# WELLCOME GENOME CAMPUS

Reserved Matters Application
**Phase 1 Infrastructure**

## Planning, Design and Inclusive Access Statement Addendum

JULY 2024

**Wellcome Trust &
Urban&Civic**

**Introduction – Purpose of Document**

This Planning, Design and Inclusive Access Statement (PDIAS) Addendum accompanies the re-submission and response to consultation comments for the Wellcome Genome Campus Phase 1 Infrastructure Reserved Matters Application. This re-submission follows the formal consultation on the RMA 24/01226/REM, submitted in accordance with the Wellcome Genome Campus (WGC) Outline Planning Permission (OPP) (ref. S/4329/18/OL).

The purpose of this document is to outline amendments to the DAS to align with updates to the scheme. In summary, it describes changes to parcel access, events space, public art in Garden Rooms, the landscape terraces, movement network, and the material selections.

The updated proposals are set out on the updated formal drawings (set out in detail in the covering letter). Only limited general arrangement plans are contained within the PDIAS and these are superseded by the following drawings:

- 600-CTF-01-XX-DR-L-10007 Rev P06 Northern Green Spoke
- 600-CTF-01-XX-DR-L-50006 Rev P05 Softworks Plan Landscape Terraces
- 600-CTF-01-XX-DR-L-50004 Rev P05 Softworks Plan Green Spokes
- 01847-WEA-XX-XX-PD-A-3000-Car Park Cross Sections Rev 01

This document has to be read in conjunction with the original RMA PDAIS (Planning, Design and Inclusive Access Statement May 2024).

Visualisations and diagrams contained within the original documents would change relative to the amendments contained within this resubmission but are not changed for the purposes of this addendum. The exception are the A1301 visualisations as consultation responses related specifically to these visuals and as such have been updated and included in this Addendum.

**Throughout:**

Referenced to resin bonded to be amended to resin bound.

## 2. Site Description and Context

### Pg. 14 Site Location

**2.3** The strip between the A1301 and the infiltration basins is included only as a utilities corridor for the purposes of foul drainage and will be subject to future permanent design which will fully reconcile the landscape design in this locations

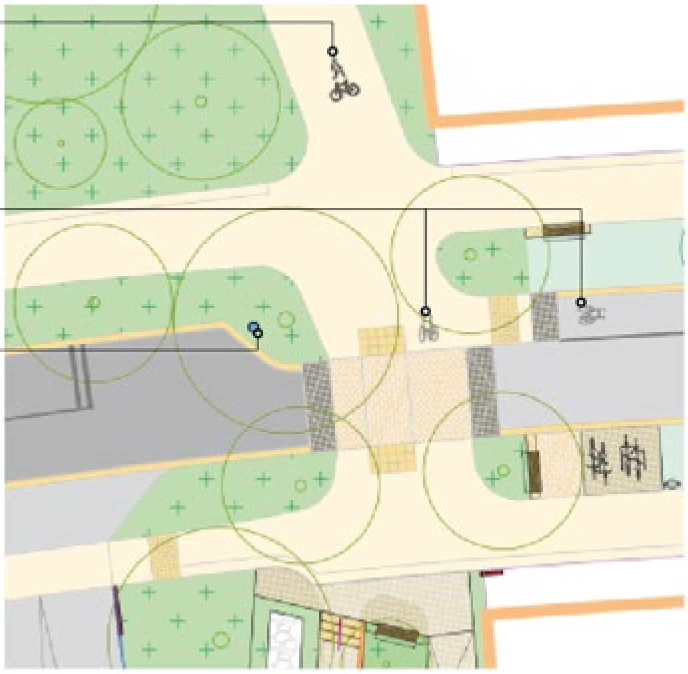
## 5. Design and Access

### Pg. 41 Gateway Loop and Commercial Loop (including Cycle Priority Street Approach)

**5.5 cont.**

To further reinforce the transition and entry to the Cycle Priority Street, appropriate signage will be used to ensure that the priority is clear and legible to all users. An indicative signage scheme is proposed to clarify the different users on the Cycle Priority Street, active travel route and primary pedestrian and cycle route and is articulated on the illustrative diagram below. The specific signage and arrangement will be further developed in the next stages of detailed design and subject to a condition. It is likely to comprise:

