

FEEDBACK AT END OF CONSULTATION SEPTEMBER-OCTOBER 2020

Subject	Comment or Suggestion	Reaction	Response
Affordable Homes	I hope developers can be encouraged to build with the needs of the community uppermost in their projects for the future. There is a need for choice in 1 - 2 bed homes for the young, those who live alone at any point in their lives and the older generation who would like to remain independent in their own community.	Noted	Yes; GAM1 includes this requirement of developers.
	Agree that Gamlingay needs more affordable homes!	Noted	Yes; GAM1 includes this requirement of developers.
	There are not enough properties that are affordable for the young people of the village. This means that they need to move out of the village where they have grown up	Agreed	Yes; GAM1 includes this requirement of developers.
Cycling and Walking	All for the provision of better walking and cycling options. They are lacking currently in the area. Can we get a safe cycling track to Potton?	Agreed	This aim is included in the Cycling and Walking Infrastructure Plan and in GAM9 and GAM10.
	I think improved pavements/cycle paths to Potton would be beneficial as the local bus link is not great. The distance to walk to Potton is minimal if we have safe pavements.	Agreed	We have consulted with Potton (the Green Wheel) and have their support for such a link.

First School	P5, Objective 4: There is no mention of the impact an increased population will have on the doctor's surgery and how this will be addressed. It is already difficult to get an appointment within an appropriate and realistic timescale.	Noted in 2.21	This problem is noted in the Neighbourhood Plan (GAM8 4.56 ...) but it is a matter for the Health Authority rather than the Neighbourhood Plan.
Getting About	It is important to help mitigate the climate crisis that housing developments aren't built to rely on cars or private transport. Improved transport links are required in the village. This ties in with my comment above about building houses to the highest environmental standards.	Noted	The Neighbourhood Plan aims to improve walking and cycling in the village with appropriate development. See Map 10 on p60. GAM9 and 10 are the policies relating to transport.
	How We Get About - Objective 5. I fully support a development of pathways to promote walking, cycling and horse riding. I think the development of the meadows in Station Road shows what can be done and again is a credit to the Parish Council and all involved. Gamlingay is a fantastic place to walk the dog.	Noted	Thank you for your support
	The Plan looks good. p4 it's important to maintain the integrity of the village with its settlements and their separation. Ways for people to walk, cycle and ride their horses are important as well, anything to reduce dependence on motor vehicles.	Noted	Thank you for your support
	Objective 4 - I support Policy GAM10 and believe that there is an opportunity to develop adult education services within the empty school accommodation and also ability to provide a "man shed" for development of practical skills for village members of all sexes which may also develop into services for the elderly and disadvantaged.	Noted	GAM8 supports the community use of the school buildings
	Objective 4: community amenities and facilities. While the desire to increase safe cycle routes is excellent there is not enough consideration. I to creating walking routes. Currently there is poor on foot access to neighbouring villages. There are no or very limited footpaths and walking to Waresely and the Gransdens requires road walking. Getting to Potton requires using badly maintained paths alongside the travellers' site which is quite unnerving. There are a lack of good circular routes from the village of	Noted	We would support other villages if their Neighbourhood Plans aimed to encourage a link with Gamlingay. The Steering Group aims to maintain liaison with similar groups in the surrounding villages. The Neighbourhood Plan text will encourage multi-use paths, rather than only for cyclists.

