

Appendix 6 to the Consultation Statement for the Harston Neighbourhood Plan.

Report of responses received from residents during Regulation 14 consultation (22 April to 12 June 2024)

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Our ID	Para/policy... etc	Response comment	Harston PC response
		General responses	
R21		Extremely well depicted NP.	Thank you for your feedback
R36		SCDC seem hell bent on building in every conceivable space even gardens.	Your comment is noted. SCDC is responsible for determining planning applications that come forward for land in the parish. They assess these planning applications against the policies in the adopted Local Plan, currently the South Cambridgeshire's 2018 Local Plan. Once the Harston NP is made, planning applications will also be assessed against the policies in the Harston NP
R45	Gen comment businesses	Harston needs a forward looking strategy which should include supporting the expansion of light industrial job creation, including the potential to use greenfield sites to achieve this	South Cambridgeshire's 2018 Local Plan provides a decision making framework for employment development across the district. The Local Plan policies will apply to Harston parish as it does to other areas. The Harston NP recognises existing employment in the parish as an important strength (see SWOT at paragraph 4.9). In light of the opportunities provided by the High Street, Objective 18 specifically supports "shops and businesses along the High Street in order to support parish residents in both their working and leisure time". In terms of directing new employment development to land currently designated as Green Belt, this is not within the scope of any neighbourhood plan. Green Belt is a strategic allocation that can only be amended at the strategic level, via the Local Plan.
R50		1. Generally the form is far too complicated	ReWe are sorry the consultee had difficulties with using the form. We have sought to provide a variety

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		2. Unable to access certain websites to get information	of means by which people can respond. We will check all the website addresses used in the NP to ensure they are all up to date.
R53	Gen maps	<p>HAR3 - Gateways are identified on Map 12. These need to be acknowledged on Map 11 as they provide important views into the village. Indeed most of the important views seem to be from the village looking out rather than looking at the village, including from the gateways. Map 11 needs to relate to and help protect all of the routes noted on Map 22. For example none of route 4 is covered by HAR 3 HAR 3 - Map 13 to which this policy refers could be clearer. The reference to 'Harston Village' is confusing because there is already a defined village framework. The concept of the village framework and it's importance in influencing new development needs to be clearer in HAR 3. The village framework needs to be shown on one or more of the maps in the plan such as Map 10.</p> <p>HAR4 - should the milestones e.g. the one on London Road be noted in Appendix 3 which is referred to in this policy?</p>	<p>Thank you for this helpful feedback. The views map and the village gateways map are located next to each other and this helps to illustrate how the views and gateways inter-relate.</p> <p>With regards to the routes on Map 22 they are aspirational routes identified due to reasons distinct from valued views. The views on map 11 are all from publicly accessible places for the enjoyment for all. The routes on Map 22 are not all on publicly accessible land.</p> <p>We agree the Harston development framework should be shown on other maps in the NP. This will be addressed in the submission NP.</p> <p>The milestone, is already a designated heritage asset. Appendix 3 shows additional Non designated heritage assets.</p>
R91	Gen comment businesses	We should consider moving the industrial estate at button end to somewhere closer to the main road, i.e. A10	Whilst this may be a good idea in principle, the Harston NP contains planning policies which will apply when future development proposals come forward. From this perspective it is quite constrained with respect to reconfiguring existing land uses. The Green Belt designation surrounding the village also places constraints on the NP with respect to identifying new development sites.

