



**Initial public opinion survey,  
April-June 2022**

Results and analysis

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# 1 CHAIR'S SUMMARY

## 1.1 What we did

Since Autumn 2021, a steering group of Stapleford and Great Shelford parish councillors and residents has been meeting to work on a combined neighbourhood plan for our parishes. This is our unique opportunity to create a shared vision of what is important to us and how we want to develop and use the land which constitutes Stapleford and Great Shelford parishes over the next 15-20 years. Once completed, our neighbourhood plan will provide a set of legal policies – tailored specifically to our area – and sit alongside the Greater Cambridge local plan and the National Planning Policy Framework when assessing planning applications in our area.

This report summarises and analyses the results of an initial public opinion survey conducted between April and June 2022 to identify residents' broad planning-related priorities. The sample collected is small (289) and cannot, therefore, be assumed to be representative of the population of the two villages, but the response is not insignificant. The neighbourhood plan steering group can use this as a springboard for developing ideas and collating input from a larger sample in due course.

As well as being accessible online at [www.greatshelfordparishcouncil.gov.uk/sgsnplan](http://www.greatshelfordparishcouncil.gov.uk/sgsnplan), a hard copy of this report will be available to view at Great Shelford Library. Any questions or comments may be sent to [sgsnplan@gmail.com](mailto:sgsnplan@gmail.com) or to the Chair of the steering group, Jenny Flynn, at [jenny.flynn@staplefordparishcouncil.gov.uk](mailto:jenny.flynn@staplefordparishcouncil.gov.uk), or posted c/o Clerk, Stapleford Parish Council, 14 Crawley End, Chrishall, Herts., SG8 8QL.

The steering group and Parish Councils would like to thank everyone in our villages who has supported the development of our neighbourhood plan so far. There will be further opportunities to participate as the process moves forward.

As Chair, I am also extremely grateful to the steering group for contributing so much time and so many good ideas towards this community project, and to the Clerks of Stapleford and Great Shelford Parish Council for their technical support and advice.

## 1.2 What we found

The detail of our survey's findings is presented in Chapter 4<sup>1</sup>. Here, though, I will try to paint a generalised picture of residents' views across five broad categories, even if separating what are often interdependent issues is a little artificial:

1. village identity
2. housing needs and design
3. environment
4. travel and transport
5. amenities.

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<sup>1</sup> Some feedback supplied in free-text comments was outside the scope of neighbourhood planning but is collated in this report so it may inform parish councils' understanding of, and decision making on, other matters.



Putting a story around the data can help to make it more digestible and, in some instances, it is worth going beyond the bounds of the survey to interpret why people might hold certain opinions. I have tried to make it clear, even if only implicitly, where I have done this.

### 1.2.1 Village identity

Regardless of our proximity to the City of Cambridge, most survey participants consider themselves to be *village* residents, either of Stapleford or Great Shelford, or of part of a group of South Cambridgeshire villages. We place high value on our village character and community feel, our rural setting and views. It is perhaps not a step too far to suggest that our surrounding greenbelt and green fields help to reinforce our sense of independence from Greater Cambridge – they serve as both a cultural and physical barrier.

That said, the feature that respondents prize most about living in Stapleford and Great Shelford is the villages' proximity to Cambridge and its amenities, be they work or leisure. We are very fortunate to enjoy the 'best of both worlds': city and countryside.

The perceived erosion of the boundary between Greater Cambridge and our villages is a cause for great concern as we think about what Stapleford and Great Shelford could be like over the next 15-20 years. We are very worried about the loss of our greenbelt and village character to development, and the increase in congestion and environmental damage that such development could bring. There is a sense of powerlessness amongst residents over planning strategy and decisions which will have a significant impact on us, something which may partly reflect the engagement of some residents in objecting to large-scale infrastructure projects affecting our area, notably East West Rail and Greater Cambridge Partnership's busway.

Because of all these changes, most of us think that we will describe ourselves as living in Greater Cambridge by 2040. Although our survey did not explore whether this was due to passive tolerance or desire, a feeling of regret attached to this outcome was evident in some free-text comments. In general, people wish to retain the individual and historic character of our semi-rural villages, with a strong community identity and an interdependence with both the natural and built environment.

### 1.2.2 Housing needs and design

When our survey went live (April 2022), the draft Greater Cambridge Local Plan had proposed roughly 100 new homes for our area. However, respondents generally feel that more than this will be required to meet housing needs within our villages over the next 15-20 years. These needs arise from rapid economic growth in and around Greater Cambridge, and a lack of affordable housing for local people. With respect to the latter, there is often a mismatch between what is built and what is needed. This leads to overall growth of the villages and exhausts suitable development sites but leaves younger people and those on lower incomes having to look elsewhere for cheaper housing.

It is not surprising, therefore, that the greatest perceived local housing needs are for small and medium sized homes, starter homes and affordable/low cost accommodation to buy or rent. Unless these needs are satisfied, our villages could become unsustainable, inhabited by increasingly ageing populations and ever more dormant.



Perhaps developers have recognised this trend because recent larger scale building in our area has focused on what are known in planning terms as ‘C2’ properties, notably residential care homes. It is interesting to observe that only one-quarter of survey respondents feel that retirement or sheltered accommodation is required in our villages. Whether that is because they perceive that the need for this will soon be met or because they don’t see it as a particular need locally, is not possible to say.

Although we did not ask any specific questions about the aesthetics of new developments, we received several unprompted concerns that new builds should be sympathetic to the rural vernacular. Might residential development be more welcome in our area if it blended in better with existing housing stock? This is only speculation, but perhaps the aesthetics of large nearby developments which have embraced contemporary architecture (e.g. Ninewells, Trumpington and around Cambridge Biomedical Campus) are making Stapleford and Great Shelford residents concerned about what could be built here. This isn’t necessarily a protectionist stance. After all, our survey shows that we are very keen to incorporate progressive clean and green technologies into new developments. We just remain conservative about the design of the buildings which utilise them.

### 1.2.3 Environment

Summing up responses to questions and free-text comments pertaining to the environment, it is apparent that living surrounded by green spaces makes us feel better. We want to see them; we want better access to them; we would like more of them; and we very definitely want to protect the ones we already have, whether greenbelt agricultural land, meadows, recreation grounds, pockets of woodland, conservation areas or waterways. At a time of rapid economic growth in Greater Cambridge, this inevitably creates tension between residents, who place significant value on our rural setting, and planners and developers.

Stapleford and Great Shelford are surrounded by greenbelt: we lack brownfield sites and infill development can only make a small dent in the local unmet housing needs acknowledged by a majority of residents responding to our survey. Where, then, should development be permitted? Roughly two-thirds of respondents want greenbelt land protected from development, while most of the remainder would support development under very special circumstances, such as meeting specific unmet housing, commercial or transport needs in our villages (e.g. affordable housing). Should any of our surrounding land be removed from greenbelt for development purposes, we would wish to ensure that important visual links between the villages and the landscape are maintained and that planning conditions to protect and enhance wildlife are imposed on developers.

The impact of economic growth worries residents beyond just where development might happen. We are particularly concerned by a loss of biodiversity, carbon emissions, and water and air pollution. One additional feature was not included in our survey but popped up several times in free-text comments: noise pollution concerns associated with increasing traffic and congestion. Many of us take pleasure in living in a relatively quiet corner of South Cambridgeshire but perceive this tranquillity to be under threat.



#### 1.2.4 Travel and transport

Perhaps it's just me, but conversations with residents frequently touch upon the challenges of parking, roadworks or congestion! Maybe this is no great surprise, given that survey results suggest that almost half of us make our most common weekly journeys (e.g. work commute, shopping, school run) by private car or motorbike. We justify this because of the distances involved and the convenience that it offers over public transport, cycling or walking. However, such convenience comes at a price, with noted congestion flashpoints outside Great and Little Shelford CofE Primary School and shops on Woollards Lane, comments about compromised pedestrian and cyclist safety, and complaints about speeding and traffic noise. With such issues already causing headaches for residents, we are understandably concerned about the impact that additional traffic from future residential expansion will have on our roads. There is a sense that the current public transport network needs significant improvements (to routes and reliability) if it is to persuade people out of their cars.

According to Cambridge City Council, as a compact and flat city, Cambridge has the highest level of cycling in the country, with one in three residents cycling to work. The proportion of our survey's respondents who make their most common weekly journey by bike is a little lower than this (although we don't know the specific purpose of this journey) at around one-quarter, with health and environmental benefits being cited as the main reasons for adopting this travel mode. In Stapleford and Great Shelford, walking is nearly as popular as cycling.

#### 1.2.5 Amenities

There is a sense that Great Shelford's commercial amenities<sup>2</sup> are fading. Survey participants could be encouraged to use our local shops more if there was a wider range of outlets, less traffic congestion (presumably on Woollards Lane, since that is the main location of shops and the target of other comments about congestion) and improved local banking/cashpoint facilities. Free-text comments raised demand for more and better eating experiences – both cafes and restaurants – in Great Shelford. If our villages offered more commercial, accessible and attractive shopping provision, would this reduce the need for travel to other commercial destinations? Might Great Shelford become a destination in itself, rather than just for local convenience shopping?

