissected only by pedestrian only routes (one shared route in green spoke – *presume to mean spine*). Nearest cycle routes run through the Green but don't serve the green side of the plots). Are these plots likely to have cycle parking – how accessed. Table 5 – 6.2m width advised for developments with routes to accommodate buses. However, at northstowe this is just wide enough on straight road. Many roads have gentle curves and coaches could be used, advise that carriageway is 6.5m with widening on corners. Roads should be 'loosely' tracked. Primary arc should use horizontal build outs where green spine / spokes cross. Primary arc – cycle provision on both sides between spokes and section between spoke and A1301 to be one side only. Secondary street 1b (school street) if a route to school entrance it will need a cycle path on one side. However, is the school access from the green spine. 5.6.13 text to be amended as contradictory 'it must incorporate a shared footway / cycleway...' Locations for bus stops and layover should be highlighted in the Guide. 5.6.14 crossing of Primary street / green spine should have horizontal traffic calming / narrowing (see Waterbeach).	Extensive discussions have been undertaken in relation to the northern spoke and a clear explanation and rationale provided in terms of the desire lines this northern spoke fulfils for cyclists (limited desire lines mainly related to access for parcels E / F). The parcels the spoke would primarily serve are located in such close proximity to the Green and surrounding community uses that the distance is easily walkable. If residents of these parcels want to travel to the existing Campus – the gateway loop and through the Green Spine provides a direct and efficient route. There is a balance to be achieved with the primary function of the spoke being one of green infrastructure and also providing an accessible route for pedestrians. It is not considered an essential part of the cycle network given the challenges associated with the including one to the detriment of the landscape design. Extensive alteratives have been explored and as a part of the Phase 1 RMA, a rail to facilitate cycles being pushed through the spoke is to be incorporated. • In terms of parcel C – this has been discussed with SCDC and with the evolution to cycle streets it is considered that direct and efficient routes for cyclists between key destinations exist. The plots will have cycle parking and this may be accessed from the gateway loop or the plaza (albeit cyclists dismount around the plaza itself). There will be additional, informal permeability between parcels, to be defined through RMAs. • 6.2m was previously advised as the necessary width and the street corridor design has to also consider sustainability (embodied carbon) and urban design principles. A swept path analysis review has been undertaken by Stantec of the gateway loop. This confirms that movements of a single deck bus and HGV can be undertaken without the vehicles colliding with each other or without striking or overhanging a nearside kerbline. As envisaged as part of the design, a large vehicle may overrun the central median strip of the

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	Landscaping can dominate in this location. bus stops to be located downstream of crossing. 5.6.19 – reference to other key nodes – primary ped / cycle routes that cross the areas outside key buildings on green side of the two bridges in courtyards. Primary street / green spoke crossing – would benefit from narrowing or zebra crossing. Primary / secondary street junction design – indent crossing 5m or dutch / copenhangen crossing (is this appropriate with flows). Consult Crow manual. 5.6.21 - would cycle parking in mobility hubs focus on communal cycle/ scooter parking. 5.6.23 - would all residential units be within approx. 400m of a bus stop – bus rings to be shown. 7.2.1 - areas where ped / cycle routes cross carriageways – there must be high contrast in materials and / or demarcation of cycle routes through street furniture if it traverses landscaped / open area. Design of bus shelters to be detailed (Trueform flight) unless there is another document to provide palette of furniture. Maps on totems? Details on lighting should be included.	proposed Cycle Street layout, but this is considered acceptable in terms of the cycle street design. • Furthermore, the radii referenced at Northstowe looks to be 70m (approx.) and thus smaller than the smallest radii of the arc created to form the gateway loop (150m). • Narrowings / build outs will be used. • The gateway loop design has evolved to a cycle street design and the 3m provision either side of the carriageway is an active travel route. • School access is from Green Spine. Cycle access is not promoted from the secondary street. • The Guide identifies layover and bus stop on figure 53. • 5.6.14 – the crossing design has been reviewed and plan view now included in the Guide. The indicative bus stop has been repositioned. • 5.6.19 The reference to other key nodes – it is agreed that these are important locations, albeit guidance is covered elsewhere in the Guide (bridge landing diagrams). • Junction designs have been reviewed and illustrative plan views are provided in the Guide. • 5.6.21 The Sustainable Travel Hubs (STH) would provide communal / visitor cycle parking / allow for change in mode. This guidance is provided in the STH section of the Guide. • The bus strategy will be developed as a separate document in relation to the S106 obligation. This will inform whether the residential loop will also accommodate bus access (this is allowed for in the Guide).

		• The materials and approach to ped / cycle routes has been reviewed to ensure clear distinction for users as part of the cycle street discussions and will be further defined at detailed design of the RMAs. It is considered the Guide provides sufficient detail at this stage. • Bus shelters - this is intended as a high-level guide and the Development Brief / RMAs will provide further detail. • The Guide provides an appropriate level of detail on wayfinding. Further detail will be provided at Development Brief / RMA level. • Lighting - a site wide lighting strategy has already been approved. A detailed lighting review is being undertaken and will be provided at Development Brief / RMA level. Where a consistent approach / palette is required, the Development Brief can maintain this across the site.
Cam Cycle		
	Figure 53 – Design Guide could better show movement and access for different user groups to help understand how a corridor performs different functions for different users. These can be overlaid to create the complete movement network. Terminology of primary and secondary street – seem to refer to vehicular routes. A number of missing cycle links and misaligned route are noted. Particularly the missing links to the Green and this will force more people to use the primary street (see diagram). Do not believe a shared footway / cycleway is the correct solution. Further rationalisation of building plot accesses and how they vary for different users would allow a suitable design. Secondary street – if cycling is to be actively promoted on carriageway it requires further information on vehicular flows	• The Design Guide now includes separate pedestrian and cycle diagrams to explain the connected network for each. • Terminology – the whole street network has been reviewed following CamCycle / SCDC / CCC and Quality Panel advice and cycle streets incorporated. The terminology of streets has also been updated to better reflect a placemaking rather than standard street hierarchy approach and be more aligned with the function of the streets and the volume of traffic they are likely to carry. • As above - Cycle connectivity has been improved through the addition of a cycle route through the southern spoke. Extensive discussions have been undertaken in relation to the northern spoke and a clear explanation and rationale provided in terms of the desire lines this northern spoke fulfils for cyclists (limited desire lines mainly related to access for parcels E / F). The parcels the spoke would primarily serve are located in such close

	and how design speed will be met. Consider cycle street design – welcome further discussion. Tertiary street – the typology appears uniform and car centric. There should be a greater sense of place – see PresentMade's Eddington submission of green streets.	proximity to the Green and surrounding community uses that the distance is easily walkable. If residents of these parcels want to travel to the existing Campus – the gateway loop and through the Green Spine provides a direct and efficient route. There is a balance to be achieved with the primary function of the spoke being one of green infrastructure and also providing an accessible route for pedestrians. It is not considered an essential part of the cycle network given the challenges associated with the including one to the detriment of the landscape design. Extensive alteratives have been explored and as a part of the Phase 1 RMA, a rail to facilitate cycles being pushed through the spoke is to be incorporated. • In terms of parcel C – this has been discussed with SCDC and with the evolution to cycle streets it is considered that direct and efficient routes for cyclists between key destinations exist. The plots will have cycle parking and this may be accessed from the gateway loop or the plaza (albeit cyclists dismount around the plaza itself). There will be additional, informal permeability between parcels, to be defined through RMAs. • As above – the approach to the pedestrian and cycle facility has been reviewed as part of the cycle street design. A 3m provision is considered important to inclusive access and for all users to feel safe (families with children etc) and this is now shown as a active travel route. • The desire line and time / distance reduction for a cyclist across the north west field area is not considered to outweigh the benefit of the this important area which the outline permission requires to be retained as agricultural land which within which public access / routes through it are to be minimised. The current route utilises as existing farm access, thus minimal impact to the wider fields and landscape and ecological value.

		• Street network and cycle provision – further work has been undertaken on vehicular flows on the street network and also pedestrian and cycle flows on the street network to support the cycle street proposition. These have been presented through pre-application discussions and will be submitted to support the phase 1 infrastructure RMA. These flows, when compared to LTN1/20 substantiate the proposed provision. • Secondary street – now updated as residential loop, the Guide has been updated to include this as cycle street. • Tertiary street – the Design Guide section ensure that there is flexibility for other alternative designs on the residential streets (terminology updated).
BEN Ecology		
	Biodiversity SPD sets out advice on bird nesting boxes and bat roosting boxes. The use of native planting mixes and wild grasses, inclusive of green and brown roofs, green walls and log piles, insect hotels and hedgehog connectivity are encouraged. Would like to see details of integrate bird, bat and insect boxes and hedgehog friendly fencing.	• The Guide has been updated to include the following principle in the Sustainable table, Sustainability Principle S9 Land and Nature: *To maximise biodiversity value integrated bird, bat and insect boxes and hedgehog friendly fencing should be provided as part of the suite of ecological measures.* • The specific ecological measures required for each component of the development will be defined in the Landscape and Ecological Management Plan and Ecological Measures Implementation Plans that are required. • It is considered that the guide provides detail on green and brown roofs; green walls in the Detailing the Place section and native planting and wild grasses in the Planting Strategy section.
James Tipping (Case Officer)		
Framework Plan	• The foul pumping station should be shown • Green spokes should be cycle routes in addition to pedestrian • Key nodes to secondary street – should be positioned to align with the secondary street which can be flexible	• The Framework Plan has been updated to include the foul pumping station as an asterisk. • The southern green spoke has been updated to include a cycle route and the rationale for the northern spoke design is set out above. • The key nodes have been updated.

5.2.6 Rain Gardens	First bullet point as part of the 'requirements and guidance' states: 'Rain gardens, larger planted areas supporting infiltration, must be incorporated into the Green Spine and Green Spokes and may incorporated into components of the development where they can be appropriately sized in relation to the requirements below.' The sentence is missing 'be' between may and incorporated. I would also suggest separating the 'must' of incorporating rain gardens and larger planted areas within the green spine and green spokes from what 'may' be incorporated within the wider development. Might be clearer if the 'may' reads as a 'should'.	• Rain garden text has been updated and two separate principles created.
5.5.7 The Green	The 12th bullet point refers to controlled access for maintenance, service and emergency vehicles. Given that there is a 'events space' within the green, it might be that other vehicles (e.g. food vans, etc.) need to access that space. Suggest expanding on types of vehicles that can be allowed within the green and that they can access the 'events space' area.	• Green text has been updated to reference maintenance and events vehicles.
5.5.9 The Green Spokes	The 'mandatory' elements include secondary pedestrian/cycle routes. Whilst further consideration should be given as to whether the entire length of the green spokes should become a pedestrian/cycle route, it might assist to clarify the requirements around the cycle provision as part of the requirements and guidance.	• The southern green spoke is now a cycle / pedestrian route and the has been updated accordingly. • The Green Spokes section has been updated to reflect the southern spoke as a pedestrian and cycle route. • The rationale for the northern green spoke design is provided above.
5.5.14 North Bounds and North-West Fields	As mentioned above, the North-West Fields area of the site will contain the foul pumping station. As such, details must be included as part of the requirements and guidance stating that there is to be the siting of a foul pumping station, and how this will be form part of the proposed landscaping within this location. I would also suggest updating Figure 47	• A new principle relating to the foul pumping station has been included and an asterisk added to the associated figure.