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R54	Gen comment	HAR 6 Harston's greens could be impacted by East West Rail southern route - it is proposed to close the road from Station Road across to Newton which will alter this centre of the village	The East West Rail proposals and route do not affect the validity of these spaces as Local Green Space.
R27	Gen comments	No significant comments or concerns about any of this, however much of what's said/ written will be torn-up and thrown away if EWR stays on track!	Thank you for your feedback. East West Rail (EWR) is a strategic project that, if implemented, will affect the parish significantly. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.
R29		Would be ruined by the proposed EWR route.	Please see response as set out above.
R13	Gen comments	Protecting land from global events and environmental impacts is important and welcoming integration and new comers is paramount	Thank you for your feedback
R105	Gen comments	Need to improve potholes which trap rainwater.	Noted. The role of the Harston NP is to provide policies that are then used by the local planning authority in the process of determining planning applications. This matter is noted but lies outside the scope of the Harston NP.
R63	Gen comment	No EWR! The A10 is merely a motorway- no one stops for anything other than costcutters. Your privately owned bus 26 needs to be publically owned so it will improve its frequency of service and never just be cut like Stagecoach did. Get that sorted first!	Noted. The role of the Harston NP is to provide policies that are then used by the local planning authority in the process of determining planning applications. The Harston NP is about dealing with parish-specific matters and strategic issues such as EWR, which is a strategic transport infrastructure

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			<p>project, lie outside the scope of the Harston NP. These matters are all noted.</p> <p>Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority are responsible for strategic transport matters.</p>
R75		The closure of Newton Road from Station Road should not be allowed.	Noted although it is understood this is a comment directed at the EWR proposals rather than the Harston NP.
R76		Better bus service & reduce number of cars	Noted. A better bus service and fewer cars would both be welcomed. As the role of the Harston NP is to provide planning policies that are then used by the local planning authority in the process of determining planning applications, it is limited in how it itself can bring about these changes.
R104		reactivate the Harston train station	Harston NP is to provide planning policies that are then used by the local planning authority in the process of determining planning applications - it is limited in how it itself can bring about these changes. The PC has previously looked separately at this issue and have not be successful in gaining government support to take this further
R105		Need to increase traffic flow	Viewpoint noted. The role of the Harston NP is to provide policies that are then used by the local planning authority in the process of determining planning applications. The Harston NP is about dealing with parish-specific matters and strategic

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			<p>transport issues lie outside the scope of the Harston NP.</p> <p>Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority are responsible for strategic transport matters.</p>
		Comments on Village and Settlement Character	
R7	Gen character	We struggle with a very busy High Street. Indeed, the demolition of dwellings to make way for corporate garages impacted the 'feel' of the village. Any character properties should be retained. The loss of The Old English Gentleman pub amongst others, including The Pemberton Arms alter the character of a village. Too many lost opportunities to keep social hubs within the village. Four lost in the time I have lived here.	Your concerns are noted and also reflected in Chapter 4 'The Key Issues' including the SWOT at paragraph 4.9. Policy HAR 4 'Conserving and enhancing heritage assets in Harston' gives formal recognition in the planning system to the heritage significance of 49 locally identified buildings and structures including the Pemberton Arms. Policy HAR 5 'Preserving the special character of Harston's historic core and Button End' is focused on ensuring the special qualities of our historic core is retained or strengthened. The value and vulnerability of our community infrastructure is recognised in Chapter 13 'Harston's village hub and community infrastructure' and the policies it contains.
R8	gen character	Action to resolve the eyesore of the former Pemberton Arms site	Your concern is noted. Planning conditions have recently all been met so the rebuild can go ahead.

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R11	Gen character	Just to note that High Meadow would be more accurately described as late 20th century : built 1998 - so not 30s-50s	Thank you for your comment. This character area title is based on the predominant age of dwellings found in the area.
R73	Gen character	No problem with any of them, but wonder how it would change if East-West rail comes to Harston.	Noted. East West Rail (EWR) is a strategic project that, if implemented, will affect the parish significantly. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.
R95	Gen character	The character of the village is already strongly influenced by the A10, which bisects it. I am very concerned by the potential for the Southern Route of EWR to further urbanise the character of the village and lead to a feeling of being hemmed in'	Your concern is noted and is reflected in Chapter 4 'The Key Issues' in particular the SWOT work at paragraph 4.9
R83	Gen character & traffic	I think the development on the site of the former Old English Gentleman pub is very disappointing. The two houses on the corner which are what is seen on entering the village from the North are particularly unattractive, presenting a very unwelcoming aspect. I hope the development of the Pemberton Arms at the other end of the High Street can maintain something of the character of the original building. I think the village environment and atmosphere is at risk because of the high volume of traffic flowing through the village along the A10, including a large number of HGVs, causing significant noise and air pollution and often driving at a speed that endangers pedestrians. I	Your concerns are reflected in Chapter 3 (about Harston), Chapter 4 (the Key issues) in particular the SWOT analysis at paragraph 4.9. Your comment regarding restricting large vehicles from driving through the village is a strategic transport matter that lies outside the scope of the Harston NP. Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority are responsible for strategic transport planning across Greater Cambridge.