Given our rural setting, access to this land for leisure purposes may be considered an amenity in its own right. Some survey respondents were critical of the relative lack of paths and interconnected off-road routes. It should be noted that much of our greenbelt and green fields are private land and, where paths do exist, they are often permissive and not public rights way, so the public do not have a legal right to use them. That said, the National Planning Policy Framework (2012; Section 13, para. 145) notes that: "Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land". Although largely outside the scope of neighbourhood planning, there is an opportunity here for change.

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<sup>2</sup> Amenities are broadly defined here as features that provide comfort, convenience or pleasure.



### 1.3 What this might mean for what we do next

It is not the purpose of this report to outline the direction that the neighbourhood plan will take next, but to inform the steering group's and Parish Councils' deliberations. There is certainly a trade-off to be made between what our neighbourhood plan covers and how quickly it can be produced, such that it has utility in the near-term. There is little point in having an all-singing, all-dancing neighbourhood plan if it takes several years to produce and is unavailable until the current period of high growth is over. This would truly be a missed opportunity to influence planning decisions effecting Stapleford and Great Shelford. However, neighbourhood plans can be expanded over time (and in any case need updating), so just because some issues are deprioritised now does not mean that they cannot be addressed in the future.

It is also worth reminding readers again that some of the issues raised by our survey, and many of the implications of them, are outside the scope of neighbourhood planning. These have still been captured in this report so they are recorded for our Parish Councils' benefit.

Taking all of the above into consideration, multiple policies in our neighbourhood plan may focus on, for example:

- an appropriate mix of housing types, based on local housing needs (absolute numbers are set by the Local Plan)
- parameters for new development design, providing a set of simple requirements for the physical development of a site or area. This would give us greater certainty about the quality and design of a development and its environmental responsiveness
- identifying landscapes and views which make our area unique, then protecting and enhancing their special qualities and distinctive characteristics.



Figure 1: Distilling the essence of our neighbourhood plan



It will be the combination of these and other policies which help to meet our local planning objectives, such as providing affordable housing, maintaining a village/rural character, minimising the impact of development on the environment, protecting our greenbelt, and moderating the effect of local population growth on existing road infrastructure. This, then, could be our neighbourhood plan: our way of shaping the place where we live.



## 2 INTRODUCTION

### 2.1 What is a neighbourhood plan?

Neighbourhood planning is a legal right granted to communities in England, contained in the Localism Act 2011. It sits alongside other planning legislation (e.g. Local Plans and the National Planning Policy Framework) and allows communities to shape their development by creating their own planning policies. A neighbourhood plan can, for example:

- point to where new homes, shops and offices should be built
- influence what they should look like
- identify and protect important local green spaces
- grant planning permission for specific buildings to meet a community's needs.

Note, then, that neighbourhood plans are about saying what you *do* want, not vocalising what you *don't* want to happen.

### 2.2 Why make one?

Neighbourhood plans are optional: we could let our existing and emerging Local Plans and Greater Cambridge Shared Planning Officers direct our future. However, whilst still required to align with the strategic priorities of the wider local area, neighbourhood plans allow communities to add another level of granularity and local knowledge that can really make a difference to planning decisions. This, then, is a chance for Stapleford and Great Shelford to set out a positive, shared vision for how we want our area to develop, in ways that meet our identified local needs and make sense for local people. Policies in our neighbourhood plan will ultimately have equal weight in planning decisions to those in the Local Plan.

### 2.3 The neighbourhood planning process

The process is generally led by parish/town councils and supported by a working group of parish councillors, local residents and businesses. It involves a significant amount of community engagement and the creation and analysis of a strong evidence base, as shown in the following figure. Together, these ensure that the resulting plan is based on a proper understanding of the area and of the views, aspirations, wants and needs of local people.

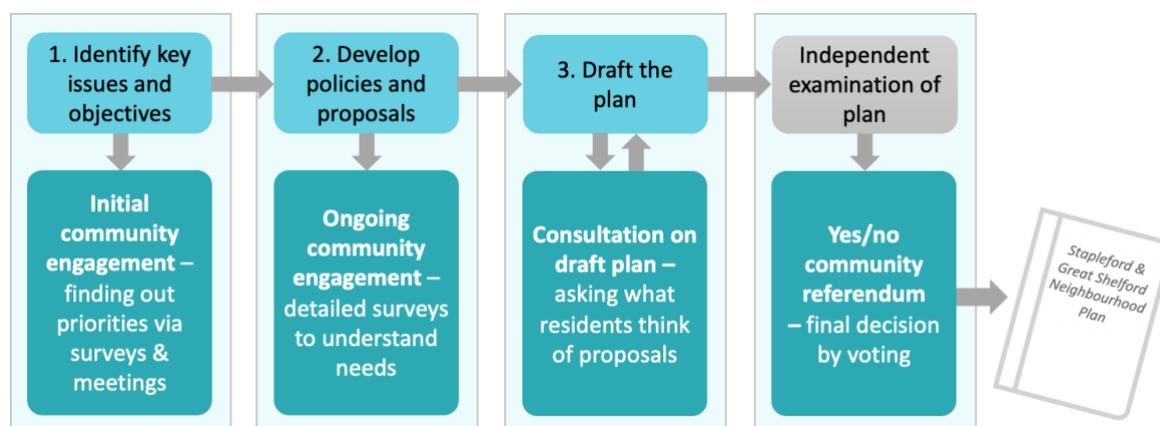


Figure 2: Typical neighbourhood plan process



## 2.4 Engaging with the local community

Prior to soliciting public opinion, the steering group set out to raise local awareness of neighbourhood planning in general, and of the work that we were doing in particular, via off- and online channels. Once the survey was launched, various digital channels were used to drive residents to it online, whilst ensuring that opportunities existed for people without Internet access, or who were less comfortable responding in this way, to participate.

### 2.4.1 Raising awareness

Articles providing background information were published every one or two months in our village magazines, *Stapleford Messenger* and *Great Shelford Village News*, as well as on the Parish Councils' websites and occasionally via local e-newsletters, Stapleford Online and Great Shelford Online. Regular posts were made on local Facebook pages: 'Great Shelford and Stapleford Community' and 'Stapleford Cambridge', and on each Parish Council's own Facebook page. Information was also shared via Parish Council minutes and Annual Meetings. A permanent display was set up in Great Shelford Library whilst the survey was active.

### 2.4.2 Opinion survey

Our first survey was drawn up in Spring 2022 by the steering group and sought to understand what matters to local people within set parameters where a neighbourhood plan may have some influence, as summarised in the figure below.



**Figure 3:** general categories of questions posed in our initial public opinion survey

The survey was not intended to reflect the community's in-depth consideration or necessarily to be a representative cross-section of the parishes. Rather, it is the first tool in identifying key themes to be followed up and tested as the neighbourhood plan develops. The full questionnaire is replicated in the Appendix of this report.

The survey went live between 18 April and 10 June 2022, with a total of 289 people participating online or via hard copies distributed at selected local events and placed at Great Shelford Library. Most responses were made online, with participants directed to the survey via URL links in Facebook posts and village magazines, the Parentmail system at Stapleford and Great Shelford primary schools, on Parish Council websites, via QR codes on



posters placed around the villages, and information boards at physical ‘pop-up’ events. With respect to the latter, the steering group had a physical presence and residents were able to ask questions and receive hard copies of the surveys, at:

- celebrations for the official opening of Stapleford’s new Jubilee playground
- Great Shelford Country Market
- Stapleford Village Show
- Shelford Feast
- several matches at Great Shelford cricket ground.

## 2.5 Turning engagement into evidence...and evidence into policies

The outcomes of community engagement will be combined with other information (such as local housing needs, landscape character assessment and local plan data) to create a large evidence base. From this, we can begin to distil a vision for what Stapleford and Great Shelford aspire to look like at the end of the neighbourhood plan period, roughly 20 years from now.

Next, a set of planning policies will be created to turn the objectives into action. These are the most important outcomes of any neighbourhood plan because they form part of the statutory development plan against which planning applications are assessed.

In the final stages, the draft neighbourhood plan may be put out for consultation to the people who live and/or work in Stapleford and Great Shelford, plus various bodies whose interests may be affected by the plan, such as the Environment Agency and Natural England. A revised plan is then submitted for independent examination. The examiner will consider whether the proposed neighbourhood plan meets the basic conditions and other legal requirements set out by law. If found satisfactory, the neighbourhood plan will return to Stapleford and Great Shelford for a referendum: a yes/no poll in which you will be asked ‘Do you want South Cambridgeshire District Council to use the neighbourhood plan for Stapleford and Great Shelford to help it decide planning applications in the neighbourhood area?’ If more than 50% of those voting says ‘yes’, then our plan will come into force.



