



# Whittlesford Neighbourhood Plan

## Workshop Summary

### 1. Introduction

- 1.1 A neighbourhood plan provides an opportunity for a community to work together and prepare a set of local planning policies to manage change and growth in their area. For Whittlesford, this Neighbourhood Plan is being prepared for the whole Parish following designation of the area in August 2016.
- 1.2 The preparation of the Neighbourhood Plan is led by a Steering Group, currently chaired by Cllr Peter Topping and supported by the Parish Council. The Steering Group has made of the Parish Council contacts and personnel to move forward with the Neighbourhood Plan, and particularly to widen engagement with the community in Whittlesford.
- 1.3 An initial public meeting was held in March 2016, at which the concept of preparing a Neighbourhood Plan was introduced. Over 70 residents attended, and over 30 of these residents expressed interest in becoming involved in the process. Seven work groups were suggested at this point, and residents were asked to sign up to their favoured work area. A questionnaire delivered to all households (and businesses?) in the Parish further sought further support for a Neighbourhood Plan.
- 1.4 The overall context for the Neighbourhood Plan is set by the National Planning Policy Framework<sup>1</sup>, and elaborated further by the emerging South Cambridgeshire Local Plan<sup>2</sup>. The South Cambridgeshire Local Plan will cover the period to 2031, and is currently subject to a lengthy Examination process. It is currently anticipated that the Local Plan will be adopted during 2018. It is also likely that this Local Plan will be subject to an immediate review, taking into account revised population and jobs growth rates, and the impact of the “City Deal”. It is within this framework that a Neighbourhood Plan for Whittlesford is to be prepared.
- 1.5 Activity towards a Neighbourhood Plan for Whittlesford has been gaining momentum over the last few months. The Steering Group has organised three sessions for residents and business to share their views on the matters that are important to them.

**It is important to note at this stage that no decisions have been made, and the discussion at the workshops and drop in session provided an opportunity for people to air their views. The inclusion of any element below does not suggest support or otherwise for any particular idea, by the Parish Council or the Neighbourhood Plan Steering Group.**

### 2. 6th September 2016, Memorial Hall

- 2.1 An initial session was held to identify the issues that could be addressed by a Neighbourhood Plan. The session was advertised locally, and 60 people attended.

<sup>1</sup> Published in 2012 -

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/6077/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf)

<sup>2</sup> Submitted for Examination in March 2014 - <https://www.scambs.gov.uk/services/emerging-local-plan>

- 2.2 The seven working groups that were initially considered were streamlined as follows:
- Environment & Heritage
  - Housing & Commercial Development
  - Transport & Infrastructure
  - Community Assets
- 2.3 Each group was provided with a list of prompts to promote discussion (see Appendix 1), a large scale map of the parish and post-it notes/pens to annotate the map. Attendees were asked to join a table in the first instance, but each group was provided an opportunity to move around the room and give views under all headings. There was inevitably some overlap between the different groups, reflecting the interlinked nature of preparing a Neighbourhood Plan. Where similar issues were raised across groups, they have only been reported once below. In summary, the key views emerging were:
- Environment & Heritage
- 2.4 The overall environment and heritage assets of the parish are to be protected as part of the preparation of the Neighbourhood Plan. It was identified that further information is needed to inform the local evidence base such that areas can be designated for local protection as appropriate.
- 2.5 Around flora and fauna, it is considered that additional data is required to identify where specific key species can be found in order that these areas can be protected from change caused by development in future. There is an indication that proper surveys for species such as Great Crested Newts should be carried out.
- 2.6 The village has a number of listed buildings which are of Historical interest and these should be continued to be preserved by making sure if any new development does not cause any damage either to the building or its foundation. As well as the buildings there are a number of sites which are of Archaeological interest which have either had some excavation done and requires further investigation. Also there are other sites which are known to possibly contain artefacts which need excavating, these sites need to be carefully managed before developers are allowed to bring in diggers etc to lay foundations. If these were allowed some history of the village would be lost.
- 2.7 There are a number of views around the village which should be protected for instance the view from the Church Lane across to the Moat House meadow. Other views are along Duxford Rd looking across to the Imperial War Museum, Elmdon and the hills behind Hinxton. The same goes for the same views along Royston Rd which give a better view of the Museum and surrounding countryside. The view from North Road across the fields towards the church spire is also considered important to protect.
- Housing & Commercial Development
- 2.8 There is a strong preference across the parish for any brownfield land to be used for development purposes in the first instance, and for the Green Belt to continue to be protected. There was some suggestion that there could be some small scale infill development opportunities available, in addition to suggestions of larger change including development to link the northern and southern parts of the village along Duxford Road. It is clear there are a number of opposing views in the village.
- 2.9 Sites that were suggested for further investigation were:
- Granta Processors, Mill Lane – outline planning permission granted

