

**CMK TOWN COUNCIL REQUESTED AMENDMENTS TO THE DEVELOPMENT BRIEF:**

Requested Amendments (in blue)	Reason
<p>1. <u>Page 25, Para 3.5 last bullet point</u> Existing parking areas alongside Silbury Boulevard are there to serve the new Neighbourhood and <b>visitors to Campbell Park</b></p>	<p>These parking areas support activities in the new neighbourhood as well as visitors to Campbell Park. Just as in the rest of the city centre, these parking areas support a range of economic and cultural activities and their flexible use for different activities at different times of the day and different days of the week is important to support vibrancy and growth of the city centre.</p>
<p>2. <u>Page 33, Para 5.2.2, last two sentences</u> Delivery of the vision which would see a close integration between the park and the development may also however consequently have implications for some of the existing parking areas alongside Silbury Boulevard which in its current design/layout may hinder this vision but this brief is not discouraging the inclusion of <b>the space for</b> this existing parking into <b>new public realm for</b> the new neighbourhood, <b>for example as part of a new public square/piazza. However</b>, if any of the parking areas (classic infrastructure) are to be <del>re-</del>imagined' <b>built-over, altered or sold into private ownership</b>, so as to help the vision, the development of those areas would need to be meet the relevant policy requirements.</p>	<p>The CMK Alliance Plan (CMKAP) seeks to retain the <del>space</del> for the 'slow streets' which currently provide rows of parking next to the Boulevards and Gates, but says "the use of this public space for public purposes may change over time" (para 8.6, CMKAP). The additional wording proposed in blue clarifies this point.</p>
<p>3. <u>Page 36, Para 5.3.4, last sentence</u> The southern half of Skeldon Gate however is more level with the adjacent development parcels and will be highly visible from passers-by and should therefore be an attractive frontage that faces onto Skeldon Gate. <b>However, pedestrian accessibility to/from Skeldon Gate should be physically prevented eg. through earth bunds or SUDs, to prevent pedestrians crossings the Gate at grade and to avoid vehicles stopping to pick-up/drop-off directly from the Gate.</b></p>	<p>At-grade crossings are dangerous in this location - Gates are not sleepy streets in the middle of a residential estate, but district distributor roads which serve as major gateways into the city centre with significant car, bus and lorry traffic. Furthermore, as documented at the Hub, development which directly fronts Gates and Boulevards leads to unsafe and inappropriate stopping to drop-off and pick-up by delivery vans, taxis, etc to the detriment of public transport.</p>

<p>4. <u>Page 40, Para 5.7.5, first bullet point</u>  <del>If a bridge is proven to be a viable grade separated crossing then it could be explored whether the design aesthetic created by other overbridges connecting CMK with adjacent estates can be extended to this bridge.</del>  <b>If the developer seeks to integrate development on the three blocks across the entire northern half, then grade separated crossings such as overbridges is encouraged, but at-grade crossings over the Gates are not acceptable.</b></p>	<p>Change text to make the point more clearly that overbridges are welcome but not at-grade crossings, which are dangerous for such busy roads and will delay public transport. The three blocks are large with about 500 potential dwellings each – more than most development sites elsewhere. So integration is not necessary to create neighbourhoods on each block. (Please note that an overbridge does not exist between CMK and Block F1 at the northern end, so all pedestrians and cyclists will have to travel to the southern end of these blocks to access CMK along Silbury Boulevard anyway.</p>
<p>5. <u>Page 40, Para 5.7.5, second bullet point</u>  <del>Consideration could be given to an alternate surface treatment and design to the southern halves of both Skeldon Gate and Overgate to enable at-grade crossings, thereby respecting potential pedestrian desire lines and facilitating the delivery of an integrated neighbourhood.</del></p>	<p>Delete text. At-grade crossings of the Gate are not acceptable. There are existing underpasses at the southern end of both Skeldon Gate and Overgate to meet pedestrian and cycling desire lines. These Gates are not sleepy streets in the middle of a residential estate, but major gateways (technically “distributor roads”) into the city centre with significant car, bus and lorry traffic.</p>
<p>6. <u>Page 40, Para 5.7.5, third bullet point</u>  <del>This will include exploring whether any footways should run along the southern halves of these streets. If the southern halves of these streets does have an alternative treatment this will need to continue around into Silbury Boulevard for a short stretch.</del></p>	<p>Delete text. As above, these are not streets within a residential estate but Gates, which are major Gateways to CMK. There should be no pavements along the Gates, which would encourage dangerous at-grade crossing of the Gates. Furthermore, as documented at the Hub, pavements next to Gates and Boulevards with development fronting them causes inappropriate drop-off and pick-up by delivery vans, taxis, etc to the detriment of public transport and safety on the public highway.</p>
<p>7. <u>Page 41, para 5.8.2</u>  Unallocated parking is required at a ratio of 1 space per 3 dwellings. These should be preferably provided on street <b>and preferably within the existing rows of parking along Silbury Boulevard which provides the added flexibility of serving both visitors to the development and visitors to Campbell Park.</b></p>	<p>Unallocated parking within allocated private parking areas ties-up any under-used spaces and is inefficient. Unallocated spaces need to be accessible by all residents for the occasional big family gathering or party. Locating unallocated spaces in the existing parking areas along Silbury Boulevard would provide more activity along the pedestrian/cycling redway, as well as sharing these spaces with visitors to the Park.</p>