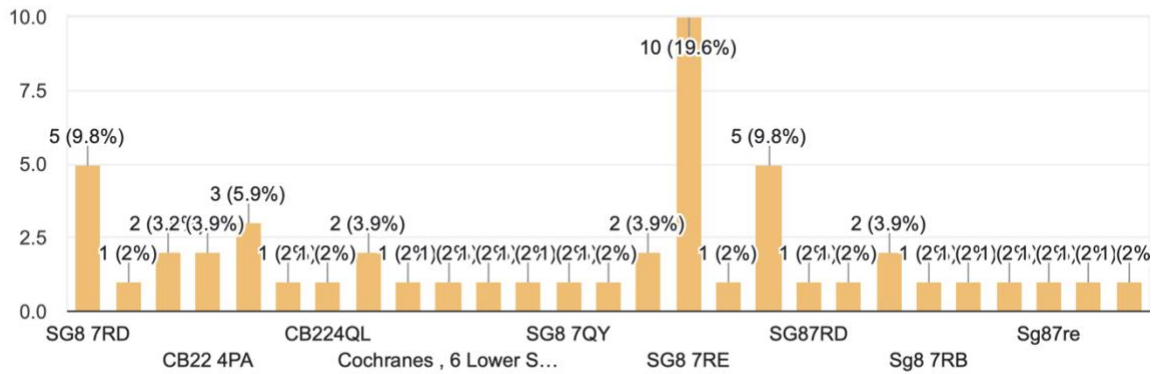


Your responses from the Reg 14 Parish Consultation, Jan-Mar 2023 on the pre-submission version of the Thriplow and Heathfield Neighbourhood Plan

RESPONDENTS

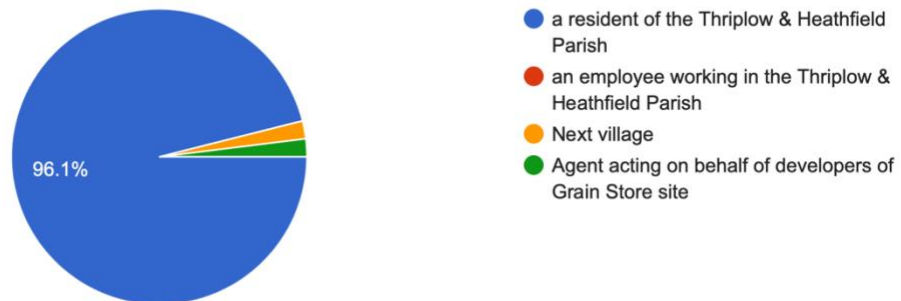
Your postcode

51 responses



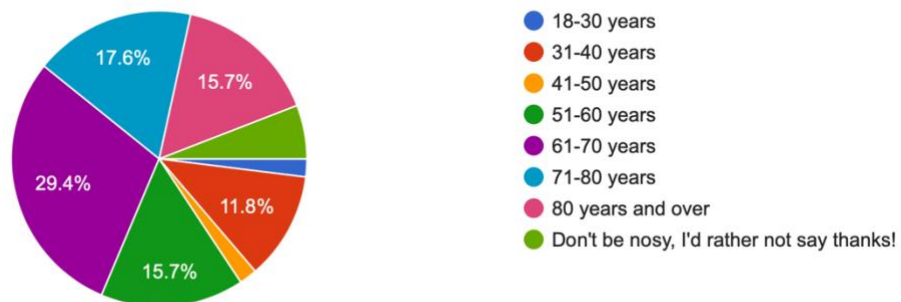
Are you:

51 responses



Please tell us which of the following age brackets you fall into:

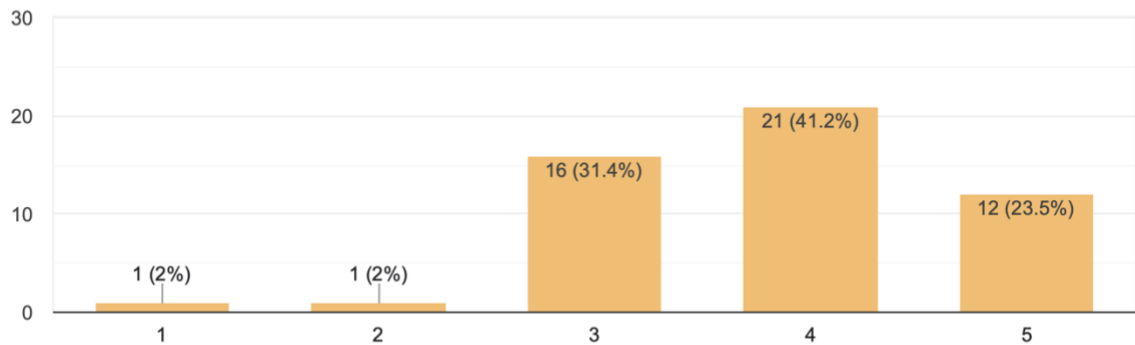
51 responses



THEME 1: Protecting the natural environment and character

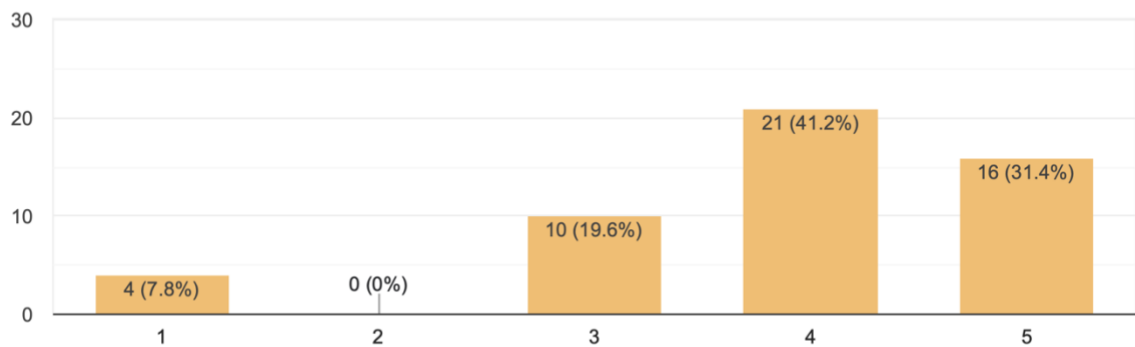
Heathfield improvements as described in the Plan Policy number THP1 Page 52

51 responses



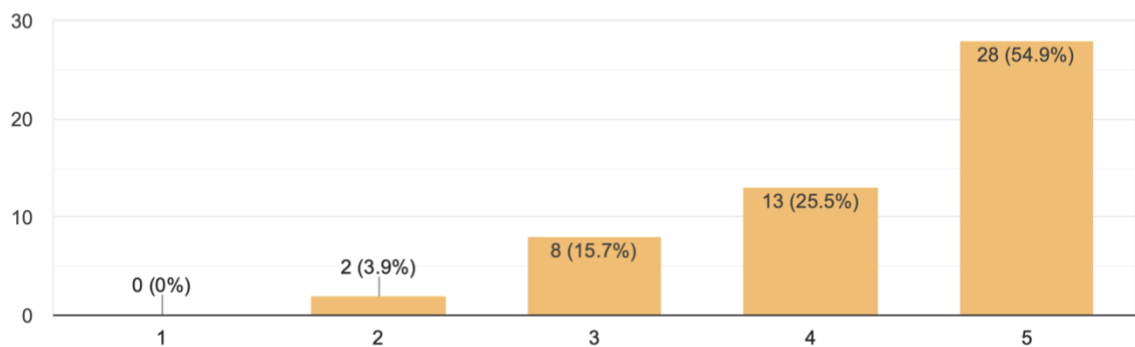
Heathfield additional amenities Policy number THP2 Page 55

51 responses



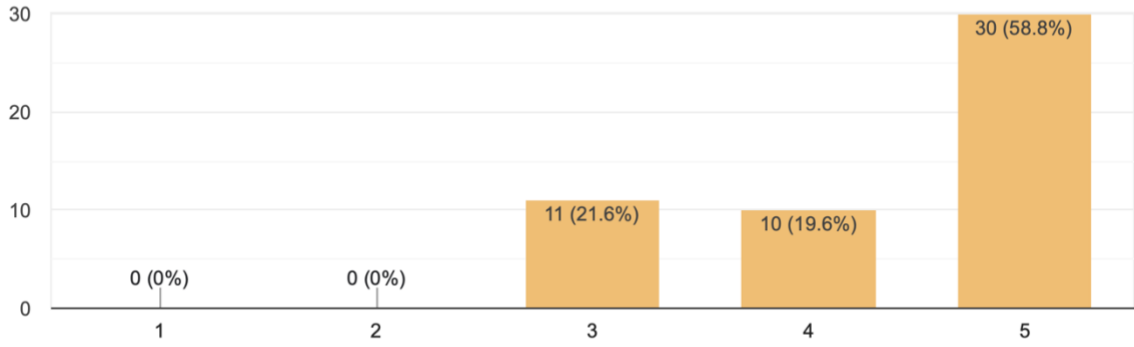
Protecting Thriplow Village character Policy number THP3 Page 61