- Scrapyard site, Station Road West - outline planning permission granted
- Royston Road - outline planning application submitted
- Cambridgeshire County Council & Highways England Highways Depots, Station Road East – information from the County Council suggests these sites may become surplus to operational requirements in the next 3-5 years.
- Affordable housing at land off Orchard Terrace

2.10 There was a view from attendees that any new residential development in the parish should provide for a range of new housing types including affordable housing, smaller properties for younger families or those wishing to downsize, and large family properties. There are very few flats in the village at present, but there is a recognition that it is likely the scrapyard site and other development sites will provide some in the coming years.

2.11 Design considerations were raised across the session, with views expressed that new development should be in keeping with the existing village and also seek to maintain the existing “countryside” feel.

2.12 There are existing pockets of commercial development across the village, and it was considered that as part of the Neighbourhood Plan process the wider needs of the local businesses should be better understood. There was a view that different areas of the parish have very different characteristics in terms of the commercial uses present, with a view that the Cambridge Assessment/Sygenta site could be further promoted for employment and commercial uses, taking advantage of access to the M11, A505 and rail station, whilst recognising the area is within the Green Belt.

2.13 The area immediately around the station was felt to provide an opportunity for commercial development, and particularly if the Highways depot sites are vacated. There was suggestion that other businesses in the village that may be seeking larger premises (e.g. Granta Processors and the associated weighbridge) may be able to relocate to a redeveloped site. This would need further investigation as the intention of businesses is not yet fully clear.

2.14 Redundant or underused farm buildings may provide an opportunity for conversion for business use, encouraging Small/Medium sized enterprises to locate in this area.

#### ➤ Transport & Infrastructure

2.15 Transport and infrastructure matters largely fall outside of the direct remit of a Neighbourhood Plan, but an opportunity arises where new development may bring additional demands to the parish.

2.16 Transport matters identified a number of potential areas for improvement. The local bus service is deemed largely inadequate, with regular routes to Trumpington Park & Ride, Addenbrookes (both possibly via Lt/Gt Shelford/Stapleford), Cambridge and Saffron Walden suggested. Any routes should also run later into the evenings. There was a suggestion that a local service to enable commuters to get to the station more easily for peak hour services should be investigated.

2.17 The advantages and disadvantages of the station at Whittlesford Parkway were debated, with issues such as commuter parking, access to the station platforms including use of the bridge over the rail line by people with disabilities, cycles or buggies, and lack of facilities at the station all being raised as key matters. There was recognition of the role that Whittlesford Parkway station may play in the future of the Cambridge sub-region, with suggestions of increased

services and linkages to Haverhill (via Granta Park and Sawston) and other development along the A11 corridor.

2.18 Discussions of pedestrian links raised matters of maintenance and degradation of footways.

There were also several suggestions for improved or new footways to serve the station, both from the direction of Duxford (i.e. across the A505) and the wider village. The pedestrian routes along Duxford Road and Royston Road (serving the Cambridge Assessment site) were highlighted as in particular need of improvement.

2.19 Many comments were also provided on the opportunities to extend or improve the existing cycle network, with Duxford Road again being highlighted as a particular area of concern. There could be wider opportunities to provide additional safe cycle routes to Cambridge generally, to Addenbrookes, along Shelford Road, towards Sawston, and towards Granta Park. The use of LED lighting was also suggested.

2.20 Road infrastructure was also discussed with a number of attendees raising the inadequate access to the A505, and the extent to which it is congested during peak hours. There was also several views expressed that the potential for a motorway service area near to the M11 should be resisted. There is a perception that traffic often speeds through the village, and as such suggestions that speed limits could be reduced to 20mph and chicanes constructed at key points along Duxford Road and North Road. Concern around access to the primary school both because Mill Lane is congested at drop-off/pick-up times and that a number of pupils walk from Sawston and must cross the bypass and the rail line.