	a medium length. You either have 3 miles around the village or it's at least 7.5miles and there is only one option (Tetworth).		
	I'm very much looking forward to seeing the cycle paths and walking routes get expanded and improved.	Noted	The Neighbourhood Plan fully supports these developments but it is only the starting point and depends on developers' contributions to bring them to fruition – see GAM10.
	Page 5 Objective 5 When this tenet of the Neighbourhood Plan was first proposed no one could possibly have imagined how vital the opportunity to exercise locally would be in our Covid environment of 2020. The need for this network together with its maintenance will enable the community to remain both physically and mentally fit during the coming years not only during the pandemic but far beyond.	Noted	Thank you. Yes, COVID-19 has highlighted some of the benefits of ways of getting about other than using motor vehicles
	Page 5 paragraph 5 Very much for promoting walking, cycle and riding paths particularly along Drove Road.	Noted	Thank you. See Map 10 p60 of the Neighbourhood Plan for more on this subject.
	We also need significantly more support for non-car use journeys in the village (and between neighbouring villages) eg cycle paths and lanes that safely segregate cars and pedestrians from cyclists. We should plan, for example, for all children within the parish to be able to cycle to school on dedicated cycle ways.	Noted	Unfortunately, we are restricted from installing cycle paths in some areas because of the lack of threshold pavements in the older parts of the village. The Cycling Infrastructure Plan looks to improve cycle paths where there is space so to do.
	Transport: I fully support the call for better public transport and cycleways. Safe walking and cycling routes which link up the villages would reduce the number of cars on the road. This would reduce our carbon footprint and the chances of accidents, and would encourage people to embrace the outdoors for their physical and mental wellbeing. It is increasingly difficult, and dangerous, to drive along Church Street where two cars cannot safely pass and passing spaces between parked cars are often hard to come by. Could a one-way system be considered in the village?	Noted	Unfortunately, we are restricted installing cycle paths in some areas because of the lack of threshold pavements in the older parts of the village. The Cycling Infrastructure Plan looks to improve cycle paths where there is space so to do. One-way systems have been considered but rejected for several reasons by the County Council and the emergency services.

	Map 10 Routes - it would be good to see more local routes needed for easier/safer cycling within the village to reduce congestion rather than relying on more car parking (which just makes it easier for people to rely on the car). For example from the housing in the west of the village with safe bikes routes to Church St, Eco Hub, doctors and the Primary School. This will encourage parents/children to make the trips by bike supporting the school travel plan.	Noted	Unfortunately, we are restricted from installing cycle paths in some areas because of the lack of threshold pavements in the older parts of the village. The Cycling Infrastructure Plan looks to improve cycle paths where there is space so to do.
	P56, 4.66: better provision for safe cycling routes. Like idea of dedicated cycle path to Potton.	Noted	The Cycling Infrastructure Plan looks to improve cycle paths where there is space so to do.
Green Spaces	It's also important to protect smaller green spaces such as verges and small greens within existing developments and ensure that sufficient new green space is provided in any new developments. Children need places to play safely and everyone needs green space for amenity.	Noted	The Neighbourhood Plan aims to encourage the preservation of green spaces in all developments – but many green spaces in the village are already privately owned, not run by the Parish Council, such as in Greenacres.
	4.60: Green spaces for bowls club, 2 nd child-friendly play area and small car park	Noted	Thank you for these suggestions.
	Page 5 Objective 4 On viewing the map of the village showing the Key Policy Areas 1 - 12 it has underlined the importance of the preservation of the Green Space amenity at the site of the old First School. It will definitely be an oasis for a whole swath of central Gamlingay.	Noted	Thank you.
	It would be lovely to see the old school site turned into an outside space maybe with a cafe that all the community could use.	Noted	Thank you; policy GAM7 covers this idea.