### 3 RESPONDENT OVERVIEW

Qualifying questions sought to clarify the residence/work status and age of respondents. Disability, gender and income levels were excluded from this initial opinion survey but may be included in future consultation exercises where specific representation could inform considerations.

There will inevitably be different motivations and priorities for all groups but, overall, it seems safe to consider that respondents represent both 'protectionist' opinions (which might seek to restrict change) and 'reformist' opinions (which are more broadly in favour of change) and that, where we do have commonality, this is meaningful. Data behind this assertion are summarised below.

#### 3.1 Where do participants live?

A total of 289 members of the public responded to our survey, the majority (58%) living in the Parish of Great Shelford, with residents of Stapleford Parish providing 42% of responses. This represents a slightly higher participation by Stapleford relative to the adult populations of the two villages taken from the most recently available census data (2011) at the time of writing (Great Shelford 3,324 and Stapleford 1,836), in which a 64/36 split would have been more representative.

#### 3.2 Age range of participants

The largest response to the survey in terms of age representation came from the sector aged 36 to 45 years (34%). This could reflect:

- the communication channels used to promote the survey
- the potentially higher relevance of content to those who have chosen the location in their prime career/family period.

Merging the age group categorisations suggests a healthy cross-section of respondents:

- 26-45 years (40%)
- 46-65 years (35%)
- 66-75 years (21%).

The lack of response from young people is unremarkable considering the topic of the survey. It will be important to gain their perspective through future consultation using appropriate channels.

#### 3.3 Length of time lived in the neighbourhood

Length of time lived in the neighbourhood provided an interesting response, shown in the table below. The largest group of participants is those who have lived locally for 20+ years, so they were either born in the locality or moved here before or around the turn of the 21<sup>st</sup> Century. This group is closely matched by those who moved here 6-10 years ago, a time which broadly aligns with an uptick in growth of the biosciences sector in and around Cambridge.



It is interesting to note that the length of time lived in the neighbourhood does not directly correlate with the age of respondents.

Answer Choices	Responses	
0-2 years	10.8%	30
3-5 years	10.8%	30
6-10 years	23.8%	66
11-15 years	15.5%	43
16-20 years	7.6%	21
>20 years	29.6%	82
I work in Stapleford/Great Shelford, I don't live here	1.8%	5
	<b>Answered</b>	<b>277</b>
	<b>Skipped</b>	<b>12</b>

**Table 1:** Age range of participants

### 3.4 Where do participants work?

In both villages, more than 60% of respondents 'sometimes work from home.' This level of hybrid working is in tune with the national norms, according to the Office for National Statistics, which in March 2022 published data showing that working from home is now part of 62% of workers' normal routine.

The number working for businesses in the village in which they lived was quite small, presumably reflecting the relatively low number of businesses located in the two villages.



## 4 RESPONSE DETAIL

### 4.1 What do you like most about living here?

We asked survey participants what they like most about living in Stapleford or Great Shelford, allowing them to select three main reasons from a pre-defined list. Results are summarised in the table below, ordered from most to least common. Proximity to Cambridge (5%) combined with our rural setting and views (55%) were key motivators. Village character was also important (46%). One-third of respondents also cited access to local shops and the sense of community as integral.

Answer Choices	Responses	
Close to Cambridge's amenities	58.5%	162
Rural setting and views	54.9%	152
Village character	46.2%	128
Sense of community	36.8%	102
Access to local shops	34.3%	95
Proximity or ease of travel to your/partner's work	31.1%	86
Close to schools	26.7%	74
Close to family or friends	20.9%	58
Size and type of available housing	17.3%	48
I do not like living here	0.4%	1
Other (please specify)	4.0%	11
	<b>Answered</b>	<b>277</b>
	<b>Skipped</b>	<b>12</b>

**Table 2:** What do you like most about living here?

Participants were able to provide additional comments if they wished. Presented here in no particular order and just as they were worded by respondents, these were:

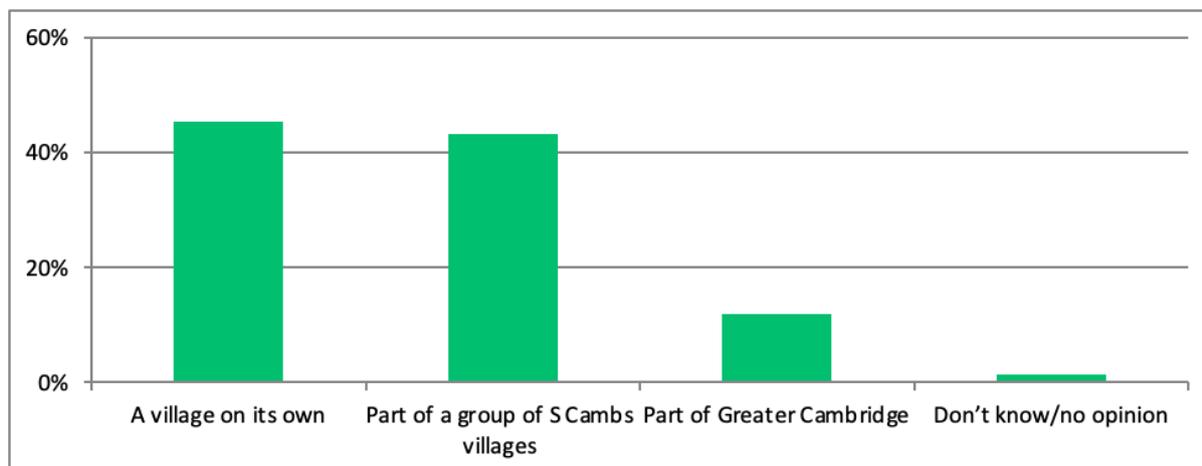
- Facilities for children, i.e. rec, library
- Close to Railway Station
- Some public transport
- Wandlebury Country Park contributes to the rural setting and views of the parishes and provides accessible natural greenspace for residents
- near to the Addenbrooke's Hospital (work place)
- The reasons I moved here no longer apply. I plan to work until I am 70 and will not be retiring here
- Reasonable transport links and facilities like library and surgery
- Balance of rural culture close to Cambridge city benefits both environments
- I am comfortable living in a predominantly Remainer area
- Born here
- Dog friendly - close to Magog etc.

### 4.2 Village identity today

The majority of respondents currently describe where they live as a village in its own right (45%), but an almost equal number (43%) already consider that it is part of a group of South



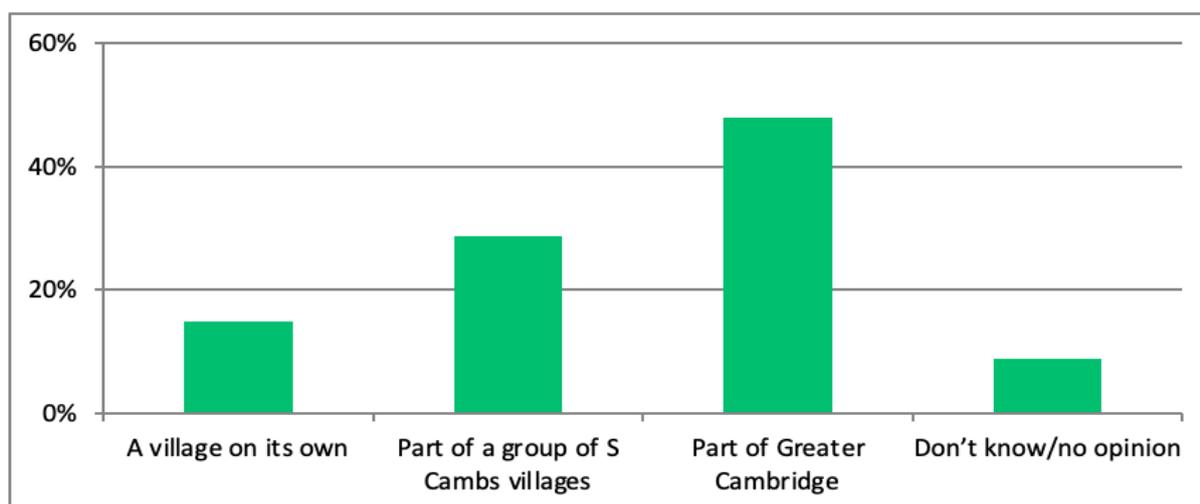
Cambridgeshire villages. 12% identify as part of Greater Cambridge. Data are summarised below.



**Figure 4:** How do you usually describe where you live (either Stapleford or Great Shelford) to other people?

### 4.3 Village identity in 2040

The majority of respondents feel that their village's identity will change over time, with 48% projecting that they will consider themselves part of Greater Cambridge by 2040. Looking at the detail of change, most forecast a change involving some form of conjunction between villages or with the City of Cambridge, as illustrated below.



**Figure 5:** How do you think you will describe where you live (either Stapleford or Great Shelford) to other people by 2040?

### 4.4 Housing needs by number

The draft new Local Plan proposes an additional 100 homes in or around our villages. We asked survey participants whether, in addition to this, they feel that more homes will be needed in the villages over the next 15-20 years. 60% of respondents said 'yes' and 28% 'no'. The remainder did not know or have an opinion on this matter.