2.21 In considering wider infrastructure concerns and demands, the capacity of William Westley Primary School was raised by many people. There were some suggestions of a need to expand the school, and that the adjacent Granta Processors site could provide an opportunity should they find an appropriate opportunity to relocate. The need for a larger nursery and early years (pre-school) provision was also raised, with concern that the current offer in the village was not sufficient.

2.22 There is a need for improved broadband access and consideration of the power network as there are fluctuations in some parts of the village. The provision of green infrastructure as an overall concept was also raised.

#### ➤ Community Assets

2.23 This group focused on identifying the key existing community assets across the parish, and setting out where these should be protected and where there may be opportunity to expand them further.

Existing Community Assets	Community asset to protect	Community asset to develop/improve
Allotments	The Lawn: school use, cricket, football, leisure, tennis, trim track, sports hall	Cycle way to Duxford; Whittlesford Br. to Sawston; to Gt. Shelford
Community orchard	Pavilion	Community based transport with developers money
Newton Rd Open Space Maynards Open Space The Lawn	School including clubs and wrap around services (e.g. after school club)	Sheltered Housing Warden controlled flats

Millennium Wood and Associated Land	Memorial Hall	Village warden
William Westley Charity	Art centre	Extend Millennium Wood
Nicholas Swallow Charity	Green spaces	Affordable housing
Housing Association	Access (i.e. transport links)	Bridge across railway for bikes/better access
Sheltered Housing Warden controlled housing	Environment	Transport links
Bus services	Climate change	A green village
Community car		Green transport links
Parking		Youth clubs
GP services (Sawston & Gt Shelford)		Old people facilities
Pubs		Another school or extend current school site
Post office & shop		Youth sports
Social club(s)		Improve local infrastructure such as paths and rail bridges
Cemetery & War graves		A café
Churches		Solar panels on new houses
Public footpaths		
Clubs and societies		
Vet		
Train station		

2.24 Particular concern was raised about the capacity of William Westley Primary School, and whether this would be sufficient if further development were to be promoted in Whittlesford. It was recognised that a recent change in admissions policy to give priority to children that live in the parish has been introduced, which will reduce the distance that pupils travel to reach the school.

### **3. 25th October 2016, Memorial Hall**

- 3.1 32 people attended the session on 25th October to hear feedback from the first session, and start to explore how the identified issues could be taken forward. Each workgroup was tasked with identifying any further issues and starting to ascertain the information already available, and where further research might be needed. Initial views on what the vision for what Whittlesford should look like by 2031 were also sought.
- 3.2 There was some duplication of issues raised from the first workshop, and these have not been repeated below. Key actions and findings from this session were as follows:
- **Environment & Heritage**
- 3.3 Further discussion of the data needed to ensure a complete picture of the environmental and heritage assets within the parish. Further maps to be drawn up over the coming weeks.
- **Housing & Commercial Development**
- 3.4 The vision for the Neighbourhood Plan must recognise that the parish is made up for four disparate parts – Ledo Road/Burma Road, Whittlesford Bridge, Whittlesford village and Newton Road. There may be opportunities to improve the connectivity between these areas.
- 3.5 A renewed Housing Needs Survey should be considered to inform the preparation of the Neighbourhood Plan, as this will help us to identify the requirement for affordable housing for local needs. The overall vision for the Neighbourhood Plan should seek to meet as wide a range of housing needs as possible, including those required by the open market.
- 3.6 The land within the Green Belt in the parish cannot be allocated for development via the Neighbourhood Plan, however it is appropriate to have an eye to the future when a future review of the South Cambridgeshire Local Plan may eventually release some of this land for development purposes. The Neighbourhood Plan should ensure that the most important areas of Green Belt land that should continue to be protected in the longer term are identified.
- 3.7 Some more radical suggestions were made including:
- Relocation of recreation facilities from The Lawn to land on the east of Duxford Road, to better balance the village and provide improved access to services for this in the south of the village;
  - Relocation of Whittlesford Parkway station to the north of the village to better serve Sawston and other surrounding areas;
  - Parish Council to review any land assets for new purposes, consider purchase of land from District or County Council to bring about community benefits;
- **Transport & Infrastructure**
- 3.8 A number of issues and initial ideas discussed by this group are summarised as below:
- A regional transport hub at the station to include transport between villages, currently being explored under the City Deal programme
  - Concern was raised that Whittlesford is placed to “service commuters”
  - Research needed on rail passenger destinations
  - A two storey car park to address car parking issues
  - A green village with a greener environmental theme to the Plan
  - An awareness of the impact of short and long-term plans for the surrounding area. The provision of a new station at the Bio Campus possibly as early as 2017 the large number of

huge office blocks at Cambridge station will provide numerous employment possibilities for workers from ours and nearby villages with a very easy rail journey from Whittlesford Parkway at a time when cars are being discouraged from entering Cambridge.

