

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 Design 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	<p>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.</p> <p>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.</p> <ul style="list-style-type: none"> 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. <p>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</p>	<p>Materials -</p> <ul style="list-style-type: none"> 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. <p>5.6.13 -</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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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	<p>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.</p> <p>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.</p>	<p>Campus – this is where the highest intensity of movements are expected and these are the widest routes.</p> <ul style="list-style-type: none"> ○ 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; ○ 3m wide Active travel routes on both sides of the carriageway along the gateway loop and part of the commercial loop. <ul style="list-style-type: none"> • 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.
<p>CCC Transport Assessment</p>		
	<p>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</p>	<ul style="list-style-type: none"> • 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.

<p>the Framework Plan and offer comprehensive routes for all destinations.</p> <p>Should this plan (Framework Plan?) show the location of the three mobility hubs?</p> <p>In general all matters relating to movement and access are agreed subject to the comments below.</p> <p>Parcels A, B, C & D are large – dissected only by pedestrian only routes (one shared route in green spoke – <i>presume to mean spine</i>). 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.</p> <p>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.</p> <p>Primary arc should use horizontal build outs where green spine / spokes cross.</p> <p>Primary arc – cycle provision on both sides between spokes and section between spoke and A1301 to be one side only.</p> <p>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.</p> <p>5.6.13 text to be amended as contradictory 'it must incorporate a shared footway / cycleway...'</p> <p>Locations for bus stops and layover should be highlighted in the Guide.</p> <p>5.6.14 crossing of Primary street / green spine should have horizontal traffic calming / narrowing (see Waterbeach).</p>	<p>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 alternatives 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.</p> <ul style="list-style-type: none"> • 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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<p>Landscaping can dominate in this location. bus stops to be located downstream of crossing.</p> <p>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.</p> <p>Primary street / green spoke crossing – would benefit from narrowing or zebra crossing.</p> <p>Primary / secondary street junction design – indent crossing 5m or dutch / copenhagen crossing (is this appropriate with flows). Consult Crow manual.</p> <p>5.6.21 - would cycle parking in mobility hubs focus on communal cycle/ scooter parking.</p> <p>5.6.23 - would all residential units be within approx. 400m of a bus stop – bus rings to be shown.</p> <p>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.</p> <p>Design of bus shelters to be detailed (Trueform flight) unless there is another document to provide palette of furniture.</p> <p>Maps on totems?</p> <p>Details on lighting should be included.</p>	<p>proposed Cycle Street layout, but this is considered acceptable in terms of the cycle street design.</p> <ul style="list-style-type: none"> • 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).
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		<ul style="list-style-type: none"> • 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		
	<p>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.</p> <p>Terminology of primary and secondary street – seem to refer to vehicular routes.</p> <p>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).</p> <p>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.</p> <p>Secondary street – if cycling is to be actively promoted on carriageway it requires further information on vehicular flows</p>	<ul style="list-style-type: none"> • 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

	<p>and how design speed will be met. Consider cycle street design – welcome further discussion.</p> <p>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.</p>	<p>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 alternatives 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.</p> <ul style="list-style-type: none"> • 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.
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		<ul style="list-style-type: none"> • 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		
	<p>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.</p>	<ul style="list-style-type: none"> • The Guide has been updated to include the following principle in the Sustainable table, Sustainability Principle S9 Land and Nature: <i>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.</i> • 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	<ul style="list-style-type: none"> • 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 	<ul style="list-style-type: none"> • 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	<p>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.'</p> <p>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'.</p>	<ul style="list-style-type: none"> • Rain garden text has been updated and two separate principles created.
5.5.7 The Green	<p>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.</p>	<ul style="list-style-type: none"> • Green text has been updated to reference maintenance and events vehicles.
5.5.9 The Green Spokes	<p>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.</p>	<ul style="list-style-type: none"> • 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	<p>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</p>	<ul style="list-style-type: none"> • 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. Built form: A maximum target for residential parking can now be specified (as per 5.6.24)?	A principle as been added related to public transport. 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ○ 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	4 th 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	1 st 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	3 rd 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.
	4 th 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 its 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 then 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	2 nd 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 an 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.
	<p>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.</p> <p>Two alternative solutions should be considered and discussed with other stakeholders:</p> <ol style="list-style-type: none"> 1. Direct cyclists to use the carriageway. This should be reviewed in context of: <ul style="list-style-type: none"> • 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 	<p>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).</p> <p>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.</p> <p>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.</p>

