Urban Design Consultation

Proposal: Application for the approval of appearance, layout, landscape, access, and scale in respect of the construction of green and grey infrastructure including all ancillary and associated engineering operations and earthworks pursuant to outline planning permission 1201158OUT.	**Location: Alconbury Weald Ermine Street Little Stukeley - Runway Park**
Case Officer: Aaron Sands	**Application: 25/00509/REM**

Comments on amendments received 30/09/2026 are in green. These have been submitted to ensure alignment with Parcel 11 (26/00240/REM) and include:

- Aligning the pedestrian links to the north of P11
- Addition of driveway crossovers and tree planting to the south of P11
- Addition of footway and pedestrian access to the residential plots west of P11

Plan Description	Superseded Plan	Amended Plan
General Arrangement Sheet 1 of 3	332611068-STN-HGN-XX-DR-C-0100 PO3	332611068-STN-HGN-XX-DR-C-0100 P06
Drainage Layout Sheet 1 of 3	332611068-STN-HGN-XX-DR-C-0500 P03	332611068-STN-HGN-XX-DR-C-0500 P05
Street Lighting Sheet 1 of 3	332611068-STN-HLG-XX-DR-C-1300 P03	332611068-STN-HLG-XX-DR-C-1300 P05
Overall General Arrangement	BMD.23.0084.DR.001	BMD.23.0084.DR.001 Rev B
Illustrative Site Section 1	BMD.23.0084.DR.051	BMD.23.0084.DR.051 Rev A
Landscape General Arrangement 1	BMD.23.0084.DR.101	BMD.23.0084.DR.101 Rev B
Landscape General Arrangement 2	BMD.23.0084.DR.102	BMD.23.0084.DR.102 Rev B
Landscape General Arrangement 3	BMD.23.0084.DR.103	BMD.23.0084.DR.103 Rev A
Planting Plan 1	BMD.23.0084.DR.201	BMD.23.0084.DR.201 Rev B
Planting Plan 2	BMD.23.0084.DR.202	BMD.23.0084.DR.202 Rev A
Planting Plan 3	BMD.23.0084.DR.203	BMD.23.0084.DR.203 Rev A

Responses to previous comments highlighted below are set out in the covering email from DLA.

Comments on amendments received 31/10/2025 are in blue text. Main changes as set out in the covering email from DLA include:

- That the design has picked up the changes resulting from the Parcel 11 design in terms of the Boulevard frontage and southern link onto the edge of KP1.
- That the cycleway which runs along the north side of the Type G route is now straight as it now reflects the route of services beneath. Landscaping including tree planting has been adjusted accordingly to take account of this and the associated bridleway in part of the length. Now a very direct route to the school area
- The bridleway going past the pump station and substation has been optimised as well as possible but there is a short length of largely combined tarmac pathway (due to engineering requirements) rather than the usual separate grass/surface which we have managed everywhere else although we have still tried to provide a grass strip adjacent to the path where we can.
- All other comments should be picked up or should be matters which can be dealt with by way of condition.

Comments which seek amendments are highlighted.

The proposals relate to the provision of green, grey and blue infrastructure within Runway Park Alconbury Weald KP3. This form a significant area of parkland within the centre of the site and is defined as a strategic

open space within the outline planning permission. The layout of the park links with the historic runway alignment and key public facilities including the Hub, the Sports Hub, the Heritage Area and potential future railway station.

This forms the second reserved matters application within KP3, and follows the 23/01982/REM infrastructure application for the extension to the Boulevard to form the first phase of the Primary Route through KP3 that will eventually link but with the Southern Access Road and the A141.

The application has been assessed against the Alconbury Weald Key Phase 3 Design Code Rev G November 2024 and the KP3 Regulatory Plan dwg 00628S_RP01 Rev P5 which were approved at planning committee.

The application has been subject to extensive pre-application discussions with HDC Urban Design and Landscape colleagues, with meetings held 01/05/2024 and 11/09/2024 to discuss draft versions of the proposals. Comments on the proposed soft landscaping and planting species are deferred to Landscape colleagues.