	(illustrative plan) to include the foul pumping, its access and associated landscaping.	
Annemarie deBoom (urban Design)		
General Figures name and number	Increase font size.	The text size of figure references has been updated throughout
3.3 Key	Spread key across two columns and increase in size to improve legibility. The key is important as it provides a direction from framework plan to the relevant design guidance.	Greater legibility has been achieved by the deletion of the named open spaces.
	Section references need updating.	Now updated.
3.3 Key & Plan	Green Corridor and Shared Leisure easily confused (i.e. Green Corridor on Plan (green, broken)) looks like Shared Leisure Route in Key. Green Corridor in Key looks like solid line (which would work better on plan as more different from shared leisure?).	Now updated – Green Corridor is a solid line.
3.3 Plan	Parcels K and S are not well located in relation to the primary, off-street cycle and pedestrian network. How would people walk from existing campus to 3G pitch? How about cycle? Cyclist would most likely go via road as bridge crossing is poorly linked to facilities? This is weakness in the network and the overarching argument that there is a good / better car-free route to use of primary street to all key destinations. Is there an opportunity to improve the network by re-aligning the green corridor through parcel C so it aligns with secondary road? This could have segregated / stand-alone track to north of the carriageway to link to parcel S (like proposed in residential parcel)?	Design Team considers that the route to the 3G pitch is short, direct, and easy to navigate using the Green Spine and street network, particularly now that the cycle street design has been incorporated. The alignment of the pedestrian route and Green Corridor through Parcel C are indicative which allows some flexibility for alignment. It is therefore not considered necessary to amend its alignment on the Framework Plan particularly if it compromised the flexibility for build development options at the apex of the Green. Furthermore, there will be additional in parcel permeability, which will supplement the main routes shown on the Framework Plan.
	Southern green spoke needs cycle route between Primary Street and Green to link car park (and suggested location for mobility hub / cycle and scooter interchange) with the southern bridge.	This has been updated
	Review location of mobility hub Parcel R. There may be requirement for two mobility hubs to link remote car parking to rest of campus? One at end of southern green spoke (southern car parks) and one for northern car parks.	The indicative Sustainable Travel hub positions have been amended to include one in the parcel S well related to the 3G sports pitch and one at the southern end of the southern Green Spoke, related to the car parking in parcel Q. It should be noted

		that not all STH will provide the same level of facilities, they will be tailored to the location of the hub.
	Add Parcel Edge annotation to the relevant outer edges of the residential parcels to help identify the location of design guidance provided in Section 6.3 (rear gardens, looser development form etc).	A parcel edge / interface for Residential / Outer Bounds has been added to the Framework Plan and new guidance provided in 'Parcel Design' section.
	Secondary Street Type 1a to extend beyond school along full edge of parcel (see Section 5.6.16 below).	This has been addressed through a variant to the 'principal' residential loop design to exclude footway on western side.
	Add key corner to secondary road – green spine crossing?	To address wider comments on corner guidance, 'Key Corners' have been removed from the Design Guide and general requirements and guidance are provided related to all corners.
	What is fat back line from Parcel V? Remove?	Removed.
	Add new frontage typology on outer edge of residential parcels (see further comments Section 6).	Added as noted above
4.1.4 Residential buildings	Passivhaus: Clarify if this is "building to Passivhaus standards" or whether housebuilders are expected to apply for accreditation?	The text has been updated to clarify that Passivhaus standards should be considered but accreditation isn't expected
Section 4 Table 2 Place to Thrive	Access and Movement: Add something on public transport.	A principle as been added related to public transport.
	Built form: A maximum target for residential parking can now be specified (as per 5.6.24)?	This has been updated for consistency.
Section 5 Title Page	This is a very long chapter making it difficult to find the right section. Add TOC of sub sections to Section Page?	All section pages include a contents list of main headings.
Section 5 Title and content	Consider content and section title in relation to that of Section 6. My preference would be for the green corridors to move to section 5 (they are structuring / public realm / movement element) with car parking and cycle parking moved to section 6 (as more closely related to building design, plot layouts etc).	Green corridors have been moved to the landscape section. Car parking and cycle parking have been retained in movement to keep all movement information together, however, servicing is part of Parcel Design.
5.1 Fig 12	Dev Area 1 - agree that principle of stepping building footprint would be a good solution. But would this be resisted by developers who prefer large flexible floor plates? Are there many examples of stepped R&D buildings? What will happen if there can't be a step-in building form? Is there sufficient guidance to guide alternative means of overcoming height differences in public realm? What other (basic) solutions are possible / acceptable / not allowed? Part digging in of building (carbon-heavy solution?) Having a "blank" base of lower ground floor visible? Should a "moat" – type solution (i.e. digging away at the base of lower ground floor to allow access / windows etc be allowed? Some simple	The Design Guide seeks to maintain flexibility for different types of building / floorplate and ensure that they can respond with different approaches. U&C are committed to early and continuous engagement with SCDC in bringing forward parcels to ensure plenty of opportunity to agree the proposed approach on any given parcel. The Thorton building provides an example of accommodating a level difference within the building and the landscape and as such it is not considered necessary to prescribe preferred approaches.

	diagrams zooming in on one parcel (i.e. parcel M, 45m to 48m, most likely in a single building) to explain what can / can't be done would be useful.	Notwithstanding this, precedent images have been added to the landform section to articulate solutions.
5.2.1 R&G	Last bullet: What is meant with plot ratio? Typically, this means GFA / size of plot. Here it is meant as plot coverage ratio? How are plots measured if parcels are sub-divided? With higher density terraced housing, garden sizes are often smaller than building footprint, which would not meet this criteria?	The Design Guide has been amended to better articulate the drainage requirements in relation to parcel impermeable area assumptions and the extent of parcel drainage to be accommodated on parcel / in strategic SuDS with the following updates: Deletion of last bullet and replace with following two bullets: • 70% of on parcel impermeable area should be attenuated in the strategic infiltration basins and 30% should be attenuated on parcel. • The impermeable area for each parcel should broadly be the following for the main uses: ○ Residential – 70% ○ Employment / Commercial / Utilities – 90% ○ Leisure / Sports – 30%
Fig 14	Is combining of site drainage and A1301 basins acceptable to highway authority?	The A1301 basins are not adopted and CCC and the LLFA has been consulted on the Guide with an explanation of these updates.
5.2.3 R&G	4th bullet "street edges should avoid upstands": Quite big upstands shown in diagrams which is a bit confusing. If swales are not continuous like on primary and secondary streets, upstands are required? Perhaps change emphasise of bullet to start with bit on openings and follow with "where possible, street upstands should be avoided."	Amended "Street edge details **should** allow for 60mm kerbs with regular openings at 900mm typically. Where possible, path edges **should** avoid upstands allowing water to pass into swales uniformly."
5.2.6 R&G	1st bullet "into components of the development": with this you mean "within the development parcels"?	This has been amended as follows. "and may be incorporated within the development parcels where they can be appropriately…"
5.2.6 Caption	Top image: should say "example of **rain garden** within development parcel".	This has been amended
Fig 21 & 22	Is there a difference in the way rain gardens are incorporated into development parcel vs green spoke? Or could illustrations apply to either? In which case adjust captions which currently suggest there is difference?	There is updated text now as follows: Figure 21: Illustrative section showing a rain garden. Remove text 'hard landscape' under section Figure 22: Illustrative isometric showing a rain garden with playable features There isn't a difference between green spokes and development parcels. Illustrations simply showing a 3m wide rain garden.

5.3	This would be better located at start of Section 6 where it provides a good introduction to parcel interfaces, curtilage etc.	It is considered that this is a key part of the structural guidance in defining parcels which sets up then the remainder of the Guide approach (i.e. strategic landscape and movement and then in-parcel design).
5.4 Zone 3 - R&G	3rd bullet "medium density". This is very non-specific. To complement the second bullet, it could specify a predominance of family (and terraced) housing?	This has been amended.
Fig 25 and 5.5.1 R&G	The A1301 Terraces (between roundabouts) are better described as "Parks and Gardens" in R&G and coloured light green on Fig 25. They are less about habitat and more about providing a setting for built development. Furthermore, it strengthens the principle of a "seamless connection between old and new parts of the campus" and illustrates design intent to "continue of the parkland landscape of the existing Campus" as set out in 5.5.6 and 5.5.7	The A1301 Terraces to be kept as Natural and Semi-natural Greenspaces, as they will have limited public access and will not form part of the leisure and recreation network and as such do not provide a natural fit for Parks and Gardens.
5.5.5 Fig 34 to 36	Add location of parcel boundaries to cross-sections. This Is this to scale? (looks wider on framework plan).	This has been updated
5.5.7	First para: Delete last three lines (repeat what is said above).	This has been updated.
	4th para: delete (repeats what is said in first para).	This has been updated
	Add reference to 6.1.4.	This has been updated in the requirements and guidance in relation to the plaza.
	Add text to explain the form and function of Plaza is needed as it has specific annotation on Framework Plans. This could be added here? (in which case adjust section heading to Green and Plaza). What is the design intent of the Plaza? Is it purely functional (occasional vehicle access)? Seek to strengthen / express the full curve of the green (like the colonnade)? Create a consistently designed transition zone between buildings and the Green? Help define / strengthen the primary pedestrian route's alignment towards the bridges in between parcels A and B and C and D? In my view the latter is most important and I would support a "break" in the design language of the plaza after Block B and C, in line with changing landscape character and support the routing "into" the parcels towards the bridges.	Further text on the plaza added to the Requirements and Guidance to explain the intention of this space.

