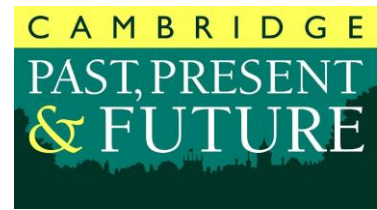


Greater Cambridge Partnership

By email to:

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Cambridge Past, Present & Future
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29/03/2023

Dear GCP

Response to GCP St Ives Greenway Spurs

Cambridge Past, Present & Future is Cambridge's largest civic society. We are a charity run by local people who are passionate about where they live. We operate in the greater Cambridge area and working with our members, supporters and volunteers we:

- Are dedicated to protecting and enhancing the green setting of Cambridge for people and nature.
- Care about Cambridge and are an independent voice for quality of life in the strategic planning of Greater Cambridge.
- Are working to protect, celebrate and improve the important built heritage of the Cambridge area.
- Own and care for green spaces and historic buildings in and around the city for people and nature, including Wandlebury Country Park, Coton Countryside Reserve, Cambridge Leper Chapel & Barnwell Meadows, Bourn Windmill and Hinxton Watermill.

CambridgePPF support the principle of Greenways but wish to ensure that they avoid unnecessary harm and are implemented with the minimum impact on ecology, heritage and landscape.

Oakington to Cottenham Spur

All sections:

The route passes through the open countryside and it is important that the visual quality of the landscape is not harmed by the Greenway by introducing urban features such as inappropriate coloured surfacing or excessive signage. The type and design of surfacing must be carefully chosen and appropriate to the setting. Black tarmac adjacent to the main road may be acceptable, but in open countryside, is not appropriate. A lighter colour surface blends into the landscape much better. We have previously drawn your attention to a good local example of a sealed cycle path created by the National Trust at White Fen and we would encourage you to use that or similar.

The proposal involves creating a path in the current verge and/or farmland. Cumulatively this will involve tarmacking over significant areas of grass and will result in a biodiversity loss. The overall biodiversity net gain for the scheme needs to include mitigating for this loss by at least 20% to meet the aspirations of the local councils.

Lighting of the Greenways need to be sympathetic to the rural location and impact on biodiversity. Stud lighting has been seen to be successful and is preferred. Lighting which involves the installation of lighting columns can be intrusive in the open landscape.

Sheet 1

A footway is being proposed on the northside of Oakington Road. This appears to lead to the removal of a well established hedge which we object to.

Sheet 1/2/3/4

The proposal is to have the existing verge and the proposed grass verge between the road the shared use path. This places the hard surface of the share use path into the countryside further from the road. It also sandwiches the soft surface most likely to be used as a bridleway between the road and the shared use path, most likely to be used by cyclists and pedestrians. We request that you reconsider placing the soft surface path / bridleway next to the field and the hard shared path next to the road.

If the hard shared use path is to be located on the field edge it is particularly important that you use a surface suitable for the rural location as mentioned above.

Sheet 3

We notice that a number of trees are shown as being removed. We request that this is kept to a minimum and if possible that the path is slightly diverted or narrowed to avoid their removal.

Sheet 4

Where the greenway ends and joins existing provision, we ask that to consider aligning the path between the trees/hedgerows to minimise their loss as shown below.



Over Spur

The route passes through the open countryside, and it is important that the visual quality of the landscape is not harmed by the Greenway by introducing urban features such as inappropriate coloured surfacing or excessive signage. The type and design of surfacing must be carefully chosen and appropriate to the setting. Black tarmac adjacent to the main road may be acceptable, but in open countryside, is not appropriate. A lighter colour surface blends into the landscape much better. We have previously drawn your attention to a good local example of a sealed cycle path created by the National Trust at White Fen and we would encourage you to use that or similar.

The design of the bridge crossing Swavesey Drain, especially the height of the parapet, needs to be appropriate to its rural setting. British Horse Society advice states that they are not always required and may be acceptable at a lower height.

Lighting of the Greenways need to be sympathetic to the rural location and impact on biodiversity. Stud lighting has been seen to be successful and is preferred. Lighting which involves the installation of lighting columns can be intrusive in the open landscape.

I trust that you will take our comments into consideration.

Yours sincerely
Sarah Nicholas
Principal Planning Officer