51 responses



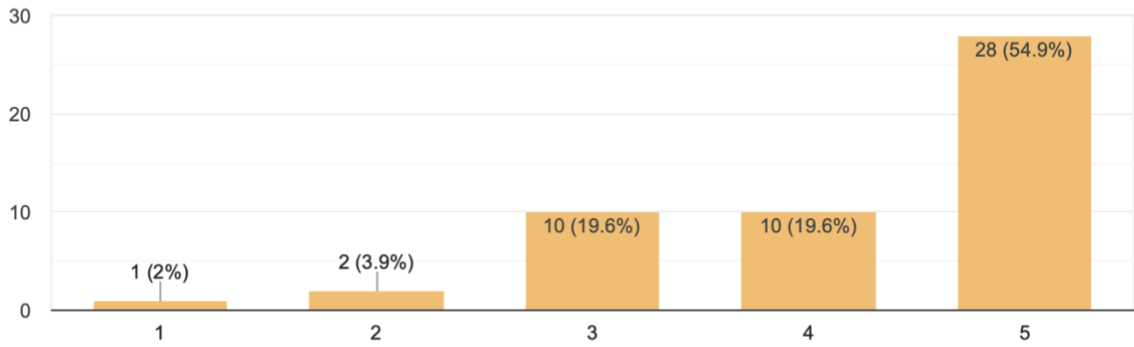
Countryside frontages in Thriplow Village Policy number THP4 Page 63

51 responses



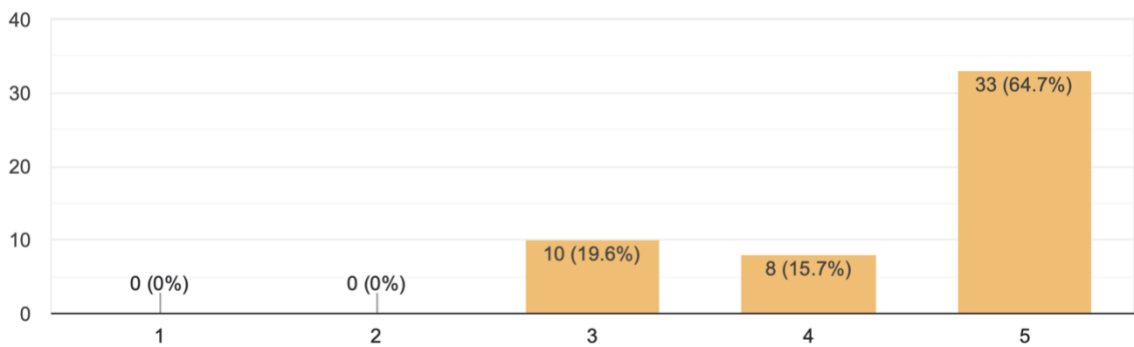
Locally valued views Policy number THP5 Page 65

51 responses



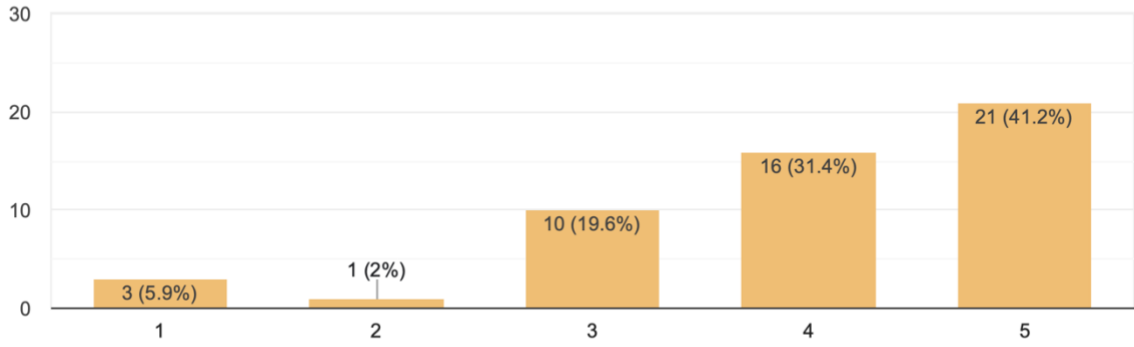
Supporting the rural economy Policy number THP6 Page 69

51 responses



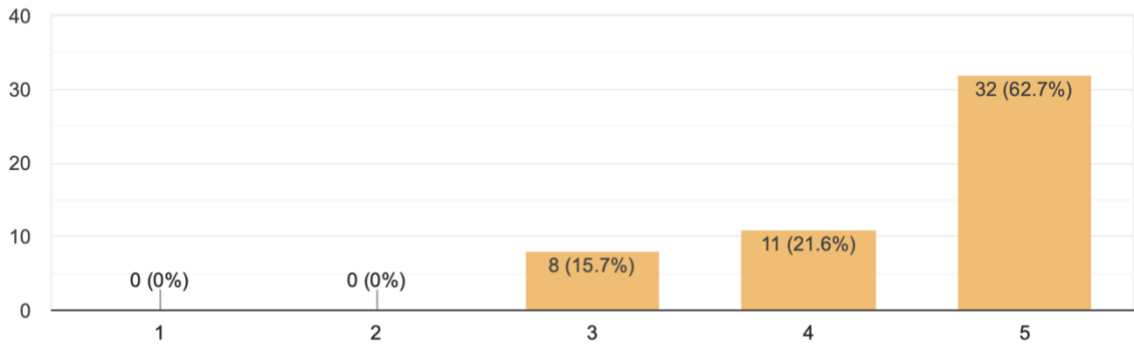
Heathfield local green spaces Policy number THP7 Page 72

51 responses



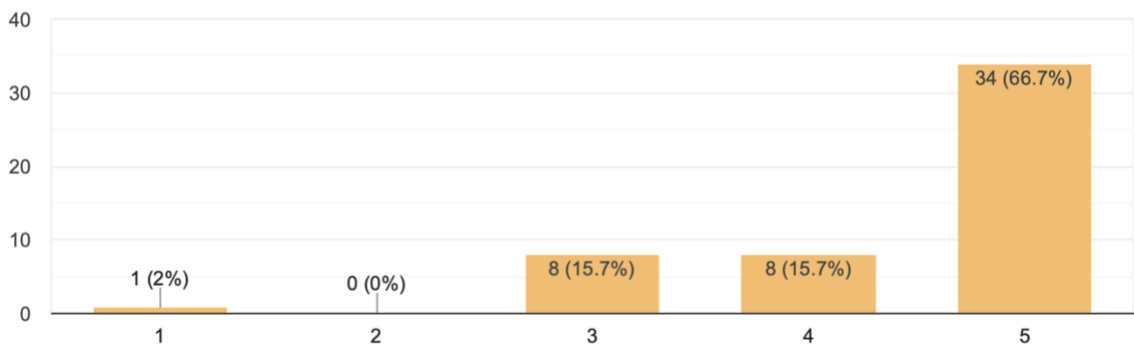
Protecting biodiversity Policy number THP8 Page 80

51 responses



Protecting the Hoffer Brook Policy number THP9 Page 83

51 responses



THEME1: your comments

My comments are on the subjects of page THP2

I believe that main needs for THP2 should be a local shop along with a community space which could double up as sports facility/meeting room. I also believe that a social club would be a great community asset for the estate as the only two viable options require a rather long walk to use them.

THP7 although I believe it is great for the community to have some of these green spaces I do also believe the parish council should be seriously considering the option of using them for other means.

Example the white hall & ringstone green spaces could both solve the solution of the on street parking that is clearly going to come up as a huge issue with the parish council. The ringstone green space could easily have part of it turned into a car park for all residence to use.

It could easily be sectioned off and hidden by tress & shrubbery to maintain the view of the green space.

You could either allocate an amount of 30 spaces or so to help keep a majority of the cars off the street. This would also provide actual parking for visitors who are forced to park on the very limited road space round the estate. I know there's then the issue that the entrance/exit to the parking would then be going over an old ramblers walk way but I'm sure this could be an issue that's easily sorted. I.e seeming permission from the rambles society to do so and by putting in place something that gives right of way to pedestrians.

I'm aware that this was bought forward to the residents of ringstone before but I think this is a matter that needs to be seriously be bought forward again as parking is a huge issue here and by the sounds of it the councils only option for this issue is to banish street parking & make everyone park in their garages. This is a separate issue due some people's cars being too large for their garages and the entrances to them, especially on some of the four bed houses on ringstone.

This then becomes an issue for the houses that share have four driveways and one entrance as there is only enough space to get one car in and out of the area at a time. Also this would create an issue with more cars being parked on the road as you would have to do so to get the cars in and out from the garage.

This whole subject about parking on ringstone and other areas of the estate is a totally separate matter that needs to be addressed separately as it will cause so many issues to the residence on the estate who it will affect.

I attended one of the drop in sessions to which I spoke to Phillipa & Sean about my thoughts on the current state of Ringstone. We spoke about the idea of what improvements we could make and I sent over a drawing of what I believe would be a great idea to apply to the area.

If this was something to be considered I'd be willing to go round door to door and speak to all the residents to get their thoughts on the matter.

Thp1 says how any area of land of public owenserhsip should be made better for better improvements. Could we potentially look at adding a social club and a community area that could be used for the community? Or look at possibly having a pub on one of the fields to the side of Ringstone if that would possibly work?