Housing– Environment	<p>All new buildings built to high environmental standards - good. When it says highest, do you mean the very top, ie going well the basic requirements? Please hold developers to this.</p> <p>This should include biodiversity-enhancing features, eg swift bricks, starling/house sparrow nest boxes, green areas. Can this include water-recycling and water capture too? Ie using grey water to wash cars, flush toilets etc.</p>	Noted	<p>The Neighbourhood Plan encourages such standards, but developers will have to decide how far to comply when aiming for planning consent.</p> <p>These will have to remain aspirations while building regulations are at their current levels. Specifying higher standards might cause rejection by the Planning Inspector.</p>
	<p>Some comments about Housing Growth, in particular with reference to Fuel Poverty (p.40 Para. 4.2) I wholeheartedly support the South Cambridgeshire City Council and the South Cambridgeshire District Council Housing Strategy when it says "we want to see homes built that are environmentally sustainable and to encourage well designed developments especially in terms of on site renewable energy and low carbon technologies." Concerning the two developments at Green End and West Road I think it is vital that environmental sustainability of the highest specification becomes a top priority in these projects. Gamlingay already has an excellent and wide spread reputation for energy efficiency in the Eco Hub and it is vital that this is carried through to other residential and business buildings.</p>	Noted	<p>The developments at Green End and West Road have already been granted planning consent so there is no further influence that the PC or the Steering Group can exercise over the specifications of the buildings.</p> <p>The Eco Hub had a higher specification because the village built it and exercised control of the design. These are the higher aspirations of the Neighbourhood Plan for the next developments.</p> <p>In addition, the Neighbourhood Plan cannot set higher standards than those required by national regulations – Ministerial statement in 2015.</p>
	<p>I would like to see a commitment to new developments being designed to work with nature, not against it, and to the best environmental standards. Solar panels, rainwater harvesting systems, insulation, bird boxes and green spaces featuring native plant species are some of the features which should be included as standard and would help reduce our impact on the natural world, and to bring back the balance.</p>	Noted	<p>The Eco Hub had a higher specification because the village built it and exercised control of the design. These are the higher aspirations of the Neighbourhood Plan for the next developments.</p> <p>In addition, the Neighbourhood Plan cannot set higher standards than those required by national regulations – Ministerial statement in 2015.</p>

Housing– Location	I think we should only build new houses within the development framework. We should encourage local businesses to stay.	Noted	Agreed; GAM3 and GAM4 assert these requirements respectively.
Housing– Type	Page 4 Objective 1 I hope developers can be encouraged to build with the needs of the community uppermost in their projects for the future. There is a need for choice in 1 - 2 bed homes for the young, those who live alone at any point in their lives and the older generation who would like to remain independent in their own community. Keen on affordable housing for our youngsters too ie 1 and 2 bedroom properties	Noted	Agreed; GAM3 and GAM4 assert these requirements respectively.
	Thank you for giving residents the opportunity to comment on this plan. Housing development: New housing is essential to cope with our growing population and I have no scruples with new homes being built in the village giving more people, especially young people and young families, the chance to enjoy village live here in Gamlingay. House prices are high in this area, so more affordable homes are necessary.	Noted	Agreed; GAM3 and GAM4 assert these requirements respectively.
	Policy GAM10 – support the idea but question whether this should this be applied to all housing developments. At £10 per sqm for single house applications for example, this will be a small sum which may end up costing the local authority and developer more in legal fees to secure the S106/unilateral undertaking than the actual amount received.	Noted	