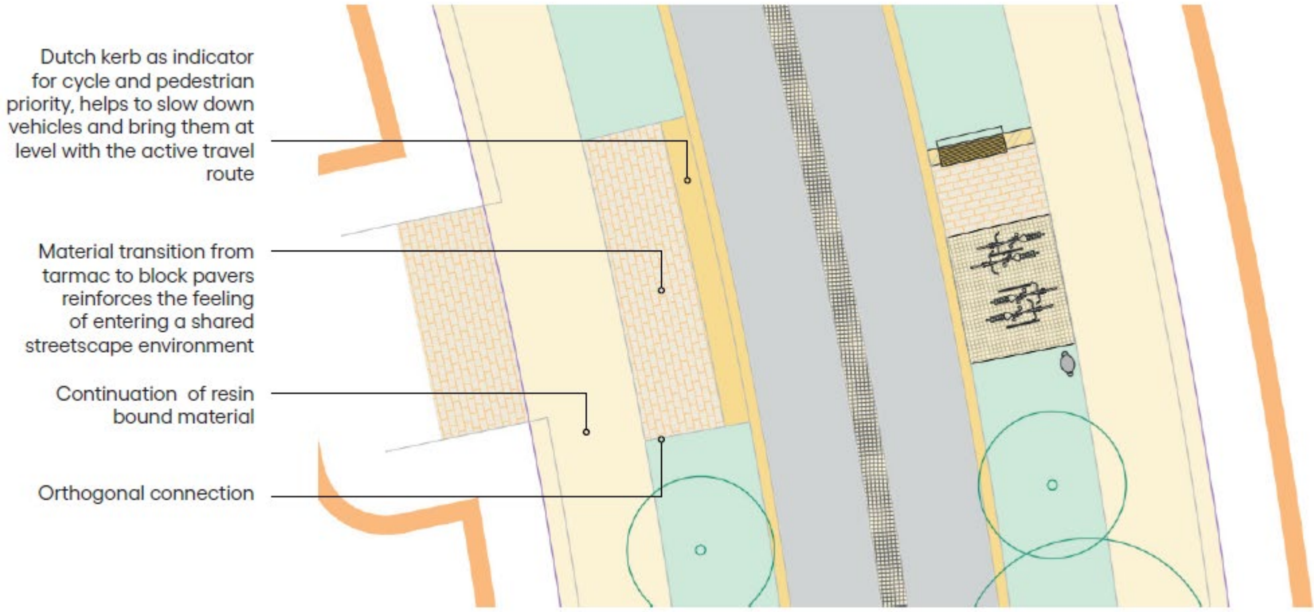
- 3 no. of posts at each start of the Cycle Priority Street to inform vehicles about cyclists on the carriageway. Signage board indicative, to be developed in future stages (15).
- 6 no. of surface signage at the start of the Cycle Priority Street at both Green Spokes and Civic Junction to inform cyclist to join the carriageway. Signage on surface indicative, icon TBC (16).
- 10 no. of surface signage at the beginning of the primary pedestrian and cycle routes to inform users about the continuation and shared character of the route. Signage on surface indicative, icon TBC (16).



**Pg. 43 Parcel Access**

**5.11.** Pedestrian and cycle priority over vehicular access roads to parcels will be maintained using Dutch entrance kerbs at the parcel access junctions. Dutch kerbs will provide clear pedestrian and cyclist priority by slowing down and bringing vehicles up to the active travel route. The material selection and orthogonal orientation of the access junctions reinforces the feeling of entering a shared streetscape environment, with the use of precast stone flags and continuation of the active travel route material of resin bound gravel across the access point.




**Pg. 50 Events space**

**5.24.** The central area provides an events lawn 22x75m which can host pop up events and allows for event marquees and associated managed vehicle access. The area will be used in a similar way to the lawn outside Hinxton Hall on the Existing Campus, providing a space for informal activities and events such as team building activities. Events will be managed to limit impact on residential amenity.

**Pg. 52 Public art in Garden Rooms**

**5.26** The Garden Rooms provide a public art opportunity for Wellcome's scientific programme to be displayed in the public realm. The public art can be expressed in various ways, including furniture, planting, landscape interventions and installations, and will be developed in the next stages in collaboration with U&C and the Wellcome Trust.

**Pg. 68-69 Planting**

**5.53.** Full maturity is estimated at approximately 15 – 25 years depending on rootstock. 'Day 1' planting visuals and fully matured trees along the A1301 are provided below to replace in figures 56-58, with the addition of the 'Day 1 planting'.

Pg. 69 Visualisations of Landscape Terraces:

Day 1 Planting

Planting at Maturity

Day 1 Planting

Planting at Maturity

Day 1 Planting

Planting at Maturity

**<u>Pg. 90 Material Selection Streetscape and Public Realm</u>**

**<u>5.148</u>** Material selection of the streetscape is driven by the sustainability of the materials and thus final selection will be informed by a Life Cycle Assessment. There will be frequent vehicular traffic and impact on the carriageway, and therefore granite is proposed for the kerbs, median strip and ramp setts. Granite tactile paving is proposed at the junctions to match with the kerbs. In other streetscape areas where the vehicular traffic and impact is lower, precast stone is instead proposed.

Material selection of the public realm is driven by the Life Cycle Assessment. Unlike the street network, the public realm is an area where there is low vehicular traffic and impact, and therefore precast stone is proposed as the primary material instead of natural stone.

The material matrix in the Phase 1 Infrastructure Development Brief further explains the application, specification and justification of materials proposed in the Phase 1 Infrastructure area and sets lead and follow principles for future developments. The parcels adjoining the Phase 1 Infrastructure area should follow the public realm and streetscape material matrix as shown in the Development Brief and select adjoining hardscape materials for continuity and simplicity.

**Schedule of Drawing Amendments**

Below is a list of amendments to drawings which correspond with the drawings within the PDIAS.

| Current Superseded Drawing | Revised Drawing |
|---|---|
| Figure 7 – Northern Green Spoke Current Proposal (600-CTF-01-XX-DR-L-10007 Rev P05 Northern Green Spoke) | 600-CTF-01-XX-DR-L-10007 Rev P06 Northern Green Spoke |
| Figure 9 – Landscape Terraces Spoke Current Proposal (600-CTF-01-XX-DR-L-50006 Rev P04 Softworks Plan Landscape Terraces) | 600-CTF-01-XX-DR-L-50006 Rev P05 Softworks Plan Landscape Terraces |
| Figure 45 – Spokes Fragment Plans (600-CTF-01-XX-DR-L-50004 Rev P04 Softworks Plan Green Spokes) | 600-CTF-01-XX-DR-L-50004 Rev P05 Softworks Plan Green Spokes |
| Figure 81 – Car park sections (01847-WEA-XX-XX-PD-A-3000-Car Park Cross Sections Rev 00) | 01847-WEA-XX-XX-PD-A-3000-Car Park Cross Sections Rev 01 |