Apologises if I've got the last bit wrong I might have written down my notes incorrectly.

.....

Horses and hence horse riding is a critical part of the character of a rural village and should be mentioned specifically

.....

I do not agree with the Pepperslade Open Space being built on. There are not enough users to justify the construction costs and maintenance costs of a community centre. There is a community centre in Thriplow, easily accessible from Heathfield, shared by all. The field is a protective layer between the houses and the wildlife. Lights and noise into the evening and night are known to cause disturbance to wildlife. The field works very well as it is, open space where children can freely play and run. No infrastructure is required for that and if anything, it is detrimental. It is ridiculous to suggest it is too expensive to mow the grass - the construction and maintenance of an unused building will be much more expensive than any grass cutting. Why not look at rewilding the field, with meadow plants and flowers which do not require mowing? And are good for the bees? We need to add more nature, not add more needless construction.

.....

The benefits of THP 1-2 and 7 seem appreciable, but those of THP 15 are counter-productive. The rest are marginal.

.....

THP4 page 63 and THP5 page 65 . I live at No 46 Church Street and overlook the Protected Village Amenity area , which for us provides a very important Countryside frontage and a valued view , which we wish to preserve and maintain. Does the protected village amenity area enjoy the same protection against development as the other two categories?

.....

THP3 we need to make sure that additional housing does not create too much traffic using the narrow lanes that characterise the village e.g. Lower st., Farm lane and lodge rd.

.....

protecting the rural character of the village is of paramount importance

.....

P 83 Protecting Hoffer Brook tributary. This is an extremely important natural ecosystem closely linked to the SSSI which requires seasonal low intensity grazing to maintain its balanced ecosystem. The permissive path through the SSSI might need to be closed periodically to protect this delicate balance from negative impact from pedestrians and pet dogs.

.....

P27 Map 6 - HRA own the green, not public. P31 (4.6.20) Bypass will split the communities physically, HRA oppose. P37 (5.25) HRA roads already 15mph. P47 (6.1.9.20 a-c) Volumes of cars never anticipated when estate was planned. P48 (6.1.31a) Not HRA land but have you considered the running difficulties of other local centres? HRA supportive but NOT of building on open spaces. P46 (6.1.25) SCDC will not adopt the roads in Heathfield due to ongoing costs for them. P55 (6.2.2) We do not support usage of this area for community centre/changing rooms

.....

Theme 1 is excellent but I think there is an omission. The Countryside Frontage from Church Street over the Baulk, north of Bacons Farm, as in the current Local Plan and mentioned in THP4 (section 6.4 on p.62) is not mentioned as a locally valued view in THP5 (section 6.5 on p. 65).

.....

Policy THP5 (section 6.5, p 65) : I strongly support the overall policy of protecting locally-valued views, but I feel the set of such views is incomplete. In particular I would wish to see the policy extended to cover the view down the Baulk from Church Street. In paragraph 6.3.3 on page 58 you note that "the tapestry of rural spaces [...] is a distinctive characteristic of the village. It is a precious and valued attribute." Many of the views of this tapestry have been identified as locally-valued, but the view from Church Street over the Baulk is a serious omission.

.....

Policy 1 - see parking comments under theme 2

Re: creating additional space for a meeting room OR shop - a shop must be the priority. This is something everyone on the estate would benefit from, as opposed to the overwhelming minority who would make use of a meeting space. A shop would also go some way to increase value and affluence of the estate, as a severe lack of amenities is Heathfield's biggest let down.

.....
STRONGLY DISAGREE TO THE INSTALLATION OF A FOOTBALL PITCH AS NO
CONSIDERATION FOR PARKING AND THE IMPACT ON RESIDENTS .
.....

THP8 There has been a loss of a lot of mature trees in recent (5-10 years). This has been partly caused by disease - elms and now ash, but also indiscriminate felling of trees by home & landowners. There hasn't been enough protection of existing trees, or planting of new native species along hedgerows in particular.
.....

MPM Properties (TH) Ltd (MPM would like to congratulate the Parish for putting together such an extensive and thorough Neighbourhood Plan. As developers for the Grain Store site on Fowlmere Road/Lodge Road, our comments for the consultation are restricted to those which relate to the Grain Store site.

MPM broadly supports the policies set out in Theme 1.

Policy THP3 requires all development proposals to contribute positively to the existing characteristics of the village. MPM supports the principle of ensuring built form and layout are appropriate to both the existing site context as well as neighbouring sites. We support the principle of providing well thought-through landscaping. We support the idea of ensuring that new schemes assimilate comfortably within the existing site context, blends into the wider rural setting and is not visually intrusive (whilst having regard to the existing site context).

Policy THP8 seeks to promote nature recovery, increase biodiversity and deliver biodiversity net gain. MPM supports these principles and agrees that a minimum 10% net gain should be sought on all new development sites.
.....

I neither disagree or agree with Policy N0. THP1 Page 52 and THP2 Page 55 as I do not live in this part of the Parish
.....

3.4 LCA3. P54. Restricting parking around Whitehall gardens is a totally ridiculous idea. All it will do is cause more pavement parking. Parking is tight for residents which is made worse by the fact that the BMW repairs business has at least ten or more vehicles parked here at any one time. A one way system is not at all necessary, nor are speed bumps. The green here is perfectly good as it is and in no need of improvement. The brick wall is there for a reason, to stop the noise from the road beyond.
.....

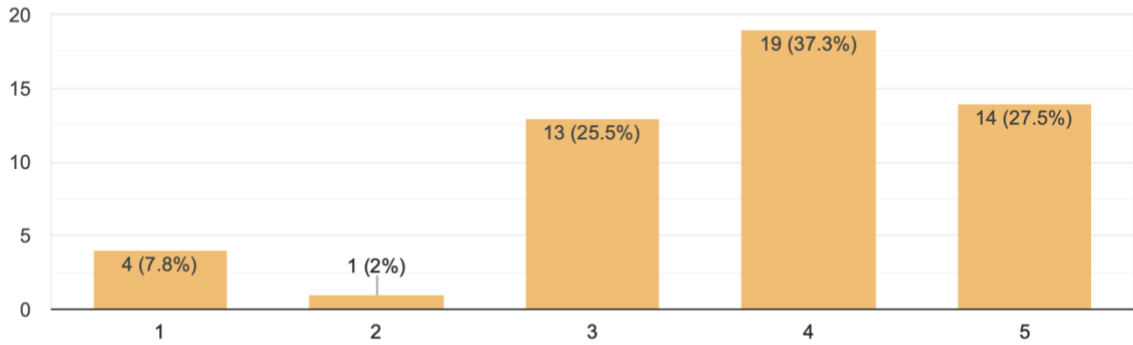
ref: 13. There is an error on map 16 (Kingstone NOT Ringstone) and paragraph 1 of TMP7 fails to mention Hurdles Way Woodland. MNK is based on the assumption that Hurdles Way Woodland is either included in 1.d after the Ringstone Play Space or is added as 1.e
Ref p.49, 6.1.33b- rear parking areas on Hurdles Way are unresolved for two main reasons:
1. Lack of lighting. There is no electricity in the rear carports and these are not good areas for people to want to use during hours of darkness. Many people prefer to park out the front because of this.
2. Limited size. My carport is the right hand of two, the space is narrow and I can't open the driver's door if I park with it next to the wall, so I have to reverse in to the space. If one of the neighbours using the carports opposite have parked more than one vehicle, or have parked their vehicle partly inside and partly outside the carport, there is not enough room for one to reverse in to my carport. A diagram was attached.
.....

Policy TPH1, pages 52, Map (Comment 7)- against planting trees to define parking spaces- birds will perch in trees, mess on cars beneath and cars will then park elsewhere.
Policy TPH7, PAGE 72. Hurdles Way Woodland should be added to policy wording as item (e)

THEME 2: A living Parish and sustainable development

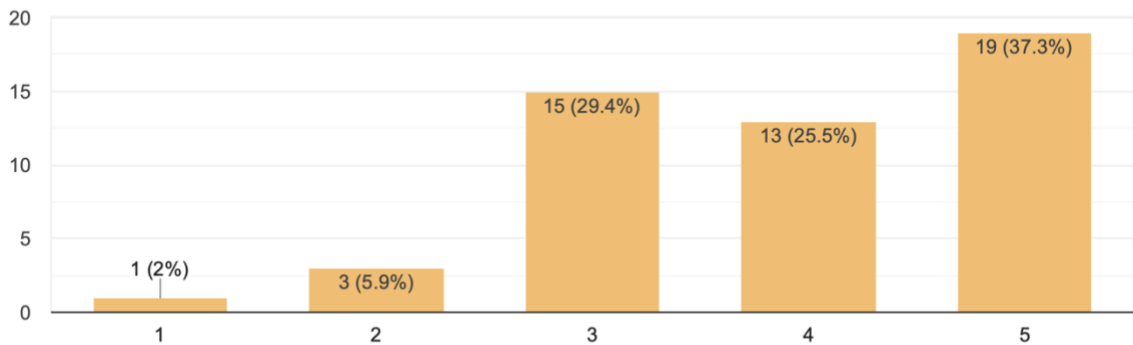
Grain Store site allocation Policy number THP10 Page 90

