

## Appendix 8 to the Consultation Statement for the Harston Neighbourhood Plan.

### Schedule of changes to the Regulation 14 Plan in light of Reg 14 comments

Change No.	Para	Change	Reason for Change
1	1.6	Replace reference to “limited manpower” to “limited resources”	As per comment from S9 SCDC
2	Pg 30 SWOT	Text under “Community Facilities” with respect to primary school amended to read: <u>Population and housing growth not yielding enough school-aged children to support the use of all classrooms/potential classrooms available in the primary school</u>	As per comment from S10 CCC education planning
		<b>Policy HAR 1: New development and design</b>	
3	Maps 4, 5, 6 and 7	Relabel these as figures. Renumber rest of maps.	To address comment from S9 SCDC
4	Maps 8 and 9	Add the development framework to Map showing the village landscape character areas (Map 9 in the Reg 14 NP).  Remove Map 8 but include an explanation in NP text regarding relationship between landscape village character areas and AECOM village character area map and the development framework. The development framework excludes Button End.	To address comment from S9 SCDC and to improve clarity in the NP
5	Supporting text to HAR 1  Paragraph 6.11	Add a section in supporting text that refers to residential amenity matters in the policy and signposts to the District Design Guide with respect to overlooking distances.  Insert the following text after existing paragraph 6.11  <u>South Cambridgeshire District Design Guide 2010</u>  <u>6.12 The SCDC District Design Guide provides additional guidance to applicants on matters applicable to delivering good design such as those set</u>	To address comment from S9 SCDC

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		<p><u>out in Local Plan Policy HQ/1: Design Principles. Clause 4 in Policy HAR 1 requires proposals to ensure a good standard of amenity for people and this includes avoiding overlooking or loss of private residential amenity space. Paragraphs 6.65 to 6.75 in the District Design Guide provides guidance applicable on this.</u></p>	
6	Policy HAR 1	<p>Amend the first few clauses so that it is clearer as to what is expected from development.</p> <ol style="list-style-type: none"> <li>1. A design-led approach should be taken for all development proposals. <del>In doing so</del> <u>To be supported</u>, development proposals <del>should</del> <u>must</u> recognise, and reinforce <u>Harston's distinctive character and integrate well with the character area relevant to its location (see Map 9), as described in:</u> <ul style="list-style-type: none"> <li>• the Harston Design Guidance and Codes (HDG&amp;C) 2023 and</li> <li>• the Harston Landscape Character Appraisal (HLCA) 2024.</li> </ul> </li> <li>2. <u>Development may take a contemporary or traditional approach, provided it relates sympathetically with the site and its surroundings.</u></li> <li>3. Development proposals <del>should</del> <u>shall</u> be informed by the design guidance and codes found in the HDG&amp;C 2023 as well as the village character appraisals found within the HLCA 2024, and accord with the principles set out in this policy.</li> <li>4. Descriptions as to how a development scheme complies with this policy <del>should</del> <u>will be expected to</u> be provided in the Design and Access statement or Planning Statement as applicable. Submission of a completed design checklist (Appendix 1), <u>at the planning application stage</u>, is encouraged.</li> </ol>	To address comment from S9 SCDC and R64
7	Policy HAR 1. Clause 3 "Building materials and colour palette"	<p>Correct mapping reference so it refers to the map that depicts the character areas. Map 4 is incorrect. Also amend wording:</p> <p><b>Building materials and colour palette:</b> Choice of buildings materials should reflect <u>or otherwise integrate well with</u> those found in the site</p>	Error. And as per comment from S9 SCDC

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		surroundings or character area (see Map 9 <b>(note! check number at drafting)</b> ), Depending on the predominant materials in the area where a proposal is located, suitable materials could be: <ol style="list-style-type: none"> <li>a) Wall materials: Cambridge buff brick, red brick, render, pebbledash render, weatherboarding, wooden frame.</li> <li>b) Painted wood colours: white, olive green, black or grey.</li> <li>c) Roof materials: dark stone tiles, stone tiles, reconstituted stone tiles, clay roof tiles in muted brown-red, concrete tiles, thatched roof.</li> </ol>	
8	Policy HAR 1 Clause 3 “Boundary Treatment: ..”	<b>Boundary Treatment:</b> New boundary treatment should align with the prevailing character of the street and character area within which a development proposal is located. This means boundary treatments should primarily consist of hedgerows. <u>Inappropriate boundary treatment, such as tall brick walls and tall fencing fronting the street, that undermines the rural character of the village or is otherwise unsympathetic to the street scene will not be supported.</u> See Design Guidance and Code LD03.2 Boundary Treatment.	Updated to reflect more accurately the intention of the policy
9	Para 6.12	Amend as follows: 6.12 Applicable policies from South Cambridgeshire’s 2018 Local Plan: <ul style="list-style-type: none"> <li>• HQ/1: Design Principles</li> <li>• <u>NH/14: Heritage Assets</u></li> <li>• SC/10: Noise Pollution</li> </ul>	To improve clarity
		<b>Policy HAR 2: Protecting and enhancing landscape features within and around the built-up environment</b>	
10	Map 10	Add development framework to Map 10  Possibly add development framework to other maps.	To improve clarity
11	Policy HAR 2	Amend first clause, first bullet so reference to Map 2 is replaced with reference to Map 10	Amendments in response SCDC comment (s9) and in response to R64

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		<p>1. To be supported, development proposals should recognise, maintain and where possible enhance <u>Harston's important landscape features, including: the following landscape features in Harston:</u></p> <ul style="list-style-type: none"> <li>• The four Important Countryside Frontages - see Map 23.</li> <li>• Existing hedgerows, <u>dense vegetation</u> and trees (<u>whether individual or in groups</u>), especially where these are visually prominent from public viewpoints (see Map 11) <u>or where they serve to define a property boundary or border the busy A10 and thereby helping to buffer village properties and soften the village streetscape</u></li> <li>• <del>Existing hedgerows, trees or heavy shrubbery</del> <u>dense vegetation</u> where they serve to define a property boundary or border the busy A10 and thereby helping to buffer village properties and soften the village streetscape.</li> <li>• Existing grass verges where they contribute positively to the pedestrian environment.</li> <li>• Boundary ditches.</li> <li>• <del>Existing tall mature trees</del></li> <li>• <del>Attractive vegetated front gardens.</del> <u>Existing natural features in gardens where they contribute positively to the public realm or townscape/streetscape.</u></li> <li>• The important areas of open land shown on Map 10.</li> </ul> <p>2. Regardless of location all proposals <u>involving new build, including householder extensions, will be required to explain how they will retain or improve existing landscaping on a site. Landscaping schemes should be provided</u> <del>should consider the requirement for and design of landscaping schemes</del> at the outset of a development, ensuring planting areas and species achieve good outcomes. The following considerations apply:</p> <ul style="list-style-type: none"> <li>• The important role landscaping can have in mitigating the visual and noise impacts of new development.</li> <li>• <u>The role landscaping has in maintaining the rural street scene</u></li> <li>• Opportunities for improving biodiversity (see also Policy HAR 9).</li> </ul>	