#### 4.5 Housing needs by type of housing

We asked participants who feel that more homes will be needed in the villages to identify the three main types of housing required over the next 15-20 years. Their responses are summarised below in order of preference. As is apparent, most (68%) believe that small or medium sized family homes are a priority, with starter homes (55%) and affordable housing (55%) also being popular choices. There is little perceived need for large family homes with five or more bedrooms.

Answer Choices	Responses	
Small/medium-sized family homes (2-4 beds)	68.2%	148
Starter homes (1-2 beds)	55.3%	120
Affordable/ low cost accommodation to rent or buy	55.3%	120
Retirement/ sheltered accommodation	24.9%	54
Bungalows	17.1%	37
Larger family homes (5 or more beds)	16.1%	35
Don't know/no opinion	6.5%	14
Other (please specify)	6.5%	14
	<b>Answered</b>	<b>217</b>
	<b>Skipped</b>	<b>72</b>

**Table 3:** If you believe that more homes will be needed, which types of housing do you think will mainly be required over the next 15-20 years?

Respondents were able to provide additional comments and they are reproduced here precisely as they were captured in the survey:

- PLEASE stop building. We are fast losing our village character
- If housing is mandated, it should cater for a wide range of NEEDS
- There is not enough infrastructure to support further development.
- With garden and own parking
- Mis for families and couples - keep it as a village, hope we don't get merged with camps
- Include 2 story apartment accommodation
- I don't believe we need further houses
- Social housing
- Flats in 3-4 stories house
- Village identity needs protecting
- Multigenerational living options, including studios with access to shared sitting rooms and larger kitchens where people of different ages can live together.
- Extra care housing (NOT sheltered, which basically isn't supportive)
- Social housing
- Village must not be allowed to overdevelop.

#### 4.6 Preferred sites for new housing

We asked people where they would prefer to see new housing located in our villages – within the existing settled area, on brownfield sites or on greenbelt/greenfield land – asking them to weight their preferences. Responses are summarised in the following table.



Answer Choices	Favourite	Mid	Least favoured	No opinion	Total
Brownfield sites	161	76	7	2	246
Within the existing settled area	81	124	24	7	236
Greenbelt or greenfield land	4	20	141	59	224
Don't know / no opinion	3	6	40	85	134

**Table 4:** Where would you prefer to see new housing built in our villages?

The weighted responses (which emphasise the preference level of response) suggest that brownfield sites (previously developed land, not currently in use) are preferred for development. These and existing settled areas (e.g. back gardens, undeveloped plots, change of use from commercial to residential) are clearly extremely preferable to building upon greenbelt land or greenfield spaces.

#### 4.7 Environmental impact of new development

Residents were asked about the importance of new developments being designed to be as carbon neutral as possible. To clarify what we meant by this, we illustrated the term with reference to building with sustainable materials, insulating well, using renewable energy sources and wastewater recycling. As the table of responses shows, 71% feel that striving for carbon neutrality is extremely important, with a further 26% believing it to be very important.

Answer Choices	Responses	
Extremely important	70.6%	187
Somewhat important	26.0%	69
Not at all important	2.6%	7
Don't know / no opinion	0.8%	2
	<b>Answered</b>	<b>265</b>
	<b>Skipped</b>	<b>24</b>

**Table 5:** How important is it to you that all new developments should be designed to be as carbon neutral as possible?

#### 4.8 Green spaces

We posed a series of statements relating to green spaces in and around our villages and asked participants how they felt about each of them. This question sought to explore various suggestions that have been made over time regarding the need for green spaces in our locality and to determine whether there are any commonly held views which could be further explored as the neighbourhood plan evolves.

Responses illustrate where the strength of opinion lies. Participants strongly feel that access to nature is beneficial to their wellbeing (99%). Two statements which also gained meaningful support relate to protecting visual links to the landscape (90%) and protecting and enhancing wildlife through planning conditions imposed upon new developments (93%). Responses to all the statements presented to participants are summarised below.



Answer Choices	Agree		Neutral		Disagree	
	%	Count	%	Count	%	Count
Access to nature is important to my wellbeing	98.9%	257	0.8%	2	0.4%	1
We need easier and wider access to nature within and around our villages	80.3%	208	18.5%	48	1.2%	3
We need more public green spaces within our villages for nature, leisure and wellbeing	67.6%	175	26.6%	69	5.8%	15
Visual links with the landscape from within and outside the villages are important and should be protected	89.6%	233	8.1%	21	2.3%	6
Conditions to protect and enhance wildlife must be included with new development proposals before they are granted full planning permission	92.7%	240	6.6%	17	0.8%	2
We should create new wildlife corridors to link up habitats within and around our villages	84.4%	216	14.8%	38	0.8%	2
				<b>Answered</b>		<b>261</b>
				<b>Skipped</b>		<b>28</b>

**Table 6:** To what extent do you agree or disagree with the following statements relating to green spaces in and around our villages?

#### 4.9 Attitudes towards greenbelt development

Participants were asked to review a series of short statements about the greenbelt around Stapleford and Great Shelford and its potential for development, and identify which most closely match their views. Almost two-thirds (61%) who chose to reply feel that greenbelt land should not be built on. Almost a further one-third (31%) feel that it would be acceptable to do so under very special circumstances, such as meeting specific unmet housing, commercial or transport needs in the villages. The full range of responses is presented in the following table.

Answer Choices	Responses	
	%	Count
Greenbelt land around our villages should not be built on	61.3%	160
Greenbelt development should only be permitted in very special circumstances (e.g. it would meet a very specific unmet housing, commerce or transport need in our villages)	31.4%	82
I do not mind greenbelt land around our villages being developed for housing	2.7%	7
I do not mind greenbelt land around our villages being developed for multiple different purposes (e.g. housing, commerce, transport)	4.2%	11
Don't know/no opinion	0.4%	1
	<b>Answered</b>	
	<b>261</b>	
	<b>Skipped</b>	
	<b>28</b>	

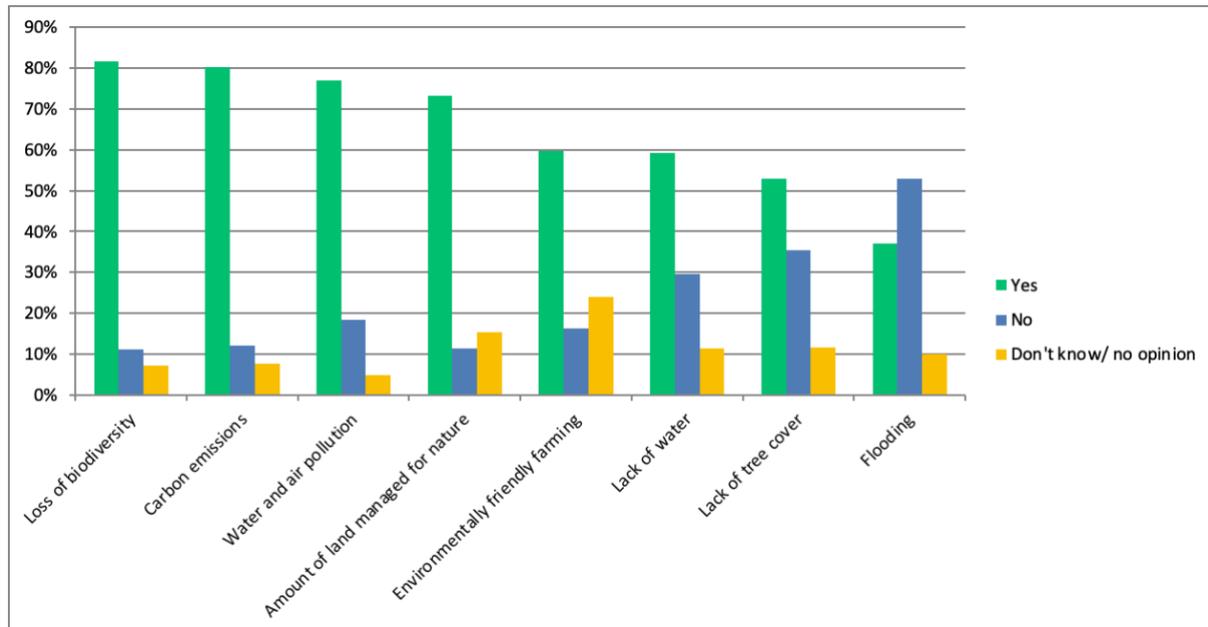
**Table 7:** Thinking about the greenbelt land which surrounds our villages, which of these statements do you support most?

#### 4.10 Environmental concerns

When offered a range of possible environmental concerns, respondents gave some clear indications of their priorities. Loss of biodiversity (82%) and carbon emissions (80%),



together with water and air pollution (77%), were a concern to many. Flooding was perceived to be the least significant of the concerns listed.