51 responses



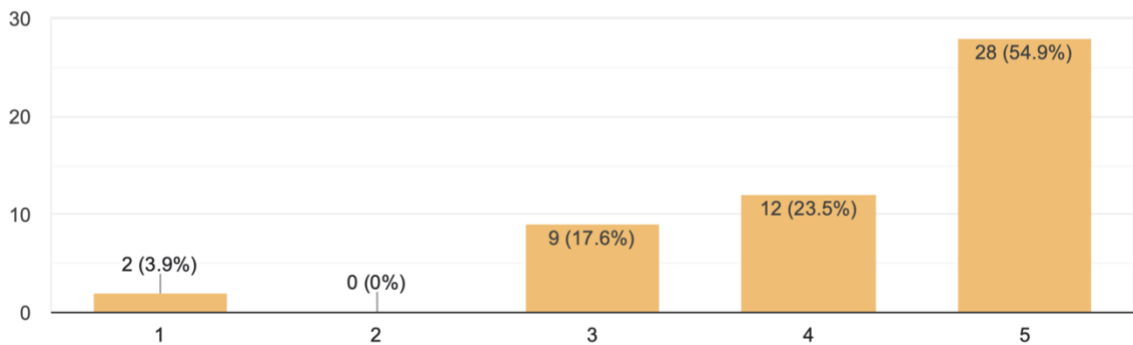
Rural exception sites for affordable housing Policy number THP11 Page 95

51 responses

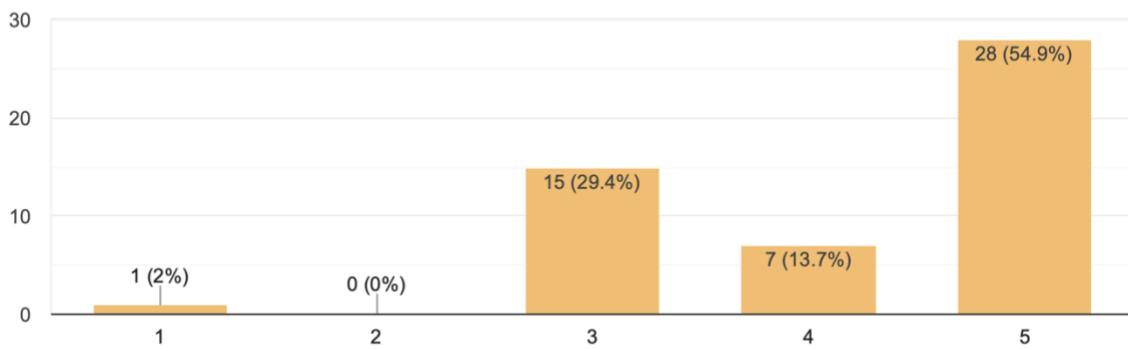


Parking and road safety Policy number THP12 Page 101

51 responses



51 responses



THEME 2: your comments

Horse riding is not sufficient addressed. In a rural village this was an important part of historical life for everyone and remains so for some today. Furthermore it has all the green attributes and for non riders is an important aspect of character of rural life. Policy THP13 should specifically include horse riding on ALL these routes and only permit exclusion on a specific route if there is an overwhelming barrier

.....

I think 20 dwellings on the Grain store site is the maximum that can be allowed but I am in favour of that design

.....

PAGE 90 THP10 : In general I agree with the grain store proposals. My concern is with the tree planting at the back of Sheralds Croft. In the fullness of time if the trees are not maintained (which will happen) they will cast shadows over our gardens and living rooms.

.....

THP12-13 offer promising aspiration, but little practical benefit, while 15 is a commercial venture which offers little or no benefit to the larger community..

.....

Re theme 2 page 10 - 2.6,2.7,2.8,2.9.I agree with maintaining the character and charm of the village as a whole

.....

P107 there could be more footpaths: this area is greatly lacking and there are more possible circular routes including the moat at Fowlmere , which although not part of our parish , is very strongly linked with our community. Parish boundary is so arbitrary for this study

.....

Really not in favour of development at grainstore. More noise, more cars, more disruption for that end of the village.

.....

Essential that there is adequate on-site parking for Grain store site, bearing in mind that because of limited public transport facilities some of the households may have two car requirements.

.....

THP11 make sure the affordable housing goes to local people

.....

reducing impact of vehicles is important

.....

P 90 Grain store site allocation might need to be more than 20 units to become economically viable also generating sufficient Section 106 agreement to enhance infrastructure to support the increase in population.

.....

Page 90 THP 10 Housing b) Affordable housing: there should be legal constraints to prevent profiteering. i.e. purchasing discounted property and selling at a profit.

.....

P98 (6.12.7) 'poorly planned' - given 1920's planning - nobody planned for cars!. Even in 1950's current levels unforeseeable

.....

The grain store site must be attractive to enhance the entrance to the village and the view from the cricket pitch. Traffic control and a suitable planned proposal is vital for Lower St and Farm lane. The location of any exception site on the edge of the village must be well planned. Examples in the neighbouring area have not fitted into the the existing village street scenes. 20 mph limit and traffic calming through the centre if the village are vital. Better parking management for school traffic.

.....

- Nothing has been said to suggest additional provisions for parking will be considered for Ringstone/Hurdles Way - this must be specifically addressed in order to make an informed judgement on proposals.

- The proposal implicitly suggests parking along the green and linear roads will be banned, and people will need to park in their rear parking spaces and garages. I note this has not been made transparent and it's stated this will only be considered if all other options have been exhausted. However no other options or solutions have been put forward.

- I agree there are residents not using their driveways and rear parking spaces and instead taking up more spaces on the road, which needs to be addressed. BUT the majority are using their driveways and this solution will simply not house all the cars on the estate. The proposal suggests you will explore the reasons behind the lack of use of garages/rear parking spaces, but this is for the most part irrelevant. Residents are consistently choosing not to park in these spaces for reasons likely relating to the facilities within the boundaries of their properties, which you will not be able to change. Nonetheless, I outline some likely reasons below:

- Many likely choose not to use their garage for parking due to lack of storage options. For example, I note that several houses on Ringstone are three storey houses with no loft space.

- Those with rear parking spaces, particularly on the A505 side of Ringstone, share this area with several other households (e.g. a block of 4 garages and 4 parking spaces) with physically no room to move a car out the way in order to park in the garage. Residents would be forced to move one car out on to the public road (which will be against the rules if parking here is limited), whilst parking their other car in the garage. If more than one household needed to do this at the same time, it would be an unnecessary logistical nightmare.

- This also does not address the distinct lack of visitor's parking. Even if everyone parked on their driveways/in their garages and this was adequate to prevent parking on the road (which is highly unlikely), where are visitors supposed to park?

- It is also implied parking around the green space in Whitehall Gardens will be restricted. There are literally dozens of cars in this area, outnumbering the parking spaces provided so more information is required on a replacement space.

- Additional provisions need to be made for parking, i.e. new spaces created for the specific purpose

of parking. Or, worst case scenario, if this isn't possible things need to be left as is. Current limited parking provisions cannot be removed. Residents have purchased houses here (and in some cases lived here for 16 years) on the basis they had an adequate parking provision. I personally would not have bought a house here if there was no parking permitted on the road, as I would have foreseen the logistical and space problems created by being forced to use the garage.

- I suspect this will likely also impede future house sales, as a further lack of parking will be another item on the list of undesirable features of Heathfield which you have already listed in the proposals.

- The likely response to restricting parking on the estate's linear roads and boundary of the green space will be further resident disagreement; people simply parking there anyway; and a significantly less pleasant living experience along with a reduced sense of community and cohesion.

- Problems for Ringstone could be resolved by dedicating part of the green space to parking, whether on the grass with lines or replaced by gravel. I note the local council's previous aversion to this but if there is no willingness to consider this (or an alternative space) as an option, restricting parking on the roads is not viable. Furthermore, this option should become more realistic as you have outlined the provision of new additional green/walking/recreational spaces.

-Overall, further detail and specific proposed solutions need to be transparently disclosed before a meaningful yes/no vote on the proposals can take place. Arguably currently, nobody knows exactly what they are voting for (e.g. what are the parking solutions if current provisions are restricted?)

.....

We see no reason for the grain store site having an access road from Lodge Road, even it is intended for egress only which is probably unenforceable. Everything that can be done should be done to minimise use of Lodge Road and Farm Lane for through traffic to the development should be encouraged. These roads are unfit to sustain increased through traffic and are frequently used by villagers and visitors alike for safe pedestrian/jogging use, particularly those with young children. Any increase in traffic through these roads will pose a serious risk to such users.

.....

THP10 needs to be strengthened

.....

THP10: Grain store allocation. Previous objections to this development were around concerns that proposed housing was very densely built (contrasted to the rest of the village) and concern about access/driving down Farm lane.

THP13: Cycle paths connecting nearby villages (eg Fowlmere & Foxton - esp to Foxton railway) would be good. Current path to Fowlmere not wide enough for pushchairs or wheelchairs.

.....

MPM Properties (TH) Ltd (MPM), as developers for the Grain Store site on Fowlmere Road/Lodge Road, broadly supports the policies set out in Theme 2.

