

**Central
Bedfordshire
Council
Priory House
Monks Walk
Chicksands,
Shefford SG17 5TQ**



05 March 2014

EXECUTIVE - Tuesday 18 March 2014

Further to the Agenda and papers for the above meeting, previously circulated, please find attached the following:

13. Central Bedfordshire Design Guide

Attached are the background papers for the above report.

Should you have any queries regarding the above please contact Sandra Hobbs, Committee Services Officer on Tel: 0300 300 5257.

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Appendix B, Section 1

Suggested Changes to Placemaking Principles Supplement

Reference	Originator	Suggested Change
1.0	David Lock Associates DLA	Add executive summary
Figure 1.3 Page 4	Shillington Village Design Association	Add ref to Village Design Statement and Parish Plans in flow chart under local policy
1.2 Page 5	CBC Transport	Reword 1.2 first two paragraphs to simplify <i>'This updated Design Guide has been produced to work towards good placemaking and sustainable development, whilst ensuring the creation of a safe, accessible and healthy built environment. It seeks to ensure that each proposal responds to the challenges, opportunities and character of its site and setting by helping to identify the aspects which contribute to their character and local distinctiveness. The Guide sets out a range of policies and objectives. These policies and objectives are intended to guide good design solutions. This guidance is not intended to be a straightjacket to produce narrow conformity, and as such it is therefore unlikely that the standard 'anywhere' designs from applicants will be accepted as a valid approach by the Council.'</i>
1.2 Page 5	Barton Wilmore	Change wording to make BREEAM assessment optional 'For sites of 75 dwellings and over, particularly where there are several schemes affecting a town or village; a sustainable communities assessment may be required as part of the master planning process.'
Figure 1.4 Page 6	CBC Planning	Move wording under heading 'Development Strategy Policy 43' so it is opposite the matrix at Figure 1.4 to provide context
Figure 1.5 Page 7	Hearne Homes	Change visual example so that it can be seen clearly
Figures 1.5/1.6 Pages 7/8 Move to Page 9	MK UD DLA	Remove and replace example illustration in design codes section and move section to after route map

Reference	Originator	Suggested Change
1.4 Route Map Page 9	CBC Transport MK Urban Design	<ul style="list-style-type: none"> - Make headings consistent and re-order elements of steps 2-4 - Change Step 4 to include all modes of travel change 'Public Transport' to 'all modes of travel' and make it clear that 'Appraise the site and its setting' is a header, and change 'constrains' to 'constraints' - Step 7 Change 'Vehicular and transport links' to Travel. Add '...and how do they relate to existing networks, address accessibility and mode shift.'
Page 9	DLA	Add information on design codes to route map
1.4 Page 9	CBC Building Control	Make punctuation consistent
Figure 1.9 Page 10	CBC Environmental Policy Team	Move context map at Figure 1.9 to left hand side so it sits before the text on landscape character
Section 1.5 Page 11	CBC Development Management	"...should be either visible ..." insert or ?
Figure 1.10 Page 11	CBC Environmental Policy Team	Fig 1.10 CBC landscape character – replace map with that in the GI landscape section (Figure 2.2 Page 7)
After 1.5 Page 11	CBC Planning	<p>Add materials section from previous Central Bedfordshire Design Guide (p.27-28) To be added to PP Supplement</p> <p><i>'The following section should be read in conjunction with the Historic Environment Supplement and provides a summary of the palette of traditional materials found in Central Bedfordshire. It is important to understand the subtleties of material changes throughout the district.</i></p> <p><i>Often the decision will need to be taken whether to attempt to match the original materials or whether a modern high quality alternative may be more appropriate. In some cases attempts to replicate the original material can often result in a poor match and this can diminish the overall quality of the extension/new building.</i></p>

Reference	Originator	Suggested Change
		<i>In all cases careful consideration should be given to the specification of materials and it is advised to speak to the Council's planning officers and conservation team (in the case of a listed building/ site in a conservation area) before finalising materials to be used for a development.'</i>
1.7 Page 14	MK UD DLA	Include headings for columns in table.
1.7 Page 14	CBC Building Control	Add in mention of looking at orientation to determine level of solar gain
1.7 Page 14	CBC Transport	Change to Movement Networks rather than Framework. Add walking and cycling to table under Movement ' Walking and Cycling – What are the local walking and cycling networks like?
1.7 Page 14	English Heritage	Site appraisal form should refer to conservation areas and historic parks and gardens under the Built Environment heading. Title should be 'Built and Historic Environment' ' Conservation Areas and Historic Parks – Does the site lie within or adjoin a Conservation Area or Historic Park?
1.7 Page 14	RSPB	Add reference to species in proximity of site (Natural Environment) 'Species - What species can be found on site?'
1.7 Page 14	Langford Parish Council	Change wording relating to habitats to "Are there any wildlife habitats within the site?"
1.8 Page 17	RSPB	Add reference to species (point 6) Adjust '...wildlife habitats, species on site , existing buildings'
1.9 Page 18	CBC Transport	Delete specialist service vehicles from the user hierarchy.
1.9 Page 18	CBC Transport	Change wording to ' ...layout that minimises travel distances by private vehicles to key facilities and services'
1.10 Page 19	CBC Transport	Add web link to CBC Cycle Parking Standards Add text – New developments should link into the strategic cycle network and individual site specific assessment is required depending on location, opportunities and constraints.
Figure 1.14 Page 20	CBC Transport	Remove Figure 1.14 as it is outdated
1.11 Page 21/22	CBC Transport	Remove Figure 1.16 and cross reference section to Street hierarchy in Movement and Streets supplement (provide reference) 'Further information on street hierarchies can be found in section 10.02 of the Movement

Reference	Originator	Suggested Change
		<i>and Streets Supplement.'</i>
1.13 Page 25	CBC Transport	Change wording – <i>local evidence of special circumstances e.g. a mainline railway station or guided busway link would be required to justify a lower level of provision</i>
1.13 Page 25	DLA	Correct reference on p.25 (PP) should say parking standards on P29 not P28
1.13 Page 25	MK UD	Add more examples of parking options in section 1.13 on Parking
1.13 Page 25	MK UD	<i>'The Movement and Streets supplement provides more detailed guidance on parking specifications.'</i>
Figure 1.27 Page 25	CBC Building Control	Pixilate car number plate
1.30 Page 27	MK UD	Delete fig 1.30 because it already exists in the M&S supp
Car Parking principles table Page 28	Barton Wilmore MKUD	Make change to say <i>'tandem parking of more than two cars will not be acceptable unless one additional on-street parking space is provided'</i>
Car Parking principles table Page 28	MK UD	Allow parking as part of a square to be interpreted as a parking space – <i>Parking as part of a square may count towards the required parking provision'</i>
Car Parking principles table Page 28	DLA	Change the wording to allow greater flexibility on how many properties rear courtyard parking should serve to <i>around five</i> rather than five.
Car Parking principles table Page 28	RSPB	Make reference to the importance of permeable surfaces for parking areas
Car Parking principles table Page 28	CBC Planning	Insert text as follows <i>There are many examples of recent developments, designed at a time where planning policy required higher densities and low levels of parking, where well designed and realistic parking provision has not been achieved and this has resulted in on-street parking problems, such as parking on footpaths and verges. In order to avoid the need for controlled parking enforcement measures new developments must ensure that</i>