	<p>streets of 20mph and pcu of <2000 / 24 hours would be suitable for most people. What is expected pcu of the primary street.</p> <ul style="list-style-type: none"> • 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), 	
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	<p>together with removal of center line to visually narrow carriageway and make vehicle user less dominant, should be considered.</p> <p>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)?</p>	
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 “dooring” 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): <ul style="list-style-type: none"> • 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 3 rd 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? 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 subdivisions?? 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?	The numbering and headings have been updated. 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	6 th (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	1 st 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 3 rd bullet - remove (repeat of first bullet under "all buildings").	Amended
	Non-resi 4 th 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: <ul style="list-style-type: none"> • 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	<p>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.</p> <p>1. Add this as a new frontage typology to framework plan and add after 6.1.6.</p> <p>2. This is repeat from 6.1.6 and not required.</p> <p>3. To incorporate in section on car parking. This may be better divided in Commercial and residential section?</p> <p>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.</p> <p>5. This can be included in new frontage typology as suggested for point 1 above.</p> <p>6. Already in 6.1.6 – delete.</p> <p>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.</p> <p>8. Add to section 6.1.6.</p> <p>9. Add to general section on corner buildings.</p> <p>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).</p> <p>11. Add to guidance about courtyards in section 6.1.7. Clarify this also relates to residential.</p> <p>12. Add to suggested new frontage typology on Framework Plan (see 1).</p> <p>13. Add to suggested new frontage typology on Framework Plan.</p>	This has been amended to be consistent with wider built form approach with relevant R&G retained or re-positioned in the Guide.

	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.
	1 st graphic - the two courtyard points are new but could be made in an expanded section 6.1.10.	
	1 st 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?	
	4 th 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 realm - 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	4 th and 5 th bullet - text needs to clearer reflect / reference guidance set out in Fig 85.	Amended to reflect the figure and relevant wayfinding components.
	4 th 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 8 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	4 th 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

	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

	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	5 th 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)
	6 th 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.

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.
	4 th and 5 th 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 <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • “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.”?

	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 in 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 managed 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 as a 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		
	<p>5.4 Land Use</p> <p>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.</p>	Noted
	<p>5.5 Landscape</p> <p>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).</p>	Noted
	<p>5.6 Access and Movement</p> <p>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.</p>	Noted
	<p>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</p>	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.	
Hinxtton Parish Council		
	<p>Although the Design Guide includes requirements and guidance for the bridges, we note that the application for the bridges has now been approved. We envisaged the design guide preceding the Bridge Application.</p> <p>Please clarify how the relationship between the two is now intended to operate?</p>	<p>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.</p>
	<p>The Green : possible light spillage from undercroft car parking / visual impact from A1301</p> <p>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.</p>	<p>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.</p> <p>Please also note that visuals are currently being prepared for the car park (and infrastructure) RMA and will include nighttime views.</p>
	<p>Please clarify the notation 'Agroforestry'. Hitherto, it was understood that this area will be planted as a large fruit orchard?</p>	<p>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.</p>
	<p>Framework Plan : Figure 6 (p 29)</p> <p>This appears to indicate a significant additional quantum of residential (Use Class C3) in DA1 in comparison to the outline permission. Please clarify?</p>	<p>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.</p>
	<p>Para 5.6.1 Introduction (p.98)</p> <p>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</p>	<p>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.</p>

	<p>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 Hinxtton Village (circa 450 people).</p>	
	<p>igure 51 Active Travel Connectivity (p.101) / Para 5.6.3 Figure 51 implies significant additional movement though Hinxtton (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.</p>	<p>The route through Hinxtton 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.</p>
	<p>Figure 53 apparently contradicts Figure 51 active movement as it appears to assume no additional cycle / pedestrian movements though Hinxtton 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.</p>	<p>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.</p>
	<p>Comments regarding how the bridges should be referenced</p>	<p>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.</p>
	<p>Reference to ambiguity on the lift text</p>	<p>The wording has been updated accordingly.</p>
	<p>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</p>	<p>An additional strategic master plan principle is added on page 20 regarding respecting the surrounding environment, set backs and landscape design on the gateways.</p>

	<p>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 Hinxtton Village, which is habitually "greyed out" on the concept drawings.</p>	
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