- In addition considerable development is likely to be proposed by SmithsonHill and the Wellcome Trust Genome Campus at Hinxton with consequent effect on nearby roads and the station.

### 3.9 Initial actions discussed were:

- Research into funding for footpath improvements mentioned above
- Research potential local bus service to nearby large villages and within village to station
- Visits to Network Rail and current train operators to discuss possible improvements to station and services for passengers and seek information or statistics on passenger destinations
- Possibly arrange presentation by Dr Colin Harris of Cambridge Connect to understand emerging ideas for new transport possibilities for the City and surrounding villages. In co-ordination with Railfuture and UKTram these include light rail, tramways and futuristic autonomous transport with the work of Professor Miles of the University of Cambridge Engineering Dept in this respect being funded in the next tranche of the City Deal.

#### ➤ Community Assets

3.10 Following the first workshop session, this group identified a number of facilities that should be protected where more information was required about current usage patterns. The five facilities selected for detailed analysis were:

1. The Lawn (see Appendix 2 for findings)
2. William Westley Primary School
3. Memorial Hall
4. Old School
5. Green spaces

(Findings are awaited for items 2-5 above)

3.11 There was also an overall recognition that statistical background information sourced from the 2011 Census would be necessary to provide context information for the Neighbourhood Plan. The 2005 Parish Plan provides some background information which may be useful, and it was agreed that this would be circulated amongst the work groups.

#### **4. 18<sup>th</sup> January 2017, Red Lion**

4.1 A further drop-in session was held, particularly targeted at local businesses and residents towards the southern end of the village. It appeared from the initial workshops that these two groups were under represented, and the Steering Group sought to rectify this position.

4.2 Approximately 120 people attended the event across several hours, with valuable feedback provided under each of the headings. As previously, duplicated issues have not been summarised below. In most cases, a number of issues that have already been recorded were raised.

##### ➤ Environment & Heritage

4.3 In considering new development proposals, and especially the cluster of them to the south of the village, it is important that suitable open spaces are provided for the existing and new residents. This should not only include children's play space but open space for general recreation.

4.4 Some concern expressed about potential planning applications for the redevelopment of the BP service station area (opposite IWM Duxford) and a possible new motorway service to the south east of M11 junction 10, and the impact these may have on the local environment.

##### ➤ Housing & Commercial Development

4.5 In addition to previous comments made at the workshops, new points raised at the drop-in session also covered the potential redevelopment of the BP service station and provision of a new motorway service area (both as above). In considering commercial development, there are several businesses that may be seeking new premises within the proposed life span of the Neighbourhood Plan. Opportunities may be presented by the redevelopment of the County Council depot site, and those involved in the Neighbourhood Plan should seek to work with those businesses to facilitate this where possible.

##### ➤ Transport & Infrastructure

4.6 Since the earlier workshops, more information and possible proposals have been published associated with the Greater Cambridge City Deal<sup>3</sup>. The programme is expected to bring investment into the wider Cambridge area of up to £500million over the next 15 years, with £100million being available up to 2020. In December 2016 potential proposals for satellite transport hubs were announced, with Whittlesford Parkway station being identified as one of the possible locations<sup>4</sup>. A range of views were expressed about the possibility of this magnitude of change, from a cautious welcome to clear objection. Concerns were raised particularly on the amount of car parking currently available, and how this could be expanded to accommodate an increase in patronage of the station.

4.7 Further interest was expressed in the proposals for an agri-tech park by Smithson Hill to the south of the A505, and west of the A1301<sup>5</sup>. This is outside of the parish, but the proposals would be significant for the area.