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		3. <u>Where a development proposal includes landscaping, provision must be made for future maintenance of features (e.g. spaces, hedgerows and trees), including commitments to replace species that do not establish successfully.</u>	
12	Post policy note	Include new paragraph after policy that reads: <u>6.19 See also Policies HAR 3 and HAR 8 where other landscape matters are addressed.</u>	To improve clarity
	Map 10	Amend the map so that all of the recreation ground is shown and so that the Pavilion is located on the map. Recreation ground to be called "Sports Fields".  Alternatively include a standalone map that shows the recreation ground.	To improve clarity
		<b>Policy HAR 3: Protecting and enhancing landscape character and setting in and around Harston village</b>	
13	Paragraph 6.33 Settlement Fringe Area 4	Amend 3 <sup>rd</sup> bullet as follows: <ul style="list-style-type: none"> <li>Retain character of the agricultural landscape and maintain <u>access for farming operations</u>. <del>accessibility for the farmer.</del></li> </ul>	In response to Reg 14 comment from S9
14	Policy HAR 3 clause 3	Amend clause as follows:  Where a development proposal falls within one of the views, the proposal will be expected to take opportunities to enhance the landscape features found within the view, <u>having regard to the key features</u> (described in Appendix 4).	To improve clarity
		<b>Policy HAR 4: Conserving and enhancing heritage assets in Harston</b>	
15	6.41	Add a paragraph after paragraph 6.41  <u>Below ground heritage assets</u>	To address Reg 14 comment from CHET

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		<p><u>The parish also has a wealth of below-ground heritage assets. In addition to the Manor Farm scheduled monument, cropmark evidence for archaeological remains are common across the parish, where to the south ditched enclosures and ring ditches are known, notably in the area surrounding Rowley's Hill. (Cambridgeshire Historic Environment Record references. 08922, 09224, 08647 and 04227). Further prehistoric to Roman settlement complexes are known to the west (CHER ref. 09526 and 11451) and east of Button End (CHER ref. 09647), and near Rectory Farm to the north-east (CHER ref. 08341). A postulated Roman road between Hauxton and Red Cross runs to the north of the parish (CHER ref. 09649), which is associated with further cropmarks of enclosures (CHER ref. 09649) and ring ditches (CHER ref. 09650) fronting its route. Later evidence is known from surviving earthwork features, including an area of medieval ridge and furrow to the south of Station Road (CHER ref. MCB24064), and a post-medieval water meadow (CHER ref. MCB25914) and moat (CHER ref. MCB1272) along the western bounds of the parish.</u></p>	
16	Policy HAR 4	<ol style="list-style-type: none"> <li>1. The buildings and structures listed in this policy and described in more detail in Appendix 3 to this plan, have been identified as non-designated heritage assets.</li> <li>2. Development proposals should seek to conserve or enhance the significance of all heritage assets, including the non-designated heritage assets listed in this policy as well as any additional non-designated heritage assets that are in the plan area and included in the most up to date Cambridgeshire County Council Local List.</li> <li>3. When determining impact on a heritage asset (both designated and non-designated) the impact on the setting to a heritage asset as well as the asset itself will need to be assessed.</li> <li>4. Where proposals have an effect on a non-designated heritage asset or its setting, a balanced judgement will be applied having regard to the scale of harm or loss and the significance of the heritage asset. To ensure this</li> </ol>	To improve clarity

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		<p>can happen, the applicant <del>will be required</del> <b>should</b> to prepare a statement (proportionate to the asset's importance and so that the potential impact of the proposal can be understood) that describes the significance of the asset affected, including any contribution made by its setting.</p> <p><b><u>Non-designated heritage assets:</u></b></p> <p><b><u>Historic core – Button End</u></b></p> <p><b><u>1. Hill View Cottages, 2- 6 Button End</u></b></p> <p><b>Historic Core – Church Street</b></p> <ol style="list-style-type: none"> <li>1. Hill View Cottages, 72 – 76 Church St</li> <li>2. 2- 6 Button End</li> <li>3. 37 – 39 Church St</li> <li>4. 34 Church St, Beech farmhouse and estate</li> <li>5. 1920 row of 6 Council Houses No's 15-25</li> <li>6. Lilac Cottage, 22 Church St</li> <li>7. The Old School &amp; House, 20 Church St.</li> <li>8. 5 Church St. 'Dormer Cottage'</li> <li>9. Stag Villas, 7 &amp; 9 Church St</li> <li>10. Pantile Cottage, 12 Church St</li> <li>11. Hurrel's Row Cottages</li> </ol> <p><b>Historic Core Royston Rd – Old Commercial Area</b></p> <ol style="list-style-type: none"> <li>12. 50 Royston Rd Manor Lodge/Mill Cottage</li> <li>13. Harston Mill</li> <li>14. 40 – 46 Royston Rd</li> <li>15. 48 Royston Rd</li> <li>16. 25 Royston Rd</li> </ol> <p><b><u>Historic Core</u> Old commercial area around Memorial Green</b></p> <ol style="list-style-type: none"> <li>17. 13 Royston Rd 'The Granary'</li> <li>18. 11 Royston Rd, 'Roebourne House'</li> <li>19. 7 Royston Rd</li> <li>20. 5 Royston Rd</li> </ol>	

Change No.	Para	Change	Reason for Change
		<p>21. 3 Royston Rd, 'Byron Lodge'  22. 1 Royston Rd, 'Fountain Cottage'</p> <p><b>Historic Core High Street</b>  23. The Pemberton Arms, 2 High St  24. 1 High St, the cottage part of historic core facing Memorial Green  25. Old School House, 8 Station Rd and School</p> <p><b>High Street</b>  26. The Old House, No. 25 High St  27. 29 High St  28. Village Hall  29. 56 High St, Coach &amp; Horses Public House  30. 57 High St 'Lincoln House'  31. Old Police House, 70 High St  32. Baptist Church, Chapel Lane  33. The Old Manse, 94 High St  34. 102 High St, Walnut Cottage 'Wheelwrights'  35. 108 – 118 High St, 'Pest Houses'  36. 153 High St 'Pinehurst'</p> <p><b>Station Road</b>  37. Tiptofts, formerly Birman. Station Rd  38. Sunbourn, Newton Rd  39. Windmill Cottage, Newton Rd</p> <p><b>Button End</b>  40. Fleece Cottages  41. Greystones</p> <p><b>Structures</b>  42. ROC post, Newton Rd</p> <p><b>Artesian water monuments</b></p>	



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		<p>43. Well-head monument, Button End  44. Well-head monument on Rhee House brick garden wall  45. Well-head monument on The Green  46. Well-head, High St  <b>Historical open spaces</b>  47. The Swan Green, Royston Rd  48. War Memorial Green  49. The Drift ancient trackway</p> <p>5. <u>Applicants will be expected to take into account the potential of buried archaeological evidence in Harston parish and consult the Cambridgeshire Historic Environment Record in order to establish the potential of a development site to include artefacts of archaeological interest. The submission of an appropriate desk-based assessment and field evaluation will be required where necessary and in line with Paragraph 200 of the NPPF.</u></p>	
		<p><b>Policy HAR 5: Preserving the special character of Harston’s historic core and Button End</b></p>	
17	Title	<p>Policy title: <b>Policy HAR 5: Preserving the special character of Harston’s historic core and <del>Button End</del></b></p>	
18	Supporting text	<p>Amend as follows:</p> <p>Policy background and rationale</p> <p><i>Harston’s historic core:</i></p> <p>6.45 Both the Harston Design Guidance Codes (HDG&amp;C) 2023 and the Harston Landscape Character Appraisal (HLCA) 2024 include an analysis of the historic core with the latter providing a more detailed description with a stronger focus on landscape features. The historic core is referred to as the</p>	<p>To address comments made by SCDC (S9)</p>