	Following from above, resolve inconsistencies between Framework Plan / Fig 39 and Figures 55 and 57. The Framework Plan shows that the plaza stops at parcels B and C, whereas in other graphics (in both the Guide and this pre-app pack) it appears to continue to the edge of the green.	The extent of the plaza has been updated and the Requirements and Guidance explain how the plaza will have some flexibility to respond to the uses within Parcels A/D which front the Green.
	Is cycling allowed on the plaza? It would be the most direct route from the southern bridge to the green corridor through Parcel C and the 3G pitch beyond (if re-aligned)?	The Plaza is a pedestrian space.
5.5.8 R&G	Unclear what guidance relates to Linear Park and what to Civic Space (or terms have been muddled) - i.e. third bullet "...throughout it length". This should apply to Green Spine, not just Linear Park? and bullet 7 "the green spine must include a winterbourne stream". This should be for Linear Park section only? Re-order bullets to list requirements of Green Spine (from Green to northern boundary) first; then only Civic Space; and hen only Linear Park.	This has been updated so there is a clear separation between the two components of the Spine and it is clear what guidance applies to each.
	Bullet 10 - "continuation of formal edge". This is The Plaza?	Yes – this has been updated to clarify.
	Cycle parking should also be in Linear Park?	Yes – reference has been added.
5.5.9	Cycling access in southern spoke required (see above).	This has been amended – as explained above.
5.5.9 R&G	Bullet 4 - do raingardens form part of the Ph1 Infrastructure Drawings to dimensions described?	Yes they do include the specified rain garden. The 3m includes the SuDS feature and adjacent soft landscaping.
5.6 Fig 50	Thick vs thin line = cycle & ped vs ped only? Clarify in key.	This has been updated to provide a distinction in the pedestrian and cycle hierarchy within the expansion land – clarified in the key
5.6 Fig 51	Sustainable travel hub located on low use route. Move to southern green spoke.	This has been amended as above
5.6 Fig 53	Need for better / more direct pedestrian and cycle access from southern bridge and the Green to tennis courts and 3G pitch. Route along railway cutting would be relatively poor at night (when 3G pitch is used a lot) as "dark corridor" for wildlife and backed onto by m/s car parks	A response is provided on this above
Fig 53	Need for cycle access along full length southern green spoke.	Amended
	Need to move Sustainable Travel Hub to southern spoke.	Amended
	Need for second travel hub to serve car parks (car to bike / scooter interchange) to north of Zone 2.	Amended
	Extend Secondary Street Type1a along full length of parcel boundary (see below).	Amended with variant to 'principal' residential loop type.

5.6.7	2nd bullet - review landscape classification of terraced section (see above).	A response is provided above.
Fig 55 & 57	Annotation - could / should there be entrances from the central courtyard?	There needs to be a balance of activity and entrances between the Green frontage, frontage to the courtyard and the Gateway loop frontage to ensure a focus of activity. The key focus is to activate the Green and the role of the centre of parcel A is primarily related to wayfinding and legibility. It is not considered that a entrance should be required in the centre of the parcel / courtyard.
	Pink plaza elevation: inconsistent – see above.	The plaza is explained in relation to the Green and that it will need to respond to the built form.
Table 5	This seems wrong location. Move to after 5.6.12.	The whole access and movement section has been re-structured to prioritise active travel routes before the street hierarchy.
Table 5 Primary	Corridor width - this should say 18.6m.	The whole table has been subject to updates to align with the evolution to cycle streets.
	A 3.5m shared cycle and pedestrian path is a compromised solution. It is understood that this proposal is born from a desire to keep hard landscaping and overall width of street corridors to a (reasonable) minimum. This is supported in principle, to achieve a greater sense of enclosure, which in turn helps to reduce vehicle speeds and create a more pleasant micro-climate, and to minimize the extend of unnecessary, hard landscaped surfaces with poor sustainability (embodied carbon, water run-off, overheating etc). However, it is questioned whether the 3.5m shared paths provide the best possible compromise. Two alternative solutions should be considered and discussed with other stakeholders: 1. Direct cyclists to use the carriageway. This should be reviewed in context of: • The provision of a more attractive and more direct off-street strategic cycle network to all main destinations on the Campus. This is currently proposed, subject to addressing the weaknesses in the network connection to the Parcels K and S (tennis and 3G sport pitch (see comments above). • The expected traffic speeds and pcu of the Primary Street. See Figure 4.1 LT 1/20 which considers	As noted above, to collectively address comments from SCDC, CCC, CamCycle and the Cambridgeshire Quality Panel, the movement network has been reviewed to ensure the most appropriate pedestrian and cycle provision for the development. The movement network now incorporates a cycle street design and reinforces the landscape and placemaking led approach which genuinely prioritises pedestrian and cycle movement. This delivers additional benefits in terms of increasing the width of the flexible zone (and green verge) and reducing the grey infrastructure components (and thus embodied carbon). This evolution is now reflected throughout the Design Guide with a new section on cycle streets to demonstrate their proposed spatial extent and provide precedents along with sections, plans and diagrams to explain the design approach. The cycle street proposition is backed up by a technical review of vehicular, pedestrian and cycle flows on the street network and comparison against LTN1/20.

	streets of 20mph and pcu of <2000 / 24 hours would be suitable for most people. What is expected pcu of the primary street. • The type of cyclist who are likely to use the primary street. These are likely to be cyclists arriving from the A1301 (either from the north or the south) because the cyclists arriving from the existing campus, or "local" expansion land traffic would use bridges and/or the green spine route? These will be relatively experienced cyclists who would be comfortable using the primary street carriageway (subject to design speed and pcu as set out above)? • The design of safe and convenient transition points where cyclists go from a segregated facility on the A1301 to on-street cycling along the primary street. The A1301 is heavily trafficked and even experienced cyclists are likely to use the ped-cycle shared path along the A1301. Cyclists arriving from the north would already be on the "right" (i.e. east side) of the A1301 and follow the path north-east of the roundabout. Cyclists from the south (Saffron Waldon) would be on the west side of the A1301 and could either go into existing campus to use the bridge crossing, or – more likely- cross the A1301 at the roundabout on the carriageway, or at the traffic island. The key to good route planning will be to create a safe and convenient transition points for cyclists to move from the A1301 shared use path onto the primary street carriageway. • Even if (one-way) shared paths are introduced, safe and convenient crossing facilities are required to allow cyclists to get to the right side of the primary street. • If on-street cycling is a viable solution, the introduction of on-street cycle lanes / zones, potentially in a block paver (like pavement),	

	together with removal of center line to visually narrow carriageway and make vehicle user less dominant, should be considered. 2. 2m segregated cycle lanes. If, after discussions with other stakeholders is decided that fully segregated cycle lanes are desirable, a width of 2m would suffice? (Considering most cyclists would use the off-street network? See LT 1/20 Table 5-2 for one way cycling with peak flow <200 cyclists)?	
Table 5 Secondary	Alignment is fixed to flexible element (think that was terminology used elsewhere?).	The parcel boundaries are fixed to the flexible element (the street) – the alignment of the residential loop is indicative,
Table 5 Primary and secondary	Widen flex zone to 3m to avoid "clooring" and provide more comfort for blue badge users(?)	As part of the cycle street updates the flexible zone has been increased to 2.9m
Table 5 Tertiary	Character - "prioritise cycle movement". At v. least this should say **ped** and cycle. But might be more accurate to say that these streets prioritise "place" function over "movement" function (MfS terminology)	This has been updated to prioritise place over movement.
	Replace 13m with "varied" to avoid standard approach.	This has been amended
5.8.6	No mention of route along farm track connection to village (more direct route from Dev Area 3).	This has been amended
5.8.6 Table	This table need to be more prominent as relevant to several subsequent sections, not just 5.6.8. Clarify this only relates to off-street network. Would also be useful to add further information (to make it more similar to table for streets): • Materiality • Lighting • Alignment (fixed vs flexible) • Level of segregation (peds and cycle) if any (i.e. line, materiality, colour, low kerb etc)	A new table has been incorporated specifically related to active travel routes containing this information (new table 5)
5.6.9	2nd bullet "south of school parcel": Not just south, but whole route through the green spine?	This has been amended
5.6.13	Fig 61: Columnar trees do not support the Future Ready/Landscape Principle in Table 2 Section 4 (i.e. large canopy trees to provide shade). Is there a good reason why the desired formal avenue holding the inner arc can't be achieved with larger trees (with a formal / sculptural shape)?	Columnar trees were selected due to their formal and sculptural shape, buildings will provide shade to the inner arc anyway so larger canopy trees are not as necessary. Large canopy accent trees will be at key nodes/junctions, this will help with shading and wayfinding.

5.6.15	Images show zones that are a lot wider than 2.7 metres?	The images have been updated
5.6.16	As there will never be development frontage on the west side of the secondary street where it runs along the parcel edge, this could be delivered without a footpath on that side regardless of whether the school is delivered or not? and extend along the full length of the parcel edge? This creates a more attractive, less urban relation with the landscape, and reduces the amount of hard landscaping.	This has been updated in the street hierarchy.
5.6.16 R&G	Western and eastern should be other way round?	This has been updated
5.6.20	Section should include illustrative design and key principals for parcel access point from primary and secondary street (i.e. raised, ped&cycle priority, materiality, no setbacks – aka as "Copenhagen Crossings" (or use of "dutch kerb" as discussed in Waterbeach.	Illustrative plans are included in the key nodes section to articulate the materiality and proposed approach to junctions.
5.6.20 R&G	The last 4 points are related to building design and better located in Section 6.	This section is now contained in Parcel Design but it is considered that all servicing related principles should be together.
5.6.21 R&G	Most of these are building / plot design related and better located in Section 6. Organise bullets so it's clear what relates to resi, what to commercial, what to both. Overarching principles (like 2 and 9) to be mentioned first.	It is considered that parking should be included with the wider movement and access guidance. The R&G have been rationalised and re-ordered.
	Bullet 4: "In curtilage of house" – that is very restrictive? and might not meet other criteria (i.e., convenient access). The last sentence not finished / redundant?	Some flexibility has been added with a should rather than must.
5.6.22	Remove active travel from title (bus only?).	Amended
5.6.22 R&G	Bullet 1 - must be designed to allow bus stops." What does this mean?	This has been amended for clarity.
5.6.23	Location of travel hubs. See previous comments – if Travel Hubs need to support people completing car journey by bike / on foot, one or two are needed in Zone 2, in close proximity to car park entrances and strategic ped and cycle network?	Amended
5.6.24	This is a slightly odd section in which the OPP Principles form the "bulk" of the guidance. Moving and increasing size of Fig 74 may help to draw attention to strategy.	This section has been re-structured.
5.6.24 R&G	Further to above, add bullet to top of R&G that states "Parking should be provided in accordance with the Site Wide Parking Strategy which will provide guidance on parking ratios, and phasing (of temporary car park	This text has been amended to reinforce reference to site wide parking strategy

	provision??)" (it says this in text, but this is easily overlooked. And atm it all looks a bit flimsy.	
	Re-order bullets from big to smaller points – i.e. move 3rd bullet up, immediately under new suggested first point. Move car parking building design to Section 6 (on multi-storey car parking?).	This has been amended.
Dev Pr 6.1a	"Car Park D should be reconsidered as part of.." A stronger commitment to its removal is required.	The site wide car parking strategy will provided further details on the existing campus parking.
6 Section Title	Not just about Built Form? (See above also above) In-parcel elements?	The title has been amended tp Parcel Design.
General	This section feels v different to Section 5 and a bit chaotic, with guidance set out in a mix of R&G boxes, tables, 3D diagrams and annotated plans. It is not always clear what is a "should" or a "must". Some elements are repetitive. Others feel hidden / easy to miss, as there is little order or consistency. This is a problem in a Design Guide, were the requirements need to be easy to find as few will read document cover to cover.	This whole section has been updated with a more coherent structure using: Requirements and Guidance; Precedent images; and Diagrams to provide guidance on composition [of principles]
6.1.1	The introduction text seeks to address above by explaining some of the different forms of guidance in this chapter. Atm it doesn't do the job as still find it confusing, but may work if rest of chapter gets rationalised. However, this would apply to all of Section 6, not just 6.1.	This has been reviewed and recast in light of the above re-structure.
6.1.1 R&G	This box should relate / sit below 6.1.2?	The numbering and headings have been updated.
	These bullets seem rather lost and at first sight to mop up a wide range of different points, at different scale / importance. I think this specifically relates to the parcel boundaries as defined in Figure 23? Or maybe just to the ones that interface with the strategic elements (primary, secondary street and strategic green spaces) not the sub-divisions?? Moving 5.3 text and diagram here will help to give it some structure and context. The last bullet is the most significant and relates directly to drawings and the other bullets can follow from that?	If relevant these principles have been re-distributed to other sections (including updated built form subsection 6.2.3) or removed as not relevant. The re-structure of Parcel Design addresses the clarity of this section.
	Bullet 2 "perimeter blocks": this statement seems contrary to the illustrative masterplan for Dev Area 2 and 3. And several of the 3D illustrations . Where does this requirement come from, what is design intent? Is this about buildings defining / overlooking streets and spaces? Or optimising land use. I think is either needs to be explored and explain in	This has been removed.