##### ➤ Community Assets

4.8 Further to previous discussions, a number of residents raised the issue of a lack of local circular footpaths, and those that exist are in poor condition in parts. There was some suggestion that

---

<sup>3</sup> Greater Cambridge City Deal website - <http://www.gccitydeal.co.uk/>

<sup>4</sup> Cambridge News article "Outer Cambridge 'transport hubs' vision given cautious welcome"  
<http://www.cambridge-news.co.uk/news/cambridge-news/outer-cambridge-transport-hubs-vision-12320907>

<sup>5</sup> Smithson Hill website - <http://www.smithsonhill.co.uk/content/>



access to the “Spicer’s Lake” area would be beneficial to the locale, but it is understood that access is problematic as the land is in multiple ownership and raises health & safety concerns.

- 4.9 It is important not to overlook the influence of the Imperial War Museum at Duxford, part of which falls within the Parish on the northern side of the A505, to the west of the M11.

## **5. Analysis of information gathered**

- 5.1 All of these sessions provided at opportunity for expression of views, and at this stage there are a number of conflicting views. Further, a number of matters raised are not within the remit of the Neighbourhood Plan. A summary list of the matters raised (again removing duplication) is below, and is categorised into the following groups:
- Within the remit of the Neighbourhood Plan
  - Items where funding may be sought to deliver identified improvements and enhancements, and this could be delivered via the Neighbourhood Plan where a development can be identified contribute, or via either Parish Council or other organisation actions
  - Matters which fall outside of the remit of Neighbourhood Planning, and cannot be solved by seeking funding. The Parish Council may be able to take alternative action to address concerns and issues raised.
- 5.2 It is important to reiterate the current position in relation to the consideration of Green Belt during the preparation of Neighbourhood Plans. The National Planning Policy Framework and associated guidance makes clear that the review and alteration of Green Belt boundaries is within the remit of Local Planning Authorities, which is South Cambridgeshire District Council for this area. It is not within the remit of a Neighbourhood Plan to seek alteration to the Green Belt boundary, nor to promote development that would be contrary to the purposes of including land within Green Belts. A number of suggestions have been made throughout the workshops to date that would either be contrary to existing Green Belt policy, or would require alteration to the existing boundaries. Should the Parish Council choose to do so in due course, there is an opportunity to engage positively with the District Council as part of a further review of the South Cambridgeshire Local Plan. It is clear that significant change is likely to be proposed for this broad area over the coming years, taking into account the Greater Cambridge City Deal and other large development proposals. The Neighbourhood Plan process can guide, react and adapt to these as appropriate, and the Parish Council can take an active and positive role in shaping the future of Whittlesford where such matters fall outside the remit of Neighbourhood Planning.