Urban Design comments and observations are as follows. Comments which seek amendments / further information (including by way of condition) or discussion are in red text.

The Runway Park

The design requirements for parts of the Runway Park included within this RMA are set out in Section 4.2 of the DC and comprises the interlinked character areas of Runway 12, Runway Meadows and Runway Active. Runway 12 also forms one of the four Key Groupings in KP3 (Runway Park West) with requirements for this space set out in Section 3.2 of the DC.

- **Runway 12 / Runway Park West Key Grouping**
  This space forms the confluence of the Runway Park and N-S Linear Park and comprises a large formal recreation lawn, picnic areas and formally arranged footpaths. Whilst this space no longer includes the SUDs infrastructure as set out within the Regulatory Plan, the use of an accessible landform and vertical landmark feature are supported. The layout is considered accepatble and aligns with the requirements of section 4.2.4 Runway 12 and 3.2 Runway Park West Key Grouping set out within the DC.

  Further details of the Vertical Landmark Feature should be secured by way of condition / as part of a future RMA – as per the key Grouping this *'must encapsulate key themes woven through Alconbury Weald and KP3, including heritage, biodiversity etc. It must also provide a vertical feature within the landscape, visible from distance'.* The location of the cross-parcel permeability footpath link into Parcel 2 (KP3) may need to be amended to reflect the future RMA for this parcel.

  See comments below on historic references to the former runway use.

  The design of the two confluence areas containing the vertical landmark features should be secured by way of condition. The location of the cross-parcel permeability route to Parcel 2 (parcel 11) has been amended to reflect latest pre-application proposals / future RMA.

  The amendments made to coordinate the Runway Park infrastructure with the approved Parcel 11 proposals are supported in urban design terms. The revised alignment of the pedestrian links to the north of Parcel 11 improves connectivity between the development parcels and Runway Park, whilst the introduction of driveway crossovers, additional tree planting and footway connections to the south and west of Parcel 11 helps reinforce an integrated and legible movement network.

  The provision of a communal footpath along the western edge of Parcel 11, together with single-species hedgerow planting, will assist in softening the appearance of the route, provide a clear transition between the residential development and the Boulevard Landscape Corridor, and improve the overall landscape setting of the public realm. It is also noted that the Parcel 11 reserved matters application proposes frontage boundary treatments comprising 1.0m estate railings with hedgerow planting in accordance with the Design Code, which will complement the proposed Runway Park infrastructure works.

Overall, the amendments successfully respond to the evolving Parcel 11 proposals and improve integration between the strategic open space and adjoining development parcels. The changes are therefore supported from an urban design perspective.

- **Runway Meadows**
  The DC states that Runway Meadows must include wetland and habitat creation. The proposals comprise a large attenuation area with a series of sunken basins providing for a range of habitats. The park includes a 3m wide E-W leisure route (in buff coloured self binding gravel) across the northern edge (south of Parcels C-F) and a meandering 2m wide E-W path through the sunken path (in grey coloured self binding gravel), a central LEAP, informal play features (logs, Caledonian boulders) seating, cycle parking and bins.

  The layout of Runway Meadows and location of the LEAP is supported and aligns with section 4.2.5 Runway Meadows and 4.4.3 Community Park Area of the DC. Further Details of the LEAP should be confirmed by way of condition / subject to a future RMA. Condition the design of the LEAP.

- **Runway Active**
  The DC requires that Runway Active must be a focus for many of the busier aspects of KP3, closely related to the HUB and Education Campus etc. and form a transition between the naturalistic western runway areas into a more urban context. The proposals include a linear LEAP, continuation of the E-W leisure route (aligned with the former runway centreline), cycle parking, benches and raised landforms.

  As noted in pre-application comments, the slight relocation of the LEAP further west (north of the allotments) from the intersection with the Linear Greenway is an acceptable departure from the Regulatory Plan given the need to accommodate the minimum 20m buffer from the nearest habitable rooms. Further details of the LEAP play equipment would need to be conditioned / subject to the future RMA. This will need to show how the play equipment integrates with the level changes proposed for this part of the site. Condition the design of the LEAP.