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		<p>'Old Core' in the HDG&amp;C 2023 and as the Historic Core (CA2) in the HLCA 2024.</p> <p>6.46 From medieval times onwards, this area would have been home to a mill, church, the rectory and manor house, and several farms with small labourers' cottages in between. The east-west route from Church Street to Station Road is part of original prehistoric trackway and would have once provided the main focus of early village life. Harston's historic core is <u>shown by Character Area 2a</u> made up of:</p> <ul style="list-style-type: none"> <li>• Church Street, <u>including the Manor and grounds</u></li> <li>• <u>Small area to north of Church Street (Haslingfield Road and small part of Button End)</u></li> <li>• <u>Royston Road including The Green and War Memorial Green</u> <del>the village greens along Royston Road</del></li> <li>• <u>an area immediately north and east of Memorial Green</u>, <del>an area south of the village greens and immediately north of the greens, and</del></li> <li>• <del>an area around and to the east of Memorial Green.</del></li> </ul> <p>6.47 Church Street area: This area includes two pastures with countryside frontages on the north side of Church Street that, in the past, had formed part of medieval enclosures relating to large farms at Harston House and Beech Farm. Built heritage assets along Church Street comprise seven listed buildings (designated heritage assets) and 12 other locally important historic buildings (non-designated heritage assets - see Policy HAR4) that reflect the development along Church Street over time.</p> <p>6.48 Listed buildings:</p> <ul style="list-style-type: none"> <li>• at the very western end, the Grade II listed 'Old Vicarage/Rhee House' (1849 – 51)</li> <li>• the Grade II* listed Church of All Saints, a mid-late 14th Century building but there is some evidence of an earlier church on the site</li> <li>• the Grade II* listed Manor House, a house of 17th Century origin (but extensively remodelled in early 18th Century and again early in the 19th Century)</li> </ul>	

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		<ul style="list-style-type: none"> <li>• the Grade II listed 17th Century cottage (formerly a farm “Fountain Farm”) at 41 Church Street</li> <li>• the Grade II listed Old Bakehouse at 1 Church Street, of late 16th Century or early 17th Century origin</li> <li>• the Grade II listed Milestone (19th Century) on the Green, and</li> <li>• at the eastern end, the Grade II* listed Harston House and part of garden wall at 38 Royston Road, built circa 1710 with c.1912 alterations and additions.</li> </ul> <p>Non-designated heritage assets (see Policy HAR 5):</p> <ul style="list-style-type: none"> <li>• <del>Hill View Cottages, 72 – 76 Church Street, built circa 1750</del></li> <li>• <del>2-6 Button End</del></li> <li>• <del>37 – 39 Church Street, built before 1800</del></li> <li>• <del>Beech Farm houses and estate, 34 Church Street, built before enclosure in 1802 although it is likely it was remodelled late 19th century</del></li> <li>• <del>15 – 25 Church Street. Row of 6 Council Houses built 1920s</del></li> <li>• <del>Lilac Cottage, 22 Church Street, built circa 1850s</del></li> <li>• <del>The Old School &amp; House, 20 Church Street, built before 1799</del></li> <li>• <del>Dormer Cottage, 5 Church Street, built circa 1750</del></li> <li>• <del>Stag Villas, 7 – 9 Church Street, built in 1904</del></li> <li>• <del>Pantile Cottage, 12 Church Street, built around 1700</del></li> <li>• <del>Hurrell’s Row Cottages, off Church Street and built circa 1860, and</del></li> <li>• <del>Well head monument on Rhee House brick garden wall on bend in Church Street &amp; Haslingfield Road.</del></li> </ul> <p><u><a href="#">Policy HAR 4 identifies there are 25 non-designated heritage assets located in the historic core (see items 1 to 25 in Policy HAR 4).</a></u></p> <p><i>The Village Greens – <u><a href="#">Royston Road</a></u></i></p> <ul style="list-style-type: none"> <li>• 6.49 The two village greens are referred to locally as The Green (formally known as Swan Green) and the Memorial Green. There is a Grade II listed Milestone (19th Century) on The Green and a Grade II listed War</li> </ul>	

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		<p>Memorial (20th Century) on Memorial Green. The two Greens are remnants of the larger Green that would have once featured along the High Street. They are bisected by the east-west route of the Church Street and Station Road. One of Harston's artesian wells flows from The Green.</p> <ul style="list-style-type: none"> <li>6.50 The village sign, which was erected on The Green in 1977 to celebrate the Queen's Jubilee, includes elements of Harston's past; beehives, rooks, artesian wells, fields, chalk hills and railway line.</li> </ul> <p><i>Area south of The Green</i></p> <ul style="list-style-type: none"> <li>6.51 South-east of The Green are a row of houses built around 1930, carefully designed to fit in and replace the White Swan Inn (a former coaching inn) that burnt down in 1928. Facing The Green, on its western side, is a group of distinct buildings owned, during the period 1850 to 1920, by local saddlers, after which it was owned by the Greene family of Harston House (located opposite to the north of The Green).</li> </ul> <p><i>Area around Memorial Green</i></p> <ul style="list-style-type: none"> <li>6.52 The Pemberton Arms (name from local important Trumpington family) fronts the northern edge of Memorial Green and again has an important history to the community- including being part of the original Harston House estate. <u>Prior to the creation of the NP, planning permission to demolish this building has been given although not yet undertaken.</u> On its southern edge are 19th century buildings on Royston Road and in Station Road there are properties sympathetically designed in the 1960s to replace the old Trigg Farm. Away from Memorial Green the road stretches eastwards with the land to the south designated as an Important Countryside Frontage in the 2018 Local Plan, and the northern edge bounded by the open space of the school field, surrounded by trees.</li> </ul> <p>Delete rest of the supporting text to Reg 14 Policy HAR 5</p>	

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19	Policy	<p>Amend as follows:</p> <p><del>Harston's historic core</del></p> <p><b>In addition to conserving or enhancing designated heritage assets in line with Local Plan and national policy and guidance, development proposals coming forward in Harston's historic core (see Maps 9) should:</b></p> <ul style="list-style-type: none"> <li>a) <b>Conserve or enhance its historical open spaces; the Memorial Green and The Green.</b></li> <li>b) <b>Conserve or enhance the non-designated heritage assets, <u>their setting and importance to the street scene</u>, and their setting, ensuring compliance with Policy HAR 4</b></li> <li>c) <b>Conserve or enhance the characterful rural setting provided to the street scene (and its many heritage assets) by the following landscape features:</b></li> <li>d) <b>the hedgerows and trees, and</b></li> <li>e) <b>the visually important areas of open land along Church Road/Royston Road and the High Street, opposite Memorial Green, also designated as Important Countryside Frontages in the 2018 Local Plan.</b></li> <li>f) <b>Ensure new boundary treatment complement the existing distinctive and characterful boundaries provided by hedgerows, <u>trees</u> and low walls.</b></li> </ul> <p><del>Button End</del></p> <p><del>1. Proposals that are otherwise compatible with national and Local Plan policy with regards to appropriate uses in the Green Belt will, in principle, be supported where the following applies:</del></p> <ul style="list-style-type: none"> <li>• <del>The proposal results in a net reduction of large vans and lorries (commercial vans and HGVs) using the lane.</del></li> </ul>	To address comments made by SCDC (S9)