**Figure 6:** Do you have any concerns about environmental issues facing Stapleford and Great Shelford?

Concerned?	Yes (%)	No (%)	No opinion (%)
Loss of biodiversity	81.7	11.1	7.2
Carbon emissions	80.3	12.0	7.7
Water and air pollution	77.0	18.3	4.8
Amount of land managed for nature	73.1	11.5	15.4
Environmentally friendly farming	59.7	16.4	23.9
Lack of water	59.1	29.6	11.3
Lack of tree cover	53.0	35.3	11.6
Flooding	37.1	52.9	10.0
Other (please specify)			
		<b>Answered</b>	<b>253</b>
		<b>Skipped</b>	<b>36</b>

**Table 8:** Do you have any concerns about environmental issues facing Stapleford and Great Shelford?

The additional comments made in response to this question were significant in number (32) and diverse in content, indicating that there are concerns across a broad range of environmental issues. They are listed below in participants' own words and spelling. To aid interpretation, an attempt has been made to categorise by subject matter.

Impact of development on village character and infrastructure:

- Too much building, losing our rural character
- It's all to built up , getting like The outskirts,of a town , i'm sad,
- Stop building on every piece of land and when 1 property is sold please stop knocking it over and building 10!
- The danger of Gt Shelford being urbanised and absorbed into a Greater Cambridge urban sprawl. The danger of Cambridge developments creaping



towards and eventually enveloping Great Shelford so that Cambridge - Trumpington - Shelford becomes one urban sprawl

- 100 new homes with access only in Mingle Lane means up to 200 more cars on Mingle Lane, Hinton Way. Loss of greenbelt land, more water use, more than 200 people joining the Shelford Granta Medical Centre. How can the infrastructure cope?

#### Travel and transport:

- Speeding cars and lorries on country roads, people going way too fast
- Got to get grips with speeding!
- Additionally, heavy/v large lorries travelling through the villages are of concern
- Noise pollution from traffic
- Noise pollution from heavy traffic flow
- Traffic noise
- Traffic
- Excessive traffic and rat runs
- Unsafe cycle routes
- Insufficient public transport
- Excessive car use for short journeys
- Traffic in Church Road outside school
- Atrocious street lighting induces even perfectly able-bodied people to use their cars for very short journeys. Street lighting and pavement surfaces MUST be fixed, in order to facilitate short journeys within the village on foot.
- Traffic and transport levels and proposals have little environmental benefit for our villages

#### Environment and green spaces:

- Stop turning farmland into housing developments
- Loss of greenfield sites to development
- Encourage environmentally friendly gardens - reduce paving, use of chemicals etc
- The area opposite T&J Tyres on Hinton Way should not be developed, it supports biodiversity & is part of a wildlife corridor. PLEASE!
- We need to encourage more natural meadows and bio diverse areas
- Developing the green belt and planting trees somewhere else do not help to protect biodiversity
- Severe lack of decent public transport impacts on air quality in transport corridors
- Very concerned about the potential busway proposed through the greenbelt of Stapleford and Shelford
- Everything that falls under the umbrella of sustainability and net zero
- I am worried about the impact of big infrastructure and housing developments on each of the above, and the lack of future planning to ensure freshwater availability for all residents / workplaces in the future
- I am not sure how much we are at risk of flooding

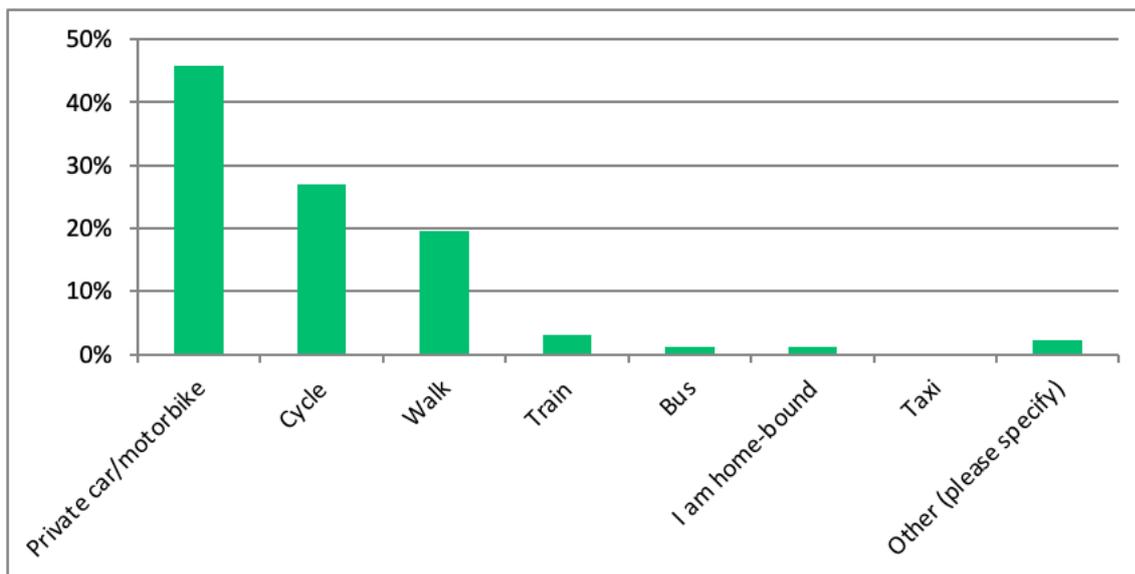


Other:

- Trees/hedges and potholes are unkept on side roads
- I have no specific knowledge of these issues
- These are leading response options and the data from this survey will now be compromised by lack of context and intent in your participant response data

#### 4.11 Travel habits

We asked participants about the main means of transport they use for the most common journey they make every week (for the school run, work commute or shopping, for example). Most respondents (45%) use a private car or motorbike, although cycling (27% and walking (20%) also scored highly. Outcomes are summarised in the figure below.



**Figure 7:** Thinking about your most common journey every week (e.g. school run, commute to work, travel to shops), what is your primary mode of transport?

Additional comments received were:

- Most of our journeys into Cambridge are by bus; would encourage greater availability of evening buses
- I will always walk, cycle or take the train if I can, but not with heavy shopping
- Company vehicle
- Car
- Mixture of three
- Walking frame.

#### 4.12 Influences on travel habits

We wanted to understand why participants choose a particular mode of transport for their most common weekly journey. It transpires that, in the main, this is because of the distance they must travel (24%) or for the sake of convenience (23%), as shown below.



Answer Choices	Responses	
Travel distance	23.9%	62
Convenience	23.5%	61
Multiple destinations in one journey (e.g. school drop-off and then onto work)	9.6%	25
Travel time	8.5%	22
Inadequate public transport	6.5%	17
Environmental considerations	6.5%	17
Disability	2.7%	7
Habit	2.7%	7
Cost	2.7%	7
Safety	2.3%	6
Inadequate cycling/walking routes	1.2%	3
Don't know/no opinion	0.0%	0
Other (please specify)	10.0%	26
	<b>Answered</b>	<b>260</b>
	<b>Skipped</b>	<b>29</b>

**Table 9:** What determines your primary mode of transport?

Several additional comments were received, either justifying people's primary mode of transport or explaining why they did not readily fit into the pre-populated set of answer choices. These have been grouped into similar themes to support interpretation; words and spelling are respondents' own.

#### Inadequate public transport:

- Most of our car journeys are for weekly shopping or to take children to school: too difficult by public transport
- Various from above. I go a few days a week to a gym in Cambridge. I travel by car because of the distance and no adequate public transport. I will take me over 1hr and will need several changes to get closer

#### Health benefits:

- Way of exercising
- Cycling for exercise
- Exercise, mental health reasons
- Fitness
- Healthy commuting
- Health, environment and reduced journey time
- Health and exercise
- Healthier to cycle
- Health (exercise)
- Health and well-being
- Health
- Health



Age/disability-related mobility issues:

- 3 year old twins cannot cycle distance and are too heavy to pull in bike trailer now!
- Young children that can't ride all the way to school yet!
- When you are over 75 walking and cycling are not practical for all and yet you don't consider this an option - a car is essential
- Reduced vision means I cannot drive
- Just very old , remembering the village in 1930

Environmental benefits:

- Greenest option
- Environmentally friendly
- Important to avoid car use whenever possible and walking is enjoyable
- Bit of a flawed question. My \*most common\* journey is very short, hence walking. However slightly longer journeys (less frequent) are most often by bicycle (for speed). The decision to leave my car in the garage each time is of course always led by "Environmental considerations".

Other:

- Work role
- Carrying capacity
- Cycle thefts

### 4.13 Local economy

We asked participants what might encourage them to use our villages' shops and other business more. Responses showed an outstanding requirement (72%) for a wider range of shops and services. A reduction of congestion and a specific need for improved banking/cash point facilities were also notable (36%).