  The eastern part of Runway Active on the approach to the Hub includes broken sections of runway concrete set flush with the landscape. A vertical Landmark Feature is also proposed at the runway and taxi way (Linear Greenway) confluence. These additions following the pre-application submission are supported for these parts of runway park, highlight the alignment of the runway centreline and accord with Section 4.2.3 of the DC. Further details of the Vertical Landmark Feature should be secured by way of condition / as part of a future RMA. The design of the two confluence areas containing the vertical landmark features should be secured by way of condition.

Reference to the Formal Runway
As raised in pre-application comments, Section 4.2.2 Runway Corridor of the KP3 DC requires that '*opportunities to reference the history of site, and runway in particular, should always be considered. For example, the names of Runway 12 and Park 30 are derived from the magnetic azimuth of the runway alignments – which forms part of the runway markings'.* Section 4.2.5 Runway Meadows also requires that *'the alignment of the runway centreline must be referenced by a sequence of vertical markers in the landscape – repeated feature trees, wayfinding/sculptural elements etc'.*

Para 4.8 of the OPP DAS also noted *'**Heritage Assets** – the aviation heritage of the site can be respected by retaining some of the best elements of the airfield. The memory of the runway will be respected by reflecting its alignment and retaining some elements of the runway hardstanding within the public realm works and landscape scheme'* and '***Reuse of existing infrastructure*** *– elements of runway and taxiway hardstanding may be retained and reused as or within the alignment of streets or access routes', Para* 12.4 notes the runway as part of the strategic infrastructure and requires *'the memory of the runway is to be respected and incorporated in different ways in the proposed development including the use of: Common palette of materials for footways, crossings, surfaces'.*

As raised above the introduction of the Vertical Landmark Features within Runway 12 and Runway Active at the confluence of the Linear Greenways, as well as the introduction of broken sections of runway concrete towards the eastern end of Runway Active are supported and go some way to meeting the requirements of the DC. Notwithstanding this, urban design strongly recommends further opportunities to reference the history and alignment of the runway, particularly within the Runway 12 and Runway Meadows sections of the park should be considered. A range of physical features were discussed at pre-application stages including vertical

markers, additional areas of retained runway, runway light fixtures / signage, lines / markings etc). It is noted that a number of the lights / signage fixtures have been retained from the runway which could be integrated within the proposals.

The cover email from DLA notes:

Layout - The Runway park and the key greenways honour the Runway and taxiway alignments of the past with movement routes following a similar hierarchy, the landscape honours the confluence zones with key nodes.

Vertical landmark features - 2 vertical landmarks are in the plan, one at each confluence. These will designed to sensitively respect and incorporate runway heritage.

The Sunken runway - The Sunken element of Runway park represents the next stage of evolution of the runway, moving away from the hard surface and into a rewilded wooded haven.

Reuse of Materials - Some of this material was already set aside on a walkover.
We have discussed previously how we wish to reuse reclaimed runway materials within the new runway park, building sustainability and heritage right into the new scheme.

- *Crushed Rubble for sub bases*
- *Crushed Gravels within Ecology areas and enhancements (Dragonfly beach and basking areas)*
- *Crushed Gravels for soil amelioration areas*
- *Slabs for use as stepping stones or informal seating opportunities (We have specified normal boulders for now to give flexibility)*
- *Cut concrete for use in gabion headwalls where possible*

- *NOTE - Resue of reclaimed runway elements is possible and desirable but is subject to quality, safety and insurances, particularly of any elements that may not be in the best condition.*

Whilst this approach is acceptable, the reuse of materials (including the reuse of runway slabs, cut concrete, runway light fixtures, signage, lines / markings) should be subject to a condition confirming how this will be integrated within the proposals.