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		<ul style="list-style-type: none"> <li>• <del>The proposal responds sensitively to the rural context of the lane. This means development should be of a modest scale, low density and its visual presence from the lane and surrounding footpath should be softened through biodiversity friendly and climate resilient landscaping scheme.</del></li> </ul>	
		<p><b>Insert new policy HAR 6 ‘Button End’</b></p>	
20	Policy	<p>And renumber polices HAR 9 through to and including HAR 16. Reg 14 Policy HAR 17 to be deleted (as it is dealt with in new HAR 6)</p> <p><b>Policy HAR 6: Button End</b></p> <p><u>6.53 Button End is the name of the lane that transitions between the edge of Harston village and the open countryside. At its most northerly point, a well-used public right of way continues from the point at which the lane comes to an end.</u></p> <p><u>6.54. Button End is accessed off Church Street at the point at which it becomes Haslingfield Road (Haslingfield being the next rural village to the west). Button End is also the name given to the settled area, and although predominantly a low density rural residential area, including a small traveller community site, it includes an eclectic mix of horse pastures, stables, a farm, abandoned gravel pits, an industrial estate and a few other businesses. The area is shown as CA1 on Map 9.</u></p> <p><u>6.55 As there is only one vehicular route to access Button End, a narrow unclassified country lane, and there is no vehicular route beyond, Button End could easily be regarded as being remote and segregated from the village. However, Button End is very much regarded as part of the village as many people use the lane to access the countryside. Button End is connected to the village through an attractive rural route, provided by Public</u></p>	To address comments made by SCDC (S9)

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		<p><u>Right of Way 116/43, accessed from the heart of the historic core at the junction of The Footpath and Church Street.</u></p> <p><b>Insert paragraphs 6.54 to 6.57 as per Reg 14 NP, then add this paragraph:</b>  <u>Due to the rural nature and narrow width of the lane, Button End residents would not support development that would generate additional movement of large vans and lorries. Residential infill development that complies with Local (see above) and national Green Belt policy (i.e. qualifying as appropriate in paragraph 154 of NPPF 2023) is likely to be more acceptable than employment uses to Button End residents. Such residential development would need to be in keeping with the low density rural character of the area as identified in the Harston Design Guidance and Codes document 2023.</u></p> <p><b>Insert paragraphs 6.59 to 6.60 as per Reg 14 NP, then add these paragraphs:</b></p> <p><b><u>Button End Industrial Estate</u></b>  <u>Button End Industrial Estate is located to the west of the lane in Button End, about halfway along. There are 20 units on the site but not only 12 businesses with some of the businesses occupying two to three units. Permitted use on the site vary from unit to unit but include permissions dating back to the mid-1970s for light industrial<sup>1</sup> and warehousing<sup>2</sup> (excluding wholesale) on some units and light industrial on other units. More recently in 2011, a unit was permitted for a change of use from light industrial to a microbrewery (general industrial) but with permitted uses restricted with respect to other B2 uses.</u></p>	

<sup>1</sup> Class III in Town and Country Planning (Use Classes Order), 1972

<sup>2</sup> Class X in Town and Country Planning (Use Classes Order), 1972

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		<p><u>A variety of planning applications have, over the years, been refused on grounds of adverse impacts on the Green Belt, rural character, visual impact and unsuitability of the highway.</u></p> <p><u>As set out above, access to Button End Industrial Estate is via the narrow, single-lane carriageway, (also called Button End), that is rural in character. Small sections of it have a kerb and footpath. The lane is unsuitable for heavy traffic and unsuitable for use by HGVs. Yet, there is, in 2024, a lot of traffic movement along Button End, including many lorries and HGVs entering and leaving Button End Industrial Estate on a regular basis.</u></p> <p><u>Industrial activity at Button End Industrial Estate also has implications for Harston’s historic core since vehicles using the A10 will need to travel to the estate via Church Street. As set out, later in this plan at Policy HAR 16, Church Street, in the heart of the Harston’s historic core is not suitable for heavy traffic either.</u></p> <p><u>This plan supports new uses at Button End Industrial Estate where traffic impact would be lower and where uses would be suitable to the rural surroundings. The plan does not support uses at Button End Industrial Estate that would exacerbate issues experienced today.</u></p> <p><b>Insert the following policy text</b></p> <ol style="list-style-type: none"> <li><b><u>Proposals that are otherwise compatible with national and Local Plan policy with regards to appropriate uses in the Green Belt will, only be supported where the proposal responds sensitively to the rural context of the lane and the character of the area (as described in the Design Guidance and Codes document 2023) This means development should be of a modest scale, low density and its visual presence from</u></b></li> </ol>	



Change No.	Para	Change	Reason for Change
		<p><u>the lane and surrounding footpath should be softened through biodiversity friendly and climate resilient landscaping scheme.</u></p> <p>2. <u>In addition, any traffic likely to be generated by the proposal must:</u></p> <ul style="list-style-type: none"> <li>• <u>be appropriately low so traffic can be safely accommodated without undermining the existing rural character, or</u></li> <li>• <u>in the case of a redevelopment scheme, having no greater impact than the existing permitted uses on the site.</u></li> </ul> <p><u>Button End Industrial Estate and other employment sites</u></p> <p>3. <u>Proposals for employment uses at Button End Industrial Estate (see map note: need to create new map) or at other employment sites at Button End will be supported where Clauses 1 and 2 (above) are met and where the proposal will not lead to additional HGV movements or other wide vehicles (including large vans) along Button End and Church Street, as demonstrated through a transport assessment. Where proposed new development is projected to trigger additional movements of HGVs or other wide vehicles (including large vans), the proposal will not normally be supported. To be supported proposals must demonstrate::</u></p> <ul style="list-style-type: none"> <li>• <u>There will be no resulting adverse impacts on road safety for any road users in particularly non-motorised users, or where applicable these can be adequately addressed through mitigation measures.</u></li> <li>• <u>Traffic can flow along Button End without drivers having to drive onto the grass verges.</u></li> <li>• <u>Measures are in place to monitor and manage traffic movements.</u></li> </ul>	

Change No.	Para	Change	Reason for Change
		<p>4. <u>Where necessary to address traffic impacts, conditions may be imposed that restrict the size and frequency of vehicle movements in and out of the site.</u></p> <p>5. <u>Development proposals in (Button End including at Button End Industrial Estate) that result in an overall reduction in traffic movements, including that of lorries and HGVs along Button End would be welcomed and are therefore, in principle, supported.</u></p>	
		<b>Policy HAR 9: Protect, enhance and increase areas and networks of biodiversity value</b>	
21	Paragraph 8.9	Correct typo: apples should be applies.	Correct error and in response to Reg 14 comment from S10
22	Policy HAR 9	<p>Amend Clause 5 as follows:</p> <p>Proposals <del>will be considered more favourably where they seek</del>, <u>as appropriate to their scale, nature and location, should seek available</u> opportunities to create or strengthen links between existing and/or new habitats through the development site. Here, measures are sought which result in strengthening or enhancing the following nature networks in the plan area:</p>	In response to Reg 14 comment from SCDC.
23	Policy HAR 9 Clause 6	<p>Remove footnote from Clause 6</p> <p>In all locations, development proposals<sup>4</sup> will be required, <u>in line with statutory provisions provided through the Environment Act 2021,</u> to demonstrate measurable net gain for biodiversity <u>of at least 10%</u> and this should be achieved on site wherever possible and in accordance with BS8683:2021-Process for designing and implementing Biodiversity Net Gain (BNG).</p>	In response to recommendation set out in the SEA Environmental Report.