MPM note that the District's Local Plan only allows for up to 8 new dwellings in villages such as Thriplow, or up to 15 new dwellings exceptionally on brownfield sites (referred to in paragraph 6.10.6 of the Neighbourhood Plan, and Policy S/10 of the Local Plan). No available brownfield sites capable of accommodating 15 dwellings have however been identified and as a result, speculative development proposals brought forward in accordance with the South Cambridgeshire Local Plan are likely to be of a minor scale of 8 dwellings or fewer. Speculative applications of this scale will not allow for the provision of affordable housing that the community desperately needs as the South Cambridgeshire Local Plan only requires affordable housing to be delivered on sites delivering 10 or more homes. Small scale developments are also unlikely to deliver wider community benefits that can contribute towards the objectives set out in the Neighbourhood Plan. MPM therefore strongly supports the allocation of new development sites in Thriplow that will allow the urgent and unmet housing needs of the village to be met.

Paragraph 6.10.16 sets out the results of a Housing Needs Survey from 2018, showing 22 households in need of affordable housing in the Parish. However, in the Housing Statistical

Information leaflet issued by South Cambridgeshire District Council in 2022 which utilises data from the Housing Register, Thriplow is shown to have a total need of 53 new affordable dwellings (attached). It is recommended that the Steering Group review the data on affordable housing with the housing team at South Cambridgeshire District Council to review whether the Neighbourhood Plan is quoting the most up-to-date figure. The Neighbourhood Plan should be utilising the most up to date and accurate housing need data.

There is undoubtedly a strong need for affordable housing in the Parish, and sufficient allocations should be made to enable delivery of some or all of this need. Likewise, it is vital that sites that are sustainably located, of low sensitivity and suggested for allocation – such as the Grain Store – are developed to their full potential.

Policy THP10 sets out the criteria for delivery of development at the Grain Store, which is allocated for approximately 20 homes. MPM is pleased to see the allocation of this sustainably located, brownfield and eyesore site. MPM broadly supports Policy THP10 but requests that the allocation be increased to approximately 26 dwellings to ensure the future development of the site is viable and deliverable, as set out in further detail below.

Delivery of the Grain store site is dependent on the existing grain storage facilities, which are still active, being transferred to a new site. The landowner has recently obtained planning permission to construct a modern replacement grain storage facility between Fowlmere and Foxton, away from residents and sensitive uses (as per application S/3566/17/FL). The construction of the replacement grain store must however be financed by the redevelopment of the existing site. As per our previous submissions to the Parish Council, to ensure sufficient value is generated by the redevelopment, 26 new homes will need to be delivered on the existing grain store site.

It is therefore requested that the text of policy THP 10 be amended to read “The site shown on Policy Map 20 is allocated for residential development for approximately 26 homes...”. The current wording of the policy could result in the redevelopment being undeliverable on viability grounds.

MPM has undertaken their own capacity testing of the site and has shared these plans with the Neighbourhood Plan Steering Group. Development of 26 dwellings would not compromise the ability of the site to meet the Neighbourhood Plan’s other aspirations, such as provision of open space, tree buffers and parking. Furthermore, delivery of 26 dwellings on a site of 1.2ha achieves a density of 21 dwellings per hectare. Policy H/8 within South Cambridgeshire’s Local Plan states that housing developments, including rural exception sites in villages such as Thriplow should achieve an average net density of 30 dwellings per hectare (though this can be varied depending on the character of the area). Paragraph 125 of the National Planning Policy Framework advises plan-making authorities to set minimum density standards and encourages refusal of applications which fail to make efficient use of land. It should be noted that one of the key tests of Neighbourhood Plan policies at Examination is their compliance with the Local Development Framework and national planning policies. An allocation of 20 homes would fail to meet these standards.

MPM agrees with the provision of primary access from Fowlmere Road (10c), incorporation of pedestrian links and footways (10d and 10e), and generous landscaping around and within the site (10f, 10g and 10h). MPM agrees that the sensitive location of the site requires a design-led proposal (10f). MPM Properties supports the aspiration for low carbon homes and biodiversity net gain on site (10g and 10h). MPM Properties agrees that impact on bats should be avoided (10i).

MPM requests that Map 20 be amended to alter the label “indicative arrangement of new homes – maximum 20no with 40% affordable units” to “indicative arrangement of new homes – approximately 26no with 40% affordable units”.

Policy THP11 deals with provision of rural exception sites in Thriplow. MPM broadly agrees with the provision of additional new affordable housing (supported by market housing where necessary) in sustainable, suitable locations around Thriplow. Part a) states that proposed developments should not exceed the identified local needs for affordable housing. Given the need that has been identified earlier in these representations (for up to 53 units), it is unlikely that local need would be met on any single site.

MPM supports the aspirations of Policy THP12 and agrees that parking should be preferably on-plot.

MPM supports the aspirations of Policy THP13 on protecting and improving existing footpaths.

In conclusion, MPM supports the allocation of development sites within Thriplow, and supports the allocation of the Grain Store. It is felt that a few minor textual amendments and an increase in expected site capacity to 26 dwellings will ensure the development is deliverable for MPM and the landowner, whilst also allowing the provision of much needed housing, open space, landscaping and other benefits to the local community through section 106 contributions.

.....

Refer: Policy No. THP10 Page 90. I do not agree with increasing the number of additional houses in excess of 15 in total. A total number has not been included in the plan only a approximate figure which can mean the site could end up with many more houses. This would not be in keeping with the character of the village. The plan is also very vague as to the style/types of houses and also on any height restrictions . The Grain Store site is not part of the current Greater Cambridge, South Cambs Local plan for Housing as they have indicated they have already agreed to the construction of 48,794 new houses.

Policy No. THP11 Page 95. I cannot see that any affordable housing on the grain store site would have a benefit unless it was under a separate housing association. Because the houses would not be affordable if left to a developer.

Policy No. THP12 Page10. Thriplow does not have the road or pavement infrastructure to cope with more traffic. It is only a suggestion that traffic from the grain store site would leave onto Fowlmere road. If traffic wanted to use the A505 it would use farm lane which is a narrow lane. It is essential that each proposed property has TWO parking spaces rather than the usual 1.5 when developers push this. Without this parking, the Fowlmere Road will be used as a parking site which is totally unacceptable. The Village already suffers from speeding traffic which could be exacerbated by additional vehicles using this road.

Policy No. THP13 Pagev104. As the suggested housing site is nowhere near a existing footpath bridleway and cycling routes. The only footpaths would be the ones required if the development is accepted which is insufficient as other areas, i.e. Lodge Road, Middle Street, Farm Lane and Church Street all need footpaths.

.....

Thriplow Farms Ltd and myself strongly support the allocation of the Grainstore site for housing. The only problem with the plan as written is that it is unlikely to be financially viable with the housing limit at at 20. Even before the recent inflation in build costs, it was tight whether we would be able to afford to build the new grainstore on Fowlmere road with the proceeds from the redevelopment of Lodge Road, and now it is even more precarious. The current proposal from MPM Properties has designed the site with 26 dwellings - this is the absolute minimum that will allow the project to be viable. With fewer than this, we will simply not be able to afford to build our new farm site.

.....

The plan should say the grain store can at least 20 units having refgard to the actual scheme submitted by the developer and viability

.....

RMP 10.1.90 Poor transport links to many areas.
Affordable housing in Thriplow?

.....

Page 105. Routes for non motorists users are important and the diagram shows a sensible method.

.....

It appears from the diagram that the new site for the grain store is on the field adjacent - green belt land- as it is NOT on its present concrete area. We find it extraordinary that the provate land fronting our cottage should be designated a Village amenity without even consulting us- the land owners. We do not face open countryside at the moment. Here on the farm buildings and we may face a building site of 20 houses- hardly a beauty spot.

.....

Policy TPH10, page 90- against footpaths along Lodge road as would prefer to keep our country lanes without further urbanisation.

Policy TPH12, page 101- Would like to see provision of min two car parking spaces for every new dwelling

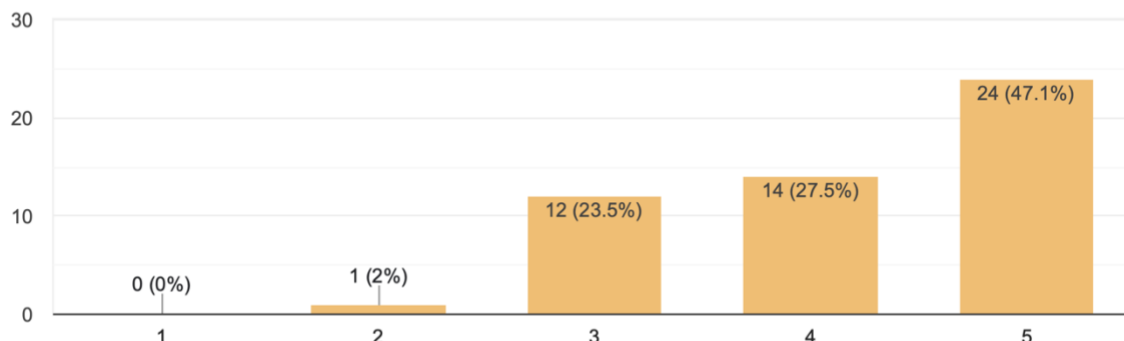
.....