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		would favour building traffic calming features at each end of the village, with a ban on large vehicles from driving through the village (ie delivery vehicles only). HGVs wishing to drive from Cambridge to Royston should then be required to go south along the M11 and then use the A505, which much better able to cope with large vehicles.	
R8	HAR1	Important that new builds are integrated in existing housing styles and include affordable options for first time buyers and/or downsizers	Noted and thank you. This is what the NP and design guide policies hope to achieve.
R22	HAR1	Not clear on HAR1 what implications are for solar panels on roofs.	Policy HAR 10 Delivering sustainable design and construction' supports on site renewables so long as the energy hierarchy is applied (reduce demand for energy first through building layout).
R24	HAR1	HAR1: Building materials and colour palette Seems a little too prescriptive? Choice of building materials ... should blend/be in keeping with the site surroundings.	Thank you for your comment. The wording of the paragraph says 'suitable materials could be' and is therefore suggesting to be helpful, not prescribing.
R37	HAR1	In this Summary there is no mention of EWRail which will have a very large impact on the village. What has the Committee done to try to lessen this impact, ie cutting into or very near Rowley's Hill. Making a nonsense of any proposed pathways between Harston & Newton by shutting Newton Road. How dull - only	Your concern is noted and is reflected in Chapter 4 of the full neighbourhood plan document- 'The Key Issues,' in particular the SWOT (threats) work at paragraph 4.9. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended

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		allowing gloomy colours. Our own house with its colourful shutters would not be allowed!	to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review". With regard to colour palette the colours suggested are examples not prescriptive.
R63	HAR1	No more housing.	Your comment is noted.
R64	HAR1	HAR 4 does not cover areas of Harston. The emphasis should be on matching the character and design of an area or the street.	Thank you for your comment. HAR1 policy has been amended to emphasize that new development should recognise, reinforce and integrate well with the character and design of an area or street- 8 main areas identified on Map 9 & HAR5 emphasizes the special character of the historic core & Button End.
R74	HAR1	The simple yes/no options here do not allow for nuance. In particular, with HAR1, while it's desirable to use traditional materials and designs for buildings which are going to be "on show" (e.g. visible from a main road) there is a lot of in-fill in the village where residents have built new houses in their old gardens, well away from view. Clearly it is important to maintain a sensible roof-line, but there is no reason here to enforce specific designs and materials. Indeed, some very exciting new developments could be summarily dismissed as not being "traditional" enough under this plan, and that is a real shame. A bit of common sense would work wonders here.	Noted and accepted. Amendments have been made to HAR1 to allow for contemporary approaches so long as proposals relate sympathetically with the site and its surroundings