Change No.	Para	Change	Reason for Change
24	Footnote 4	Amend as follows: leave out – see our comments <del>“Other than development types that are exempt from BNG legislation.</del> <u>Certain types of development may be exempt from Biodiversity Net Gain: see <a href="https://www.gov.uk/guidance/biodiversity-net-gain">https://www.gov.uk/guidance/biodiversity-net-gain</a></u>	To increase accuracy to address response to Reg 14 comment from SCDC.
		<b>Policy HAR 10: delivering sustainable design and construction in Harston</b>	
25	Paragraph 9.14	Add a new sentence to paragraph as follows:  9.14 The emerging Greater Cambridge Local Plan proposes a policy that establishes similar energy performance targets. It proposes that all new dwellings should achieve a space heating demand of 15-20kWh/m2/yr and that all dwellings should achieve an energy use intensity of 35kWh/m2/yr. Furthermore, the Committee on Climate Change recommended in its 2019 report Housing Fit for the Future that a space heating demand of 15-20kWh/m2/yr is required if the UK is to meet its net zero carbon commitment. <u>The following methodologies could be used to obtain these metrics: CIBSE TM54 and Passive House Planning Package.</u>	To address Reg 14 comments from S9
26	Paragraph 9.14	Insert a new section after paragraph 9.24 that reads:  <b>Groundwater protection</b>  <u>9.15 Policy CC/7: Water Quality in South Cambridgeshire’s 2018 Local Plan requires that development proposals to do not harm the quality of ground water. Harston parish is particularly vulnerable with respect to groundwater since it includes areas that are located on a Principal Aquifer. This should be fully taken into account and the Environment Agency’s groundwater protection guidance should be followed</u> <a href="https://www.gov.uk/government/collections/groundwater-protection">https://www.gov.uk/government/collections/groundwater-protection</a>	To address Reg 14 comments from S8
27	Paragraph 9.19	Amend as follows:	To address Reg 14 comments from S9

Appendix 8 to the Consultation Statement to the Harston Neighbourhood Plan

Change No.	Para	Change	Reason for Change
		<p>9.19 The water efficiency calculator in Part G of the Building Regulations enables applicants to calculate the devices and fittings required to ensure a home is built to the right specifications. <u>In relation to water use in non-residential development, the use of BREEAM Wat 01 is recommended, in line with the current Local Plan. Policy CC/4 requires a minimum of 2 credit from Wat01 and developers are encouraged to go beyond 2 credits, achieving maximum credits wherever feasible, in light of the serious water stress faced by the region.</u></p>	
28	Policy HAR 10 Clause 2	<p>Amend first sentence as follows: <del>All development</del><u>Development</u> proposals <u>involving new build (including new dwellings and householder extensions that require planning permission)</u> must be accompanied by a Sustainability Statement that outlines how a scheme:</p>	To address Reg 14 comments from S9
29	Policy HAR 10 Clause 2 c)	<p>Amend as follows: Minimises water usage in line with Local Plan requirements. Due to the plan area lying in an area of water stress, high water efficiency requirements will be expected. <u>Non-residential developments will, wherever feasible, be expected to go beyond 2 credits using BREEAM Wat 01</u></p>	To address Reg 14 comments from S9
30	Policy HAR 10. Clause 2d)	<p>Amend as follows: d) Uses appropriate building materials. In this respect, restoration and renovation of existing buildings is preferred over new build. Where new build is involved, materials should be prioritised which are reused, reclaimed or natural from the local area or from sustainable sources and that are durable. <u>See also Policy HAR 1, materials should reflect and integrate well with those found within the site surroundings and character area.</u></p>	To respond to comment from S9 SCDC

Change No.	Para	Change	Reason for Change
31	Post policy text	Check all applicable Local Plan references listed. The following should be added: <ul style="list-style-type: none"> <li>• <a href="#">Policy CC/8: Construction Methods</a></li> <li>• <a href="#">Policy CC/1: Water Quality</a></li> </ul>	To respond to comment from S9 SCDC
		<b>Policy HAR 11: Supporting renewable energy and low carbon energy infrastructure in Harston parish</b>	
32	Policy HAR 11	Amend clause 2 as follows: <ol style="list-style-type: none"> <li>1. Community led renewable or low carbon energy projects are particularly <del>welcomed</del> <a href="#">supported</a>.</li> </ol>	To address Reg 14 comments from S9 SCDC
		<b>Policy HAR 12: Managing flood risk in Harston parish</b>	
33	Paragraph 9.32	Amend as follows <p>“9.32 Flood risk maps are available to view in the Level 1 Greater Cambridge Strategic Flood Risk Assessment. For ease of reference, the maps showing Harston specific extents are provided in Chapter 2 of this plan. <a href="#">Flood risk extents for surface and fluvial flood risk can also be viewed here: <a href="https://www.gov.uk/check-long-term-flood-risk">https://www.gov.uk/check-long-term-flood-risk</a></a>”</p>	To address Reg 14 comment from S10 (LLFA)
		<b>Policy HAR 13: Supporting rural exceptions housing to meet Harston’s affordable housing team</b>	
34	Paragraph 10.8 Source	Replace reference “SCDC housing team” with “ <a href="#">SCDC Housing Allocations Team</a> ”	In response to comment from S9 at Reg 14 stage
		<b>Policy HAR 14: Housing mix, including First Homes in Harston</b>	
35	Paragraph 10.24	Delete paragraph to reflect position taken by Labour Government in July 2024. Although wait for outcome of the consultation	Update the document and provide more flexibility on delivery of shared ownership products

Change No.	Para	Change	Reason for Change
		<del>First Homes are the government's preferred discounted market tenures, and it states that they should account for at least 25% of all affordable housing units delivered by developers through planning obligations.</del>	
36	10.25	Amend to reflect to the position taken by Labour Government in July 2024  The HNA 2023 finds that even at a 50% discount applied, First Homes are unaffordable to those on average incomes. A 10% uplift in income would be required to make First Homes affordable to average earners in the plan area. It is therefore recommended that the maximum 50% discount on First Homes be applied. The HNA 2023 also finds that whilst shared ownership appears to be slightly more affordable than First Homes, it is broadly accessible to the same group of people. <del>The report concludes that due to the national requirement for 25% of affordable housing to be delivered as First Homes, the shared ownership product becomes displaced since the affordable rented tenures should be prioritised for any other affordable housing being brought forward.</del>	Update the document and provide more flexibility on delivery of shared ownership products
37	Policy HAR 14	Amend as follows:  <b>1. Development proposals that create one or more new dwellings should prioritise the delivery of homes with one, two or three bedrooms, over larger homes (with four or more bedrooms), unless an alternative dwelling size, type and mix can be justified through reference to up-to-date evidence on parish housing stock and local needs or to local site-specific circumstances.</b>  <b>2. For schemes large enough to include a mix in terms of size and/or tenure, the following will be sought:</b> <ul style="list-style-type: none"> <li>• <b>In terms of size (market and affordable), at least 60% of new dwellings to be 3-bedroom units and 36% to be 2 bedroom units.</b></li> </ul>	To provide more flexibility on delivery of shared ownership homes in light of poor delivery of First Homes.

Change No.	Para	Change	Reason for Change
		<ul style="list-style-type: none"> <li>• Where affordable homes are being provided, they should be provided as affordable in perpetuity and meet the following tenure mix:</li> <li>• 75% social/affordable rent, and</li> <li>• 25% affordable home ownership comprising First Homes, to be <del>delivered</del> <b>Where First Homes are included in the mix, they should be</b> delivered at a 50% discount.</li> </ul> <p>3. Proposals providing an alternative mix to that set out in clause 2 must be supported by up-to-date evidence of existing and future needs in the plan area.</p>	
		<b>Policy HAR 15: Managing the movement of people and vehicles arising from new development</b>	
38	Para 11.16 P88	<p>Insert a new paragraph with sub heading as follows:</p> <p><b><u>Strategic-level transport policy</u></b></p> <p><u>The Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan (LTCP) covers the Harston NP area. It was adopted in November 2023 and is a long-term strategy to make transport in Cambridgeshire and Peterborough faster, greener and more accessible for everyone. It is available to view here <a href="https://cambridgeshirepeterborough-ca.gov.uk/">https://cambridgeshirepeterborough-ca.gov.uk/</a></u></p> <p><u>The LTCP has six goals under themes 'Productivity', 'Connectivity', 'Climate', 'Environment', 'Health' and 'Safety'. Policy HAR 15 is compatible with these goals, in particular 'Safety' which refers to 'Vision Zero', encapsulating an aim to have zero road fatalities or life-changing injuries on the region's transport system by 2050.</u></p>	In light of comments from S10 (county council)
		<b>Policy HAR 16: Recognising and mitigating the impacts of development on traffic movements in Church Street</b>	