Answer Choices	Responses	
Wider range of shops and services	72.0%	185
Access to banking facilities/cash point	35.8%	92
Less traffic congestion	35.8%	92
Improved cycling/walking routes	28.0%	72
More short stay car parking spaces	22.6%	58
Scooter/bike hire	2.3%	6
A more visually attractive street scene	20.2%	52
Pedestrianised areas	17.9%	46
More cycle parking	14.8%	38
Shared work spaces/hot desking facilities	6.6%	17
Don't know / no opinion	6.2%	16
Improved access for people with disabilities	4.3%	11
Other (please specify)	7.4%	19
	<b>Answered</b>	<b>257</b>
	<b>Skipped</b>	<b>32</b>

**Table 10:** What might encourage you to use our villages' shops and other businesses more?



Additional comments were made precisely as follows, grouped according to common theme.

Wider range of shops and services:

- A gastro pub with real ale in Great Shelford
- Access to family friendly restaurants and cafes
- A decent food and drink scene. Gastropub, restaurants, wine bar, cafes. Noel young's was a step in the right direction, but he was put through planning hell with that place!
- Great Shelford desperately needs a reasonably sized cafe.
- More locally sourced and produced shop suppliers
- Diverse range of shops in Gt Shelford

Inadequate transport services or routes:

- Community transport
- Improved bus service between the villages
- Safer paths for children - cars go too fast
- A greener, pedestrian route to Gt Shelford
- I try to cycle as much as possible but Hinton Way is dangerous for my children to cycle along
- More and better cycle parking, eg on High Street, for the Coop/Butcher.

Support for existing shops:

- I already use them
- I use them all the time anyway
- If I can buy it in the village I will

Other:

- Childrens play area
- I do not really need to be encouraged. The higher cost of goods is possibly the biggest factor in not choosing to always shop locally - could that be helped with reduced business rates?
- Longer or different opening hours
- Like we heard 1930s 1941 i shops we had our we did have not shops once

#### 4.14 Concerns about the future

Participants were asked to consider what might worry them about living in Stapleford and Great Shelford over the coming 15-20 years. Several key themes emerged, notably the impact of more development on the environment, rising traffic congestion, greenbelt erosion, pressure on local services, and a loss of village character. On the flip-side, a majority of respondents were unbothered by the prospect of a lack of local employment opportunities. These and other outcomes are presented in the next table.



Answer Choices	This worries me (%)	This does not worry me (%)	No opinion (%)
Impact of increased development on the environment	87.6	8.3	4.13
Increased traffic congestion	87.0	9.4	3.7
Erosion of surrounding greenbelt	85.5	8.7	5.8
Pressure on local services, e.g. shops, healthcare and education	75.5	16.6	7.9
Loss of village character	75.0	20.3	4.7
Incorporation of the villages into an expanding Greater Cambridge	69.5	23.0	7.5
Inadequate public transport system	62.0	27.4	10.7
Loss of community spirit/feeling lonely	61.0	26.4	12.6
Affordability of/access to suitable housing	59.2	25.8	15.02
Parking pressures	50.0	39.0	11.0
Lack of local employment opportunities	22.1	56.3	21.6
Other (please specify)			
		<b>Responses</b>	<b>255</b>
		<b>Skipped</b>	<b>34</b>

**Table 11:** When you think about the next 15-20 years, is there anything that worries you about living in Stapleford and Great Shelford?

This question generated a fair number of additional comments, which are summarised in respondents' own words under general headings below.

#### Pressure on existing infrastructure and amenities:

- Great Shelford being impacted by the growth of adjacent villages and towns causing more through traffic and congestion
- Congestion outside Shelford School is awful
- That it will lose facilities and become a dormitory for Cambridge
- Lack of ironmonger, greengrocer, central post office, bank, police station and parking area opposite church
- The local library is great and should be protected

#### Social concerns:

- Lose the village appeal, we would look to move further out, worry about more development increase in crime, lack of community and police. Overcrowding, too much traffic and pollution
- Young people moving away
- There is no community spirit or village feel already, you can't lose what you don't have
- Massive growth in the pharma industry should not have to equate to the loss of our villages. These are what makes the countryside so attractive to live within. More new villages could be built, but the Cambridge conurbation should not be allowed to swallow its closest villages for their benefit only
- Overdevelopment of the village. It's being ruined already



Environmental concerns:

- Potable water stress
- Impact of large transport infrastructure projects and expansion of CBC. Effects of Climate change

Other:

At my age 2040 is unlikely to happen

#### 4.15 Additional comments by participants

The last question of the survey gave participants an opportunity to comment on anything else that they wanted the steering group to know at this early stage of the neighbourhood planning process. 61 people took up the offer to do this and their comments, though diverse and unshaped by specific questions, form an important part of this initial public opinion gathering exercise. We have tried our best to group them loosely into common categories, although some comments cover more than one topic. The table below summarises general themes emerging under key headings (although it should be noted that not all of these fall within the remit of neighbourhood planning), whilst subsequent bulleted sections list all 61 comments received, with respondents' own words and spelling directly replicated.

General category of comment	Emerging themes
Housing	1. Unmet affordable housing needs 2. Design should be appropriate to rural vernacular
Amenity	1. Demand for more and better shopping and eating experiences in Great Shelford 2. Lack of walking routes per se and interconnected routes 3. Lack of access to green spaces and surrounding greenbelt
Environment	1. Need to preserve and better protect existing environment (greenbelt, green spaces, wildlife, water)
Travel and transport	1. Congestion around primary school in Great Shelford and by shops 2. Opposition to large scale infrastructure projects, e.g. East West Rail and Greater Cambridge Partnership's CSET busway 3. More reliable, accessible and integrated public transport system needed 4. Improvements needed to cycle routes (coverage and safety)
Village change	1. Frustration with lack of local influence over planning strategy and decisions 2. Concerns that development will further increase traffic congestion
Neighbourhood plan admin	1. Wider understanding needed of why initial neighbourhood plan work stalled but has now been restarted

**Table 12:** Emerging themes in free-text comments by survey participants

##### 4.15.1 Housing

- To qualify my answers: (Sec.2. Q4). Because the biomedical campus has permission to expand so much, the people working there need affordable housing nearby. (Sec.2. Q12) I use a car now due to mobility issues, but the inadequate public transport has been an issue all along.
- We have a housing crisis. We need to focus on the affordable housing/first time buyers who need help to get on to a very expensive housing market. We need more homes for older people to downsize into. This automatically frees up (often



under occupied) family homes which this village has plenty of. If we can break this cycle, we will improve our village for the generations to come to thrive here

- Housing cost for families is my number one concern in the Shelfords and Stapleford. It is becoming absolutely unaffordable to buy, as people own multiple homes for rental income. How can the future of the village be guaranteed when the next generation cannot put down roots?
- Pricing locals out of the villages. At 39 I am still at home as I cannot afford to buy here and social housing is clogged
- Stop building pointless houses/flats that aren't needed keep fields as they are
- Planning, ensure all new properties fit within their current surroundings. Current feel is you can build what you like these days without any thought for neighbouring properties.
- Whilst I appreciate more housing is required, let's have a responsible amount with appropriate parking and designed with the village in mind.
- With new housing, regardless of the number of bedrooms, the housing should be spacious and have at least a small garden i.e. we should not be building tiny homes intended for families
- New houses or extensions should be designed by traditional architects (see Odiham, Hants., as a model). The main shopping area should be greatly widened and closed to through traffic.
- Building and planning in Great Shelford must reflect the character of the village — the first planning proposal for the new nursery did this, but the second did not (yet was still approved) and does not reflect the character of the village — attention to detail in reviewing plans is important to ensure residents continue to feel that the village is visually pleasant. The cycle path through the main part of the village (for school children to access Sawston) is dangerous, especially over the bridge at the cross roads. The improvements to the village park are wonderful. We just now need a large indoor village cafe to facilitate a feeling of community.
- More focus on diverse housing and communities ie instead of concentrating young, mid, old people into 'blocks', I'd like to see diverse areas where different age groups and demographics live together.
- I support the idea of some of Mill Court being turned into housing

#### 4.15.2 Amenities

- We need more services, larger food shops, more charity shops
- Would be great to have more coffee shops/cafes
- Enhanced leisure for adults - cafes, restaurants making the villages more desirable to live in. There is a lot of focus on families with children and those of retirement age. How can the villages offer more for single / parent less adults?
- Lack of school and medical facilities
- Great Shelford needs a thriving high street to meet the needs of families and the evolving demographic that live here or want to move here. With a thriving high street, (semi pedestrianised, more independent stores, outdoor markets, nicer public houses etc) I believe we will create a village for all and one that can lead the way in many areas in the south of Cambs. To maintain a policy of "No change is good" is slowly eroding the charm of the villages and if we are not careful will lose



our place as one of the best places to live in Cambridge, never mind the UK. "Progression, not regression" with sustainability at its core, not just for us now, but the next generations wanting to live, work and play in this amazing corner of South Cambs.