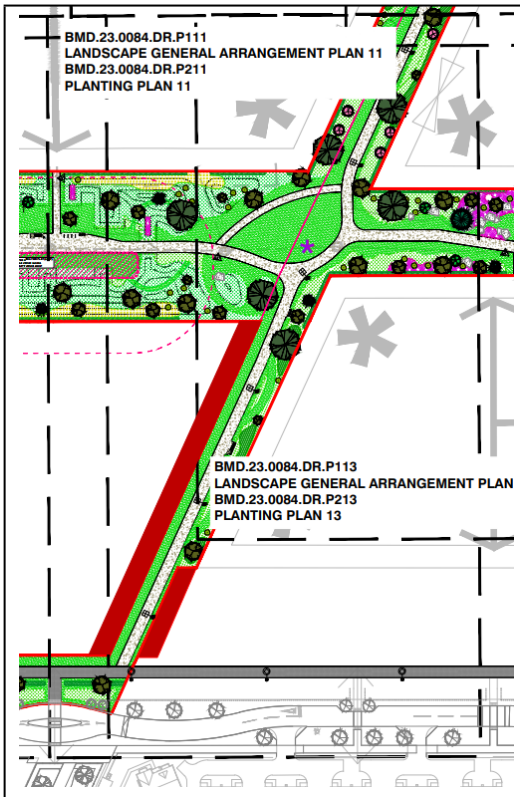
Informal Greenway and Utility Compound

The greenway includes informal lawns, loungers, picnic benches and the utilities Hub (substation and pumping station). The design of the utilities hub is supported and reflects comments raised at pre-application stages and those made on the KP3 Infrastructure Application 23/01982/REM. This space is enclosed by raised embankments and woodland planting screening the utilities. The Grass Grid turning head is supported. Dwg BMD.23.0084.DR.105 indicates the access road / bridleway will be constructed from 'AC-10 Bitumen', this should comprise 'buff asphalt' as per the approved 23/01982/REM application (dwg BMD.22.0009.DR.105 C). Revised dwg BMD.23.0084.DR.105 still indicates the access road / bridleway will be constructed from 'AC-10 Bitumen' – this should comprise 'buff asphalt' as per the approved 23/01982/REM application to reflect the section of buff coloured bound path to the south. The email from DLA confirms that due to Cambridgeshire County Council's requirements for right of way and equestrian route surfacing, the road will need to be in bitumen. This has been agreed through the Section 38 highways agreement. This is noted and accepted.

The design and appearance of the substation, along with the boundary treatment of the pumping station, need to be confirmed. Will this have the same flat roof design as the substation approved within the Glades in KP1? No updates have been provided – condition the design and treatment of the substation and feeder pillar along with the boundary treatment surrounding the pumping station.

Linear Greenway

The linear Greenway forms a continuation of the linear Park in KP1. As raised in pre-application comments the width of the Runway Park red line site boundary narrows between Parcel A and the Allotments and to the south of Parcel A (see areas highlighted red below). Given the adjacent uses are known at this stage (section of Runway Park to the West of the Education Campus Approach and Allotments), it is recommended the linear park submitted as part of this application has a consistent width where it bisects the Runway Park in order to reflect the width of the linear park to the south (within KP1) and north.



No changes have been made to the red line boundary – these areas will need to come forward as part of RMAs for the section of Runway Park to the West of the Education Campus Approach and the allotments.

Lighting

The DC section 5.11 Movement Network Lighting Strategy shows the Runway Park will include a range of street lighting solutions:

- Teir 1: The E-W leisure route north of the B and G-Type Street in KP1 forms Tier 1 lit route (required to be lit to class P6 as a minimum with columns in urban spaces and bollards within landscape spaces): this route is lit by a mixture of existing street lighting within KP1 and proposed 6m high lighting columns as part of the application.
- Tier 2: the N-S leisure routes through the Informal Greenway and the Linear Greenway (required to achieve an average horizontal illuminance of 1.0 Lux but there will be flexibility in the uniformity level. Using columns within urban spaces and bollards within landscaped spaces): this route is lit by 4m high lighting columns as part of this application.
- Tier 3: The E-W Leisure route through Runway Park (required to have lighting for wayfinding purposes, bollards should be provided at key junctions or decision making points. Solar studs maybe used along the route): these routes are lit by 1m high timber bollards, evenly spaced along these routes.