Change No.	Para	Change	Reason for Change
39		<p>Amend supporting text paragraph from 11.22 onwards as follows:            11.22. Church Street also suffers from overlarge lorries using it. There are no weight restrictions on Church Street and northbound traffic on the A10 is directed along Church Street to access industrial units located at the Button End commercial area or farm activity. Importantly, not all commercial traffic including HGVs that use Church Street can be linked with the Button End commercial area.</p> <p><i>Church Street traffic and street scene intervention measures</i>            Harston Parish Council and the NP Working Group have identified a number of potential measures that, if delivered as part of a comprehensive package of complementary measures, could alleviate some of the issues. These measures are:</p> <ul style="list-style-type: none"> <li>• Provide off-street public parking capacity on land currently called The Footpath. See Policy HAR 19 for further detail.</li> <li>• Provide a raised table in front of the doctor's surgery, to stop cars from stopping there and provide a safer space for people getting to and from the surgery.</li> <li>• Introduce a more visible crossing point for cyclists and pedestrians along the A10 (Royston Road), to and from The Green.</li> <li>• Install speed bumps along Church Street if appropriate.</li> <li>• Provide double yellow lines along both sides of Church Street from The Green to just past the surgery entrance.</li> <li>• <del>Reintroduce bollards around The Green to prevent ingress onto the grass by vehicles for parking or commercial vehicles cutting corners.</del></li> <li>• Introduce a 20 mph zone along Church Street.</li> </ul>	To address comments from SCDC at Reg 14



Change No.	Para	Change	Reason for Change
		<p>The initiatives listed above will support the use of the Melbourn Greenway<sup>4</sup> that runs along the A10. <u>This is an end-to-end walking and cycling transport scheme that connects Trumpington Park and Ride with Royston via a shared path on the A10.</u></p> <p>11.24. The initiatives listed above will support the use of the Melbourn Greenway<sup>4</sup> that runs along the A10. <u>This is an end-to-end walking and cycling transport scheme that connects Trumpington Park and Ride with Royston via a shared path on the A10.</u></p> <p>11.25 <u>There is currently (July 2024) a project in place to implement the 'Harston Spur', which will improve the access in Harston to the Melbourn Greenway via Church Street.</u></p> <p><u>11.26 The spur consists of a 20mph zone in Church Street, with associated speed reduction measures to ensure that the speed is self-enforcing. Crossing points for pedestrians in Church Street will be improved, while speed calming measures will ensure that cyclists can safely cycle on the carriageway through Church Street (a route from Church Street via The Footpath and over fields to the northeast of the Harston village was originally proposed to form part of the spur to link with the Haslingfield Greenway but this section will now not be included.)</u></p> <p>11.25 On-street parking problems also occur at The Green.</p> <ul style="list-style-type: none"> <li>Residents along the western side of The Green (46/40 Royston Road) and 1, 1a and 2 Hurrell's Row rely on on-street parking alongside the Green as they have no off-street parking.</li> </ul>	

<sup>3</sup> Note: a previously identified project to direct the Melbourn Greenway alongside The Green and to connect with the Haslingfield to Hauxton section of the Greenway, via the fields opposite The Green has, as of October 2023, been postponed. Instead, the Melbourn Greenway supports the existing cycleway along the High Street and for this to meet up with the eastern end of the Greenway from Haslingfield.

<sup>4</sup>

Change No.	Para	Change	Reason for Change
		<ul style="list-style-type: none"> <li>• The layby on the northern side of The Green provides some capacity but is often taken up by other drivers.</li> <li>• The Green itself suffers from damage as some drivers mount the green, leaving tyre tracks and, during wet weather, this can damage the historic green itself.</li> </ul> <p>11.26 Appendix 6 provides a visual illustration of the issues and potential solutions in the Church Street area. Harston Parish Council and the NP Working Group have liaised with the highways authority, the Greater Cambridge Partnership (in particular South Cambridgeshire District Council) and the Greenways Project team on these matters.</p> <p>11.27 <u>Policy HAR 16 provides an added level of detail to Policy TI/2 'Planning for Sustainable Travel' in South Cambridgeshire's 2018 Local Plan. Clause 3 of that policy requires developers to demonstrate they will make adequate provision to mitigate the likely impacts of their proposal and Clause 4 states that where a proposal is likely to have significant transport implications it will be required to provide a Transport Assessment or Travel Plan. Developments with significant transport implications include those where there are particular local travel problems.</u></p> <p>Amend policy as follows:</p> <ol style="list-style-type: none"> <li>1. <u>Where a development proposal</u> <del>Any development proposal</del> in the plan area <u>has the potential to lead to adverse traffic related implications likely to lead to additional traffic movements</u> along Church Street, <u>the proposal</u> will be <u>required to be</u> assessed in terms of <del>their</del> <u>its</u> likely impact on road safety and residential amenity along Church Street. <u>This will apply to all proposals requiring highways access onto Church Street as well as proposals in other parts of the plan area (such as Button End) likely to generate movement of HGVs along Church Street,</u> To be supported, development proposals must either:</li> </ol>	

Change No.	Para	Change	Reason for Change
		<ul style="list-style-type: none"> <li>• mitigate their impact through on-site measures or contribute towards the implementation of Church Street traffic and street scene intervention measures (see supporting text and Appendix 6), or</li> <li>• demonstrate there will be no adverse impacts on road safety for all users along Church Street as a result of the proposed scheme and that mitigation measures are therefore not necessary as a result of the proposed development.</li> </ul> <p>2. Additionally, development proposals in the plan area that will lead to additional movement of HGV or other wide vehicles (large vans) along Church Street will not be supported, unless it can be demonstrated that mitigation measures are in place that:</p> <ul style="list-style-type: none"> <li>• ensure that traffic can flow along Church Street without drivers of any vehicle being forced to drive on the pavement</li> </ul> <p>the historic buildings, including their setting, are not at risk from being damaged by vehicles including through vibrations.</p>	
		<b>Policy HAR 17: Traffic from employment uses at Button End</b>	
40		Policy proposed for deletion as it will be appear as HAR 6 following SCDC discussions in Sept	To address comments from SCDC at Reg 14
		<b>Policy HAR 18: Parking provision in new development</b>	
41	Post Paragraph 11.34	<p>Add a paragraph that covers dedicated but off plot off-street parking</p> <p><u>“Clause 3, Policy HAR 18, policy states that for the streets not listed in Clause 1, curtilage parking must be provided wherever possible. Where it is not possible, dedicated off street parking may provide a solution. In such cases, and in line with the South Cambridgeshire District Design Guide 2010, the spaces should be as close as possible to the development e.g., dwelling in order to prevent people from parking on the roads.”</u></p>	To address Reg 14 comment from S9