	much more detail or deleted as in current form its confusing and doesn't add much usable guidance	
	Bullet 3 "define geometry of corners". Unclear what is meant here, or where it applies. On (all) the parcels defined in Figure 23? Just the ones in Dev Area 1? Or also on sub-divided plots? Can this be defined as a more rational / measurable requirement?	This has been amended through the updated guidance on corners and removed from this section.
	Bullet 4 "built form is not obliged to meet corner". Unclear what is meant here. Is there a rule that states that on non-acute angles, the built form is obliged to meet the corner?	This has been removed as not a clear principle.
6.1.2	Parcel edges: are these the ones defined on framework plan as parcel boundaries? Black and pink lines? Or also include ones created after sub division. Needs more clarification.	This has been removed as the section on Development Areas and Parcels deals with this.
	Images: these do not relate to text.	This whole section has been restructured.
6.1.3 R&G	Last bullet - check that this doesn't say anything contrary? For example, in my experience the Secure by Design officer wouldn't allow windows in communal cycle stores. Also, check that SbD accept / support residential back gardens bounding public open space (like proposed for parcel boundary around Dev Area 3?).	This has been removed as other guidance in the document will take precedence and it is not appropriate to have an overarching secured by design requirement.
6.1.4 R&G	6th (main) bullet - shading especially important (and more difficult to achieve) on western façade (at the apex of the green)?	Text amended
6.1.4	Diagrams: black line is development area = parcel boundary? And pink line is min 2.5m set back?	Yes this is correct - Now updated
6.1.5 R&G	Add bullet to say that if school is not required, guidance should follow that set out in 6.1.6.	Now amended
After 6.1.6	Add one further "Frontage type" on Framework Plan and in text. This should relate to the other edge of the residential "bunny ears" and absorb some of the Guidance currently "hidden / lost" in Section 6.3.	Now amended
6.1.7	Currently no key corner in Dev Area 3. Should there be key corners where secondary street crosses green spine?	Corners have been updated – key corners removed and guidance now included for all corners
6.1.7 R&G	1st bullet -this should apply to all corners. How are "key corners" different from normal corner buildings? Because they are also distinctive? Marker buildings?	Now updated
6.1.7	Images - abode example only relevant if "key corner" in Dev Area 3.	Updated
6.2.1 DP	First two bullets are better located in Section on Land use.	Updated

	Last bullet (New DP) better located in parking section.	Consider this is important to the massing and layout section to inform car park design. Is also in the parking section.
6.2.1 R&G	"Non-resi": referred to as "commercial" in rest of the document?	Non-residential is broader intentionally here to capture other uses which may not be 'commercial'
	Non resi second bullet - second sentence should be new bullet.	Amended
	Non resi 3rd bullet - remove (repeat of first bullet under "all buildings".	Amended
	Non-resi 4th bullet - remove (repeat of second bullet under "all buildings".	Amended
6.2.1 Images	Top right better elsewhere (i.e. section on landform / topography).	It is also used in landform (new precedent photos now included) but is useful here also.
6.2.2 Table	Unclear if this is "illustrative" (like drawings) or "requirement" (which is generally in red text boxes). Some points have been discussed more comprehensively elsewhere (i.e. servicing in Section 5 and rooftop plan in Section 7) which gives a sense that the purpose of these diagrams is more illustrative / "bringing it all together". Whereas others are introduced for first time here and important – but feel rather "lost" / easy to miss. I think it will be better to continue the format of "Section heading, text, red box" for the ones that are newly introduced (01, 04, 06). Other text can be added to existing sections if required (02 in Section 7.1.1, 03 combined with Courtyards (more general "in parcel landscape", 05 with section 5.6.20; 07 already at 6.2.1; 08 already on framework plan and well detailed. If **additional** permeability is desired / expected, this should be included as a separate point (and guidance would be different for Dev Area 3 from Dev Area 1 and 2).	This approach has all been updated in the re-structure of the parcel design section. These points from the table are now either R&G and in the relevant pink boxes or used to annotate the composition diagrams as indicative guidance. The structure is now updated such that there are: • R&G for key built form components • Precedent images • Illustrative composition diagrams which reflect the R&G
Fig 75-80	Point 04 not well illustrated.	The diagrams have been reviewed and annotations updated alongside a restructure of the relevant R&G Perimeter block requirement removed
	Point 05 not well illustrated.	
	Point 06 not well illustrated.	
	Point 08 points towards an additional link (i.e. this is not illustrated on framework plan).	
	Figures do not (always) show perimeter blocks as specified 6.1.1 R&G. This requirement may be too restrictive for this development?	
6.2.3	Last bullet - first half of first line to be used as intro text? Rest can be deleted as its repetitive.	Amended – for consistency no introduction is provided as per wider built form section

6.2.4	Format of guidance is inconsistent, and risk of important guidance not being read. Better to combine this section with 5.6.24. Make newly introduced points part of R&G box and use captions in drawings only as "bringing it all together / illustrative points.	This has been subject to review such that it is consistent with the wider built form section.
6.3.1	This provides yet another way to format design guidance – confusing, unclear what is "must" or "should", important point easily lost. Re-format using heading and R&G boxes for newly made points.	This has been amended to be consistent with wider built form approach with relevant R&G retained or re-positioned in the Guide.
	1. Add this as a new frontage typology to framework plan and add after 6.1.6.	
	2. This is repeat from 6.1.6 and not required.	
	3. To incorporate in section on car parking. This may be better divided in Commercial and residential section?	
	4. This seems contrary to the "majority of blocks should be perimeter blocks" requirement? This is quite a departure from prevailing housing layouts as this would not deliver the levels of privacy people (and housebuilders) generally wish for in private gardens. If this is requirement is included, there should be more illustrative material to explain how this could look / work.	
	5. This can be included in new frontage typology as suggested for point 1 above.	
	6. Already in 6.1.6 – delete.	
	7. Introduce new point related to buildings relationships with streets. This could have a section on commercial and residential and/ or all to also incorporate some of the points of Section 6.2.	
	8. Add to section 6.1.6.	
	9. Add to general section on corner buildings.	
	10. Add to separate point on articulation – possibly in R&G in Section 6.1.2? This already covers a similar point relating to non-residential buildings (5th bullet).	
	11. Add to guidance about courtyards in section 6.1.7. Clarify this also relates to residential.	
	12. Add to suggested new frontage typology on Framework Plan (see 1).	
	13. Add to suggested new frontage typology on Framework Plan.	

	14. Add this to drainage guidance in 5.2.1. Clarify what applies to resi and commercial (see early comment about the 70%)	
	15. Make this a separate point. Or add to more general point about in-parcel landscape (see above). This would need to adhere to SCDC standards?	
6.3.2 R&G	Adding a few, wide ranging points under one "resi" heading feels incongruous to rest of Guide. And it mixes point that are repeated from elsewhere with new points which is confusing. See suggested change in format / structure above.	This has been updated as above.
6.3.2 Annotations	These should only illustrate points that are already made somewhere in the Guide, not introduce new points as easily missed / lost.	This has been updated and annotations reviewed – the annotations provide some additional illustrative guidance as to features which could form part of residential design but are not intended to be specific R&G. They help describe potential options for composition of the R&G.
	1st graphic - the two courtyard points are new but could be made in an expanded section 6.1.10.	
	1st graphic – "Internal courtyard dimensions must minimise...": Unclear guidance. Are you saying they need to be a minimum size? and why would this only apply to dual aspect units? Would be more (rather than less) of issue with single aspect units orientated onto courtyard?	
	4th graphic (bottom left) - cycle parking principle does not relate to graphic? Also contrary to 5.6.21 which states it should be delivered in the curtilage of home?	
7.1.1	The elements relating to massing and roofscape (DP 7.7) are better placed in Section 6.2? To go with comments about measures to break up / articulate long facades? With this section relating just to detailing?	It is considered that DP 7.7 still provides a valuable principle here
7.1.1 R&G	Do all these points also related to residential development? Or does it need divided into "all buildings" and "commercial buildings" as elsewhere?	Amended
7.2.1	Figure 84 identifies primary and secondary routes and Civic Space and Plaza separately from the three main character areas. Is this because the approach to hard landscaping will be different in these areas?	This has been reviewed such there are now only the three areas defined.
7.2.1 R&G	These requirements are currently tested through the Ph1 Infrastructure Application. Are they holding up? (i.e. surfacing of primary street?).	A clearer schedule is now included which reflects emerging work on the Phase 1 RMA

	Cycle and ped routes - consider user hierarchy and "messages" associated with certain materials as discussed in PreApp on Ph1 Infrastructure Application. A bound surface for shared pedestrian and cycling path, set within a wider zone with block paving, may be interpreted as a "cycling priority zone" rather than shared path where cyclist should give way / be courteous to pedestrians?	This has been subject to further discussion as part of Phase 1 infrastructure and is considered to reflect a legible hierarchy taking account of other design features.
	Public realm - Heart of campus, the first two bullets are contrary?	Amended
	Public ream – Main development area, guidance is rather vague.	This will be further defined at Dev Brief stage.
	Primary Street – footways/cycleways: This is not what was shown on Ph1 Infrastructure drawings. and not consistent with previous guidance on cycle and footway. Need to be clear if there will be a consistent approach to materiality and detailing of cycle routes across the campus, or if it changes according to location (Heart, Main, Parkland) or according to off-road vs alongside primary street. It may be helpful to consider what approach is taken in Eddington (segregated paths, cycle in red tarmac) and the University Campus south of Maddingly Road (shared paths, all modular blocks, sometime separated with lighter line).	Amended
	Streetscape - granite kerbs (from China, transported by sea, very long life span) are currently cheaper than conservation kerbs. How do they compare in sustainability terms? Recent large-scale developments in Rotterdam and Amsterdam (like Loydskwartier and southern docklands in R'dam and docklands in IJburg in Amstersam) have invested in large (300mm), high quality kerbs. It's a very effective identifying feature that "holds" and unifies the public realm regardless of other surface materials used. This may be worth considering here?	Amended to include an introduction to set the context that materials must be subject to Lifecycle Carbon Analysis and this will inform final selection.
	Reorganise tables too include a single one for surface materials and another for street furniture (including bins, bollards and signage).	Updated
7.2.1	Images - clearer link reference images to materials set out guidance.	Updated
7.3.1 R&G	4th and 5th bullet - text needs to clearer reflect / reference guidance set out in Fig 85.	Amended to reflect the figure and relevant wayfinding components.
	4th bullet - last sentence is a separate point / bullet?	Updated