Reference	Originator	Suggested Change
		sufficient parking provision is made for residents and visitors. The Council may require a parking enforcement plan to be implemented, particularly during the site construction phase, in order to encourage appropriate parking behaviour.
Car Parking principles table Page 28	Barton Willmore DLA CBC Planning	Insert wording As an option, one parking space out of the three required for four bedroom properties may be provided in front of the property on streets with a width of at least 5.5m or in an inset bay on a narrower street
1.14 Page 29	CBC Building Control	Make reference to disabled parking bays
1.14 Page 29	CBC Planning	Add text alongside table to explain why minimum and suggested parking standards are provided “the suggested parking standards will allow flexibility to provide additional parking if specific needs dictate this i.e. in rural areas or to provide choice for larger homes”
Fig 1.33 Page 30	MK UD CBC Building Control	Change graphics to remove set back parking and improve frontage Change Figure 1.33 to make it a 2 storey house.
1.15 Page 31	CBC Transport	Add to bullet point – ‘Are surfaces level and should dropped kerbs be provided ’
Figure 1.40 Page 32	CBC Building Control	Add key to feature 10 Tactile paving or changes in surface to indicate the presence of obstacles
1.17 Page 34	MK UD	Move section 1.17 to Residential Supplement as section 5.08 and call it Active Frontages
1.18 Page 36	Barton Willmore DLA	Change wording on play areas in to allow grouped play provision/co-location
1.18 Pages 36-38	CBC Leisure Team	Amend play area text to exactly match that in the Leisure Strategy
1.18 Pages 36-38	DLA	Review walking distances as set out at 1.18
1.21 Page 42/43	MK UD DLA	Make bold the introductory text to the densities section and add text to p.43 to state that “However changes in density across a large scheme or in urban settings can often be appropriate and

Reference	Originator	Suggested Change
	Barton Willmore	add variety and mix providing that they are well-designed “.
1.21 Page 42/43	CBC Transport	Add text to say that ‘If appropriate, densities can be maximised along existing and potentially new public transport corridors in order to secure the provision of commercially viable services’.
1.22 Page 48	CBC Transport	Change first bullet point to read ‘location in relation to opportunity to travel by sustainable modes to key services and facilities (work, education, shopping, and health)’.
1.22 Page 48	CBC Development Management	Re-use of buildings ‘is’ should be ‘it’
Figure 1.79 Page 49	DLA	Remove figure 1.79 and list pollutants instead
Between 1.22 & 1.23	CBC Planning	Add new heading Mobile Infrastructure and reference to the Mobile Infrastructure Design Guide and add text to state that “the guide provides principles and guidelines for the sensitive siting and appearance of mobile communications base stations”
1.23 Page 50	CBC Transport	Add Other Transport Corridors to list to take account of the busway
Page 50	Barton Wilmore	Change text on p.50 should refer to ‘committed’ and not ‘known’ schemes
1.23 Page 50	CBC Environmental Health	<ul style="list-style-type: none"> - Bullet points 5 & 3 need changing round under How can we Limit Noise Pollution? - Last Paragraph on page starting "A Noise Impact Assessment....." needs to be immediately after paragraph 5 after revision above - 4 points on right hand side of page are explanatory notes for illustration on page 51 - these need to be linked
Key Points Table Page 52	CBC Env Health	Contaminated Land Key Points – move position so it is contained within the Contaminated Land Section.
1.24 Glossary Page 55	CBC Transport	Change ‘Reducing the need to travel short distances by car, by arranging the development to be accessible by foot, bike or bus’ to ‘Reducing the need to and distances travelled by private vehicles and to maximise opportunities to travel by walking, cycling and public transport.
General	CBC Transport	Make sure the Placemaking Principles supplement referenced as such and not ‘main document’ throughout

Appendix B, Section 2

Suggested Changes to Green Infrastructure Supplement

Reference	Originator	Suggested Change
General	Various	Re-number paragraphs to simplify
2.01.01 Page 4	David Lock Associates	<p>Add another paragraph after 2.01.01.03</p> <p><i>Green Infrastructure can provide many social, economic and environmental benefits close to where people live and work including:</i></p> <ul style="list-style-type: none"> <i>Space and habitat for wildlife with access to nature for people</i> <i>Places for outdoor relaxation and play</i> <i>Climate change adaptation - for example flood alleviation and cooling urban heat islands</i> <i>Environmental education</i> <i>Local food production - in allotments, gardens and through agriculture</i> <i>Improved health and well-being – lowering stress levels and providing opportunities for exercise</i> <p><i>Integration of green infrastructure with the built environment that surrounds it is crucially important if benefits are to be maximised.</i></p> <p><i>Benefits will be achieved most successfully if green infrastructure design is integrated with more traditional built infrastructure planning. An important consideration is the spatial positioning of the component parts of the green infrastructure. Some benefits depend on a strong connectivity between location and user. Others, such as wildlife habitat, may depend on the interconnectedness of the component parts of the green space ‘jigsaw’.</i></p> <p><i>While the rest of this chapter looks in detail at the various components of the green infrastructure network, a joined up approach across all these areas is necessary to</i></p>

