

**CABINET**  
**30 JANUARY 2013**  
**ITEM 10**  
**CMK DEVELOPMENT FRAMEWORK**  
**SUPPLEMENTARY PLANNING DOCUMENT:**  
**ADDENDUM SHEET**

Content Changes

1. Title of SPD to be: CMK Development Framework (the word 'Review' was erroneously left on the consultation draft and in the below paragraphs). The word 'Review' also needs to be removed from para 1.2.2, 1.2.8, 1.4.6 and 1.5
2. Para 1.2 (first sentence) and para 1.4.6 (first sentence) should have the words "**and updates**" deleted
  - Para 1.2.1 should therefore read, "The Development Framework replaces guidance previously contained in the 2002 Development CMK Development Framework.....)
  - Para 1.4.6 should read, "The Development Framework replaces the 2002 Development Framework Supplementary Planning Guidance (SPG).....)
3. 3.2.1 (first bullet) delete wording "unlike boulevards and gates, streets don't have a uniform approach in terms of layout and orientation with the result that they divide up blocks in different way"
4. 3.2.2 to include as 2<sup>nd</sup> bullet the following wording: "Unlike boulevards and gates, streets don't have a uniform approach in terms of layout/orientation and frequency with the result that they divide up blocks in different ways across CMK"
5. 3.2.6 to be amended to say, "Streets however can be removed or relocated where this will assist in creating a viable commercial development as well as deliver significant public benefits that includes not compromising on pedestrian permeability as well as their removal not negatively affecting highway capacity elsewhere"
6. Pg 20 (Street Network): Replace para's 3.5.3 to 3.5.9 with the following:

**Street Network**

CMK is bounded by Portway H5 to the north and Childs Way H6 to the south.

To make the most efficient use of the road system to manage traffic, the road system in CMK is based on a hierarchy comprising 3 levels.

**Gates** - which run north-south from H5 and H6 are the main entry points to CMK and provide direct access to the development blocks. Parts of Grafton Street V6 and Saxon Street V7 act as 'gates' where they penetrate CMK and become Grafton Gate and Saxon Gate.

**Boulevards** – from the gates traffic flows onto east-west secondary roads, which then provide access to development acting as internal distributors. They take the urban form of 'dual carriageway tree lined boulevards', except through Campbell Park where the two outer boulevards continue as wide gently curving tree lined single carriageways.

**Streets and Rows** – which comprise minor access roads with parking that divide the 'blocks' formed by the gates and boulevards into blocklets for development. In addition, minor block-paved routes run through and connect the parking areas, and form continuous routes through the parking areas around the buildings and vacant development blocklets.

The Local Plan sets out the road hierarchy of the Borough in greater detail explaining the 'gates' correspond to District Distributors and the same requirements apply: the 'boulevards' are equivalent to Local Distributors and the 'streets' and 'rows' equivalent to Access Roads.

### **Principles**

Whilst additional streets may be beneficial for a specific development and will be assessed on a site by site basis, there is no requirement to add streets to the existing overall CMK grid structure.

7. Pg 21 Fig 2 (Key). After the wording "Existing Walkway Agreements" the following wording will be added in brackets "as currently held by the Council's Highways and Transportation Group."

### Grammatical and typesetting errors

8. Grammatical error Para 3.5.27 . It should read, "Current policy restricts the amount of parking provided on-site as part of a development to 30%, but due to the lack of areas within CMK to build new surface level parking this is not viewed as a practical way forward in terms of the provision of a new developments car parking."
9. Grammatical error Para 3.7.11 (2<sup>nd</sup> last para). It should read, "A university will have the benefit of potential synergy with associated developments in research, knowledge exchange as well as related culture, leisure and business developments"
10. Pg 29 deletion of heading '**Mixed Use**' above para 3.7.2
11. Pg 29 Para 3.7.4 to include a heading '**Mixed Use**'
12. Grey 'principle' boxes to be 'extended' to highlight principles on p13, 23 and 29-30
13. Pg 23, 3<sup>rd</sup> column, the heading "Existing Public Priority Pedestrian Routes" should be a sub-heading (as per point 13 below)

14. Pg 23, 3<sup>rd</sup> column, 5<sup>th</sup> bullet: 'Pedestrian Desire Lines' should be a sub heading
15. Pg 19, 22, 23, 24, 27, 29 : Principles to be numbered (rather than bulleted)