**Matters within the remit of the Neighbourhood Plan**

Environment & Heritage	Housing & Commercial
<p><u>Environment</u></p> <ul style="list-style-type: none"> <li>▪ Protect and enhance existing environmental features</li> <li>▪ Protect prime agricultural land</li> <li>▪ Wildlife areas should be identified and preserved, including woodland and open meadows</li> <li>▪ Identify protected species and their habitats as appropriate, to ensure continued conservation</li> <li>▪ Preserve “countryside” feel of village</li> <li>▪ Protect central green spaces/The Lawn; also green spaces at Maynards and Newton Road</li> <li>▪ Continue to protect allotments, community orchard and Millennium wood</li> <li>▪ Consider protecting locally significant views               <ul style="list-style-type: none"> <li>▪ North Road towards the north across fields to the church spire</li> <li>▪ High Street and Guild Hall corner</li> <li>▪ Church Lane across to Moat Housing meadow</li> <li>▪ Duxford Road across to the Imperial War Museum &amp; Elmdon to the south west, and towards the hills behind Hinxton to the south east</li> <li>▪ Royston Road towards the Imperial War Museum</li> </ul> </li> <li>▪ Protection and enhancement of existing public footpaths</li> </ul> <p><u>Heritage</u></p> <ul style="list-style-type: none"> <li>▪ Continued protection of listed buildings. Consider identifying local criteria for “locally listed” buildings and creating list</li> <li>▪ Continued protection and enhancement of Conservation Area</li> <li>▪ Preserve setting of the Parish church and Guild Hall</li> </ul>	<p><u>Housing Development</u></p> <ul style="list-style-type: none"> <li>▪ Development on brownfield land first</li> <li>▪ Preserve Green Belt</li> <li>▪ Range of housing types to meet needs across the community. To include smaller properties to allow downsizing &amp; family homes</li> <li>▪ Identify needs of a broadly aging population – protect existing supported / sheltered housing &amp; consider provision of additional</li> <li>▪ Affordable housing to meet local needs. Housing Needs Survey to provide evidence.</li> <li>▪ Design – in keeping with existing, taking care of important local views as per Environment &amp; Heritage section, appropriate gardens provided, no flat roofed developments. Set local requirements where possible.</li> <li>▪ Energy efficiency – consider a policy requirement for solar panels, solar efficient design. Set local requirements (subject to consideration of development viability)</li> </ul> <p><u>Commercial Development</u></p> <ul style="list-style-type: none"> <li>▪ Support existing businesses</li> <li>▪ Explore/provide opportunities for expansion and/or relocation of existing businesses where appropriate</li> <li>▪ Relocation of public weighbridge from adjacent to William Westley Primary School</li> <li>▪ Consider commercial uses and additional capacity within <i>Cambridge Assessment / Syngenta</i> site</li> <li>▪ Reuse of redundant or underused farm buildings for business uses, where compatible with existing farm uses (if still present)</li> </ul> <p><u>Sites for potential allocation</u> (subject to further analysis)</p> <ul style="list-style-type: none"> <li>▪ Highways Depot Sites – consider for mixed housing/commercial uses</li> <li>▪ Scrap Yard site (outline planning permission granted) – 60 dwellings (48 houses, 12 flats)</li> <li>▪ Moorfield Road – 18 dwellings (outline planning permission granted)</li> <li>▪ Royston Road - 35 dwellings (planning application submitted)</li> <li>▪ Land off of Orchard Terrace – consider for small affordable housing scheme on County Council land</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Cambridge Assessment – potential opportunity for additional uses</li> </ul>
<b>Transport &amp; Infrastructure</b>	<b>Community Assets</b>
<ul style="list-style-type: none"> <li>▪ Protect and enhance existing linkages around the Parish, to surrounding villages and further afield</li> <li>▪ Encourage use of sustainable modes of transport where possible, linking pedestrian/cycle/bus routes to the train station and beyond</li> <li>▪ Require broadband connection in all new housing &amp; commercial development</li> </ul>	<ul style="list-style-type: none"> <li>▪ Protect &amp; enhance existing community and social assets, and identify key roles within the community <ul style="list-style-type: none"> <li>▪ William Westley Primary School</li> <li>▪ Whitsers Pre-School</li> <li>▪ Memorial Hall</li> <li>▪ Churches</li> <li>▪ Post Office</li> <li>▪ Shop</li> <li>▪ Pubs &amp; social club buildings</li> <li>▪ Clubs &amp; charities</li> <li>▪ The Lawn, Pavillion , children’s playground &amp; tennis courts</li> </ul> </li> </ul>

**Priorities for funding – could result from Neighbourhood Plan implementation or other Parish Council/local organisation action**

NB – Funding via the grant of planning consent can only be sought to mitigate the impact of new development, and cannot be used to rectify existing issues. Items subject to existing maintenance arrangements cannot be covered, but delivery of new/extended services can.

<b>Environment &amp; Heritage</b>	<b>Housing &amp; Commercial</b>
<ul style="list-style-type: none"> <li>▪ Improvements and extension to Millennium wood</li> <li>▪ Improvements to existing open spaces including The Lawn, Maynards and Newton Road</li> </ul>	
<b>Transport &amp; Infrastructure</b>	<b>Community Assets</b>
<ul style="list-style-type: none"> <li>▪ Improved cycle routes to – Addenbrookes, Lt/Gt Shelford, Granta Park, Stapleford, Sawston. Within the village, particularly along Duxford Road</li> <li>▪ Improved pedestrian access between the station, Whittlesford village and <i>Cambridge Assessment</i> site.</li> <li>▪ Improved/new bus routes serving local villages, Cambridge, Saffron Walden and Haverhill</li> <li>▪ Accessibility improvements to Whittlesford Parkway station, including replacement footbridge and new lift access.</li> <li>▪ Increased/improved parking for the station</li> </ul>	<ul style="list-style-type: none"> <li>▪ Improvements and extension to William Westley Primary School in discussion with head teacher and Cambridgeshire County Council</li> <li>▪ Extension to Whitsers Pre-School – increased hours &amp; new premises (within existing school grounds?)</li> <li>▪ In conjunction with relocation of <i>Granta Processors</i>, consider whether site (full or partial) could provide space for an extended school</li> </ul>