Reference	Originator	Suggested Change
		<p><i>maximise the benefits of good green infrastructure design.</i></p> <p>And add in a diagram describing the links between green infrastructure and social, economic and environmental benefits –similar to diagram on pages 4 and 5 here, but simplified: http://www.landscapeinstitute.org/PDF/Contribute/2013GreenInfrastructureLIPositionStatement.pdf</p> <p>Then add in another paragraph after 2.01.01.04, saying</p> <p><i>Across Central Bedfordshire, green infrastructure plans have been prepared at a range of scales, identifying green infrastructure assets and opportunities from the strategic to the community level. These plans should be considered when new developments are proposed.</i></p>
2.01.01 Page 4	David Lock Associates	<p>And add a links to: http://www.bedsandlutongreeninfrastructure.org/plans/index.html (County and district green infrastructure plans) and http://www.bedsrcc.org.uk/greenInfrastructure/greeninfrastructure3.html (Community green infrastructure plans)</p>
2.02.01.01 Page 5		<p>Change as tracked below: Central Bedfordshire has a rich and varied landscape, including <i>parts of</i> the Chiltern Hills Area Of Outstanding Natural Beauty, the major escarpment of the Greensand Ridge and also many <i>clay hills, vales and river valleys</i>. Design leads can be taken <i>from these characteristic landscape features</i>. There are landscapes where land use is extensive and little landscape structure <i>and character remains</i>. In these locations development can beneficially restore features.</p>
2.02.02.01.01 Page 6		Amend the Landscape Character Assessment to the Central Bedfordshire Landscape Character Assessment.
2.02.02 Pages 6/7		Swap pages 6 and 7
2.02.02.01.08	Chilterns Conservation	Change as tracked below: Central Bedfordshire contains two designated landscapes, part of the Chiltern Hills Area of

Reference	Originator	Suggested Change
Page 11	Board	Outstanding Natural Beauty (AONB), and part of the Marston Vale Community Forest. Development in the Chilterns AONB, and within the setting of the AONB should take account of the Chilterns Building Design Guide, in addition to this design guidance. The Marston Vale Community Forest is an environmentally led regeneration project, creating a new landscape in the Marston Vale, with a target to achieve 30% tree cover by 2030. Development within the Community Forest will need to give consideration to creating substantial woodland areas through the development process.
2.02.02.02.01 Page 12	Barton Wilmore on behalf of Houghton Regis Development Corporation	Change as tracked below: Adjusting site levels may be required to facilitate development but more significant changes in levels and earthworks can result in inappropriate features which are out of character and visually intrusive. Overuse of bunds can lead to the creation of awkward features, and the loss of soil as a resource. Where required, the height and form of bunds and mounds must relate to local character within and beyond the site to ensure integration. Planting on top of bunds and earthworks can exacerbate the visual impact of earthworks as can the selection of inappropriate tree and shrub species. If planting is required, it should be limited to the side of bunds, with appropriate species.
2.02.02.02.05 Page 12		Amend last sentence to refer to ' adequate space is included for appropriate and effective landscape mitigation. '
Figure 2.11 Page 13		Add in photos of inappropriate bunds and positive edges to development. MK to source, CBC to suggest locations
Landscape checklist Page 19		Amend text from 'Does the landscaping of the development involve;' to ' Have the following been considered in the landscaping of the development; '
Fig 2.21 Page 22		Replace with a better picture of new hedge planting.
Fig 2.27 Page 24		Amend caption to read ' Adam's Laburnum, a feature of post war planting in Dunstable, now considered rare. '
2.03.01.18 Page 25	Anglian Water	Add a bullet point: - ' Be aware of the location of water supply and sewer infrastructure and ensure the species planted do not disrupt the network. '

Reference	Originator	Suggested Change
2.03.02 Page 26	Chilterns Conservation Board	Add in a bullet point at the end of the checklist; - 'Have new trees been given space to grow to maturity?'
2.04.01.04 Page 27		This is the title / key to the table on p27. This is currently unclear. Amend with this as the title / key of the table; 'The following features can be incorporated into development to improve connectivity for biodiversity at different scales' .
2.04.02.02.01 Page 29		Under the section on overcoming barriers to movement, add; 'Good design will limit barriers to ecological connectivity. However, where barriers cannot be designed out, the following can be used to overcome them;'
2.04.02.03 Page 30		In the second column, add the following text between the bullet points on bats and great crested newts: - 'The nests and eggs of all birds are protected during the nesting season. Site clearance of scrub should be undertaken outside the breeding season. Failure to do so could result in legal implications and delay in construction. A number of building dependent birds (particularly swift and house sparrow) have declined in recent years. Protection of existing and provision of new nests within the fabric of a building will contribute to maintaining existing populations.'
2.04.03 Page 33	Langford Parish Council	Biodiversity checklist format unclear. First column has weblink – this is already included in references section, so delete. Should be made clear that the grey column is the checklist, and the other columns are suggestions of how the checklist questions apply to different scales. MK to make this section more visually similar to other checklists and clearer. On the protected species row (all columns), add Retention / mitigation , instead of just mitigation.
2.04.05 Page 35	Liz Anderson, Ecologist	Add the following references: 'Designing for biodiversity; a technical guide for new and existing buildings. Bat Conservation Trust and RIBA publishing, 2013. This guide advises on how to incorporate provision for biodiversity within developments. It looks at different building reliant species, and how their habitat provision can be incorporated into designs. Delivering biodiversity benefits through green infrastructure, CIRIA, 2011.'
2.06.05.05- 2.06.05.06		Remove these paragraphs (too detailed) together with figs 2.55, 2.56 and 2.57

Reference	Originator	Suggested Change
Page 57		
2.07.01.09 Page 64		Remove second column of the table with references to the Building Regulation requirements
2.07.02.02.02 Page 68		First paragraph should be as a bullet point
		Fifth paragraph to be moved and be second
		Add text after the heading: 'Consideration should be given to the following measures: <ul style="list-style-type: none"> - orientation: (and then bullet point 1 to read 'Energy demand for heating can be reduced by (...)'..and 2 to read 'overheating in commercial and public buildings that are in continuous use throughout the day can be reduced by avoiding (...)') - shading or other solar control measures: (bullet point 3 to read 'should be considered in the design to avoid summer overheating. This (...)') - thermal mass: (bullet point 4 to read 'overheating in summer months and heating requirement in winter months can be reduced by including (...)') - natural light (bullet point 5 to read 'designing living rooms (...) can reduce need for artificial lighting') efficient fabric and thermal bridging (bullet point 6)'
2.07.02.02.03 Page 69		Add text after the heading: ' Carbon compliance measures which reduce carbon dioxide emissions are: ' Remove word 'specify' from the first 3 bullet points
2.07.02.02.05 Page 70	CBC Development Management	Change text to 'buildings'
2.07.02.02.05 Page 70		Add heading: ' Water Efficiency '
2.07.02.03.02 Page 72		Add heading: ' Energy and Water Efficiency '