	<p>Objective 1 – whilst agree there’s not enough affordable houses in the village even buying 1and 2 bedroom houses is not what I would call affordable. I would say they need to be available for buy to rent schemes or rent. In addition, putting up any more houses in this village would require growth of local facilities. The Co-op which I use regularly and love is simply not big enough to supply demand. When we’ve all been forced to use it in the recent pandemic shelves were emptied not just by panic buying but simply not enough capacity to supply. The other issues is the dreadful congestion caused by the use of our local shops and pub on Church Street it is completely a nightmare using that road in your car. There have been at least two traffic accidents on that road because of the cars parked along there this year that I know of and it is only a matter of time before one of our children is hit by a car along that road. We simply cannot sustain anymore developments without addressing local amenities. Not that is going to stop development on Green End and RH Wales site, which I think would make a great place for a larger shop with parking rather than more houses. I don’t agree with any large-scale developments in the village. It just is not big enough to sustain it. I’m worried the amount of houses proposed on the old Green End industrial estate is going to ruin the village.</p>		<p>The plan supports 40% affordable housing which includes affordable rental properties and shared ownership options – requirements of the current Local Plan. The Local Plan also restricts new housing developments to 30 units or fewer in Gamlingay.</p> <p>Congestion and parking are recognised issues and the Neighbourhood Plan is proposing that residents walk and cycle more to reduce short trips in the car, to access shops, for example. GAM9 and GAM10 are purposely to create better infrastructure to be able access our services, shops and facilities in the centre of the village.</p> <p>GAM8 suggests one potential use for the old school building on Green End as a ‘community shop’.</p>
Local Economy	<p>Page 5 Objective 3 It is of great importance that our community has the opportunity for employment in as many diverse areas as possible. These 'home-grown' jobs bring health and wealth to the whole community.</p>	noted	<p>The Neighbourhood Plan aims to nurture existing businesses (GAM4) and new (GAM5)</p>
	<p>Page 5 paragraph 3 Developing and extending existing industrial sites along Drove Road but with no new infrastructure to cope with possible extra traffic.</p>		<p>The draft Neighbourhood Plan recognised the concerns voice about traffic on Drove Road, and no additional land would be used for businesses. The Neighbourhood Plan aimed for no more than 25% increase in existing businesses. GAM4 addresses the need to limit adverse effects of any expansion, within this limit, on local amenity or property etc . . .</p>

	<p>Policy GAM10 - support the idea but question whether this should this be applied to all housing developments. At £10 per sqm for single house applications for example, this will be a small sum which may end up costing the local authority and developer more in legal fees to secure the S106/unilateral undertaking than the actual amount received.</p>	<p>Thank you for your comment.</p>	<p>The Steering Group has taken advice from the Statutory Planning Authority on this subject (S106 agreements). NP proposing a standardised S106 clause which minimal cost to single house applications.</p>
	<p>Objective 3 – welcome the creation of jobs in the village. Lots of people working from home now. Need fast internet connections for this.</p>		<p>OpenReach (formerly BT) has been in contact and the PC will take this further. An article in Gamlingay Gazette for January/February 2021 refers.</p>
<p>Natural Environment</p>	<p>Page 61 Natural environment. (Objective 6 and policy GAM11)</p> <p>I think this policy should be rewritten, removing the words 'where possible'. Leaving that in gives the option to not - of course it is not always going to be possible, but the aim should always be to protect and enhance as standard. For example, objective 3 doesn't say: We will nurture and grow local businesses to sustain and where possible develop new employment opportunities in the Parish for our residents. So it's not consistent - the natural environment, open space and biodiversity needs to go from being 'a nice to have' to essential.</p> <p>In light of that I think Objective 6 should read: 'We will protect and enhance the natural environment and the biodiversity of the Parish.' That seems like a good aim for the Parish Council.</p> <p>Page 61 para 4.81. This paragraph refers mostly to biodiversity around the village, but not in the more built up areas. Gamlingay Wood is very important, but by no means the only wildlife feature of the parish. Eg: Millbridge Brook Meadow (which is largely currently being managed as a park and could be managed better to improve its biodiversity value as a meadow and still have access (with no negative impacts) to those that use it for leisure eg dog walking.)</p>	<p>Thank you for your suggestions.</p>	<p>We agree and will look at ways of strengthening the requirements.</p> <p>The Steering Group will review the draft Neighbourhood Plan and use your examples.</p> <p>We would be grateful for your suggestions for Appendix 2.</p>