Appendix B DP Table	DP6.1a "Car Park D" should be reconsidered as part of a wider improvement to the existing campus. A stronger commitment to this is required as part of the proposal to swap this for car park under the Green. This is also implied in DP13.1 ("re-establishment of green infrastructure south of the Hall").	The DP are considered to provide sufficient flexibility to allow the wider existing campus to be reviewed more holistically and in the context of the site wide parking strategy.
Appendix B DP 7.7 and DP16.1	Why is the last line of the outline DP7.7 removed? This is strongly related to the first line of DP16.1 which is also proposed to be removed. Both principles are also linked to Point D in Appendix D. The objective of these principles was to avoid extensive, continuous rooflines when viewing the development from the agreed LVIA Viewpoints. This recognised that this could only be tested when considering RMA proposals in context of the buildings that have been agreed / delivered to date and the cumulative impact could assess, for example by maintaining a live 3D model to which consented / submitted and proposed applications could be added.	It is not considered that a Development Principle should require views through the site to the hills beyond. This suggests maintaining vistas throughout the built development plots. The crucial component of avoiding continuous / contiguous blocks is retained. The visual analysis requirement of Annex B will be addressed when bringing forward development Briefs to address this issue.
Bana Elzein (Landscape)		
3.3 Key	Separate the key symbol for Hedges and Woodland. The linear appearance of the hedges leads you to look for a line element in the key rather than an area element.	Amended.
Section 4 Sustainability Sub-Categories	Page 36 includes a bold highlight of the sub-category title which is generally easy to see. Page 37-40 has lost this. Please reinstate.	Amended
5.2.3 R&G	4th bullet regarding street edges. I think this should be changed. Reducing street kerbs will potentially result with over driven edges and messy edges. Ideally, kerbs with gaps or kerbs with drainage holes through them may be a better option but keeping them clean of debris will need to be included in Maintenance and Management Plans for the Streets and Landscape features. Concern about trees shown centrally at the bottom of a swale. Ideally the trees should be planted in weir islands or upslopes to avoid them struggling with soggy root collars on a near continuous basis, particularly during winter. Demonstrations of how the trees will be planted particularly as Figure 15 shows the rooting area very shallow considering you plant trees approx. 700mm-1000m depending on size of rootball. A bit more consideration of tree requirements needs	Amended - "Street edge details **should** allow for 60mm kerbs with regular openings at 900mm. typically. Where possible, path edges **should** avoid upstands allowing water to pass into swales uniformly." The section is amended in terms of tree position and this is reflected in emerging Phase 1 infrastructure RMA

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	to be illustrated. This is most critical along the primary street to ensure that trees thrive and reach full maturity.	
5.2.5	Should there be a comment about materials in areas where water is constantly present such as the pond or grotto to be robustly non-slip (roughened concrete, coarse stone etc) to reduce the likelihood of slips or algae growth.	Amended - addition of bullet to requirements and guidance box: "In areas of persistent wetting materials **must** be robustly non-slip, i.e. gravel."
5.2.6	Figures and photos suggest all the elements are different in some way. (Green spoke or development parcel & rain garden or Green Spoke.) Clarity is needed.	This has been amended to clarify the different uses of rain gardens (if in a development parcel, if as part of the green infrastructure network)
5.3	Fig 23. It is a little difficult to catch the difference between flexible and fixed to flexible element boundaries being a dashed and dotted line at this scale. Also, the difference between red and pink. Adjust colour and line type or scale to be more obvious.	Amended for clarity
5.5.1	Land use descriptions. Woodland and Formal Outdoor Sports are not included in the description bullet points yet are part of the structuring elements of the landscape. Consider including their descriptions and how they support the site concepts.	Retained woodland and Formal Outdoor Sports are not described on the first page as this section was added in response to comments (from Quality Panel) requiring setting the green infrastructure in the context of the existing landscape characters and this sets out the components of the existing campus and surrounding the expansion land. They are detailed in the following page 'Requirements and Guidance' text box.
5.5.1 R&G	Can 'highly accessible' be changed to 'allow access for all' in section 2 Parks and Gardens/Civic Space. These spaces should be fully DDA compliant given they are the primary pedestrian movement corridors through the site.	Amended - "Open spaces to accommodate movement, leisure and informal recreation in locations which allow access for all and relate closely to the...".
5.5.3 Fig 27	Not all of the illustrative elements have been defined. There are icons which are not keyed. Do they need to be? And the Incidental Play and Agriculture icons are not used on the plan. The icons continue throughout section 5.5 to not always relate to the plan and vice versa. Please clarify.	Updated
5.5.7	R&G. A reference to the decompaction requirements for the tree planting at the lower level of the car park should be included.	Amended with addition of "At car park level, tree planting **must** be provided with sufficient root zone for selected species, including decompaction to lower soil profile."
5.5.8 R&G	Linear Park and Green Spine seem to be being used interchangeably. Please use only Green Spine to avoid confusion. Linear Park could refer to the combination of the Green Spine and Civic Space but again, this isn't defined or clear and perhaps it is better to just replace Linear Park.	This has been amended for clarity
	Bullet 5 - identify the Valley on the plan excerpt.	Amended

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	Bullet 9 - does the Civic Space also have a minimum width as per the first bullet (again it is about clarity of Linear park/Green spine and what the definition of the linear park is.)	Text amended as above to provide clarity - Civic space doesn't have a minimum width like the linear park does.
	Bullet 10 - 'design of 'this space'' - is this referring to the Civic Space only or the Green Spine or both or the crossing area.	Amended
	Bullet 11 - cycle parking must be included in the Green spine area as well at appropriate areas like aside play areas, community garden/allotment areas, gathering spaces etc. Quantities are negotiable.	Amended
5.5.9	Cycle route to be added to southern spoke by reducing the width of the dev parcel to the north rather than including it within the pedestrian zone.	Amended
5.6.11	Is 2m wide enough to accommodate a shared use for peds, cyclists and equestrians? 2.5m - 3m would be a better option.	For this route within the wider hierarchy, 2m is adequate for shared pedestrian/cyclists. Equestrians will be accommodated for on the grassed verge as per the bullet 4.
6.1.9 R&G	5th bullet - the wording is strange. 'Edible produce must be included'. This sounds like boxes of fruit will be delivered daily. Should it read 'Space **must** be allocated within residential areas for the growing of fruit and vegetables by the residents, such as allotments, community gardens or orchards.'	Amended in the re-located Green Corridor section (5.5.10)
	6th bullet - the wording is passive. Should it read 'Green Corridors must be well lit within areas of built development.'	The lighting bullet point has been amended to respond to ecological requirements and require that lighting responds to the immediate context given corridors pass through different areas.
6.3.2 R&G	Should and Musts are not bolded.	Amended
7.2.1	Which of the three-character areas do the Civic Area + Plaza, Primary Street and Secondary Streets belong? Or are they different? Should they be included in the descriptions on this page?	This has all be amended for clarity
	Will development parcels adjacent to the plaza space be responsible for it's construction? Should there be a mandatory materials palette for the plaza so that it remains a singular element rather than a conglomeration of several designs.	The Plaza is part of the Phase 1 Infrastructure and materials are included in the Guide
7.2.1 R&G	The numbers on the pictures do not all coordinated with the numbered sections in the R&G table. Photos go up to 9, table only to 7.	New table produced and corresponding images.

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7.4.1	At the top of the page is a note which says Await Advice from CTF. Please remove.	Amended
7.4.1 R&G	The R&G table has diverged from the established red outline. Whilst it is clear that a tabular format has been selected, it is felt that the established red outline continues to ensure the Code has a continuity.	The graphic format provides clarity but a R&G has been added to the main table under 7.4.1 to cross refer to the larger tree planting table 9 to reinforce the requirements.
	4th and 5th bullet. It is not clear why columnar trees are required given the 7m set back. A tree with a span of 10 meters would fit in this space and would not be considered columnar. Equally, in the Sustainability section within the table on page 40-41, landscape principles identify 'right tree in the right place' and includes large canopy trees along streets [...]	Columnar trees were selected due to their formal and sculptural shape and will provide legibility to the primary circulation route. The inner arc will be a combination of buildings and trees. Large canopy accent trees will be at key nodes/junctions, this will help with shading and wayfinding. Amended - Tree planting within the gateway loop must be located a minimum of 6 – 6.5m from building façades."
	Woodland planting. Woodland maintenance must be included in areas to be planted which would include selective thinning over time to prevent overcrowding etc.	Amended - 'Woodland maintenance **must** be included in areas to be planted which would maintenance practices such as selective thinning over time to prevent overcrowding."
	Agroforestry. Can some nut species be listed in the sample list such as hazel and walnut.	Amended to include • Corylus avellana • Juglans regia
7.4.2 R&G	The colours attributed to planting types do not correlate to the colours on Fig88 specifically hedgerows, they compete with the retained woodland.	Amended
	Fig 88 does not have much Amenity grass land shown. It is expected that more areas of amenity grass will be present within the central spine and should be shown illustratively. The colour for Neutral Grassland is very similar in shade to Amenity Grass and could be mistaken. Recommend a different colour is selected.	Amended
7.4.3	Sections headed 7.4.3 Productive Landscapes and 7.4.3. Allotments should probably be differentiated, which may lead to the renumbering through the rest of the 7.4.	Amended
7.4.3 R&G	Allotments must also include areas of raised beds for the use of disabled / less able bodied residents. Surfacing between plots and in communal areas is usually considered at this level in order to make management of the various sites easier. Due to the potential transience of the intended community, management must be maintained by WGC with some control given over to allotment societies if they develop.	Amended to add • "Allotments **must** include areas of raised beds and **must** be inclusive for all abilities and needs" (Change community gardens R&G bullet on raised beds from 'shoulds' to 'musts' with regards to accessibility.) • Hard surfacing **should** be provided between plots and in communal areas of the allotments."?