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Appendix B, Section 3

Suggested Changes to Historic Environment Supplement

Reference	Originator	Suggested Change
3.02.05-30.210 Pages 4-5	DLA	Cut paragraphs 3.02.05 – 3.02.10 as they repeat national guidance
3.04.12 Page 10	English Heritage	Change reference to Conservation Area Consent to Planning Permission
3.04.04	CBC Development Management	Insert text to read 'and/or a '
3.07.06 Page 19		Change 'Design Supplement 4: Residential Alterations and Extensions' to 'the Residential Alterations and Extensions Supplement'
Checklist of Key Design Considerations Page 31		Change 'Main Design Guide' to 'Placemaking Principals Supplement'
Checklist of Key Design Considerations Page 31	English Heritage	Add wording to checklist 'Do the development proposals take account of any issues resulting from the setting'

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Appendix B, Section 4

Suggested Changes to Public Art Supplement

Reference	Originator	Suggested Change
N/A	Overview and Scrutiny Committee	Change title from 'Art in the Public Realm' to ' Public Realm '
Before 4.01.01 (Page 1)	David Lock Associates	<p>Add Executive Summary to section for clarity with wording as below:</p> <p><i>Central Bedfordshire Council actively encourages the integration of Public Art into new developments across the area. It is the Council's preference that developers and promoters of projects should take responsibility for the funding, management and implementation of Public Art either directly or through specialist agents, in consultation with Town and Parish Councils and Central Bedfordshire Council.</i></p> <p><i>The Council would require public art to be provided on the following developments:</i></p> <ul style="list-style-type: none"> • <i>Residential developments comprising 100 or more dwellings.</i> • <i>Other public facing developments where the floor area to be built is 1,000m² or more. This could include retailing, leisure, public buildings, and educational establishments.</i> <p><i>Major Projects/Schemes</i></p> <ul style="list-style-type: none"> • <i>as part of the design of new public spaces forming an integral part of new developments in existing town centres</i> • <i>as part of the design of significant highway improvements in existing town centres</i> <p><i>Public Art Plans</i></p>

Reference	Originator	Suggested Change
		<p><i>If Public Art is required as part of a scheme Developers will need to work with the Council's Planning Officers and Arts Development Officer to produce a Public Art Plan to ensure that the public art is well provided.</i></p> <p><i>Public Art Plans are intended to be concise documents outlining a well thought out approach and commitment to delivering Public Art.</i></p> <p><i>Full details of what should be included in Public Art Plans for Detailed and Outline Planning applications can be found in sections 4.02.04 and 4.02.05 on page 12</i></p> <p><i>Key requirements include:</i></p> <ul style="list-style-type: none"> <i>• Public Art should be integrated into a developments design process from the early design stages and be addressed in Master Plans and Design Briefs.</i> <i>• Where possible artists should be appointed as an integral part of a design team.</i> <i>• Public Art should be site specific responding to the place and the people. Consideration should be given to local materials, history and appropriateness of artwork to its environment.</i> <i>• Public Art should be uniquely created and of high quality.</i> <p><i>Further guidance on commissioning Public Art can be found on pages 14 and 15.</i></p>
4.02.01 Page 10	DLA	Highlight text at 4.02.01
Fig 4.22 Page 11		Insert image of Leyton Jubilee Park Bridge Artist Tim Ward to go into figure 4.22

Reference	Originator	Suggested Change
4.02.05 Page 12	David Lock Associates	<p>Insert text as follows in Outline Planning Application section:</p> <p><i>For outline Planning applications for developments of between 100 and up to 350 homes a Public Art Statement will need to be prepared containing the following information:</i></p> <ul style="list-style-type: none"> • <i>The nature and purpose of the Public Art interventions and their relationship to the site including anticipated aims and benefits.</i> • <i>Preferred locations for the public art interventions in terms of buildings and spaces (this could be in the form of a location plan).</i> • <i>A Public Art brief explaining how artists are (or can) to be involved describing the potential recruitment process.</i> • <i>The proposed process for community liaison and engagement</i> <p><i>For Outline Planning applications for 350 homes and above a Public Art Plan will need to be prepared containing the following information:</i></p> <ul style="list-style-type: none"> • The nature and purpose of the Public Art interventions and their relationship to the site including anticipated aims and benefits.

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Appendix B, Section 5

Suggested Changes to Residential Supplement

Reference	Originator	Suggested Change
5.01.04 Page 2	CBC Transport	Change 'strategic guidance' to ' main principles ' to ensure consistent referencing
5.01.05 Page 2	CBC Transport	Reword sentence – too complicated to 'This supplement provides practical guidance for the creation of high quality residential developments. It includes guidance on'
5.01.06 Page 3	CBC Transport	Remove paragraph
5.02.01 Page 3	CBC Transport	Delete from ', having no passive...neighbour's property"
5.02.01 Page 3	DM	Difference between 21m stipulated for back to back distance Add wording ' ...but there may be circumstances where lower distances are acceptable.'
5.02.01 Page 3	DLA	Change wording to clarify that back to back distances will be enforced
5.02.03 Page 3	DM	Remove this section
5.02.04 Page 3	DM	Change reference from 2.5 storey dwellings to 3 storey dwellings
5.02.01-5.02.04 Page 3	DLA	Highlight key figures (21m/1.8m etc)
5.03.02 Page 5	DM	Include examples of possible physical security features e.g. gates, fences, walls, planting
5.04 Page 6	Shillington Village Design Association	Add further reference to tenure blindness and the integration of social housing
5.04.01	CBC Transport	Change cill to sill

Reference	Originator	Suggested Change
Page 6		
5.05.05 Page 8	Milton Keynes Council Urban Design Team	Add wording “The suggested minimum standards for new housing are based.....”
5.05.05 Page 8	CBC Planning	Change table heading at 5.05.05 to read ‘ Suggested Gross Internal Floor Area’
5.05.06 Page 9	Barton Wilmore	Rationalise three tables into one table (see Appendix D)
5.05.06 Page 9	CBC Planning	Clarify that these are minimum standards rather than essential or advocated standards as currently worded in the table headings
5.05.06 Page 9	CBC Planning	Make clear with explanatory text that the 12m ² requirement for double bedrooms applies only to the master bedroom rather than to all additional bedrooms
5.05.06 Page 9	CBC Planning	Change wording to read <i>The suggested standards from RIBA provide a useful guide to overall dimensions but it is expected that the minimum bedroom and cooking, eating, living (CEL) standards will be complied with to ensure that suitably sized rooms are delivered. The configuration of these and the overall space provided is however at the designer’s discretion</i>
5.05.15 Page 11	CBC Transport	Change to “ will allow for the realistic...”
5.05.16	Overview and Scrutiny Committee	Insert text to encourage the delivery of appropriately designed communal bin storage for all types of developments rather than just flats.
5.05.16-5.05.22	CBC Planning	Insert more images of high quality bin storage including communal bin storage
5.05.17	CBC Planning	Add more detail about wheelie bin sizes and the need to accommodate a third green waste wheelie bin, a food waste caddy and green garden sacks if provided.
5.06 Page 13	DLA	Highlight all figures and break text with headings for clarity
5.06.04	Milton Keynes	Change wording to <i>Rear gardens for three and four bedroom homes should ideally be about</i>