	<p>The sentence 'The parish's open fields support brown hare and partridge' should be clarified as there are two partridge species in lowland England: Red-legged are non-native and released for shooting, while grey partridges are native and declining. So if the sentence refers to greys, then great, but if it's red-legged then it's not worth mentioning.</p> <p>Birds include barn owls, garden warblers and blue tits. These are not the best species to pick out, perhaps barn owls aside. All these species are important, but the village also contains three rapidly declining species that rely on urban environments to survive: swifts; house sparrows and starlings. Most people know of blue tits, yes, but the three species I've just mentioned are in much more peril and will only survive through human intervention. So it's a surprise they are not mentioned.</p> <p>All three can easily be helped by the provision of nestboxes in urban areas. This should be included in the Objective 1 and ensuring that houses are built to the highest environmental standards.</p> <p>I appreciate that it's a balancing act to protect and enhance biodiversity and development. But it's currently not balanced and needs to shift towards nature to achieve this balance.</p>		
	<p>Nature: We have some fantastic green spaces which support species like water voles, house sparrows and starlings. There are also opportunities to do more, to bolster these fragile populations and give nature the boost it needs, for the benefit of everyone. Nature in the UK is declining rapidly. But small, smart measures can help, whilst still maintaining the between nature and people. For example letting road verges grow long where safety allows, and planting native hedgerows for birds to nest in (which also help create privacy and noise reduction for roadside housing). Wildflowers, which are the foundation of the natural food chain and relied upon by almost all species either directly or indirectly. Millbridge Brook Meadow is currently managed more as a park, but</p>	<p>Thank you for your suggestions.</p>	<p>We agree and will look at ways of strengthening the requirements.</p> <p>The Steering Group will review the draft Neighbourhood Plan and use your examples.</p> <p>We would be grateful for your suggestions for Appendix 2.</p>

	<p>by altering the management to encourage more wildflowers in a few more areas of the meadow, it could still be enjoyed by both dog walkers and naturalists alike and bring nature back in balance for the village.</p> <p>Birds: Blue tits are mentioned in the plan, however these are a thriving species. Swifts, house sparrows and starlings are all red-listed and of conservation concern, and would be worth focusing on.</p> <p>Gamlingay is home to a small population of swifts, a species which has declined by 90% in the UK. If each new house was installed with swift bricks and house sparrow nestboxes, and by ensuring natural food sources in the form of berry-bearing trees and hedges, we would give the colonies of these species room to grow and help ensure their survival for the future. Public buildings like the eco hub would be another excellent place to install nest boxes, bug hotels and other features.</p> <p>Nature is easily overlooked, but scientists and experts are urging us to put it higher on our agendas. We are not apart from nature but part of it, and dependant on it. Nature mustn't be put into 'pockets' but incorporated into our townscapes and villagescapes for the benefit and enjoyment of all.</p> <p>Thank you</p>		
	<p>Objective 2- it is essential we maintain the countryside around us and the diversity around us. We have been blessed with ancient woodlands that need protecting. Would welcome any more natural spaces created for wildlife. So terrible trees have been ripped down this year in the height of nesting season by developers.</p>	Noted	Thank you, see GAM12.
	<p>Objective 6- absolutely need to protect the wildlife of Gamlingay in particular the woodlands and would like to see the creation or extension of more spaces like Millbrook meadows. The wildlife we've seen through this year has been a revelation water voles, grey wagtails, king fishers, butterflies, wild flowers. I think the gardener though is a bit too early cutting back the wild areas.</p>	Noted	Thank you, see GAM11 and GAM12.

Outlying Hamlets	The outlying hamlets should keep their identity and not be built on.	Noted	Thank you, see GAM3.
	Impressed by the plan as stands. Particularly the declarations to keep Gamlingay and the various hamlets and small holdings separated and the exclusion zone around Gamlingay wood.	Noted	Thank you, see GAM3 and GAM12.
	The Plan looks good. p4 it's important to maintain the integrity of the village with its settlements and their separation. Ways for people to walk, cycle and ride their horses are important as well, anything to reduce dependence on motor vehicles.	Noted	Thank you, see GAM3, GAM10 and GAM12.
	There appears to be very little mention of biodiversity/nature and no mention of climate change at all. Given the twin emergencies facing us, we should use this opportunity for Gamlingay to do all it can to become carbon-neutral and nature positive. This could include a commitment to only approving low/zero carbon and nature positive housing developments and considerably more space for nature within the village's green spaces - there seems to be some implicit assumption that because we're rural, there's plenty of space for nature in the wider countryside. This couldn't be further from the truth, and we are surrounded by classic intensive farming which has very little space for nature to thrive.	Noted	Thank you. We recognise the value of your concerns and hope that the text in GAM1, GAM11 and GAM12 in the draft Neighbourhood Plan is sufficient, but we will review the draft to see if there are ways to strengthen references to climate change.
Parking	Objective 5: how we get about While it is laudable to expect developers to provide local access to amenities, the reality is that public transport is poor and unlikely to improve. There must be appropriate car parking spaces in any new or modified developments to include at least 2 car spaces per 2 bed + house. It would also be appropriate for electric car charging points to be included in	Noted	Thank you, we agree. GAM4 includes the requirement for the provision of electric charging points in local businesses; we will research the need to specify the same for housing. However, car parking standards are included in the adopted Local Plan.

