

Local amenities: - Shops, Businesses plus Health and Support Services:

- A policy to encourage a suitable mix of businesses and services. How can we retain and encourage the essential services and businesses, and discourage an out-of-balance mix?
- It is good news that the surgery is looking to expand and stay in the villages; they must be supported in every way possible. What can we do to assist, and can there be planning policies to contribute to this?
- How can we persuade philanthropic, business or academic institutions/organisations to help, particularly in “legacy” and community projects like the library?
- How can a NP add weight to preserving the library, the presence of which is more than just a physical book library?
- As well as schools should there be a policy on targets for child-care facilities in the villages?
- Preservation of farmland and farm businesses.
- Can the village have a policy on such things as street furniture and advertising/shop front lighting and design?
- How can we get and maintain the police service that we think is necessary; working with the community to realise a safe and secure environment for the residents and visitors?
- If not already (with apologies if there is), encourage links, cooperation and tangible support with organisations that provide a service to the local and wider community, and that could contribute to improved services; for example the re-located Hospice or inexpensive/gratis office space for any charity willing to provide resource to bridge the gap between hospital and community social care (we believe that the red-cross is operating such a service somewhere in the south of the country).
- Encourage new sports/leisure activities into the village, particularly those in which all age and ability ranges could participate.

Housing:

- Off the wall maybe, but:
 - Community-owned first-time buyer homes to rent - aka council (or village community-owned) houses?
 - Community-owned small storage units to rent for those in small storage-starved homes?
- A general planning and housing policy that:
 - Protects existing green belt, including its nature, and identifies where development would not be acceptable. There will be a time when farming land, leisure green space and clean-air will be even more important than now.
 - Identifies areas/plots where development would be acceptable.
 - States the type of housing that the villages want. For example, we like the idea floated at the meeting for replacement and additional single-storey housing suitable for the older members of the community to down-size, and as more affordable housing for first time buyers and families wanting to “step-up”.
 - Requires developments to incorporate energy reducing and water conservation measures where practicable and reasonable - can planning conditions be used here?
 - Requires builders and contractors to:
 - Keep their vehicles and plant off-road as part of the planning approval where reasonable, be required to make-good any damage to public roads and footpaths, as well as providing safe routes for cyclist and pedestrians.
 - Work within reasonable hours, with restrictions at weekends, as part of a noise control policy.
 - Prevents:
 - Developers of new homes over-developing and creating an out of balance housing stock (think back even 10 years and ponder how many replacement houses have been increased in value by a step-change, putting them way out-of-reach of those lower down on the housing ladder and those needing an average family home)?
 - New homes being built without:
 - ✓ adequate off-road parking for residents and visitors, with slots for visitors being clearly marked;
 - ✓ restrictions on the type of vehicles that can be parked in communal parking areas;
 - ✓ cycle stores; and
 - ✓ adequate home storage space.
 - Requires development to take account of flood risk considerations where appropriate.

Infrastructure, Parking and Transport:

- In addition to the everything else please do not forget underground service upgrades to match above-ground development demands.
- All road and footpath users are hazards to others, so separation would be great. A dream maybe, but could we aspire to separated road, cycle and pedestrian ways where possible (without taking peoples gardens). We worry as much about joint use for pedestrians and cyclists as we do for joint use of cyclists and vehicles, as cyclists can sometimes be the more “assertive” or and less considerate/responsible user when interacting with pedestrians.
- One-way traffic through Gt Shelford - why not? With speed controls and traffic light control on the exit direction.
- A regular community/local mini-bus service (if not already available). If necessary, due to cost considerations, with volunteer drivers, suitably supported. Peter would do so, but he is now 70, so we understand there will be restrictions on his licence. Could something like this be used, maybe in conjunction with pick-up and drop-off points, to ease the parking problem outside Shelford School?
- We would not want to see this, but is it time for some parking charges to be introduced?
- Limit the loading and unloading times for HGVs. I thought that Tesco had such limitations. Are they adhering to them? If they have such limitations and are not adhering to them, has appropriate enforcement action been taken?
- Can the parishes declare and impose reasonable time and pollution constraints on HGVs?
- How to encourage more use of the train in and out of Cambridge to reduce congestion?
- I heard someone say pedestrianise the centre of Gt Shelford - a lovely dream, but.....would it be possible with sufficient parking nearby, including for cycles so that the area is truly pedestrianised? Whilst we should aspire to the dream we cannot avoid the reality that without nearby parking and/or much improved and cheaper public transport we have to ask will there be enough pedestrians to justify the shops etc.
- Another off-the-wall thought - a village “rental by the hour car-club”?
- Vehicle speed, even at or around the speed limit, is an important issue. It was only when we started to have our grandchildren to stay and walking to the village with them that we realised (remembering how different it was in terms of vehicle size, weight and numbers when we raised our four children) just how frightening it can be walking along the main through -routes along the minimum width footpaths with children, because of the noise and airflow from vehicles, particularly HGVs, vans and the increasingly large private cars, travelling at anything above about 20-30 mph
- A policy re inconsiderate parking on footpaths?

Other thoughts:

- 1. In terms of financing the NP, is it worth trying fundraising, as well as applying for grants, in order to get the Plan started quickly and completed equally quickly? We would be willing to donate a sum equivalent some or all of our winter fuel allowances, if others were willing to do the same (or without others doing the same as an encouragement to get it started).**
- 2. Be cautious about employing consultants. But with specific task definition and controls over involvement and expected outcomes/advice, we support (in principle) having appropriate professional advice. We need someone who will listen, react constructively and objectively, and be able to articulate the outcome of the villages' discussion/decisions, without charging out-of-proportion fees and working to their own agenda.**
- 3. We are fortunate living in a village (two actually as we are in the parish of Stapleford and postal area of Gt Shelford!) with a good range of services and amenities. We have little "spare-time", but then so do many others. So, if it helps the project we would consider undertaking a one-off task appropriate to our joint level of knowledge, experience and ability, e.g. some research.**
- 4. Let us not forget that we should not consider the elements above as individual silos; they are all inter-linked and the NP needs to recognise and accommodate this.**
- 5. More and more collaborative working by the parish councils please, as well as with the City and County (whilst not allowing ourselves to be bullied by the city's preferences - we perceive they are making some big mistakes re planning).**