Reference	Originator	Suggested Change
Page 13	Urban Design Team	100sqm but generally no less than 60sqm
5.06.04 Table Page 13	CBC Planning	Change table headings to Minimum area based on a 5m width and Minimum Depth
5.06.04 Table Page 13	Barton Willmore	Delete final row of table relating to 4 bedroom dwellings (70sqm/14m depth) and add 3 / 4 under the Number of Bedrooms column
5.06.04 Page 13	Barton Wilmore MK UD	Change text to state that minimum garden depths are for the creation of reasonable sized gardens not just for privacy as there may be rear parking courts etc. 'The minimum depth for all rear gardens should be 10m to ensure both that suitable levels of privacy are maintained, and that reasonable sized gardens are created. '
Table Page 13	Barton Wilmore	Limit garden depths in table to 12m on three and four bedroom properties and default to minimum areas
Figure 12 Page 14	CBC Planning	Edit illustration to reflect revised depths in 5.06.04
5.07.02 Page 16	Barton Wilmore	Add text 'Frontage amenity space or setback '
5.07 Pages 16-17	Barton Wilmore	Add in fig 1.44, 1.45 and 1.46 from pg 35 of the Placemaking Supp.
5.08 Page 18	Barton Wilmore	Add in new section called Active Frontages (from pg 35 of the Placemaking Supp)
5.08 Page 18	Barton Wilmore	Change wording on boundaries to allow for other appropriate materials in addition to brick or hedging
5.09.12-15 Pages 23-24	Barton Wilmore	Reword to clarify that the suggested number of storeys is in relation to houses
5.11.18 Page 31	CBC Transport	Change cill to sill
Fig 61 Page 33	Nicolas Tye Architects	Make correction to caption error Should read ' Nicolas ' not 'Nicholas'
5.11.26 Page 34	RSPB	Add references to RIBA guidance and Living Roofs guidance and cross reference to relevant section in the GI supplement

Reference	Originator	Suggested Change
5.11.32 Page 34	CBC Planning	After this paragraph, insert a new sub section in chimneys requiring them as appropriate for new and traditional houses with appropriate images of good examples
5.13 Page 43	DLA	Add highlight at 5.13

Appendix B, Section 6

Suggested Changes to Accommodating Specific Housing Needs Supplement

Reference	Originator	Suggested Change
6.02 Page 3	DLA	– Highlight text to make more user friendly at 6.02
6.02 Page 4	DLA	– Add caption to locations table at 6.02 <i>‘Key Considerations for Extra Care Housing’</i>
Section 6 Page 4	CBC Development Management	– typo in table under accessibility heading – ‘sourounding’ should be <i>‘surrounding’</i>
6.05 Page 14	CBC Planning	- Add wording to say that paddock space should be considered where appropriate
General	DLA	– Add lower order paragraph numbers to ASHN (6)

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Appendix B, Section 7

Suggested Changes to Alterations and Extensions Supplement

Reference	Originator	Suggested Change
7.1 Page 3	RSPB	Reference back to the GI Section (2) at 7.1
After 7.02.06 Page 3	RSPB	Add new heading relating to habitats for birds and text requiring the protection of bat roosts and active bird nests stating that this is a legal obligation. Mention that this also includes the erection of scaffold and safety netting during the summer which can prevent access and ensnare bats/birds with fatal consequences
7.03 Page 5	Hearne Homes DLA	Insert section or table on Permitted Development rights with basic information and a sources of further more detailed information
7.03.06 Page 6	CBC Development Management	States that extensions may be built up to the boundary at 7.03.06 Reword to say 'A minimum 1 metre distance from the common boundary should be maintained at ground floor height' Delete sentence beginning 'Single storey extensions on the ground floor....' and replace with ' <i>There may be exceptional circumstances whereby single storey extensions on the ground floor (PD extensions not applicable) or the ground floor element of a two storey extension may be built up to the boundary</i>
7.03.09 Page 7	CBC Development Management	Add wording "A minimum gap of approximately 1 metre between a two-storey and single storey side extension and the boundary...."
After 7.03.13 Page 7	RSPB	Add references to birds as below in a new paragraph <i>'All extensions and renovations should retain any existing bird/bat use and use the opportunity to provide new and or additional provision. All of this can be achieved through use of integrated bricks.'</i>

Reference	Originator	Suggested Change
7.03.28 Page 9	CBC Development Management	<p>Delete paragraph on extensions in the Green Belt and replace with</p> <p><i>Notwithstanding the design advice above, an addition to a dwelling in the Green Belt will not be appropriate if it results in a disproportionate addition.</i></p> <p><i>Government policy in the form of the National Planning Policy Framework (NPPF) (2012) states that extensions should not result in disproportionate additions over and above the size of the original building. In the case of a dwellinghouse, the term "Original Dwellinghouse" means the house as it was first built or as it stood on the 1st July 1948 (if it was built before that date).</i></p> <p><i>As well as the external appearance and design of an extension in or adjacent to the Green Belt, extensions should not adversely affect the openness or visual amenity of the area.</i></p> <p><i>As a guiding principle, in order to be considered as proportionate the original building should not be added to by more than 60%. The impact of the extension in terms of floorspace, volume, massing and design will be considered.</i></p> <p><i>Proposed demolitions can be deducted if they are an integral part of the original building (dwelling).</i></p> <p><i>Given the sensitivity of Green Belt related development, it is important to discuss your proposal with the Planning Department at the earliest opportunity.</i></p> <p>Notes</p> <p><i>The LPA's guidance is based on national advice within the NPPF at paragraph 89 which states that 'the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building' is not inappropriate in the Green Belt.</i></p> <p><i>For purposes of applying the 60% rule, extensions to buildings will usually refer to additions that are physically attached to the host building.</i></p> <p><i>However, in certain cases, depending on the proximity of any outbuilding(s), the LPA will consider, as a matter of fact and degree, whether or not to include such outbuildings within the calculations.</i></p>

Reference	Originator	Suggested Change
		<i>The same approach will be used for replacement buildings in the Green Belt.</i>
7.04.02 Page 10	CBC Development Management	– Delete sentence starting “As a general rule, two storey extensions....” and replace with “ As a minimum, there must be a one metre gap, preferably more at first floor level and above ’