	<p>every new development or on individual house builds. Electrification is going to gather pace and we should build that in to development in the village to reduce emissions.</p>		
	<p>Parking remains a great concern for the residents of the arterial roads of Gamlingay. As a Mill Street resident the limited supply of available parking spaces is a daily concern for car owners, pedestrians (especially mothers and children) and the all too often impatient traffic negotiating passage through the village.</p>	Noted	
	<p>Objective 4- it is still apparent there's not enough parking for school drop offs along Stocks Lane and Station Road with increased housing in the village this will become worse. The problem has just moved with first school moving. I'm sure there could be a way to relieve this if people worked together. An empty car park locked at school times and parked cars causing hazards for pedestrians seems completely stupid to me. Also when eco hub has events Stocks Lane is jammed up with cars and again empty school car park where's the logic?</p> <p>What point is there keeping the first school sat empty for 10 years and then developing it? There seems a lack of nursery and pre schools since the closure of Sunshine pre school and the eco hub nursery. What is being done to address this? If there's going to be a nursery/ preschool within first school then parking will need to be looked at on Stocks Lane and Station Road. The empty field at the First school is not being used for anything at the moment it is just a waste. Either make it a wildlife garden or park or say we are going to build on it and be honest that's what it is intended for. I personally have no problem with the old school building being converted into housing maybe one and two bedroom apartments. It is of little use for preschool premises because of its age. The money would be better spent building a purpose build preschool or nursery. As I have said already our local services shops definitely have to be expanded for any bigger developments.</p>	Noted	<p>Thank you, but the Neighbourhood Plan can do nothing to address existing built environment. However, in GAM10 the draft Neighbourhood Plan aims to encourage more walking or cycling and less driving. The County Council is the education authority . . .</p> <p>The future of the First School area is addressed in GAM7 and GAM8.</p>

	Objective 5- congestion is a big concern for me Church Street is unbearable and living on Stocks Lane having first school there instead of middle school has increased the problem. At least when middle school most children walked to school. With cars parked along Stocks Lane lorries from the industrial estate and larger farm traffic is just getting stuck and it does affect our quality of life. We can never see to get off our drives and people are constantly parking over our drives too. We can keep our cars off the road but it is pointless as people constantly parking along here causing congestion near the junction. You cannot bike safely between Potton and Gamlingay anymore too much fast traffic to take children.	Noted	We agree, but these are points to be addressed by the Highways Authority, the County Council, which is also the Education Authority. Policy GAM10 addresses the proposal for a cycleway between Gamlingay and Potton.
	P5, para 5: Concern about parking by parents picking children from school. Can foresee an accident occurring as some cars parked in dangerous ways in Station Rd.	Noted	We agree, but these are points to be addressed by the Highways Authority, the County Council, which is also the Education Authority
	4.68: Re-introduction of parking restrictions in Church St–someone is going to get killed in this area soon. P38, 4.5 <u>Any</u> new housing must make provision (space or garage) for cars, with parking on pavements strictly forbidden.	Noted	Thank you, but the Highways Authority is responsible for Gamlingay’s roads.
Public Transport	Objective 5 - while this addresses leisure activities the title how we get about says nothing about development of buses or other forms public transport.	Noted	The draft Neighbourhood Plan addresses only issues of the physical infrastructure; the County Council is responsible for public transport.
Shops	Nothing about new shops! How about a small supermarket (similar to the Co op at little Paxton, with parking) on the old school field at Green End. This would take up 1/3-1/2 the field, then on the other half some green space incorporating a all weather play ground. What Gamlingay doesn’t need is more	Noted	In GAM6, GAM7 and GAM8 the draft Neighbourhood Plan discusses the importance of community amenities and facilities with the First School site which might allow for a new shop.