Policy THP10, page 90- map not sufficiently advanced

THEME 3: Social cohesion and Parish links

Improving links between Heathfield and Thriplow Village Policy number THP14 Page 110

51 responses



THEME 3: your comments

Page 48, section 6.1.30 the proposed road connection between Kingsway and Hurdles Way as an emergency way into/out of Kingsway near 103 Kingsway. This needs to be more than a route for emergency vehicles, it needs to be for all vehicles because at 102 Kingsway we sometimes cannot drive out of the estate due to vehicles blocking the road by us. This has happened at least 3 times in the last 6 months, once by electricians working on the light by 82 Kingsway for 30 minutes, an ambulance by us for an hour and a large delivery lorry today by us, for 20 minutes. There maybe other times that I am not aware of. Now the road down the side of Heathfield House has been closed off, we need another way out of the estate. It is not safe at the moment, and another way out is needed. Thank you.

.....

Small benefit

.....

Like the idea of more outside recreational use of fishing lake

.....

TPH 14 The two sites are too far apart but there is a cycle path between the two which is adequate. If Heathfield residents want to drive to Thriplow then there needs to be a better road layout where vehicles turn right off the A505 and onto Gravel Pit Hill. this currently a very dangerous turning and there will be a bad accident there at some point.

.....

P112 (7.4) - agreed as 2. Nice idea but do not feel the realities have been properly addressed. P112 (7.5) agreed as 5. Green spaces not HRA land or managed.

.....

The present connection past KWS is dangerous to walkers, cyclists, particularly children at school time, due to KWS traffic some at high speed.

.....

MPM Properties supports the aspirations set out in Theme 3.

.....

Opportunity for Rural hub and shop to be explored cf. Map 11 page 60 and Theme 3.2.d (page 61)
I am the landowner of 26 Lower Street. There seems no objective reason for the frontage adjacent to the Cricket meadow, belonging to 26 Lower Street and which faces Lodge Road, together with the area of trees and grass behind the house, to be designated a PVAA (see map 11). There is no view of the surrounding farmland. The view is blocked by the collection of run down, largely corrugated iron buildings known as the Grain Store. In addition, I understand that the owner of grain Store will be submitting a further application to build houses on the site. If permission is granted, Lodge Road will no longer define the edge of the village. The trees along my boundary fence are of no particular merit and could not be seen as having historic significance. Beyond the belt of trees lie a few old apple trees and an area of grass, all within my garden. There is no public access. I am aware that the PVAA designation has been in place since 2004, but I did not know this until relatively recently. This brings me to my second and wider objection. It seems extraordinary that restrictions of this sort, which may well have financial implications, can be placed on private property without the landowner being consulted even informed. It seems to me that this is an important issue which should be raised with planning officers as a matter of principle.

.....

THP/3/2d Map 11 (2018)
Objection to designation of land as PVAA on Lodge road

.....

Re. TMP14 3- the existing concrete building is already very difficult to use on a bicycle. Despite raising this via the Parish Council, there has been no obvious attempt made to repair the two places where it is particularly dangerous. I wonder whether the plan will similarly struggle to encourage maintenance of this existing link.

.....

Page 110- I think that the sustainable track route between Heathfield and Thriplow is sensible from viewing this diagram.

.....

Policy THP14, page 110- agree with Woodland area but against recreational space

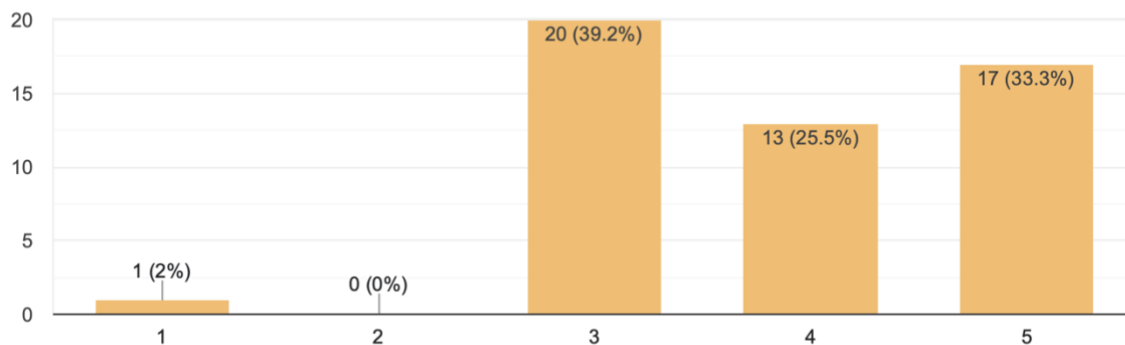
.....

Policy THP14, page 110. Type of linkage suggested would present difficulties- probably only Woodland would work.

CHAPTER 7: Other community initiatives

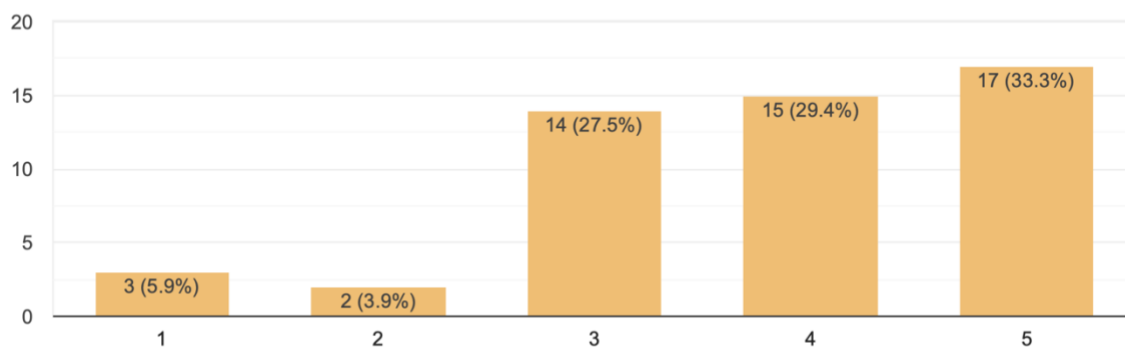
Heathfield road adoption number Initiative number 7.3 Page 112

51 responses



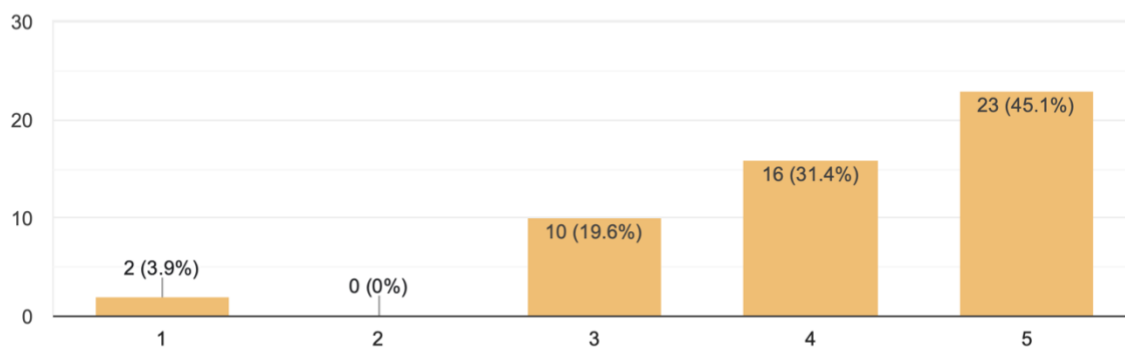
Heathfield Community Centre Initiative number 7.4 Page 112

51 responses



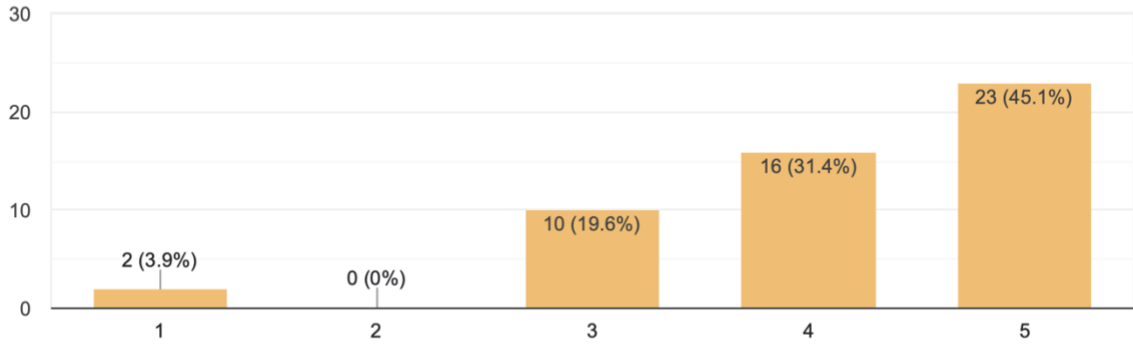
Design and management of green spaces Initiative number 7.5 Page 112