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Appendix B, Section 8

Suggested Changes to Larger Footprint Buildings Supplement

Reference	Originator	Suggested Change
General	DLA	Replace majority of photos with higher resolution ones for final version
08.04.01 Page 9/ End of Section 8	RSPB	Add references to RIBA guidance and Living Roofs guidance to a useful links section at the end of Section 8 <ul style="list-style-type: none"> - Livingroofs.org - Greenroofconsultancy.com - Creating green roofs for invertebrates, a best practice guide Buglife (downloadable from website).
08.04.01 Page 9	RSPB	Add text to the end of point G which references the Green Roof section in the GI Supplement <i>Green roofs will act to reduce run off from larger roofs and have ecological gains by attracting and encouraging biodiversity. Further guidance on green roofs is included in section 2.06 of the Green Infrastructure, Climate Change Adaptation and Sustainable Buildings Supplement</i>
Figure 8.10 Page 9		Replace 'Sustainable Urban Drainage System' with ' <i>Infiltration Pond</i> '
08.04.02 Page 10	CBC Environmental Policy Team	Include SuDs management train in sketches and text (highlight car park areas) Add text to the end of 8.04.02, point D: <i>The management of water run-off should be considered from the source, at all scales across the site. For further guidance on SUDS refer to section 2.06 of the Green Infrastructure, Climate Change Adaptation and Sustainable Buildings Supplement</i>
8.04.03 Page 11	DLA	Highlight colour choice as key consideration
8.04.03 Page 11	DLA	Add sub-heading <i>Landscape</i>

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Appendix B, Section 9

Suggested Changes to Town Centre Vitality Supplement

Reference	Originator	Suggested Change
9.2.1 Page 4	CBC Transport	Wording change to constrained from constricted
9.2 Page 5 before car parking	CBC Transport	Add Access for all modes as an additional heading
9.2.05 Page 5	CBC Transport	Add reference to detailed car parking section at 9.6.10 'Further guidance on the design of car parking is given in section 9.6.10
9.3 Page 8	DLA	Add additional text to clarify policy section at 9.3 'Further policy and design guidance can be found at:'
9.3 Page 8	CBC Transport	Add these document titles under Policy heading - Manual for Streets 2 (2010) & Local Transport Plan 3
9.4 Page 9	CBC Transport	Change wording to: 'Accommodates pedestrian, cycle, public transport and vehicular access whilst providing cycle and car parking in the most appropriate way.'
9.6.1 Page 11	CBC Transport	Delete "The town centre should be within about 400 metres walking distance from the majority of residential development that it serves – especially for affordable housing, apartments and sheltered housing." and replace with "Ideally town or neighbourhood centres should be located within walking distance of residential development and especially sheltered housing; but this isn't always possible with larger centres"
9.6.1 Page 11	English Heritage	Add additional bullet point to cross reference to Historic Environment supplement 'Take account of the guidance given in the Historic Environment Supplement where applicable'
Pages 11 & 22	Barton Wilmore	Add a photo/s of contemporary town centre development
9.6.3 Page 13	CBC Transport	Add reference to Cycle and Public transport and re-align paragraphs
9.6.08 Page 15	CBC Transport	Address numbering Add reference to walking, cycling and access to Public transport

Reference	Originator	Suggested Change
9.6.09 Page 15	CBC Transport	Add wording 'shared surfaces should be adequate for a single width vehicle... together with pedestrians and or cyclists '
9.6.10 Page 15	CBC Transport	Change wording to say ' levels of parking provision should take into account location and opportunities for sustainable travel to key services and facilities ' as a catch all.
Section 9 Page 16	CBC Development Management	Gap in the line between new town and centres – not needed
9.6.12 Page 17	CBC Transport	Add wording: 'To ensure that town centres are not too orientated towards traffic and parking, Transport Assessments will be required to determine the traffic impacts of proposals. These Transport Assessments should cross reference the Movement and Street Supplement and identify any appropriate mitigation measures.' Put under new heading ' Movement '
9.6.12 Page 18	RSPB	Add reference to roost bricks & SUDs
9.1 9.6.17 Page 21	CBC Transport	Add wording ' Highway layout should consider cyclists including their existing patterns of movement and any potential desire lines. '
9.6.18 Page 21	CBC Transport	Provide cross-reference to shared surfaces information in M&S supplement and change photo to show how changes in colour and materials can help to discourage poor parking
9.7 Page 22	CBC Transport	Improve presentation and clarity of checklist to match those in the GI supplement
Section 9 Page 25	CBC Development Management	sub-heading C – Fig 11 – incorrect number? Should this be Fig 9.23?
Access for all Page 29	CBC Building Control & Equalities	Change legislation reference from DDA to The Equalities Act (2010)

Appendix B, Section 10

Suggested Changes to Movement and Streets Supplement

Reference	Originator	Suggested Change
General comment	CBC Highways	Supplements should be reordered to reflect importance of street layout and design in developing a scheme. Agree to reorder the supplements so that Movement and Streets is section 2. Other supplements to be reordered.
General comment	CBC Highways	Supplement sections to be reordered to reflect sustainable transport hierarchy (pedestian and cycling sections to come before vehicles).
Introduction	CBC Highways	Replace cover picture to reflect a used street (pedestrians, cyclists, parked cars) in a CBC context
10.01.02	CBC Highways	Replace 'typology' with ' types '
10.01.02	CBC Highways	Lack of reference to access and movement, which are the overarching principles that apply to each subsection. Add reference in the intro paragraph: "This design supplement addresses aspects of design with respect to the design of streets as places which are accessible to all , functional, and accommodate movement and are appropriate to their context."
10.01.03	CBC Highways	Revise paragraph 10.01.03 to read and amend subsequent paragraph numbering: The scope of guidance in this supplement broadly follows that in Manual for Streets and reference should be made to this document in designing schemes. For roads outside of settlements and major developments, or which are major distributors, the guidance found in the Design Manual for Roads and Bridges is still broadly applicable.
10.01.03 (2)	CBC Highways	Revise first sentence to read: "It is essential also to consult the main supplement on Placemaking Principles which sets out... Revise last sentence to read: "It also sets out the Council's parking standards and general principles for designing for movement and accessibility as well as parking standards "
10.02.01	CBC Highways	Delete final sentence

