

## **Whittlesford Neighbourhood Plan Feedback from Roadshows Summer 2018**

- Need safe crossings of A505, Sawston bypass.
- Need cycle track between Whittlesford Bridge and central village.
- What's in the plan for the aging population? Residential home at Lettice Martin.
- Like Whittlesford as a rural parish.
- Better broadband.
- Better mobile coverage.
- Create quality footpath/cycle path along Duxford Road.
- Don't build on walled garden – if approved then anything goes in terms of development.
- Build on walled garden – make use of the space.
- Protection of the Cam/Granta essential in the context of Garden Village/Genome Campus demand for water.
- Approve E&H selection of Heritage Assets.
- Split off Whittlesford Bridge from Whittlesford.
- Access to Spicers Lake.
- More footpaths.
- Where are people who want to downsize to find appropriate smaller houses in the village?
- New bus timetable, not enough has been published regarding the new timetable and now the extra stop in Shelford has been added a new timetable has not been published so residents do not know the times the bus arrives at Shelford and what times it returns.
- Several enquiries regarding the Rural Travel Hub.
- Residents wanting to know what will be involved, how they can have their say, connecting bus services Suggest the Parish Council organises a public meeting once the initial plans are available with the Consultants present to answer questions.

- Extreme difficulty mentioned for cyclists and pedestrians, travelling from the station to the IWM, attempting to cross the busy M11 slip roads. This point has been raised by IWM with the RTA Consultants for consideration. The route, alongside the A505 and with a wooded area without lighting, is poor.
- A resident mentioned a bridge over the M11 slightly further North which we were unaware of. Discovered on a map, it looks to be somewhere close to Sygenta but, even if land was available for a path either side of the motorway, it would in fact involve quite a long detour.
- A cycle/footpath between Whittlesford and Little Shelford would improve safety for pedestrians and cyclists.
- Plan is too long
- Can we have some maps of the village at strategic entry roads? Also can the “Whittlesford map” at the station cover the whole of the village and indicate where the IWM is.
- Can we have a footpath along the river from the station area to Hamilton Kerr/the school?
- Can we have a footpath/cycle path from Whittlesford to Little Shelford?
- Can we have more circular footpaths?
- Concern hardly any residents who attended had read the plan.
- General agreement with our Environment and Heritage proposals.
- The impossibility of getting the district council to allow us to require better eco-design for new houses. It was suggested that we could nevertheless have a section suggesting that the parish council would be more favourably disposed to recommending applications which demonstrate eco credentials and respect for wildlife and nature. We could elaborate on exactly what we would encourage somewhere in the Neighbourhood Plan.
- Central village development sites should be restricted to affordable homes only and not include huge houses for wealthy commuters. Our NP should make this aim clear.
- NO development on Green.Belt but ...More than one person mentioned that they would like to see new houses built either side of Duxford Road.
- A new larger school with increased capacity and car parking built on

the East side of Duxford Road with good visibility (County Council land). Existing school site could then be used for mixed-type affordable housing.

- Flats at the scrapyard site welcomed. More 1- Beds needed for singles & young couples, rented and shared ownership.
- Why is nothing happening to the scrapyard given permission was granted sometime ago ?
- A footpath needed outside the Vets on Station Road which is a dangerous crossing point for pedestrians leaving the station in busy periods.
- Waiting cars frequently park on the double yellow lines there ( I've seen that too!)
- Station Rd footpath should be repaired as it is in a very poor condition.
- Speeding through the village is a concern and growth in rat-running to avoid M11 and A505 queues. The road calming measures awaited on Duxford and North Rds are strongly supported to help address these issues.
- Increased road safety warnings and improvements at the Newton Road blind bend leading into and out of the village with the village name sign reinstated so drivers know that they are reaching a built-up area immediately beyond the bend but not visible on the approach.
- Good to see yellow markings denoting imminent pothole repairs on Station and Royston Roads.
- A public meeting required to discuss station improvements, related to a Rural Travel Hub, with the Consultants and GCP present.
- Consultants working on this should ideally be local or at least have good local knowledge of transport strategies already under consideration.
- The local bus route should end in the City Centre not a P&R site which prolongs an already long journey for anyone heading to Cambridge and is the reason the bus isn't used enough.
- Concern re. potential increased congestion on A505 and McDonald's roundabout in view of likely new developments at Sawston, Hinxton (Wellcome Trust) and threat of NUGC at Gt Chesterford.
- Right turns at Moorfield Rd with the A505 junction are dangerous and should be removed for safety on a very busy road.

- positive, particularly with regard to the Whittlesford Nature Network and the choice of Heritage Assets.
- South of the village - “doing something” for nature there and planting more trees. As I explained I don’t think there’s much we can do about that which isn’t already contained in the emerging Local Plan.
- “just a few more houses” to satisfy demand - although not explaining how that could be done within the context of the Local Plan and the fact that demand around a commuter station is enormous.
- Concern that overflow car parking on Duxford Road verges will soon extend further towards the village centre
- When the County Council/Highways evacuate their offices and depot, this site should become a car park, not a housing development , to accommodate large numbers of anticipated rail passengers - no better opportunity to find a brownfield site so close to the station. Our NP should be clear about this requirement.
- Autonomous vehicles for the Wellcome/Genome Campus via a tunnel under the A505 is a possibility
- Need for a frequent shuttle bus service between the centre, north of the village and houses close to the IWM, (plus the IWM) to the station. Too far to walk for people who would like to be able to make use of this important mode of transport with a good, regular service to London, Cambridge and stations on the route and the prospect of the new station serving the BioMedical Campus / Addenbrooke’s, & Royal Papworth hospitals.
- A footpath/cycle path between Whittlesford and Little Shelford.
- Footpaths in a poor state of repair should be mended.