51 responses



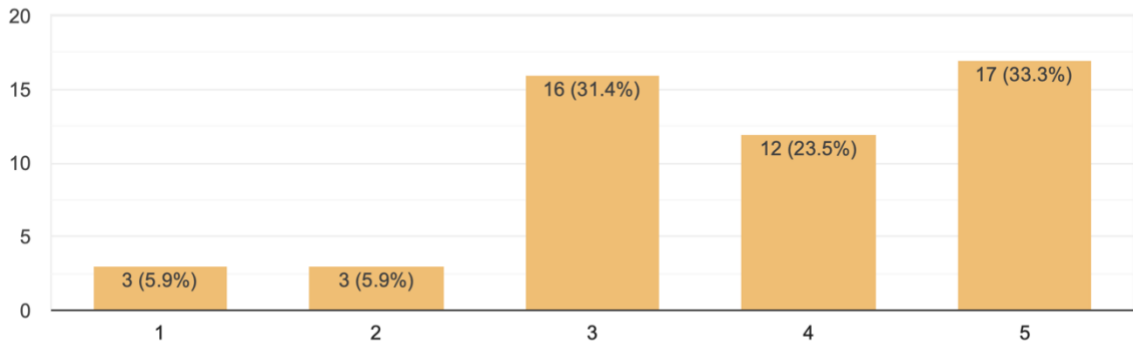
Design and management of green spaces Initiative number 7.5 Page 112

51 responses



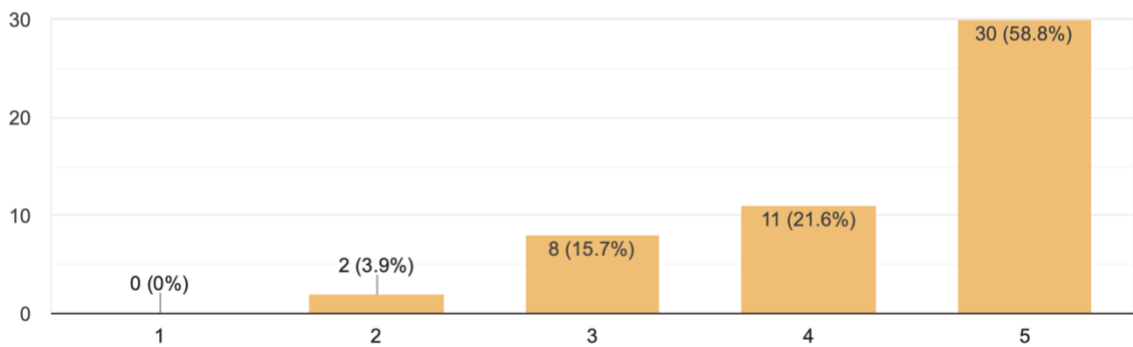
Improved outdoor recreational facilities Initiative number 7.7 Page 113

51 responses



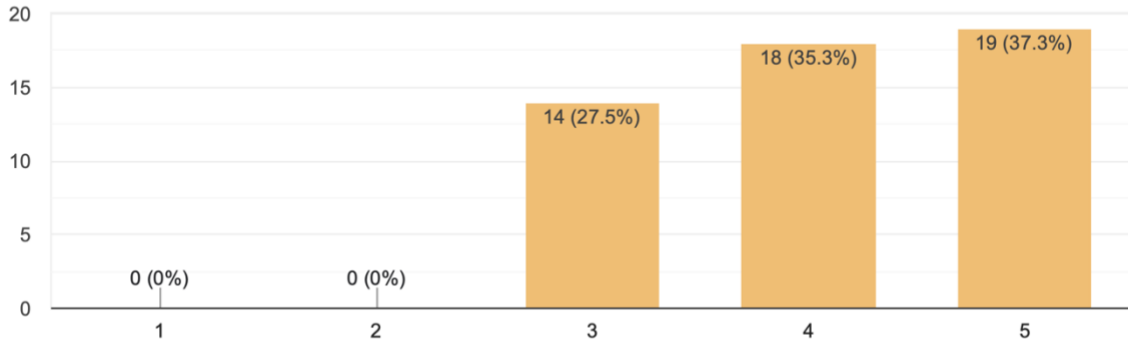
Improving rural footpath network Initiative number 7.8 Page 114

51 responses



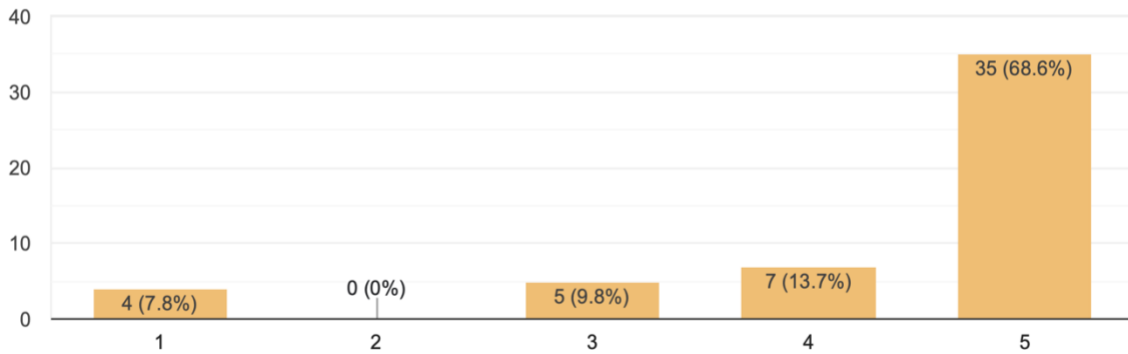
Improving links between Thriplow and Heathfield Initiative number 7.9 Page 114

51 responses



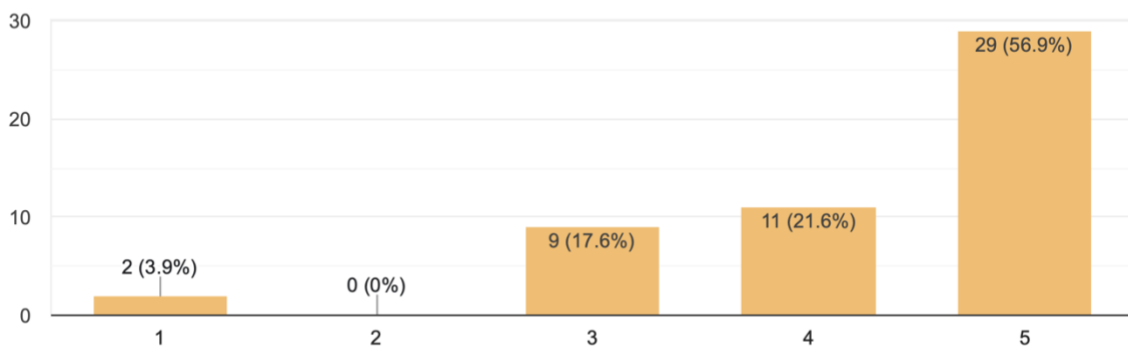
Protecting Heathfield and Thriplow from HGV movement through the Parish Initiative number 7.11 Page 114

51 responses



Reducing Parish speed limits Initiative number 7.10 Page 114

51 responses



CHAPTER 7: your comments

Initiative 7.8 The footpaths should ALL be classed and used as bridlepaths. There is no fundamental reason why they should not. Historically people travelled on foot or by horse and the later classification as 'footpath' was arbitrary.

.....

The plans for improving nature connectedness, biodiversity and green spaces are very poor. They should be much more focussed on respecting nature rather than needless construction and artificial things made with human intervention.

.....

7.9 improving connectivity - if improving path across the Ringstone green space, then get an all weather surface on the rest of the path to the KWS buildings.

.....

Chapter 7 is long on aspiration but has little practical benefit

.....

I support 7.3 7.4 7.5 and 7.6 as this will improve facilities for Heathfield area

.....

7.7 the Ringstone/hurdles Way woodland must be opened up for recreational use. Need for extra car parking on this site next to A505 is desperately needed.

7.10 safer cycle routes for children and adults to cycle to public transport connections is essential

.....

Fully agree re HGV in village. Ruined the roads. Noisy too. 20mph would be safer but will this be a negative affect to the villages aesthetics with loads of 20mph signs and speed restrictions within the parish?

Slightly worried that the cricket pitch may be made redundant and then allow for development? Any info on this?

.....

Initiative 7.10 does not mention speed limits and 7.11 does not mention HGV's. Are these by implication?

.....

Better footpaths, more aesthetically pleasing /sound counselling vegetation would be very beneficial. South Cambs Council adopting the roads of heathfield etc. Would be incredibly beneficial and free up money provided by stakeholders of HRA for other important matters.

.....

7.10 The current traffic calming speed bumps in Thriplow are useless and we need something similar to Fowlmere asap

.....

P 114 HGV movements. Limited HGV movements are required to support the living rural village policy aims and allow farming business and KWS seeds business to continue to attract employment and economic activity in the village. However, I fully support measures to avoid developments increasing HGV traffic.

.....

Section 7.7, p.113: the woodland and watery areas are charming oases of (relatively) untamed, unmanicured countryside that I would prefer to be left alone.

The Minutes of the Parish Council meeting on 9th January mention problems with bike riders (4 b). Motocross bikes are not BMX bikes, but this item does not encourage me to think a BMX track would be properly used.

.....