- There is a complete lack of parking enforcement which has attributed to the destruction of the character of the village, particularly Woollards Lane. I have lived here for over 50 years, and seen the demise of many useful local shops, only to be replaced with Estate Agents.
- Priority for me is protecting greenbelt to keep the two villages as a distinct community, while securing better links for walking and cycling and more truly affordable housing on exception sites in the villages.
- It's a great shame that there's very little public access to the river, and there are too many private roads e.g if the road over the hill between Haverhill Rd and station road (or whatever it's called up the other end) was accessible, it would complete a lovely walking circuit and has lovely views but the public is not allowed there. I don't understand why roads are allowed to be private - I like to roam and I like hills! I know there's the Gogs as well, but more would be better.
- I think provision for dog walkers is being squeezed out. A lot of people have dogs (and children and dogs) who wanted spaces to enjoy nature but are being excluded from the current open space provision. Great Shelford has extremely limited public footpaths and circular walks. Most walks require a short trip in a car to reach rather than being able to walk out of the front door. I have a toddler and a dog and there are vanishingly small amount of places I can go with both to enjoy.
- We are poorly served for footpaths and an off-road link to Dernford Reservoir would be invaluable to the village as would a better cycling route to the Genome path. There are apparently no public pools in South Cambs, which seems a pretty outrageous situation, though we oldies may get access to one at the new Stapleford retirement village? E-bike hire from somewhere in the village could help with the inadequate public transport
- The NP needs to recognise the value of the Gog Magog Hills generally, and Wandlebury Country Park specifically as Green Infrastructure (as an important area of open space for nature and recreation). The NP should look to ways to increase and link areas of open space and wildlife. The NP should identify buildings and spaces of local heritage importance. Cambridge Past Present & Future is based at Wandlebury Country Park and is a local employer.
- I think access to green space is really important, we live the 'stapleford' side of Great shelford in a flat with no garden, and there is no park that is less than a 20-25 minute walk away. Just because we are 'in the countryside' doesn't mean that the space is actually accessible. If we are to build less impactful housing it will need to be compact (ie small houses and flats) and residents of these places DO NOT have adequate green space for leisure/sport activities. I previously lived in london and there was far more green public space available.

#### 4.15.3 Environment

- Please preserve the wildlife we have here. This is still a rural environment despite being near Cambridge.



- It is crucial to preserve green space at the same time as developing housing and transport. This is possible - but existing transport plans do not achieve this aim.
- I can't emphasise enough how much the environment needs to be top of the agenda. Please don't build on the greenbelt.
- The draft new local plan is for 100 houses to be built partially on a very small proportion of heavily farmed arable land, but also covering an entire meadow that has been fallow or low grazing for many decades and as a result scores very highly for biodiversity. If the plan was to put it entirely on the arable land I could more understand the motive, but to concrete over one of the few meadows around the village shows a complete lack of environmental thinking. The fact that this is even proposed really shows the planners for what they really are, and not what they claim to be. They put 'biodiversity' at the top of their agenda in leaflets, then completely fail to walk the walk. IF we have to build on green belt or expand the village boundary, it should NEVER be on a grade 5 grassland habitat! What are they thinking? ... or is it to appease two developer landowners?? You have to be concerned at the motivation for such unnecessary environmental vandalism.
- Protection of aquifers and chalk streams
- The trees in the villages I'm getting a Portrait plant new ones

#### 4.15.4 Travel and transport

- As I mentioned, get to grips with speeding on that race track Hinton Way (top of hill to roundabout)
- The traffic and speed of which cars travel down Bury Road and Haverhill Road is a concern. Most other villages like Abington has installed speed bumps and other traffic measures that help to control and deter drives using the village as a shortcut
- I am extremely worried about the traffic in certain areas of Great Shelford, namely Church Street and Woolards Lane. The speed restrictions on these roads are not effective and their proximity to the school, pre school, rec, and church mean that there are frequently vulnerable road users (children and elderly) using them. The situation is extremely dangerous and I am anxious that action be taken to manage and slow the traffic.
- Can anything be done to reduce the congestion in Church St? It is difficult to pass from Shelford outwards towards Hauxton in the mornings, either on a bicycle or in a car due to the parked cars in Church Street. Commuters into Cambridge from other villages tailgate in long streams through the single road and cause a problem. Can some separate parking for the Church and School and adjacent houses be provided so that the road can have both sides clear? This survey is not about the state of the road but more development and traffic will only make the potholed and collapsing roads worse. The District Council has decided to infill behind Mingle Lane with housing. This is going to create more traffic onto Hinton Way queing for the rail crossing. Could some improvement be made to the rail crossing such as a bridge or tunnel? I presume that would be up to Network Rail who don't want to spend money and are happy for the traffic to build up on Hinton Way? I think EWR is going to be a nightmare for Great and Little Shelford. Perhaps some landscaping and tree belt planting to the west of the village could anticipate the impending rail traffic and noise.



- traffic in the village is already a headache, never used to be like this before extra housing went up, please make the village a one way system
- Traffic on church street is a huge problem
- Village bypass
- I would love to see the cycleway from Sawston to be continued through the village to connect to the DNA path. This would be utilised by the many children cycling to the Sawston secondary school and commuters (such as myself). I would also love to see the Station Road/Woollards Lane crossroads having a cycle friendly traffic light system to allow cyclists to cross the traffic before cars can move (such as in central Cambridge). The crossing is dangerous for the many children who use it daily.
- Increase the safety of the school routes. Both to Staplefore and Great Shelford. Not safe because of the poor state of the paths (potholes, very narrow) traffic speed and parked cars are hazardous on school run. I cycle with my child and it is not thr best cycle conditions because of this.
- I am totally opposed to the Proposex southern route of the cambridge to Oxford train line, and the busway proposal through the green belt.
- I would like a more regular bus service, NOT a busway!
- No more greenbelt building. No busway. No expansion of the railway line. Keep our station. Put CCTV on the DNA trail. Get rid of the Lib Dems.
- Send the busway along the A1307 and NOT allow them to rip through our greenbelt and food fields. We don't need it here.
- Our pavements and roads are in ver poor condition and need significant investment to make them safe. I would like to see us optimising our existing transport assets (particularly rail) before spending vast sums on the CSET Busway.
- No mention has been made of the busway. This could affect the village adversely
- Local transport policy seems to focus on cycling and walking; older and disabled people are less able to do this, and also public transport is less accessible for them. This needs urgent consideration in the necklace villages, where high housing costs lead to an aging population. Reliable and accessible public transport will be increasingly needed. We have a number of dependent relatives and there is very little affordable suitable housing in the villages for them, which adds greatly to the demands on us as family carers. And finally, thanks to the people who campaigned so vocally for the 30mph speed limits between the villages and Cambridge, the door is now much 'wider open' for developers - please make sure people are better informed about the likely future impact of such campaigns. any of the issues above are in the 'too late' category..
- The two key issues are (1) need for better more integrated public transport to reduce car use and (2) changing the housing mix so that younger people can afford to live here .

#### 4.15.5 Village change

- Community organisations should have more power outside of local council and central Government as they know their community needs best .
- Too many oversized development plans and the increasing power of one central body which seems to have the power to over rule out elected councils



- Who decides planning issues - or it seems that local decisions are too often overruled.
- Concern village character being eroded by loss of central businesses due to poor council planning
- I have multiple disabilities and PTSD, the thought of building noises, pollution, lorries, drilling, fumes, etc and of course the devastating effects on the environment here, fills me with absolute dread to the extent I wish I'd not accepted this bungalow last year. The noise from speeding cars and lorries hurtling past my bungalow is already affecting my mental and physical health, so what to speak of bulldozers etc in the field by my home. I'm worried about my pets as well as wildlife .
- Our villages appear to be part of the 'solution' for making Greater Cambridge more economically successful - with no respect given to the fact that the area has become this successful because of the diversity of the environment and options for city/village and rural living - homogenising the GC area is not a good idea.
- PLEASE PLEASE PLEASE stop developing the village so it gets bigger, loses its character and we lose all the precious green space around us. Please consider a bypass for the village to ease congestion.
- Isn't it a shame that we can see what it will become
- There needs to be more focus on village life and community - better occasional police presence, more pride in appearance of the village shops, their upkeep, by landlords especially when empty.

#### 4.15.6 General comments on the survey or neighbourhood plan

- Please can you specify in your introduction what current and future population figures are, and where these numbers come from.
- Why are we restarting this yet again!
- The Neighbourhood Plan process actually started in 2017! What has taken so long?!
- The next questionnaire should probably ask us to rank a bit more; I answered yes to almost everything
- Future surveys need to ask more open questions. This survey is designed to help a small number of people push a pre determined agenda. This doesn't make me feel heard or included in the village or "village life"



## 5 APPENDIX: THE QUESTIONNAIRE



Dear Resident,

Stapleford and Great Shelford villages are working together to produce our 'neighbourhood plan'. Neighbourhood plans are written by and based on the views of the local community – the people who know and love the area. Our plan will set out legally binding planning policies for our area and sit alongside local plans when District Council Planning Officers consider applications. It is our opportunity to shape the place where we live over the next 15-20 years.