Change No.	Para	Change	Reason for Change
42	Paragraph 11.35	<p>Add reference</p> <p><u>11.36 Other applicable policy document:</u></p> <ul style="list-style-type: none"> <li>• <a href="http://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf">Cambridgeshire County Council Active Travel Strategy 2023</a></li> <li>• <a href="http://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf">Cambridgeshire County Council Active Travel Toolkit 2024</a></li> </ul>	To address comment at Reg 14 from S10
		<b>Policy HAR 20: Telephone exchange site</b>	
43	Policy text:	<p>Amend as follows:</p> <p><del>The land shown on Map 20 is safeguarded for future off-street public car parking, to serve the needs of the High Street and to be accessed off the High Street, via the existing Harston Village Hall car park.</del></p> <p><u>In the event that it is not needed for its current use, land at the existing telephone exchange site (see Map 16) is identified as a suitable location for future provision of a public car park, to be access off the High Street. Development proposals that help deliver this will, in principle, be supported.</u></p>	To reflect the intention of the policy more accurately
		<b>Active Travel Theme</b>	
44	Post Paragraph 12.3	<p>Insert the following paragraph after paragraph 12.3</p> <p><u>12.4. Cambridgeshire County Council has developed:</u></p> <ul style="list-style-type: none"> <li>• <u>the Active Travel Toolkit for New Developments, adopted in March 2024 and available to view here</u></li> <li>• the Active Travel Strategy, adopted in March 2023 and available to view here</li> </ul> <p><a href="http://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf">www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf</a></p> <p><a href="http://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf">www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf</a></p>	To address comment at Reg 14 from S10

Change No.	Para	Change	Reason for Change
		<p><u>The Active Travel Strategy includes a vision of a connected active travel network across the county and includes routes in Harston parish (see pages 66 -68 of that document).</u></p> <p><u>The toolkit aims to ensure that all new housing and business developments are built around making sustainable travel, including cycling and walking. The county council expects the toolkit to be completed for larger planning applications (150 dwellings plus, 7,500 m2 commercial floorspace or the site having an area of 5 hectares). It includes a range of matters such as 'connectivity', 'high-quality walking networks', 'high-quality walking cycle routes', 'liveable neighbourhoods', 'cycle parking' and 'managing car parking'.</u></p> <p><u>The matters addressed in this theme are compatible with the aims of the Active Travel Toolkit.</u></p>	
		<p><b>Policy HAR 21: Connecting our village through an improved network of <u>active travel</u> rural routes</b></p>	
45	Paragraph 12.7 point 1	<p>Add a sentence to refer to the County's Active Travel Strategy</p> <p><b>1. The provision of a segregated path alongside Newton Road to provide a safe and suitable connection for both pedestrians and cyclists into Newton.</b> We would like a better link with Newton village from Station Road Harston in the form of a footpath or combined cycleway. This route is used by pupils attending the Harston and Newton Community Primary School, cyclists and walkers. Being an unlit road, it is very dangerous to all. It is regularly used by walkers going to Newton or taking the circular route north to London Road along a narrow existing footpath from Newton to Shelford Road, over the railway and onto The Drift. There is particularly poor vision over the hill. The footpath has been extended slightly from Newton as some new housing has been constructed at the edge of the village. Newton Parish Council is also keen for this off-road footpath to link their village to Harston.</p>	To tie in with CCC Active Travel Strategy and in response to Reg 14 comment from S10

Change No.	Para	Change	Reason for Change
		<p>Providing these links, particularly circular routes that link to Hauxton, as well as Newton, encourages people to walk more and be healthy physically, as well as mentally, while they enjoy the surrounding countryside.</p> <p>Combined footpath/cycleways would be ideal, but we would be hoping for a compacted sand/chalk type path as in Trumpington Meadows Country Park. This is preferred as it is less environmentally damaging than tarmac surfaces. We would also hope that vegetation either side of the footpath would be maintained to provide for nature. <u><a href="#">Sensitive lighting scheme such as cats eyes at ground level will be considered.</a></u></p> <p><u><a href="#">Cambridgeshire County Council's Active Travel Strategy includes this Harston to Newton active travel route as planned Tier 2 scheme (see pages 66 – 68 of the 2023 document).</a></u></p>	
46	Policy 21	Amend policy title to refer to 'active travel' rural routes and ensure policy title is consistent in policy box and text.	In response to resident comment and to correct error.
47	Post Policy HAR 21 and HAR 22	<p>Add reference</p> <p><u><a href="#">12.10 Other applicable policy document:</a></u></p> <ul style="list-style-type: none"> <li>• <u><a href="http://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf">Cambridgeshire County Council Active Travel Strategy 2023</a></u> <u><a href="http://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf">www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf</a></u></li> <li>• <u><a href="http://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf">Cambridgeshire County Council Active Travel Toolkit 2024</a></u> <u><a href="http://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf">www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf</a></u></li> </ul>	To provide links to county council documents
48	Map 21	<p>Add note to bottom of the map to read:</p> <p>Note: The bridleway shown on this map is also a small section of the proposed Haslingfield Greenway.</p>	To improve clarity and in response to comment from S9 (SCDC)
		<b>Policy HAR 22: Delivering active travel infrastructure as part of new development</b>	

Change No.	Para	Change	Reason for Change
49	Post Policy HAR 22	Amend first clause as follows: 1. All new development proposals (where they generate movement of residents, workers, shoppers, etc.) should take every available opportunity, <u>and appropriate to the scale and nature of the scheme proposed</u> , to:	To address Reg 14 comment from S9
50	Policy HAR 22	Amend third clause as follows: 3. Edge of settlement proposals should, <u>wherever possible</u> , incorporate pedestrian permeability out into the countryside, through taking opportunities to link in with the existing Public Rights of Way network.	To address Reg 14 comment from S9
		<b>Policy HAR 23: Harston Community Pavilion</b>	
51	Paragraph 13.3	Amend as follows: <del>The site of the community Pavilion is located off The Limes, within the Recreation Ground, and outside the village development framework. Half of the Recreation Ground is located within the Green Belt, with the other half designated (through South Cambridgeshire's 2018 Local Plan) as Local Green Space.</del>	To improve clarity.
52	Policy title	Amend to <u>Harston Pavilion</u>	To improve clarity
53	Policy	Amend first clause as follows: 1. <b>Development proposals that provide an improved and extended <u>pavilion building on the site of the community pavilion</u> (sits within <u>the Recreation Ground and a designated Local Green Space</u> shown on Map 10), located off The Limes for the purpose of delivering enhanced community facilities (including improved sports and community meeting space provision) will be supported where:</b>	To improve clarity

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Change No.	Para	Change	Reason for Change
		...	
54	Post Policy HAR 23	Add reference <u>Applicable policy from South Cambridgeshire's 2018 Local Plan</u> <ul style="list-style-type: none"> <li>• <u>Policy SC/4: Meeting Community Needs</u></li> </ul>	To improve clarity
55	New map	Create a new map to show the Pavilion only.	To address comment from S9 SCDC
		<b>Policy HAR 24: Harston and Newton Community Primary School</b>	
56	Post Policy HAR 24	Applicable policies from South Cambridgeshire's 2018 Local Plan: <ul style="list-style-type: none"> <li>• Policy SC/3: 'Protection of Village Services and Facilities</li> <li>• <u>Policy SC/4: Meeting Community Needs</u></li> <li>• <u>Policy TI/8: Infrastructure and New Developments</u></li> </ul>	To address comment from S9 SCDC
		<b>Policy HAR 25: Harston's community infrastructure priorities</b>	
57	Paragraph 13.19	Add footpath item  13.19. Through the work of the Harston Neighbourhood Plan Working Group, the following infrastructure priorities have been identified: <ul style="list-style-type: none"> <li>• Enhancing and extending the community pavilion.</li> <li>• Provision of at least one additional football pitch, and possibly also an additional halfpitch.</li> <li>• An ecological study for the orchard and meadow to include potential flood management e.g., bog area. The latter is necessary to manage excessive flooding on the car park and surrounding fields which have become non-operational during times of excessive rainfall.</li> <li>• Delivery of Harston's Gravel Pits nature reserve/informal open space, that will help address the shortfall in informal open space in the parish and address demand for access to natural spaces.</li> <li>• Improving Church Street traffic/parking issues.</li> </ul>	In response to Reg 14 comment from S11 GCP and also to improve consistency in NP.