Section 7.7, page 113: I agree with the provision of additional recreation areas, but would not want to see the existing woodland south of the angling lake be compromised.

.....

Slowing traffic speed into and through the village is important.

.....

Initiative number 7.7 pg113. The fishing ponds and adjacent woodland are used by wildlife (nesting greylag geese, muntjac and roe deer amongst other animals) and provide a wildlife corridor through otherwise barren agricultural land. Any development should enhance the natural environment and wildlife/biodiversity: a bmx/pump track does not seem to be appropriate development in this area. Enhancing the ponds and woodland for recreation is a good idea - with an objective to maximise wildlife/biodiversity and 'forest-bathing' opportunities for local people (something similar to Fowlmere nature reserve?). Improving access to the woodlands and joining up these places/spaces would help.

I agree that other outdoor recreation space should be increased/improved. Unlike other nearby villages Thriplow doesn't have a proper multi-purpose recreational space for local kids (and adults) football and rugby clubs to use, or tennis courts, as well as it not being large enough for cricket. (eg Fowlmere, Foxton, Whittlesford & Duxford recs all host kids football on their recs; Duxford and Foxton also have tennis courts)

Thriplow playground is also looking a bit tired compared with newly refurbished playgrounds like Harston, Hauxton, Duxford and Whittlesford. Duxford and Hauxton village halls/recs also have a cafe! BMX/pump track and/or skateparks are good ideas and help provide entertainment for older children, they just need to be sited in the right places! (see example of the Trumpington pump track off Foster Road, near Trumpington pavilion).

.....

MPM Properties supports the aspirations set out in Chapter 7.

.....

Our business relies on HGVs to move what we produce, it will not be possible to function if their movement is restricted. I understand we do not want Thriplow to become a rat-run of HGVs, but it is not currently so, and I do not see a reason why it will become so in the future.

.....

P 112. there is no need for a community centre in heathfield. There is an excellent village hall in Thriplow village. P114. The footpaths to thriplow are adequate.

.....

In initiative 7.5 the plan envisages co operation between the Parish Council and HRA. Not all Heathfield residents are members of HRA. Engagement should seek to involve all residents, not just those on certain streets.

.....

All Pages on Chapter 7 are very sensible initiatives

.....

Points and initiative numbers are all wrong in this section.

Point 7.7, page 113 R Smith is the landowner NOT the Angling club. BMX track is not viable- would attract many outsiders arriving by car and needing parking facilities.

Point 7.8, page 113- Cricket club no longer want to relocate

Point 7.11, Page 114- agree Woodland but not to recreational space

.....

Numbering wrong and confusing- initiative numbers not given- point numbers quoted instead! Point 7.7, page 113- Angling club not landowner- Robert Smith is.
BMX track not viable- would attract people from surrounding areas arriving by car so car park would also be needed.

Your comments on other sections of the Plan including appendices and supporting documents

It would be good if some kind of pavement could be developed for Middle St

.....

No practical value

.....

On map 3, the Northern part of the garden for No 17 Church Street is shaded brown to indicate association with listed building. This was the case prior to 2020 when that garden belonged to number 9 Church Street (listed) and was considered to be within its curtilage. However that changed in 2020 when the associated listed building was sold and the garden (shaded as woodland on OS maps due to mature ornamental and fruit trees) was separately registered and incorporated with the rest of the gardens of No17. The map should be corrected and the brown shading removed.

.....

(Master Plan, MP) Site assessment - the map of Heathfield shows something in the wildflower meadow behind Kingsway with no explanation. Does not appear on any other Heathfield map. MP 3.3 LCA fig 3 - van has been removed by SCDC from owner's private land! Pic superseded. MP No to traffic calming in the estate. MP fig 104 The fence has been replaced with an excellent brick wall. Pic superseded. P98 LCA c) car parking on Whitehall Gardens has never been allocated to specific properties. Generally there is too much duplication and swopping between themes in the Neighbourhood Plan to 2041. This makes commenting and scoring difficult and off-putting. HRA Board members (x 6), have spent many hours reaching the responses given here.

.....

Section 2.14, page 17: the statement that the Daffodil Weekend has not happened for the last two years is now out of date

.....

- No opposition to increasing greenery around the estate e.g. to block the view of the car dealership and garage, assuming this does not further reduce parking. I think it is a nice idea that will improve aesthetics.

- I assume the trees placed in the proposed drawings are for illustrative purposes only - one is directly outside my house which I would strongly oppose.

- I do not think the voting system for this proposal represents a true democracy. If I have understood correctly, it will simply be a YES/NO vote count across the entire parish. This is not a true representation of each area, as those in Thriplow will only be voting with an interest of the proposals in respect of Thriplow which could skew the data. It would surely be fairer if a vote was counted for each area/set of proposals, meaning even if Heathfield for example opposed the proposals impacting Heathfield, this would not impede the implementation of successful proposals in Thriplow.

- Equally, this all or nothing approach means that whilst a majority may support most of the proposals, they may be forced to vote "no" due to opposition to one particular proposal (e.g. parking). This would mean the several unrelated supported initiatives would not be able to move forward, which would seem counterproductive.

- In summary, I think more detail is required for an informed decision, and it will be challenging to simply vote yes/no to all (and unfortunately people with any oppositions are more likely to default to no).

.....

MPM have reviewed the Development Design Brief for the Grain Store site and would like to make the following comments.

The Site Specific Design Principles sets out in the first bullet point that the site should provide “approximately 20 dwellings”. Whilst we support the flexibility that the word “approximately” provides, as set out in our representations above, delivery of only 20 dwellings a) will not meet the affordable housing need of the Parish, b) would not realise sufficient value from the site to fund the relocation of the existing grain store, and c) would be contrary to Local and National planning policy on density. The allocation is unlikely to come forward unless a larger number of dwellings are provided. MPM therefore requests that the text be updated to read “approximately 26 dwellings”.

The second bullet point states that public open space of at least 0.4ha should be provided on the western part of the site. MPM supports this aspiration.

The third bullet point states that access should be provided from Fowlmere Road. It further encourages properties to front Fowlmere Road. Whilst MPM agrees with the provision of strong street frontages, it is not necessarily the case that the fronting of houses onto the external streets is the only solution to the design of the site. This aspiration would appear to conflict with the aspirations to preserve and deliver new boundary landscaping; provide only one main vehicular access from Fowlmere Road; and provide on-plot parking at the front properties (as per policy THP12). It is therefore requested that bullet point three be amended from “Houses must be outward facing – fenced rear gardens must not back onto the road” to “It is recommended that strong road frontages of either landscaping or built form are provided.”

The fifth bullet point supports the retention/provision of trees on the boundaries of the site, and skyline trees within the site. MPM supports the provision of trees within the development, as well as the Plan’s aspirations for “right tree, right place”. It is suggested that the text be amended to state “new skyline trees be provided where possible...” to ensure that any internal trees which are proposed are part of an integrated design solution.

The sixth bullet point seeks to ensure the scale and density of built form reflects the scale and density of the estate to the north east (assumed to be Sherald’s Croft Lane). However, it is noted that Policy THP3 seeks to ensure that new development is appropriate to existing site context, as well as to its surroundings. The Grain Store is currently a high-density site with buildings up to 10m tall. Subsequent points within the Brief aspire to an agricultural character, and it is strongly suggested that an “estate feel” should be avoided. MPM does not consider it appropriate that new development should be “reflective” of the neighbouring suburban post-war estate. It is requested that the text be amended to “Ensure the scale and density of the built form is appropriate for the village of Thriplow and harmonises with the rural edge / Green Belt.”

The seventh bullet point states that existing vegetation should be retained. MPM supports this aspiration and any future planning application will be informed by the findings of a tree survey.

The eight bullet point states that the architectural design should reflect the agricultural character of the area, including bespoke architectural solutions. MPM supports a bespoke architectural solution for the site. As per our previous comments to the Parish, MPM consider that the design advice should not be overly prescriptive to enable such matters to be considered in detail as a planning application is prepared. We therefore suggest that the final sentence of bullet point 8 be amended from “This should be reflected in terms of layout and vernacular materials seen in farmsteads” to “This may be reflected in terms of layout and vernacular materials considered appropriate to the village context”.

MPM supports the 9th, 10th and 11th bullet points on pedestrian permeability, sustainable building designs and screening to the south.

As above, MPM requests that the label on Figure 4 be changed from “maximum 20” to “approximately 26”.

.....

The Heathfield has needs of its own, post box for letters and parcels. We lost the shop so a new shop would be the obvious for people to collect post and parcels.

.....

On p.46, 6.1.25b, the plan appears to suggest that Hurdles Way management company has some responsibility for the limited access between Hurdles Way and Kingsway. I have been involved in helping to run the Hurdles Way company (HDMC Ltd), since 2016. We were not consulted before the gap in the fence was first blocked up, then turned into a gate, then the gate was removed to leave a reduced opening as it is now. Nobody on Hurdles way was asked for their opinion whether this was a good idea or not. I believe most people on Hurdles Way would prefer that the fence was removed. The company would gladly ass thos to the agenda of our next AGM if proposal were to be made to us. I have attended PC meetings and been in with PC and HRA members on several matters over the years so people know how to find me.

.....