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	Ensure that the hedging and enclosure requirements do not cause shading problems over the plots.	Fourth bullet amend last sentence "Enclosures **should** be provided with timber screens and hedging but care **must** be given to ensure enclosures do not cause over-shadowing of the plots"
7.4.4	Specialised maintenance of orchard trees should be taken to ensure that the health of the trees and ultimately of the produce can be assured, this is particularly relevant in a conventional orchard setting. Individual tree planting within other planting may not require such specialised care. This care must include pruning and methods to prevent disease and pests. The use of hibernacula to encourage natural predators such as ladybugs, hoverflies and lacewings will help.	Amended with additional bullet to Community Gardens and Orchards R&G: "Specialist maintenance practices such as pruning, use of hibernacula and other methods to prevent diseases and pests **should** be taken to ensure that the health of the orchard trees and produce is assured."
Health Officer		
Part 4	With reference to the street furniture, how frequently will street furniture be placed on pedestrian leisure routes to optimise use for those who need frequent rest? Will this be determined at Reserved Matters stage?	This is a matter of detail for RMA but the Guide indicates that rest areas should be provided every 50m
	Informal outdoor space: I would strongly recommend public toilets as a 'must' as opposed to a 'should'. This is due to the national decrease in public toilets which disproportionately affects people with ill health or disability, the elderly, women and outdoor workers. The absence of an outdoor toilet deters as many as one in five people from venturing outside of their homes as often as they would like. This rises to over two in five people among those with a medical condition. (Royal Society for Public Health report, May 2019, Taking the P*ss).	This has been updated to a must as part of the pavilion / changing facility.
Part 5	Primary Bridge Access, the report states that "Lifts must be provided to create shorter accessible routes" but then goes on to say "if provided". Therefore, it is unclear what the commitment is to provide lifts and this needs further clarity.	Text amended - Bridges now having planning approval with bridges.
Part 7	Streetscape. I note rest stops of 50m along primary, secondary and shared pedestrian and cycle routes, again, as noted above does this include all leisure routes too?	This will be on the routes set out.
	I could not ascertain from the guide if dropped kerbs will be used to accommodate wheelchair and pushchair users? Could this be clarified please.	There is a commitment to best practice on accessibility in 4.1.6 - detail for RMAs.

	Finally, I am confused by the interchangeable use of the words must and should throughout the Guide. Where it is stated as should what is the delivery commitment as opposed to must?	Explanation provided in Section 3.3 – the musts are an absolute requirement and shoulds encouraged unless rationale provided otherwise.
Communities Response		
General	Request - text itemised.	Amended throughout with 'Requirements and Guidance' (R&G) and other listed items now numbered to aid cross referencing.
	Would like a Youth and Play Strategy or to draw together all aspects that relate to provision for young people, reference older young people.	In planning terms there is an outline application and the focus is on delivery and addressing all necessary conditions and s106 obligations. The first RMA (currently well advanced in pre-app stages) will include extensive green infrastructure and delivery of the first play components. There is no requirement for further strategies other than those set out in the conditions/S106 or any mechanism to introduce them (and make binding). This is a broad design document, and its structure is based on good practice and the content stipulated in the planning conditions. It would not be appropriate to provide a parallel distillation of its content on Play – Play is one layer of a complex spatial picture. It is already made clear in Section 5.5.10 that all ages must be catered for in delivering play. Title changed for emphasis.
	How will the applicant ensure GI/Play need is met.	The S106, the Dev Principles and the Guide are binding, as is the clearly stated commitment to meet standards. The Guide prescribes (mandatory) provision which exceeds standards and it also reflects agreement with SCDC landscape officer that play provision will respond to the population profile (which will be monitored) as this place will be different to a standard strategic residential led development.
	Plan of walking distances.	This has informed the Framework Plan – As FP is a fix does not need to be in Guide (but attached for info).
	Stronger emphasis – co-working.	Co-working space is permitted, but the opportunity and need will be dictated by the occupiers. Formal 'designated' co-working space will not be built if not needed. Experience and study of other international campuses suggests that informal, recreational and social spaces (with the flexibility to work anywhere) are likely to be more critical to serendipity and campus dynamics.
	Support Well standard but query relevance for children – can additional measures be included?	The condition can allow Health and Wellbeing standards to be agreed with LPA to be tailored to the RMA. The population

		profile may be different here and therefore, Health and Wellbeing standards will need to reflect the evolving demographic.
P20	Could text include stated aims to reflect the vision of a well-connected place welcoming to all including the wider community?	This already stated under '4 Connected'.
P21	Could connection between people and nature be added?	Added to 'Place with meaning and character'.
P37	We suggest that these all become musts. A specific reference to play and Play England guidance is suggested under bullet point 2.	Musts added apart from bullet point 2 – MUSTS are not applied to other guidance documents which are not definitive or prescriptive in themselves otherwise compliance is impossible to establish. To be more embracing the wording has been changed to reference play and best practice.
	We suggest that consultation if not co-design should be must	Consultation on all applications is assured as a statutory requirement of planning. Statutory obligations do not need to be described. Co-design is not a statutory obligation or something that will be appropriate or possible in every circumstance – hence 'should'.
	Under Built Form Principles we suggest that buildings open to the public must be designed with accessible communal areas and would welcome discussion with Disability Officers on this matter.	Noted. S4 under 4.1.6 states as a 'must' that best practice will be followed. There is an accessibility consultant on the design team, this has been addressed through Pre-app and the Inclusive Access officer has been engaged throughout the various applications including on the Design Guide.
P38	Circular economy for the community reduced consumption, re-use and recycling and a shared economy) and would welcome the opportunity to discuss how this might be incorporated into the community development strategy?	Further discussion welcome as part of the community development strategy.
P40	Does sustainable sourcing refer to individual purchasing; commercial or both? How will this be achieved? Could work to support this be linked to opportunities for community food growing within the landscape/ open/ public space? Please provide specific reference to 'targets above'.	Design Guide not the place to expand on these aspects – it's a spatial/design document. Specific targets missing - address for clarification.
P41	Allotments are a policy requirement and included within the S106 (Schedule 9:202 so we expect them to be must. We welcome edible landscapes within the public realm.	Policy requirements have primacy and allotments are a must under S10.
P55	We note the provision of play provision within SUDs allocation. Whilst there are positives to this; we also note the RoSPA Are Landscape Architects able to refer to relevant guidance?	ROSPA and best practice referred to.

P60	Welcome the shared use of strategic landscape and movement corridors - suggest that opportunities for encouraging interaction between both communities is included in the Community Development Strategy.	Noted.
P62	Land use – welcome future discussion of school if not delivered.	Noted.
P64	Should there be references to other sports provision in addition to the 3G Sports Pitch?	Other formal sport provision is referenced (racket sports) and there is the informal sports provision in the recreation ground. This is additional to that shown at Outline and the Guide demonstrates standards are met.
P66	Welcome further detail regarding the Wellcome Trust Management and Maintenance.	Noted – no further detail proposed in this document but will follow in the Open space delivery and management plan.
P68	Query why play is not included in Item 2: Parks and Gardens including Civic Space.	These are just landscape typologies – the detail of all other components that may be appropriate within these landscapes are dealt with in other parts of the document. 'Leisure and recreation' is referenced as a key function and is broadly encompassing.
P90	Development Principle 11.2 – walking distances must be reasonable considering age and ability. 11.3 the design and location of play spaces must comply with principles set out tine the Design Guide – these principles should be referenced by item number – assuming this refers to the text in the pink box? Play provision should also adhere to the SCDC Open Space SPD (2009).	The Dev Principles are those approved at the Outline stage. They are overarching to the Guide. The pink boxes are the evolution of the approach. This structure is explained at the start of the document. Not practical and would greatly disrupt the flow if we attempted to cross refer all the principles to the coding.
	Regarding the 4th bullet under Requirements and Guidance, we suggest this needs re-wording. Whilst it may not be realistic for all play provision/ equipment to be inclusive, we suggest all play spaces must be accessible and inclusive. We suggest also that the 5th and last bullet should be must rather than should. Whilst we understand that the Inclusive Access Principle (Appendix D) will be applied to play provision, as this is a complex area, it would be helpful to reference specific guidance/ check list for accessible and inclusive play provision such as: https://www.scope.org.uk/campaigns/lets-play-fair/inclusive-playgrounds-campaigning-guide/ https://www.pipa-play.org/	Bullet point reworded. Reference to best practice is referred to as a must. The suggested documents are not design documents with which compliance can clearly be demonstrated so cannot be 'adhered' to as compliance requirements. Bullet point reworded as follows: Formal play areas must be designed to be accessible and inclusive. Seating and equipment must be included to provide opportunity for a range of different users. The last bullet point is a should because those distances are guidelines and will not necessarily be applied precisely. The Framework Plan, principles and the R&G give a very strong steer on distribution, but other factors will impact on precise location (such as gradient, drainage, lines of sight).

P93	Suggest primary access via walking and cycling must be achieved and set down space in close proximity must be provided.	Text amended.
	We query why visitor parking should be available on neighbouring streets and why provision cannot be made in existing designated parking areas?	The recreation ground will be accessible by sustainable modes for the new and existing local communities. Parking will either be on streets or within the undercroft parking (as use of the recreation ground at busy periods e.g. matches, are likely to be at times when this car park is not required for the R&T / other commercial uses).
P100	Suggest additional references to play-on-the-way/ incidental play which also supports active travel.	This is set out in the relevant street sections.
P111	Consider provision for dogs?	It is not considered that the Guide has to make specific provision for dogs and can be explored at RMA stage if SCDC consider this is necessary.
P142	Development principle 7.3 query why this is not must?	The principles are the approved principles – they have not been amended where the Guide develops the approach. This cannot be a universal 'must' in an environment where there will be buildings that provide secure laboratory space and no public access. The last but one bullet in the R&G has been made a must to ensure articulation of frontages which are not active.
P166	1/3/6/7 bullets	All – amended.
P176	Raised beds must be provided. Please note SCDC Allotment Allocation Guidance typically implemented on new developments to ensure equity of access.	Amended
P198	Query whether there have been discussions about governance with relevant parish councils/ electoral services?	This should be discussed separately (not a design consideration).
P201	DP2.2 suggest this is made clearer as open space, public space and play – also community facilities/social infrastructure is located to support access within neighbourhoods and all public/ open spaces.	The principal play locations on fixed on the Framework Plan. This DP addresses uses that would ordinarily be associated with a local 'centre' (that having a particular meaning in planning policy). Play is not to be limited to the Green. It is distributed based on walking distances, so it would not be appropriate to amend the principle. DP3.1 deals with social infrastructure more broadly.
P205	DP11 see previous comment on play.	DPs are mandatory – this reinforces provision of adequate space as a minimum.
	Design for the Mind may be of use.	Noted.

British Horse Society		
	Submission of DMMO applications	This is noted and there is a dialogue with the BHS which U&C will continue but at this stage cannot provide a material consideration in the development of the Design Guide and movement network as the outcome of the applications is unknown.
	Clarity on shared routes to include grassed verge for soft surface users.	Amended – the grass verge for equestrians in a must
	Clarity as to whether shared leisure is ped / cyclists or includes pedestrians	The Valley section includes annotation of both shared leisure (includes equestrians) and secondary pedestrian and cycle. These are two different types of route and it is the shared leisure which includes the grassed verge for equestrians. This is considered to be consistent and the precedent image on shared leisure has been updated.
	Suggest no tarmac	The outer bounds of the expansion land is not countryside, but parkland – it will all be part of the designated campus and to be owned and manged by Wellcome, with permissive access. Don't wish to limit access to any users or discourage use by imposing restrictions such as have to hire an all-terrain buggy/wheelchair. The majority of users will be local residents undertaking informal recreation on their doorstep, including walking, cycling, scooting, push chairs, wheelchairs, roller skates, skateboards etc. Without hard surface, access would be far less convenient for most of these users.
	Why is access for request only a should.	
	Agreed glossary of terms would be helpful going forward.	Noted – clarity on definition added now a as starting point. The route hierarchy is now clear and consistent and will be used throughout RMAs.
	Challenge 'quiet paths' – would like wider access/dispute horses harm wildlife.	Pedestrian only leisure routes are now informal leisure routes.
Sustainability		
	On-site renewable energy provision - I would still like to see a target established that exceeds the current Local Plan target of 10%	There are options being considered which will enable the 10% to be exceeded and these will be further detailed in the first Renewable Energy Statement for the first building.
	Passivhaus for all residential development - this approach is very much supported. I would recommend accreditation to ensure standards are achieved	The passivhaus principles should be applied and this an improvement beyond the OPP albeit accreditation is not suggested as mandatory.
	Residential water consumption all dwellings to deliver 90l/p/d. Please confirm if this is something developers 'should' achieve or 'must' achieve. Page 38 states 90	It is a stretch target and is a should.