A steering group of parish councillors and residents is compiling the neighbourhood plan on behalf of the community, and it is essential that we engage with as many people who live and work here as possible.

*Please tell us what is important to you about our villages*

To start the whole process, we need to find out in broad terms what our community's planning priorities are. You can help us by filling in this short questionnaire, so we can focus the neighbourhood plan on the things which matter most to you. Everyone who lives and/or works in Stapleford or Great Shelford is eligible to respond.

If you'd prefer to fill in the survey online, please visit [www.greatshelfordparishcouncil.gov.uk/SGSNPlan/](http://www.greatshelfordparishcouncil.gov.uk/SGSNPlan/) and follow the link, or scan this QR code:



Many thanks in advance for your input.

Jenny Flynn  
Vice-Chair, Stapleford Parish Council and Chair of Neighbourhood Plan Steering Group



## A little bit about you

These questions help us to understand whether we are communicating with a good cross-section of the community. Data will be stored and managed in accordance with all current legislation and your personal data will not be used for any other purpose than work on the neighbourhood plan and information our Parish Councils' understanding of priorities.

### 1. How old are you?

Under 18 years	
18-25 years	
26-35 years	
36-45 years	
46-55 years	

56-65 years	
66-75 years	
Over 75 years	
Prefer not to say	

### 2. Where do you live?

Leave blank if you prefer not to say.

Street name	
Postcode	

3. Please leave us your contact details if you would like to receive occasional updates on neighbourhood plan progress and events, and/or would be happy to be contacted to discuss anything in more detail at a later stage.

Name	
Address	
Email address	

## Thinking about the place where you live/work

These questions will help us to focus the neighbourhood plan on the things which matter most to you.

### 4. Where do you live and work?

	Live (Yes/No)	I sometimes work from home (Yes/No)	I work for a company/ organisation based in the villages (Yes/No)
Stapleford			
Great Shelford			



### 5. How long have you lived in either Stapleford or Great Shelford, or both?

Please tick ONE answer.

0-2 years	
3-5 years	
6-10 years	
11-15 years	
16-20 years	
>20 years	
I work in Stapleford/Great Shelford, I don't live here	

### 6. What do you like most about living here?

Please tick the THREE reasons which most closely match why you like living here.

Close to family or friends	
Close to Cambridge's amenities	
Proximity or ease of travel to your/partner's work	
Access to local shops	
Size and type of available housing	
Sense of community	
Village character	
Rural setting and views	
Close to schools	
I do not like living here	
Other (please specify)	

### 7. Village identity in 2022: How do you usually describe where you live (either Stapleford or Great Shelford) to other people?

Please tick ONE option.

A village on its own	
Part of a group of S Cambs villages (e.g. Stapleford & Gt Shelford, Gt & Lt Shelford, Stapleford & Sawston)	
Part of Greater Cambridge	
Don't know/no opinion	



8. Village identity in 2040: How do you think you will describe where you live (either Stapleford or Great Shelford) to other people by 2040?

Please tick ONE option.

A village on its own	
Part of a group of S Cambs villages (e.g. Stapleford & Gt Shelford, Gt & Lt Shelford, Stapleford & Sawston)	
Part of Greater Cambridge	
Don't know/no opinion	

## Housing needs – what and where?

These next questions ask you to think about housing needs in Stapleford and Great Shelford.

9. The draft new local plan proposes an additional 100 homes in or around our villages. *In addition to this*, over the next 15-20 years do you think more homes will be needed?

Please tick ONE option.

Yes	
No	
I don't know/no opinion	

10. If you believe that more homes will be needed, which types of housing do you think will mainly be required over the next 15-20 years?

Please tick the THREE types of housing which you think are most needed.

Starter homes (1-2 beds)	
Small/medium-sized family homes (2-4 beds)	
Larger family homes (5 or more beds)	
Bungalows	
Retirement/sheltered accommodation	
Affordable/low cost accommodation to rent or buy	
Don't know/no opinion	
Other (please specify)	



**11. Where would you prefer to see new housing built in our villages?**

Please RANK your answers, where 1 is the most favourable option and 3 the least favourable.

Within the existing settled area (e.g. via back garden development, undeveloped plots or change of use from commercial to housing)	
Brownfield sites (i.e. previously developed land not currently in use)	
Greenbelt or greenfield land	
Don't know/no opinion	

**12. How important is it to you that all new developments should be designed to be as carbon neutral as possible (e.g. built from sustainable materials, well insulated, powered by renewable energy, waste water recycling)?**

Please tick ONE option.

Extremely important	
Somewhat important	
Not important at all	
Don't know/no opinion	

**13. To what extent do you agree or disagree with the following statements relating to green spaces (natural, agricultural and man-made) in and around our villages?**

Please CIRCLE your response to each statement.

Access to nature is important to my wellbeing	Agree   Neutral   Disagree
We need easier and wider access to nature within and around our villages	Agree   Neutral   Disagree
We need more public green spaces within our villages for nature, leisure and wellbeing	Agree   Neutral   Disagree
Visual links with the landscape from within and outside the villages are important and should be protected	Agree   Neutral   Disagree
Conditions to protect and enhance wildlife must be included with new development proposals before they are granted full planning permission	Agree   Neutral   Disagree
We should create new wildlife corridors to link up habitats within and around our villages	Agree   Neutral   Disagree



14. Thinking about the greenbelt land which surrounds our villages, which of these statements do you support most?

Please tick ONE option.

Greenbelt land around our villages should not be built on	
Greenbelt development should only be permitted in very special circumstances (e.g. it would meet a very specific unmet housing, commerce or transport need in our villages)	
I do not mind greenbelt land around our villages being developed for housing	
I do not mind greenbelt land around our villages being developed for multiple different purposes (e.g. housing, commerce, transport)	
Don't know/no opinion	

15. Do you have any concerns about environmental issues facing Stapleford and Great Shelford?

Please CIRCLE your response to each issue.

Lack of water	Yes   No   Don't know/no opinion
Flooding	Yes   No   Don't know/no opinion
Water and air pollution	Yes   No   Don't know/no opinion
Lack of tree cover	Yes   No   Don't know/no opinion
Carbon emissions	Yes   No   Don't know/no opinion
Loss of biodiversity	Yes   No   Don't know/no opinion
Amount of land managed for nature	Yes   No   Don't know/no opinion
Environmentally friendly farming	Yes   No   Don't know/no opinion
Other (please specify)	



## Getting around the local area

What types of transport are most important to you for local journeys?

16. Thinking about your most common journey every week (e.g. school run, commute to work, travel to shops), what is your primary mode of transport?

Please tick ONE option.

Walk	
Cycle	
Private car/motorbike	
Bus	
Train	
Taxi	
I am home-bound	
Other (please specify)	

17. What determines that primary mode of transport?

Please tick ONE option.

Cost	
Travel distance	
Travel time	
Convenience	
Disability	
Safety	
Inadequate public transport	
Inadequate cycling/walking routes	
Environmental considerations	
Multiple destinations in one journey (e.g. school drop-off and then onto work)	
Habit	
Other (please specify)	

## Our local economy

We also need your views on how neighbourhood planning could best support our local shops and businesses.



### 18. What might encourage you to use our villages' shops and other businesses more?

Please tick the THREE most important reasons to you.

Wider range of shops and services	
Improved cycling/walking routes	
Scooter/bike hire	
Less traffic congestion	
Pedestrianised areas	
More short stay car parking spaces	
More cycle parking	
Improved access for people with disabilities	
Access to banking facilities/cash point	
A more visually attractive street scene	
Shared work spaces/hot desking facilities	
Don't know/no opinion	
Other (please specify)	

### Fast forward: Stapleford and Great Shelford in 2040

What do you want our communities of Stapleford and Great Shelford to be like in 15-20 years?

19. When you think about the next 15-20 years, is there anything that worries you about living in Stapleford and Great Shelford?

Please CIRCLE your response to each issue.



Erosion of surrounding greenbelt	Worried	Not worried	Don't know/no opinion
Incorporation of the villages into an expanding Greater Cambridge	Worried	Not worried	Don't know/no opinion
Impact of increased development on the environment	Worried	Not worried	Don't know/no opinion
Increased traffic congestion	Worried	Not worried	Don't know/no opinion
Parking pressures	Worried	Not worried	Don't know/no opinion
Inadequate public transport system	Worried	Not worried	Don't know/no opinion
Loss of village character	Worried	Not worried	Don't know/no opinion
Loss of community spirit/feeling lonely	Worried	Not worried	Don't know/no opinion
Pressure on local services, e.g. shops, healthcare and education	Worried	Not worried	Don't know/no opinion
Affordability of/access to suitable housing	Worried	Not worried	Don't know/no opinion
Lack of local employment opportunities	Worried	Not worried	Don't know/no opinion
Other (please specify)			

20. There will be many more opportunities to share your views, but is there anything else you'd like to tell us now as we are at the start of this process, which has not been covered in the questions above?

*Thank you for your time – your input is very much appreciated!*