	houses in that part of the village, it hasn't got the Infrastructure to cope.		
	Objective 4 (amenities/facilities: ensuring there are enough food shops etc in the village to serve the increased demand once the new housing developments are finished, with the increase in population.		In GAM6, GAM7 and GAM8 the draft Neighbourhood Plan discusses the importance of community amenities and facilities with the First School site which might allow for a new shop.
School Site	Using the former first school site to house a larger doctors surgery would be excellent and more central to the village. Parking could be provided.		Please see GAM8 which includes such ideas.
Traffic	However, I am concerned about traffic. Church Street is becoming a congestion hot spot especially as road users ignore any parking restrictions outside co-op. Is any thought being given as to how to improve the road system. I personally believe a one way system down Church St and up Mill Lane would ease congestion. I know the council have been against this due to making it a rat run however if speed calming measures were put in place that would hopefully slow traffic down. At least a one way system would keep traffic moving and stop the bottlenecks forming in Church St. The development of housing on the RH Wale site is the right thing to do however this will bring more traffic into the centre of the village.		Thank you, but the Highways Authority is responsible for Gamlingay's roads. One-way systems have been considered but rejected for several reasons by the County Council and the emergency services. Speedwatch team by PC
	Likewise we are concerned in Greenacres about speeding traffic and also on Cinqes Road. It has been a long time since we have seen any police speed traps or community speed groups. The small bit of Cinqes Road between the end of Gamlingay and Gamlingay Cinqes is narrow and windy however this continues to be 60mph even though Drove Road which is a much faster road has been		Thank you, but the Highways Authority is responsible for Gamlingay's roads. One-way systems have been considered but rejected for several reasons by the County Council and the emergency services.

	reduced to 50. Cars approach the tight corner in the Cinques much too fast and often across the road. Is there anything that can be done to reduce the speed limit to 40mph in keeping with Potton Road and Station Road approaches. As the land between Gamlingay and Gamlingay Cinques will fall under GAM3 then the land can not be build on irrespective of road speed limit.		COVID-19 has limited the activities of the Speedwatch team recently.
	Are we going to get a by pass around Gamlingay as at present the size of the vehicles using the village are far to big. The village is used as a run between the A428 and A1. Recently we had road works in the village and HGV's were literally at our front door because some were too big to pass by.		Thank you. It is a long-standing problem, but the Highways Authority is responsible for Gamlingay's roads.
	Objective 5: we are very lucky to have the Co-op within our village. However, it already impacts on the parking, traffic along Church Street. As the population increases so will traffic. Has any thought been put into how this will be dealt with: one-way system; relocation of Co-op; residents-only parking.	Noted	Thank you for your comments. One-way systems have been considered but rejected for several reasons by the County Council and the emergency services. The Highways Authority is responsible for Gamlingay's roads which cannot be covered by the Neighbourhood Plan.
	Note: speeding along Stocks Lane remains a big issue especially as the Hub and Park attract children who cross the road.	Noted	Thank you, but the Highways Authority is responsible for Gamlingay's roads. One-way systems have been considered but rejected for several reasons by the County Council and the emergency services. COVID-19 has limited the activities of the Speedwatch team recently.
Village Character	Living in Greenacres I am pleased to see the area between Greenacres and Dennis Green being made into Village Character Areas GAM3. It is important for the local wildlife, keeps Dennis Green independent and improves the quality of life for local residents however I have heard rumours that planning permission has been granted for self build homes in the field between Fairfield, Gamlingay and Dennis Green opposite the Lupin Field. Please can you confirm if this is correct as this is shown as GAM3 land on the plan.	Noted	Thank you. GAM3 tries to protect the separation of the hamlets from the main village. The self-build houses have already been granted planning consent – planning ref: S/3170/17/OL