10.02.02	CBC Highways	Amend second sentence of the paragraph to read: “Well designed linkages to adjacent areas are vital in ensuring the development is well integrated within the area and accessible by walking, cycling, public transport or car” Include reference to LTP3 at the end of the paragraph: “The Council’s Local Transport Plan 3 and supporting strategies should be used to inform the design process from the outset”
10.02.03	CBC Highways	Delete ‘and type’ from the first bullet point Amend 3 rd bullet point to reflect route hierarchy (main, access, minor): “Whether it is a main, access or minor route” Replace ‘and’ with ‘or’ in the final bullet point
10.02.04	CBC Highways	Insert reference to more major roads for larger developments: A development may typically incorporate all or a selection of three functional street types: main street, access street and minor street. “This section of the Design Guide sets out the parameters and guidance for designing these three functional street types. Larger developments may also require more major roads which are not covered in the scope of this Design Guide. In these cases reference should be made to the Design Manual for Roads and Bridges (DMRB).”
10.02.05	CBC Highways	Replace ‘modelled’ with ‘assessed’ in the first sentence.
Table (page 5)	CBC Highways	Insert figure number and heading to the table: Figure x: Typical characteristics Replace ‘may’ with ‘must’ in the third box in Minor Street. Insert following caveat “The peak flows given within this table are indicative. The actual peak flow of vehicles will be influenced by the context of the site, such as whether it’s urban or rural, or a through route, town centre or industrial area for example.” Add additional row setting out suitability for pedestrians and cyclists. To be revised in consultation with CBC Highways.
Table (page 5)	Barton Wilmore and DLA	Alter text in parameters table to read ‘over 200 vehicles for’ main street
Fig 10.02	CBC Highways	Amend the key to the image:

		E – Replace ‘way’ with ‘ street ’
10.02.06	CBC Highways	Revise paragraph to read: “Once the movement function of the individual streets has been determined, consideration should be given to their character. Streets with similar functions may have completely different characteristics depending on their context and location, and may display characteristics of two or more of the following examples. These are some examples of street character types and are not an exhaustive list. In designing schemes the context and location of the site is likely to influence character. Section x of Placemaking Principles sets out the different character types and typical design cues that will influence a scheme.
10.02.07	DLA and CBC Highways	Reorganise the images on pages 7-9 to reflect functional street types. Replace figures (10.04;10.13;10.16;10.18;10.19) to provide more realistic and locally contextual photographs.
10.02.08	CBC Highways	Replace first two sentences of introductory paragraph with: Having identified some street character types in the previous section, this table sets out the key parameters which should be followed in designing the three types of functional street types – main, access and minor. Some of the parameters may be subtly varied to create streets with different characters, for example widths of carriageways, footpaths and verges. Add additional sentence at the end of the introductory paragraph: In designing shared spaces the parameters in this table should be followed where appropriate. Some more specific guidance and parameters in relation to level surface streets are included in section x.
Street parameters table	CBC Highways and DLA	Repeat headings on the second page Change first heading to Street character types Delete ‘ no more than ’ from main streets in relation to target speed. Amend carriageway widths in access street and minor street to read: 4.8m - 5.5m (may be reduced to a minimum of 3.7m - 4.1m for pinch points). Sufficient inset parking bays must be integrated into the street. In main street and access street amend bus carriageway width to 6.5m

		<p>Add minimum 2.0m to footway width on all street types</p> <p>Add minimum 3.0m to shared footway and cycle way</p> <p>All street types should include the following verge widths: Minimum of 2.0m or sufficient to accommodate suitable landscaping.</p> <p>On street parallel parking bays should be 6.0m x 2.4m. Delete end bay dimensions.</p> <p>Insert dimensions for echelon and perpendicular parking bays being 5.0m x 2.5m</p> <p>Amend junction sightlines to 2.4m x 43m (main street), 2.4m x 25m (access street), 2.4m x 17m (minor street)</p> <p>Delete (25mm drop kerbs) from access street and minor street under 'direct access to properties'</p>
10.03	CBC Highways	Rename section heading: " Accommodating parking within design "
10.03.01-10.03.04	CBC Highways and DLA	Delete paragraphs 10.03.01 – 10.03.04 and renumber the remaining paragraphs.
Figure 10.25 Page 12	CBC Development Management	Reword to read 'An equivalent of 0.25 spaces per dwelling'
10.03.05	CBC Highways and DLA	<p>Amend paragraph 10.03.05 to read:</p> <p>Accommodating parking is integral to good placemaking. The following paragraphs provide guidance on how car parking can be accommodated on street by providing examples of different types and dimensions. The Placemaking Principles supplement sets out the key principles for accommodating parking within design and provides examples of how parking can be accommodated using a combination of on-plot, off-plot and on-street provision. The Residential Development Supplement provides guidance on garages.</p>
10.03.06	CBC Highways and DLA	<p>Amend 1st bullet point to read:</p> <p>On street parking can be provided on all street types within the functional hierarchy and should be provided in inset bays adjacent to the main carriageway to avoid indiscriminate parking and overhanging of on footways footpaths and cycleways. In situations where echelon parking</p>

		<i>is provided the width of the footpath should be increased to cater for any vehicle overhang.</i>
10.03.06	CBC Highways	Amend 5 th bullet point to read: All on street parking within the extent of the adoptable highway will be unallocated but and will provide parking for visitors as well as residents.
10.03.09	DLA	Amend paragraph to read: 45° parking bays require an overall length of 5.1m 5.3m plus a 3.6m wide manoeuvring area. It is preferable for vehicles to reverse into parking spaces unless this is impractical. Vehicles may access parking spaces by either reversing or going forward. The function of the road will determine the most appropriate option.
Figure 10.29	CBC Highways	Replace parking space dimensions with 5.0m x 2.5m Replace depth with 5.3m
Figure 10.33	CBC Highways	Replace width of parallel with 2.4m
10.03.11	CBC Highways	Delete 3 rd sentence relating to unconfined end bays.
Figure 10.36	CBC Highways	Amend parking space dimensions: Parallel – 6.0m x 2.4m Perpendicular – 5.0m x 2.5m
10.03.14 – 10.03.17; and figures 10.38 – 10.41	CBC Highways and DLA	Section to be revised in consultation with CBC Highways, to include: <ul style="list-style-type: none"> - Reference to detailed guidance as contained within CBC Cycling Strategy (LTP3 Appendix F) and Cycle Parking Standards - General parking standards (number of spaces) and levels of parking considerations - Public parking v private parking dimensions - Strengthen cycle parking key principles