The proposed lighting is accepatble and in accordance with Section 5.11 of the DC. Details of the timber lighting bollards should be confirmed / conditioned. It is assumed these will form the same 'Timber 'eye' bollards' as approved for use in Linear Park Part C (ref 23/00842/REM)? These are shown to form LANDMARK TIMBER BOLLARDS on revised street lighting plans – details of the design and appearance should be agreed by way of condition.

Street Furniture

The location of street furniture is supported. Details of the design and colour of picnic sets (benches, table and stool), benches with back rests, loungers, beam bench, beam bench social and bins (all made by Landmark) should be confirmed / conditioned. It is unclear if these would be coordinated with the other benches and bins used within Alconbury Weald which included the 'Rough and Ready 6' bench with backrests in the N-S Linear Park Parts A (1401979/REM), B (15/02254/REM) and C (23/00842/REM) and the Glades (21/01833/REM). Street furniture to be conditioned.

The colour / finish of the cycle Sheffield stands should be provided / conditioned. Condition cycle parking stands.

Details of the signage and wayfinding strategy should be provided / conditioned. Condition the wayfinding strategy.

Verge South of KP3 Parcel B

The verge to the south of the 3m foot/cycle path, Parcel B and the 'Land for Future Consideration' has been increased from 1.5m as proposed at pre-application stages to 3m and is supported. This verge contained grass planting and officers were told that no trees are achievable given the proximity of service unities (notwithstanding this a single tree is proposed to the western end of the section of verge within the application boundary and within the adjacent 23/01982/REM infrastructure application). Whilst trees are strongly encouraged to reflect the approved verge treatment on the south side of the B and G Type Street, if this is not possible meadow grass planting should be provided as agreed at the pre-application meeting on 11/09/2025 to reflect the meadow planting proposed further east.

The amendments to straighten the 3m-wide foot/cycle path - made to reflect the alignment of underground services - have resulted in a reduction of verge width between the B-Type and G-Type street carriageways and the foot/cycle path. This has decreased from the previously proposed 3m to approximately 1.2m adjacent to KP3 Parcel B and the area marked as 'Land for Future Consideration'. A similar reduction is evident further east, where the verge between the G-Type street carriageway and the foot/cycle path has also narrowed. Consequently, tree planting has now been relocated to the north side of the path. See comparison below:

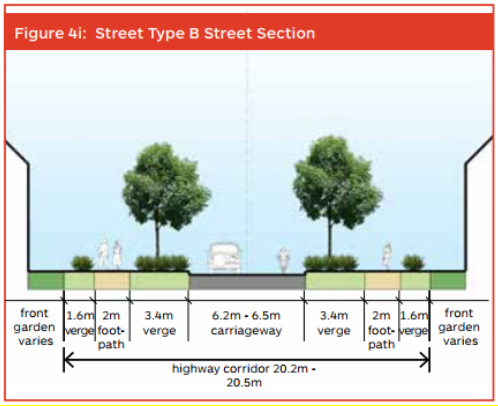
Previous Overall Landscape GA dwg BMD.23.0084.DR.001:

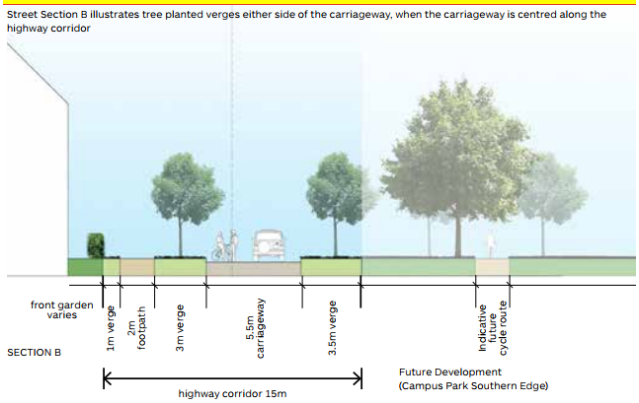


Revised Overall Landscape GA dwg BMD.23.0084.DR.001:

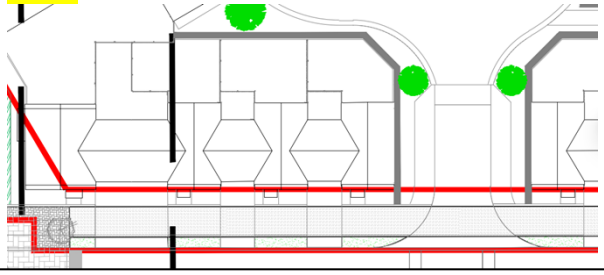


- The route of underground services must be confirmed, as it is currently missing from the revised plans.
- The reduced verge width does not comply with the KP1 Design Code requirements for Street Types B and G, nor does it reflect the verge widths established on the south side of this road. This reduction also limits opportunities for meadow grass planting, as agreed during the pre-application meeting on 11/09/2025 (as a replacement to the lack of tree planting due to the position of underground services).





- There is concern that the overlay of Parcel B proposals on the revised Overall Landscape GA drawing shows the front elevations of southern units facing the B-Type street directly abutting the red line boundary. This suggests that the unit thresholds extend beyond the parcel boundary defined in the Regulatory Plan. This was not indicated during pre-application discussions and results in a failure to meet the 2m setback required by the KP3 Design Code for the Outer Runway Frontage Character Area.



Recommendation:
Plans showing the route of underground services should be provided as a priority. In addition, the verge widths along the north side of the B/G-Type streets within KP1 should be increased to 3m, and the units within Parcel B should be repositioned further within the parcel to comply with the KP3 Design Code.

Submitted drawing 332611068-STN-HGN-XX-DR-C-0104 confirms the presence of existing utility infrastructure beneath the footway/cycle path south of Parcel 11, which constrains the achievable verge width to approximately 1.3m. Whilst this explains the departure from the 3m verge width established along the southern side of Newton Road, concerns remain regarding the long-term viability of the proposed street tree planting within such a constrained environment.

Although the introduction of street trees is welcomed and responds positively to previous comments, it is not clear that sufficient soil volumes can be achieved given the proximity of both underground services and the highway corridor. The success and longevity of the proposed trees will therefore be dependent upon robust tree pit design and rooting provision.

It is recommended that detailed tree pit specifications, including soil volumes and root management measures, are secured by condition and reviewed in consultation with the Landscape Officer.

It is also noted that the Parcel 11 proposals include 1.0m estate railings with hedgerow planting to frontage boundaries along Newton Road, consistent with the boundary treatment requirements of the KP3 Design Code and complementary to the landscape strategy proposed as part of this application.

Recommendations: Seek further information / amendments / conditions in relation to comments above in red.

Seek amendments in response to:

1. **Treatment of the access road / bridleway:** Revised dwg BMD.23.0084.DR.105 still indicates this route will be constructed from 'AC-10 Bitumen' – this should comprise 'buff asphalt' as per the approved 23/01982/REM application to reflect the section of buff coloured bound path to the south. Retained as bitumen due to CCC adoption requirements.
2. **B-Type Street Verge Widths:** Plans showing the route of underground services should be provided as a priority. In addition, the verge widths along the north side of the B/G-Type streets within KP1 should be increased to 3m, and the units within Parcel B should be repositioned further within the parcel to comply with the KP3 Design Code. Information has now been provided confirming the location of underground utilities beneath the footway/cycle path, which constrains the achievable verge width. Whilst the introduction of street trees is welcomed, further details of the proposed tree pits, soil volumes and rooting environment should be secured by condition to ensure the long-term success of the planting.

Suggested Conditions:

- Equipment details for the LEAP
- The design of the two confluence areas containing the vertical landmark features
- Reuse of material / fixtures of the runway
- Design and treatment of substation and feeder pillar, along with the boundary treatment surrounding the pumping station
- Design and appearance of the Landmark Timber Bollard lights
- Street furniture
- Cycle parking stands
- Wayfinding Strategy
- Tree Pit Details for the B-Type Street / Newton Road.

Signed: Matthew Paul	**Date: 22/04/2025, 11/11/2025, 13/10/2026**