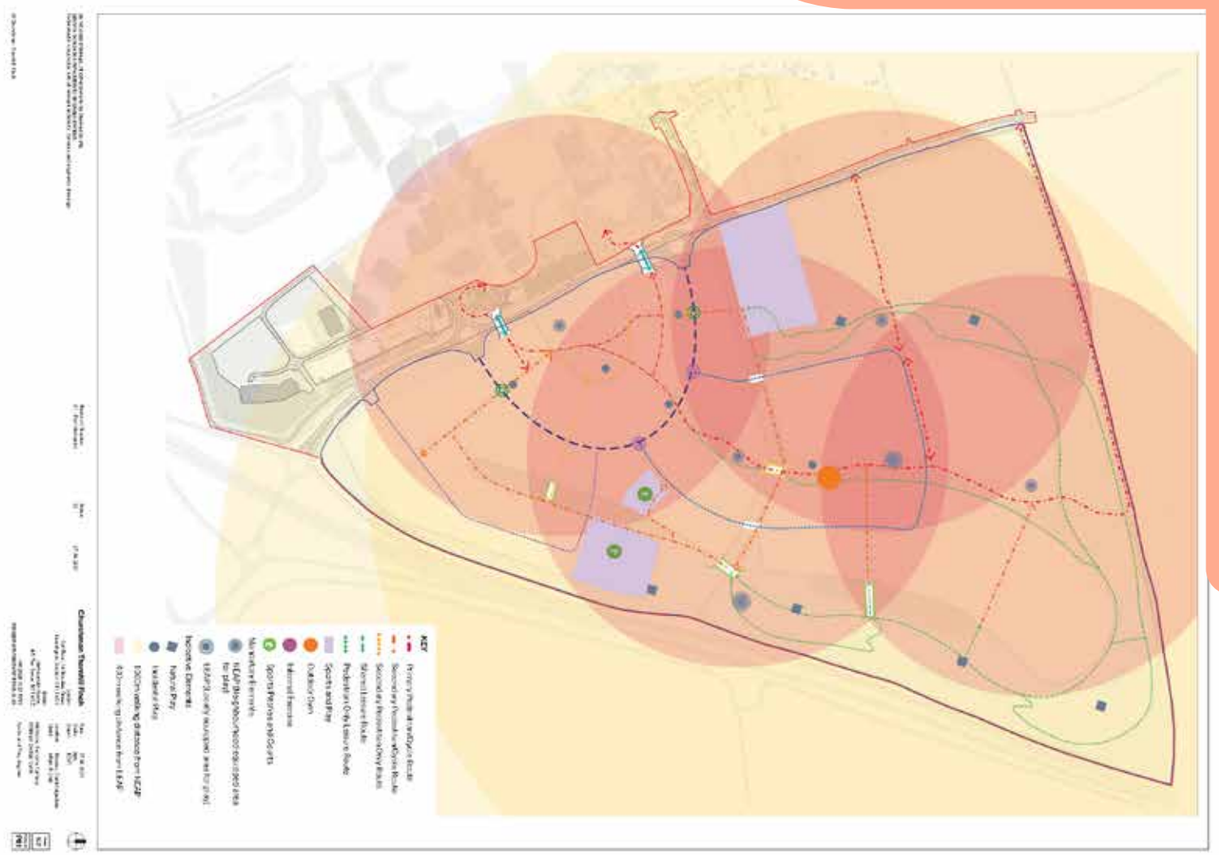
	litres/person/day 'should' be achieved and on page 39 it states that it 'must' be achieved.	
	Non-residential water consumption - I recommend maximum credits from BREEAM Wat01 in light of water scarcity issues for the region	The Guide complies with Condition 42
Education		
	5.4 Land Use The Design Guide reiterates the need for a 2.3 hectare site necessary to accommodate a 2 form of entry primary school, although without scale drawings it has not been possible to verify this. The primary school site is generally rectangular in shape with the narrow boundary along the road frontage which is consistent with the School Land Site Specification. The school parcel will need to comply with the requirements in the School Land Site Specification relating to levels.	Noted
	5.5 Landscape The provision of children's play and recreation (incidental play and outdoor gym) in the Green Spine close to the school is supported (Figure 46). This could be incorporated into or co-located with the congregation space (see 5.4 below).	Noted
	5.6 Access and Movement Vehicular access to the school will be from a Secondary Street Type 1b (Table 5), which is described as a lower order route which will presumably be characterised by low levels of slow moving traffic, and which will facilitate safer access to the school for vehicles as well as pedestrians and cyclists. This is supported as the County Council would general favour schools accessed from lower tier streets and avoid direct access off primary or spine roads.	Noted
	The is some confusion at paragraph 5.6.16 regarding how the street is detailed along the school frontage. The text box "Requirements and Guidance" says "All requirements set out for Type 1 apply except there should not be a footway on the eastern side of the street. Instead, a planting strip of at least 5 metres should be provided between the school fence/gate and the carriageway. The pedestrian footway and 2.7m flexible zone should be provided to the western side of the carriageway." The requirement here for no footway on the eastern side contradicts Figures 66 and 67 (see below) which	This has been updated.

	show a pedestrian footway on the eastern side along the school frontage.	
	Whilst the main pedestrian and cycle access for the school will be from the Green Spine, it is expected that some will use the Secondary Street. Consequently, it will be necessary to ensure that the footway is provided and ideally wider than 2m to allow for buggies, cycles and scooters.	The footway is a requirement. This street is now designed with cycle priority on the carriageway and the 2m footway provision is considered sufficient in the context of the movement hierarchy. The emphasis on access to the school must be on the Green Spine and the street hierarchy and width of footways / cycleways serves to reinforce the priority given to the spine as a key movement corridor.
	6.1.5 Frontage to the Primary School The County Council are content with the proposal for the vehicles to access the primary school from the secondary road and for pedestrians to access from the green spine. It should also be acknowledged that some pedestrians/cyclists will also use the secondary road. It does not necessarily mean, as suggested at paragraph 6.1.5, that the buildings need to be orientated towards the green spine. This dual access approach will create challenges over how internal movement and circulation through the school plot will be managed and will impact on the building and landscape design of the school.	It is a key design principle that the school building should orientate towards the Green Spine to reinforce this as the primary arrival point and strengthen access to the school by sustainable modes. As below – the diagram has been updated such that it requires the school building to address the Green Spine and reinforce this as the primary entrance to the school.
	Whilst the principle of a building addressing the green spine is acceptable, the indicative building form shown in the diagram above and on page 138 should be deleted as that would be a matter for subsequent planning applications by the developer of the school. The County Council would agree to a notation, such as that in Figure 42, indicating the principle for a building frontage on the parcel edge without being too prescriptive about the building shape and form, which may present problems at the later design stage.	The indicative building form has been removed and an annotation added to reflect that the school building should address the Green Spine and reinforce the primary access being from the Spine.
	The access points shown on the diagram should be marked as indicative as these would need to be determined at the design stage. For example, it is normal practice to have separate accesses for pupils and visitors, and the location of these will be determined by the building design and the internal movement strategy within the school.	Amended
	The congregation space (3rd bullet page 138) should remain outside the school parcel and delivered by the developer. It is assumed that the "peach" coloured notation on the diagram (the text is blurred) is the outdoor reception space	Text added to clarify this and the congregation space has been re-positioned so mainly within the Green Spine. Combined with amended text, this clarifies that this is a matter for the Green Spine.

	referred to in the 4th bullet point. This should be deleted as these are not matters for the school design.	
Hinxton Parish Council		
	Although the Design Guide includes requirements and guidence for the bridges, we note that the application for the bridges has now been approved. We envisaged the design guide preceeding the Bridge Application. Please clarify how the relationship between the two is now intended to operate?	It was important in planning terms that the bridges were approved to establish the principle and technical feasibility as they are part of the framework for the design principles and scheme reflected in the Design Guide. The Guide can now progress with this principle confirmed.
	The Green : possible light spillage from undercroft car parking / visual impact from A1301 We note the significant gap between the serpentine walls and the roof of the car park (aerial image, p.15). We are concerned at potential light spillage from this gap. Please provide an impact assessment of this in lay terms. Please also supply an image to show this aspect from A1301 street level (a matter also raised at the 25th April 2023 meeting). It appears that the car park 'lid' will be significantly higher than the top of the serpentine walls, and we wish to understand the associated visual impact at eye level.	The Design Guide is not the appropriate planning document to provide a lighting assessment. This will accompany the Reserved Matters Application for the car park (currently in preparation). Notwithstanding this, it is important to note that the A1301 improvements require new street lighting which will be the principal light source and as such it is considered that any additional impact beyond the street lighting (required to meet Highways Standards) will be negligible but this will be set out in the appropriate level in the RMA. Please also note that visuals are currently being prepared for the car park (and infrastructure) RMA and will include nighttime views.
	Please clarify the notation 'Agroforestry'. Hitherto, it was understood that this area will be planted as a large fruit orchard?	This area will include tree planting, the precise form is yet to be determined, it could include agroforestry (a farming / land management principle combining tree planting with agriculture. The area may also include orchard planting.
	Framework Plan : Figure 6 (p 29) This appears to indicate a significant additional quantum of residential (Use Class C3) in DA1 in comparison to the outline permission. Please clarify?	The Outline Planning Permission (OPP) did not provide any spatial indication of residential use in its parameters. The same quantum of residential will apply and under the OPP it can be distributed throughout the site. The Design Guide applies a more refined approach to land use zones than the OPA. There was no quantum of residential for DA1 applied to the OPA and still no quantum for DA1 or DA3 applied in the Guide, these are zones with a series of permitted uses.
	Para 5.6.1 Introduction (p.98) Earlier in the document, it is stated that this is a world-renowned and important destination. We are highly sceptical that the number of journeys made by all modes will be "relatively modest", particularly given the likely number of visitors and delegates to the enhanced campus, not to	The context here is that this is a development based around the principle of providing housing only for people working on the site, Thus, unlike most strategic development, there will be a different profile of movements. Figures were provided in the OPA and movements deemed acceptable with the necessary mitigation secured.