Change No.	Para	Change	Reason for Change
		<ul style="list-style-type: none"> <li>• Delivery of off-road public car park at land adjacent to The Footpath, off Church Street.</li> <li>• <u>Delivery of a public car park off the High Street behind the Village Hall car park</u></li> <li>• <u>Improving the rural network of footpaths including the delivery of the aspirational routes set out in Policy HAR 22.</u></li> </ul>	
58	Post policy Har 25	<p>Applicable policies from South Cambridgeshire’s 2018 Local Plan:</p> <ul style="list-style-type: none"> <li>• Policy SC/3: ‘Protection of Village Services and Facilities</li> <li>• <u>Policy SC/4: Meeting Community Needs</u></li> </ul> <p>Policy TI/8: Infrastructure and New Developments</p>	To improve clarity
		<b>Policy HAR 26: Supporting shops and services along Harston’s High Street</b>	
59	Supporting text	<p>Insert a new paragraph after sub heading ‘Policy context and rationale’ as follows:</p> <p><u>13.23 Policy HQ/1 (j) in South Cambridgeshire’s 2018 Local Plan states that development proposals as appropriate to the scale and nature of the development must “provide a harmonious integrated mix of uses both within the site and with its surroundings that contributes to the creation of inclusive communities providing the facilities and services to meet the needs of the community”</u></p>	Suggestion from S9 at Reg 14 stage
		<b>Policy HAR 27: Station Road (SIG Roofing site)</b>	
60	Supporting text	<p>Add additional paragraphs after paragraph 14.7 to provide more context to this site:</p> <p>14.7. The site is currently used for industrial purposes and comprises previously developed land (<u>Old Station Good’s Yard</u>) in the Green Belt. Under paragraph 154 of the NPPF 2023, the site could be redeveloped provided the development would not have a greater impact on the openness of the Green Belt than the existing development.</p>	In response to S9 SCDC comments and follow on discussions.

Change No.	Para	Change	Reason for Change
		<p>14.8. Whilst outside the development framework and on the settlement edge, the site is currently visually enclosed from the surrounding Green Belt, due to existing boundary treatment. A development proposal should either retain the existing boundary treatment or enhance it, for example through increasing planting that is both resilient to climate change and beneficial to local biodiversity.</p> <p><u>14.8 This site currently employs a small number of people. In 2019, the landowner submitted a planning application to develop the site for residential use comprising 16 dwellings (with 40% affordable units) and a small block for employment use/offices to replace any employment loss. Harston Parish Council supported this application due to its accessible location, linked to the village by a path giving access by foot and bicycle. Importantly the site is within easy walking distance (less than five minutes) to Harston Primary School and within a ten minute walk to other shops/services. The proposal was however refused by the local planning authority and then dismissed by the planning inspectorate at appeal. In the appeal decision, the inspector concluded the scheme would not be inappropriate development in the Green Belt but concluded the number of homes being proposed could not be accommodated within the site without harming the character and appearance of the area.</u></p> <p><u>14.9 It is anticipated that this site is likely to come forward for development at some point during the neighbourhood plan period. In the event that it does, Policy HAR 27 provides clarity that residential development on this site is, in principle, supported. It is recognised that the site currently provides a small number of jobs. Potential for expanding the employment uses on this site are however limited due to its Green Belt location. Furthermore, it is considered that the delivery of homes suitable for meeting a range of Harston needs (including smaller homes) would deliver significant benefits to the village.</u></p>	

Change No.	Para	Change	Reason for Change
		<u>14.10 As part of formal consultation undertaken on this plan, East West Rail have commented that part of the land included on Map 23, may be required for the purpose of delivering East West Rail. The site boundary shown on Map 23 is therefore subject to change depending on the outcome of the strategic East West Rail work.</u>	
61	Map 23	Amend title to read “Land at Station Road, <u>indicative site boundary</u> ”	In response to comment from EWR (S7)
62	Policy text	<p>Amend the first bullet as follows:</p> <p>Residential development that helps to meet Harston specific housing needs as identified in Chapter 10 of this plan and as part of Policy HAR 24 ‘Harston and Newton Community Primary School’<sup>1</sup> will in principle be supported on land at Station Road (see Map 23) subject to:</p> <ul style="list-style-type: none"> <li>• The proposal meeting the <del>exceptional circumstances</del> <u>exceptions</u> set out for Green Belt land in the NPPF 2023 (<u>para 154</u>).</li> <li>• Compliance with other policies in this plan.</li> </ul> <p>Note: This means smaller homes suitable for those looking for their first home and homes suitable for families with children or affordable homes that meet the needs of local people whose needs are not met by the market.</p>	To address comments at Reg 14 from S9 SCDC
		<b>Policy HAR 28: 131 High Street</b>	
63	Supporting text	Text to be updated to explain that better vehicle visibility display would be needed here.	In response to comment from S10
64	Supporting text	Text to be updated to incorporate recommendations set out in the SEA report	In light of SEA report
65	Policy text	1. The land shown on Map 24 is allocated for the development of approximately 6 – 8 small <u>dwelling suitable for meeting Harston’s needs for smaller family homes and homes for older households to downsize into (i.e.</u>	To reflect initial assessment of site capacity

Change No.	Para	Change	Reason for Change
		<p><del>predominantly 2-and 3-bedroom homes</del> - 1 — 3 bedroom dwellings. Development is expected to come forward in the medium term (approximately 2030 onwards).</p> <p>1 The following criteria apply:</p> <ul style="list-style-type: none"> <li>• The scheme must demonstrate safe highway access, that meets the satisfaction of the local highway authority.</li> <li>• Mitigate for recreational pressure on Eversden &amp; Wimpole Woods SAC, Fenland SAC and Wicken Fen Ramsar site by promotion of circular walking routes of at least 2.7km, dedicated dogs off lead areas and dog waste bins.</li> </ul>	
		<b>Section 3: Community projects and plan delivery</b>	
66	5.11	<p>Amend the paragraph as follows: to be discussed by Hilary</p> <p>The council also supports the proposal in the AECOM report <u>to suspend the bus stop no parking area (only used on rare occasion) outside the school to allow safe parking space only for use by parents at drop-off and pick up times.</u> <del>to remove parking restrictions outside the primary school in Station Road, currently designed for bus drop-offs which are now irrelevant and allow safe space for parent parking during school drop off and collection times.</del> This recommendation has been shared with Cambridgeshire County Council in its capacity as the highways authority.</p>	To increase clarity in response to comment from S10
		<b>Appendices</b>	
67	Appendices	Check for grammar and accessibility	To improve clarity
		<b>Other</b>	
68	Maps	Ensure consistency with respect to order of Policy and map	To improve clarity
69	Formatting	Remove use of italics in document and check consistency of formatting	To improve clarity

Appendix 8 to the Consultation Statement to the Harston Neighbourhood Plan

<b>Change No.</b>	<b>Para</b>	<b>Change</b>	<b>Reason for Change</b>
70	Website links	Make sure they are all up to date and working	To improve clarity
71	Village development framework	Make sure it appears on more maps in the NP, e.g. views map or character area map.	To improve clarity
72	Mis	Potential further minor changes to respond to recommendations set out in SEA report and HRA report	SEA and HRA related