	<p>Page 4 Objective 2 We do wish to remain in the countryside and not to find that we have become the next stage of sprawling a development joining up Biggleswade to Pottton and beyond.</p>	Noted	Thank you for your support.
	<p>The outlying hamlets are growing apace with infill developments as is the use of small pockets of land within the village, for example, the site of the WI Hall and the Veterinary Surgery on Mill Street. The development of these infill sites may be small but the increase in traffic turning with limited access may well cause additional problems in the future. Therefore all efforts to maintain the village integrity and character is strongly supported.</p>	Noted	Thank you for your support.
Wildlife Cordon	<p>My final comment relates to Gamlingay Wood and the proposal to ensure a buffer around it protecting it from built development. Whilst this is a good step, it doesn't go far enough: on a significant part of its boundary, the woods are surrounded by vast arable farm fields which are intensively managed (an extremely simple wheat, OSR rotation as far as I can tell). The Plan says nothing about protecting the woods from this particular land use or indeed what it could seek to do to enhance the woods by encouraging natural regeneration and expansion into what is currently farmland - perhaps via a community ownership venture. This would bring significant benefits for nature, the climate and for local residents who value the wood as an amenity.</p>	Noted	Thank you, but the NEIGHBOURHOOD PLAN will have no say in the agriculture or the nature of the woods as they are managed by their respective owners.
Well done	<p>I have to say the Parish Council and Neighbourhood Plan Steering Group should be commended on their efforts and the Neighbourhood Plan.</p>	Noted	Thank you for your support.

	Go for it.	Noted	Thank you for your support.
	Thank you and well done on the plan.	Noted	Thank you for your support.
	Looks very thorough	Noted	Thank you for your support.
	Overall we support all the points in the plan.	Noted	Thank you for your support.
	Impressed by the plan as stands. Particularly the declarations to keep Gamlingay and the various hamlets and small holdings separated and the exclusion zone around Gamlingay wood.	Noted	Thank you for your support.
	The Plan looks good. p4 it's important to maintain the integrity of the village with its settlements and their separation. Ways for people to walk, cycle and ride their horses are important as well, anything to reduce dependence on motor vehicles.	Noted	Thank you for your support.
	Excellent piece of work. This is the guidance for development and the protection from it, the village needs.	Noted	Thank you for your support.
	I feel reassured and grateful knowing so much thought and effort has gone into the planning of any future developments in and around Gamlingay. The ideas and plans are well considered taking into account the needs of residents (present and future) but also conserving the character of the village as well as the views and green spaces too. . . . Thank you to all involved in this lengthy and thorough process.	Noted	Thank you for your support.

	Page 5 Objective 6 What a wonderful legacy to pass on to our future Gamlingay generations.	Noted	Thank you for your support.
	Thank you for all your hard work in drawing up the Gamlingay Neighbourhood Plan. The Community engagement must be time-consuming but hopefully you have a range of responses which will help you move towards the final stages of consultations and adoption of the plan.	Noted	Thank you for your support.
	Generally I am supportive of the plan, and appreciative of the time spent to do it properly.	Noted	Thank you for your support.
	As a member of the Parish Council I wholeheartedly support the aspirations of our neighbourhood plan.	Noted	Thank you for your support.
	Generally a good plan and agree with the objectives.	Noted	Thank you for your support.
	Thank you for all the information. My questions have been answered satisfactorily.	Noted	Thank you for your support.
	Overall the Plan looks a good one! Well done!	Noted	Thank you for your support.