	mention commercial deliveries, residential deliveries (amazon etc) and movements of residents. Please provide hard evidence to justify this. If the office population is around 7,000 workers and the residential population (about 3000 people) includes site workers and some wider family members, you will have a site population of over 8,000, being about 20 times the size of Hinxton Village (circa 450 people).	
	igure 51 Active Travel Connectivity (p.101) / Para 5.6.3 Figure 51 implies significant additional movement though Hinxton (and on to Duxford). Does this represent the baseline position, or are assumptions being made about intensified movement in that corridor as a result of the development? Please clarify.	The route through Hinxton has been amended to yellow. This plan is not intended to reflect changes to movement levels, rather just more a hierarchy of where movements will be focused. It is intentionally not informed by any empirical data but a graphic representation of key routes.
	Figure 53 apparently contradicts Figure 51 active movement as it appears to assume no additional cycle / pedestrian movements though Hinxton High Street. As stated in previous comments, it is inevitable that some pedestrians and cyclists will aim to use the at-grade crossing north of the northerly roundabout, and this should be indicated on the drawing. The orange dotted -hatched line running through the A1301 should be moved to confirm that the cycleway will provided adjacent to, rather than within, the road as currently implied.	These two figures shown different information. A crossing is annotated on the Movement Framework. The orange line simply highlights the improvements which are already approved rather than showing the detailed arrangement of the shared facility. The Key explains the design approach.
	Comments regarding how the bridges should be referenced	It is important to note that the detail of the bridges including their design and form is now approved. Reference to the bridges being integrated into the natural and semi-natural open space is referenced – this is the immediate context. The bridges are positioned beyond the new northern roundabout and in the context of a new development. This is the new immediate character within which the bridges must be considered.
	Reference to ambiguity on the lift text	The wording has been updated accordingly.
	SECTION 6 BUILT FORM We note the additional information now presented, particularly as shown at Figure 3, pages 20 and 21. We hope and trust that the visual impact of the development as it appears from New Road and looking East from the village itself will be as soft as possible (notably in respect of the health and fitness centre and the associated building	An additional strategic master plan principle is added on page 20 regarding respecting the surrounding environment, set backs and landscape design on the gateways.

	opposite New Road). The buildings are drawn as definite and angular in the concept drawings. It would be good to see a bit more narrative about the built form respecting the wider environment of Hinxton Village, which is habitually "greyed out" on the concept drawings.	



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BRIEFING NOTE – DESIGN GUIDE

Wellcome Genome Campus - Design Guide Schedule of Consultation Responses

November 2023 v2

The schedule below sets out the main comments received through re-consultation on the Design Guide (as re-submitted in October 2023) and identifies the key amendments to the final Design Guide and further responses to address the comments.

Section (if relevant)	Comment	Response / Action
Local Highways Authority		
	Internal roads within development to remain private, therefore comments made as a professional highway engineer rather than a representative of the Highway Authority.	N/A
5.6 Access and Movement	Changes to the street layout from the initial submission are unlikely to create an environment that is unacceptably hazardous for the users groups there are intended to cater for.	N/A
	Exception re the above is the proposed layout for Residential Streets in Parcel paragraph 5.9.19. The proposed carriageway widths of no more than 4.5m: potential to increase conflict between cyclists and motor vehicles as lower carriageway widths can give the impression of providing sufficient space to pass a cyclist when in fact there is not. Motor vehicles passing close to cyclists, even at low speeds, can feel very uncomfortable and may discourage less confident cyclists from using these streets or to cycle along the footway in conflict with the most vulnerable user i.e. the pedestrian.	• SCDC supports a reduced width from a traffic calming and sustainability perspective. • Amended - the reference to 4.5m is removed and the following text included - *'vehicular carriageway should be designed to a minimum width taking account of tracking; emergency vehicle access and cycle / pedestrian priority and safety. This is to be determined at RMA stage'.*

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	Widths of carriageway below 5m: will make the passing of two average size domestic difficult / impractical. Therefore cyclist could be squeezed out of the carriageway and feel that using the footway is a safer option.	• Amended to '*designed to a minimum width taking account of tracking; emergency access and cycle / pedestrian priority and safety.*'
BNE Team (Sustainability)		
	On-site renewable energy provision: to see a target exceeding current Local Plan target of 10%. • Applicant offers reassurance that there are options being considered which will enable the 10% to be exceeded and these will be further detailed in the first Renewable Energy Statement for the first building.	• The following amendments have been incorporated into Table 2 of the Design Guide: 1. An overarching energy strategy for the incorporation of on-site renewables and low carbon energy sources must be designed to provide a minimum of 30% contribution on a site wide basis. 2. Energy Use Intensity (EUI) targets must be set within each Development Brief in line with industry best practice targets such as LETI, RIBA (climate challenge 2030) or similar benchmarks. 3. Residential units must be designed to Passivhaus principles unless there is a rationale that in doing so it contravenes achieving other design principles contained within the Design Guide. 4. All residential units must be designed for a maximum water use of 90 l/p/d. 5. All non-residential development must be designed to achieve a minimum of four BREEAM Wat01 credits using the BREEAM calculator. 6. A minimum of 25% Biodiversity Net Gain to be delivered on a site wide basis.
	Passivhaus for all residential development: supported but recommendation for accreditation to achieve standards • Disappointed to see that passivhaus standards are not a 'must do' and would be satisfied that accreditation isn't a requirement, if building to the passivhaus standards are made a requirement of the design code.	
	Residential water consumption all dwellings to deliver 90l/p/d: confirm if this is something developers 'should' achieve or 'must' achieve? • Lack of clarity - Page 38 states 90 litres/person/day 'should' be achieved and on page 39 it states that it 'must' be achieved • Recommendation: Design code to address current water issues faced by the region and ensures residential development uses no more than 100 l/p/d. Basic policy requirements (110l/p/d) not responsive to current water crisis.	

	Non-residential water consumption: recommend maximum credits from BREEAM Wat01 due to water scarcity issues for the region. • Guide complies with Condition 42 which requires only three credits from BREEAM Wat01.	
Urban Design		
Fig 48	The purple dots (informal exercise) appear to have been removed from plan compared to the original submission. This is acceptable as location isn't critical, but annotation still appears in key.	• Informal exercise has been removed from key
Fig 52	The key has been updated to reference the thin blue lines as per previous consultation comments. The thin lines have been named "new secondary leisure footpaths and cycle tracks". The majority of these are not cycle routes (compare Fig 58). This needs clarification to avoid confusion.	• Other Active Travel Routes (shared; pedestrian only) • Figure 58 amended - the route heading over the north bridge shown as thick line for primary on both pedestrian and cycle
Fig 60 and 62	Fig 60 states min 2.2m for curtilage, Fig 62 says 2.5m	• Amended to 2.5m
5.6.16 and 5.6.17	It was agreed during one of the post-submission meetings that the western arm of the residential loop, from the crossing of the valley in the south to where it meets the farm track to the north, could be delivered without a pavement on the western / woodland side. This is because there is no frontage here and there is already a route within the woodlands in close proximity to the road. Removing this would reduce amount of hard / carbon-heavy landscaping and create a softer, more natural development edge. The current guidance is confusing, as 5.6.17 relates this "variant" to the school and goes on to say that the design the street changes back to normal if the school doesn't come forward. This relates to the eastern edge of the street whereas the western edge variant will always apply?	• Addition to the hierarchy table to make it clear that the residential Loop (adjacent to the school) only applies if the school comes forward. If it does not, the 'Variant' of the Residential Loop (which applies where there is landscape to the west) applies. • An additional principle has been added to 5.6.17 to reinforce the point above.

	The text needs re-wording to clarify that these are two separate issues: 1. The design of the western edge of this part of the residential loop will always apply (regardless of land use) and the extend of this variant needs to be clarified (i.e from valley to farm track). The design of the eastern edge only applies to the section from the valley to the northern boundary of the school. And this will change to the "typical variant 1" if the school is not delivered.	
Fig 71	Remove 4.5m and replace with "varied". The preferred carriageway width will depend on numerous factors, including length of street, design intend, character etc.	• Amended with Varied
Fig 74	Still has old framework plan behind it (with diagonal route)	• Amended
5.6.22	There is some text overset between the columns.	• Amended
Lead Local Flood Authority (LLFA)		
	Recommended the discharge of condition 21. Drainage proposals align with the previously approved strategy, with surface water proposed to be discharged via infiltration in a series of infiltrating SuDS features. Noted of conditions 45 & 46 to be completed by applicant and reviewed by LLFA in due course.	
SCDC Environmental Health		
	No further comments	N/A
Ecology		
	There is sufficient ecological information to discharge Condition 21	N/A
British Horse Society		
	I have reviewed the documents and would like to make the following comments to support those already submitted.	The shared leisure route through the strategic open space includes provision for equestrians.

	 There appears to be no link along the Valley (purple arrows) to connect the shared leisure route which is the equestrian provision. This is contrary to the requirement of 5.6.5 Movement Network under Requirements and Guidance which states leisure routes must be circular: 7. The network of routes geared towards leisure **must** facilitate circular journeys of varying lengths across the Campus in addition to those which more directly connect with obvious origins and destinations. There would not be a need to provide a special surface or route for equestrians if this road were to be the chosen link, simply a tri sign (pedestrians cyclists and equestrians) along this section to ensure equestrians are not prevented from using the same safe space as other NMUs. 5.5.14 North bounds and North West Fields: Existing Farm Track 5. The current farm track **must** be upgraded as a primary pedestrian / cycle route. This is the route already highlighted as being prepared for a DMMO to restore a bridleway. On the basis of this,	The farm track is a reference to the track through the centre of the agricultural fields. The connection from the shared leisure route to the northern farm access will be determined through detailed design. The A1301 design has been approved as part of the A1301 RMA.

	any changes to the route should include a grass verge not only for equestrians but other soft surface users (pedestrians, runners, dog walkers, off road cyclists) wishing to use this route for recreational purposes.  The access to the 'existing farm track' from the site for the shared recreational path is not clear. Clarification needed on what type of access.	

	Given that this route has been identified as linking to the recreational network, the crossing of the A1301 at this point needs to provide for all recreational users, not just pedestrians and cyclists. It is disappointing not to see any provision within this application for a safe link to Byway 126/3 for all rightful users, as noted in my previous email. We would urge U&C to reconsider how this route, an important link into the Essex rights of way network and which will become available to cyclists and pedestrians, could be also made available to equestrians through development of the Wellcome site. 5.6.11 Shared Leisure Route 4. The leisure routes **must** accommodate equestrians within a grassed verge.	
Hinxton Parish Council	(only comments which relate to requested amendments in the Design Guide)	
	We request that Box 2 'Community' is moved to the immediate right of Box 1 'A place with meaning and character' so that part of the image of Hinxton is no longer obscured. The village should be shown in the same tone as the proposed development rather than continuing to be greyed out from the remainder of the image. This principle should also apply to other images and plans in the document. Furthermore, we request (in Box 3, 'Green and Blue') that the final bullet point is amended to read "A landscape led approach will respect the wider environment and Hinxton village, with landscape designed setbacks incorporated from the A1301 and soft	The Illustrative Master Plan (perspective) updated so that Hinxton Village is more prominent and the boxes repositioned as requested

	landscape works on the gateways into the development".	

HPF
/SK/WEL002