		- Preferred types of cycle parking with photographs of good examples
Section 10.03 & 10.04	Milton Keynes Council Urban Design Team	Swap section 10.03 and 10.04 around – Level Surface Streets follows on from Street Typology and should therefore come before other detailed sections
10.04	CBC Highways	Shared space and level surface streets are different concepts (level surface streets are a type of shared space). Insert an overview section on shared surfaces before Level Surface Streets.
10.04.01	CBC Highways	Amend first sentence to read: Level surface streets are defined as Level surface streets are a specific type of shared space most appropriate to minor streets, and are defined as...
10.04.05	CBC Equalities Officer	Insert paragraph after 10.04.05 about adaptation and design measures that can be used to make these types of streets safer for visually impaired people, and include image to demonstrate. <i>The needs of all street users should be considered from the outset of the design process. If poorly designed, level surface streets can be problematic for some street users particularly blind and partially sighted people. ‘Inclusive mobility – a Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (DfT, 2002) provides advice on accommodating the needs of disabled people in the built environment and much of the guidance remains valid in level surface street settings. The following principles should be adhered to in designing level surface streets:</i> <ul style="list-style-type: none"> • <i>Surfaces should be well maintained and free from clutter and obstructions;</i> • <i>Streets must be legible with identifiable features to aid orientation. Tonal and texture contrast may be used to assist with perceiving boundaries whilst ensuring surface patterns are not over complicated;</i> • <i>The building line should be uncluttered; and</i> • <i>Comfort space for pedestrians at the edge of the street should be provided with opportunities for seating. .</i> Wording to be agreed with CBC Equalities Officer.
10.04.08	CBC Highways	Amend paragraph to read: They are most appropriate for minor streets at the lowest end of the hierarchy, and should not be subject to vehicle flows greater than 20 vehicular movements per hour (which equates to a street serving a maximum of 25 houses).
Figs 10.42 – 10.48	CBC Highways	Replace figures to provide more locally contextual photographs, where appropriate. .

10.04.14	CBC Highways	Amend paragraph to read: In order to emphasise their difference from conventional streets and thus help to vary the character across a development, the preferred surface material for level surface streets must be surfaced in <i>is</i> block paving rather than blacktop asphalt although other surface materials will be considered. Research undertaken for Manual for Streets has furthermore shown that block paving rather than asphalt surfaces helps reduce traffic speeds. The future maintenance of surface materials must be considered and discussed with the Council from the outset of the design process. Further guidance of materials and detailing is included in section 10.06.
Section 10.04.15 Page 22	CBC Development Management	Reference to ' cul-de-sacs ' mis-spelt as 'culs-de-sac' within this section?
Fig 10.49	CBC Highways	Replace figure
10.05.42-10.05.44 (p23)	CBC Planning	Renumber paragraphs to follow 10.04.18
10.05	CBC Highways	Section to be revised in consultation with CBC Highways, to include: <ul style="list-style-type: none"> - Reference to detailed guidance elsewhere 1. Designing pedestrian routes: <ul style="list-style-type: none"> - Objectives - Design criteria - Design considerations 2. Designing cycle routes: <ul style="list-style-type: none"> - Objectives - Design considerations - Sharing the carriageway - Off carriageway cycle tracks 3. Designing for public transport: <ul style="list-style-type: none"> - Street design requirements

		<ul style="list-style-type: none"> - Bus stop requirements - Bus stop locations
10.05.19	CBC Highways	Detailed Street Design as a new section
10.05.20	CBC Highways	Amend final sentence to read: Often the building line and ground floor activities can have a calming effect but it can also be necessary to provide other speed reducing features within the overall design, such as the use of shared spaces , street narrowing, the presence of parked vehicles and gateway features, as well as the perception of sharing.
10.05.28	CBC Highways	Amend paragraph to read: Cross roads should be avoided but may be considered acceptable....
10.05.30	CBC Highways	Wording to be revised in consultation with CBC Highways.
10.05.32	CBC Highways	Amend paragraph to read: Trees within sightlines will only be considered if they are clear stemmed up to a height of 2.00m and their effect on do not impact on overall visibility is not significant.
10.05.36	CBC Highways	Move section adjacent to pedestrian section.
10.05.36	CBC Highways	Amend paragraph to read: Pedestrian crossings should be implemented on desire lines, and the choice of crossing will depend on vehicle flows and speeds. ...
10.05.39	CBC Highways	Amend paragraph to read: On higher order routes with high pedestrian flows or with speeds of 30mph and above , Pelicans, Puffin or Toucan crossings may be appropriate.
Figs 10.66 and 10.67	CBC Highways	Replace figures to provide more locally contextual photographs
10.05.40	CBC Highways	Move section adjacent to pedestrian and cycling section.
10.05.40	CBC Highways	Add sentence to the end of second bullet point: The removal of the centre line can be used to give the appearance of carriageway narrowing.
10.06	CBC Highways, CBC Planning, DLA	Section to be revised in consultation with CBC Highways, to clarify CBC's approach to materials and emphasise the need for early discussions with the Council on future maintenance cost of materials.
10.06.06	CBC Highways	Surface dressing product confused with aesthetic products (Golden Gravel) when proper inlay

		required – amend text accordingly
10.06.18	CBC Environmental Policy	Include reference to SUDS in roads to cover roadside water gardens, filter strips and swales within verges. Wording to be revised in consultation with CBC Environmental Policy.
Fig 10.91	CBC Highways	Delete image
10.06.20	CBC Highways	Insert cyclists and drivers at the end of the second sentence.
10.06.22	CBC Highways	Wording to be revised in consultation with CBC Highways. Amend paragraph to read: Lighting should generally be provided by overhead street lamps with full cut off lanterns utilising directional, white light LEDs or such improved technology approved by the Council . To minimise clutter, particularly where buildings are located close to the rear of the footway, consideration may be given to attaching lamp units to buildings. Whilst the mounting height and spacing of lighting units will need to ensure appropriate levels of illumination, it should relate to traffic flows, street widths and scale of development. Consideration must be given to the placing of lighting in relation to property frontage.
Fig 10.93	CBC Building Control	Change photo example of sign which is mounted at a low level and does not accord with CBC approach.
10.06.23	English Heritage	Include reference to Historic Environment supplement and Include new images to demonstrate examples of appropriate street furniture.
10.06.30	CBC Public Art	Insert new section after 10.06.30 to read: Public Art can be a useful way to improve and define movement legibility and navigation of streets and spaces. Public Art can help to create a sense of place and contribute to the design, theme and character of a development for example artists can design and influence a number of key features of a development such as signage, way markers, hard and soft landscaping, bollards, street furniture, tree grills, floor treatments and surfacing. Refer to the Public Art supplement for more guidance.
10.07	CBC Highways, CBC Planning, DLA	Revise adoption section in consultation with CBC Highways to set out key information and strengthen reference to the Council’s General Specification for Estate Roads.

10.07.20	Tom Chevalier, Resident	Remove reference to CBC's street lighting document as document is out of date and reword as appropriate
10.08	CBC Planning	Update policies and guidance