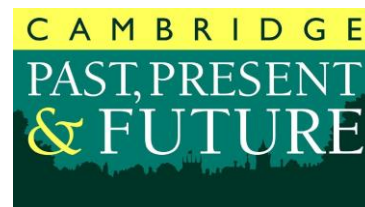


Cherry Hinton North Project Team

By email to:

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Dear Project Team

Response to Cherry Hinton North Design Code Consultation

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.

Thank you for your time in attending our Planning Committee meeting and presenting the Design Code to our members. We would like to make the following comments.

1. The level of detail provided in the Design Code needs to be carefully considered. It needs to be detailed enough to ensure the resultant good design but not too restrictive to allow for change and innovation.
2. The Design Code needs to ensure that development will integrate with the redevelopment of the Cambridge Airport site when that comes forward. The edges of your development currently abut open land but will eventually be surrounded by development. Whilst Cambridge Airport is still in operation the Code also needs to ensure the properties are designed to minimise noise from the airport.
3. We discussed at the meeting the design and function of the central square/village green. Although there were differing views on the pros and cons of the through road, there was general agreement that passing traffic was needed for the success of the central square but that this also created a risk that it would be to the detriment of the "village green"/creating an attractive centre. Balancing these two conflicting pressures will be key to the success of the central square.
4. The northern extent of the Greenway Buffer, between the development and Teversham lies within the green belt. It is important to retain this open space and prevent the coalescence of the two villages. This is the location of the school playing fields and the design code should therefore include guidance as to how urbanising features such as fencing, lighting, pavilions etc can be avoided or where they can be located and how they can be designed to maintain the openness of this gap.
5. The Design Code needs to ensure that the proposed landscaping takes into account the existing ecology and as appropriate, set planting distances. Two example are

- a. the road verge along Airport Way is botanically diverse and should not be shaded by planting trees in, or close to, the hedgerow. Trees would also create leaf litter which would be detrimental to botanical interest. Therefore any tree planting should be set back at least 10m from the hedge.
 - b. Allowing sufficient space to be able to plant tree species that can grow large (such as Oak, Lime, Plane) and that will allow those trees to grow fully rather than being pollarded because they have grown too near to roads or property. Such trees will maximise the benefits for biodiversity, urban shading/cooling, carbon sequestration, screening and attractiveness of the neighbourhood. Try to avoid planting too many small growing tree species.
6. I see no mention in the consultation about the amount of cycle parking. In order to meet your sustainability ambitions for the development, sufficient cycle storage needs to be provided with each residential property. We would encourage the design code to go above the Local Plan minimum standard and provide 1 cycle space per person ie family of 4 (eg 3 bed dwelling) = 4 cycles. Cycle parking should be provided on-plot to make it more convenient to access than car parking and encourage the use of cycles over cars.
 7. We support the condition that non residential buildings will meet BREEAM Excellent standard.
 8. The design code needs to ensure your aim of slowing the traffic down along the spine road is achieved. You mentioned that bus bays would be marked in the road (as opposed to providing bus-laybys) to help slow traffic. We propose that demarcated loading bays should be similarly marked. This avoids vehicles parking on pavements and is an additional deterrent to speeding traffic.
 9. To reduce the reliance on the car as the first choice of travel and lead to better urban design, the Design Code should direct car parking to off-plot as far as possible. We encourage the code to apply the lower car parking standards. Using less land for car parking can result in more efficient use of the site and enable better urban design. Having off-site parking spaces which are shared by residents can help achieve this. If these were provided in small car parks adjacent to green spaces it would enable them to be converted into an extension of the green space as and when parking requirements reduce (e.g. as car ownership levels fall and car-sharing becomes more commonplace).
 10. The Code should reference boundary treatments and should ensure permeability and habitat for wildlife. This should include use of hedging between houses rather than close boarded fences to allow wildlife to wander.

I trust that you will take our comments into consideration.

Yours sincerely

Sarah Nicholas
Principal Planning Officer