**Issues arising outside the remit of the Neighbourhood Plan**

Environment & Heritage	Housing & Commercial
	<ul style="list-style-type: none"> <li>▪ Development of large scale open market housing within the Green Belt</li> </ul> <p>Suggested locations for growth:</p> <ul style="list-style-type: none"> <li>▪ Land to east of Duxford Road, including relocation &amp; extension of William Westley Primary School and recreational facilities at The Lawn</li> <li>▪ Land to west of Duxford Road – either as relatively small scale ribbon development to link the two “ends” of existing residential development, or more extensively across the existing farmland</li> <li>▪ Development at Spinney Hill Farm</li> <li>▪ Further development along Hill Farm Road</li> <li>▪ Walled Garden, Church Lane (small site, but currently within the Green Belt)</li> </ul>
Transport & Infrastructure	Community Assets
<ul style="list-style-type: none"> <li>▪ Smithson Hill proposals for Agri-Tech development south of A505 and west of A1301 – outside of Parish, but should be recognised as potentially significant</li> <li>▪ Potential substantial proposals for regional transport hub at Whittlesford Parkway station as part of the Greater Cambridge City Deal – early stages of any proposals, but should be recognised as potentially significant</li> <li>▪ Support for north facing slip roads at junction 9 of the M11, which would alleviate traffic on the A505 – Parish Council may choose to support any such proposals, but is not a matter directly for the NP</li> <li>▪ Reduced speed limits and installation of traffic calming throughout the village – to be addressed by Local Highways Panel &amp; Parish Council</li> </ul>	<ul style="list-style-type: none"> <li>▪ See above, re potential relocation of William Westley Primary School</li> </ul>

## 6. Next Steps

The following actions now need to be furthered in order to prepare a Draft Neighbourhood Plan for public consultation:

Establish *VISION* and *OBJECTIVES* for early engagement with stakeholders

Further *RESEARCH* to understand the available *EVIDENCE*, and where primary data collection may be required.

Prepare a *DRAFT NEIGHBOURHOOD PLAN* for consultation with residents, businesses, landowners and other statutory consultees

## **Appendix 1**

### **Neighbourhood Plan workshop discussion prompts**

#### Environment & Heritage

- What are the key features to be protected in Whittlesford?
- What is known about flora & fauna in the Parish?
- Are there important views to be protected? Or other areas?
- What does the history of the village suggest should be protected?

#### Housing & Commercial development

- Are there areas/sites in the parish where new development could be supported?
- Are there areas that should not change?
- What type of development should be supported? o
  - Residential/commercial/other
- If residential development, what type – houses, bungalows, flats? Affordable housing/starter homes/self-build?
- If commercial development, what is known about the demand in this area?

#### Transport & Infrastructure

- What are the key issues that the Neighbourhood Plan could influence?
- Transport matters - rail/highways/public transport/cycling and pedestrian links
- Utilities - are there known deficits or benefits in the Parish?
- Broadband connectivity - what is the current position?

#### Community Assets (meaning leisure/sports grounds, buildings, services)

- Identifying existing community assets?
- Are there community assets that should be protected?
- Are there community assets that can be enhanced?

## Appendix 2

### Users of The Lawn

The size of the Lawn	9.2 acres
Who is responsible for the upkeep and maintenance of the Pavilion, Play equipment, Tennis Courts, Seating and the lawn itself.	The Lawn Trust
Legal lease/ownership/accountability and decision making	The Lawn is owned by the Parish Council and managed by the Lawn Trust
Do the lawn Trust have any plans for equipment and other facilities	There are plans to replace the play equipment and one piece of Trim Trail equipment.
Regular users	Tennis Club: 40 members. Cricket Club: 50 members. Whittlesford Warriors Junior Football Club: 180 Members. William Westley School. Whittlesford United Football Club: Children's playground, Trim Track, Seating. Casual eg: Dog walkers
Other users	Annual Fun Fair, Annual Circus, Every 2 years Summer Ball. Annual church Pancake race, Fetes,
Comment	The lawn is the only recreational /green space that is easily accessible by all the village.

ALL INFORMATION HAS BEEN RECEIVED FROM THE LAWN TRUST / PARISH COUNCIL OR INDIVIDUAL CLUBS

#### **Evidence based requests from users:**

Warrior's Junior FC have to go out of the village to find extra pitches. They would like extra pitches in Whittlesford.

#### **A suggestion for the future**

Whittlesford Tennis Club would like some lighting to enable play in the evening.