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R41	HAR1-5	<p>HAR1: you are implementing restrictions for Harston residents that are already regulated by planning/Cambridgeshire council. Many of these are not legally enforceable. What you should implement is whether or not on a private land can be build an industrial/business building. You should be able to control this, which has been failing for years (the super modern Porsche garage not fitting to Harston character (if there is any), BP garage, Sagentia, etc). HAR2 and HAR3: I agree that you should be able to control (to certain extend) some heritage landmarks in the Harston village, but you cannot be serious about those artificially made up views, especially if the EWR is going to be built. HAR4: I don't know what are these heritage assets. Harston is a puzzle of a different building styles and different time periods. Many of them, especially those from 60-70s are ugly and I hope you will not force young families to design their homes based on such examples as Lawrence Lea, Paddocks, Limes. I hope you talk about the building styles like seen in The Chestnuts or Mills Road in a better case. HAR5: what do you want to preserve in Button End (this looks like a war zone). I can only agree to preserve the greenery as much as you can. OK, to preserve the memorial, the Hartson Village Hall. I'm not sure how you legally enforce to keep an open land along specified/named areas. If an owner decides to build a building on their own land, you can't stop this. However, you should be able to define whether or not this can be used for a business and how it impacts other surroundings residential dwellings.</p>	<p>South Cambridgeshire's 2018 Local Plan provides a decision making framework for employment development across the district. The Local Plan policies will apply to Harston parish as it does to other areas.</p> <p>The views have been identified through the Harston Landscape Appraisal work carried out by resident volunteers and consultation at various events. They have not been artificially made up and are described in detail with photographs in appendix 4.</p> <p>Designated and non-designated Heritage assets and their importance are detailed in HAR4 of NP and appendix 3.</p>

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R17	HAR2	Policy HAR 2 . Existing grass verges need to be enhanced and policed to prevent being obstructed by parked vehicles preventing those using the pavements to take risks becoming a safety concern. Boundary ditches that are the responsibility of the highways department to be cleared and maintained on a regular basis and contracts awarded, they should not be the responsibility of the resident's litter pick teams.	Thank you for your comments. The role of the Harston NP is to provide policies that are then used by the local planning authority in the process of determining planning applications. Policing, ditch clearance and litter picking lie outside the scope of the Harston NP.
R23	HAR2	I support more tree preservation, especially along the high street. We should protect mature trees which add to the character of the village.	Thank you for your comments and support.
R27	HAR2,3,4	HAR2 - Important Countryside Frontages and other elements of HAR2 and indeed HAR3 are critical. Also HAR4 and our heritage assets are very important. The OEG/ Vujon site should not have been redeveloped, or at least the original prominent building should have remained in place, regardless of cost to repair. The same is true of the Pemberton Arms. These are the two most widely used gateways into the village (OK, the Pem isn't quite a gateway, but it is if coming from Newton or Hasingfiled)	Thank for your comments. The NP aims to avoid these issues in the future through our policies.
R70	HAR2-4	I like living in a village. The setting of the village in a rural landscape, surrounded by Green Belt with wide open views across the countryside is important to me. The Chalkland slopes beside the village give a feeling of the village being nestled in the countryside, enhancing the feeling of a rural setting. The historical character of many of the buildings is also important to me.	Thank you for your comments and support.

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R17	HAR3	Policy HAR 3. (3) Views K, L, M,N,H I feel will not be possible if the proposed southern route of EWR proceeds around two sides of the village these views will be sorely missed never to return. (4) Gateways into the village will totally change if proposed EWL progresses new ones constructed and others discarded totally changing the history of the village.	Thank you for your comments. The NP does not have control over national strategic policies, but should EWR occur, the landscape policies have a role with respect to highlighting key characteristics/sensitivities and will therefore be important in terms of informing appropriate mitigation measures.
R77	HAR3	We need to preserve as much as possible of the countryside surrounding and within Harston village for future generations.	Thank you for your comments and support.
R54	HAR3-5	It is very surprising that a policy document looking ahead to 2041 contains no reference to the proposed southern route of East West Rail. Whilst we await the Statutory consultation and Development Consent order proposals are not confirmed but MUST all the same be borne in mind in a Neighbourhood Plan with a 15 year lifespan. For this reason I am not in agreement with all the policies as they lack a view on this potential existential change to Harston. HAR3 both the views and the village gateways (1, 3, 4 and 5) would be adversely impacted by the proposed southern route. HAR 4 The Grade II listed Milestone on the green near the southern gateway to the village could be impacted by possible road changes. HAR 5 The special character of Harston's historic core is threatened by the proximity of EWR proposals for a southern route. HAR 6 See comments above on impact on Harston's Greens of EWR southern route.	Your EWR concerns are reflected and detailed in Chapter 4 (the Key issues) of the NP, in particular in paragraphs 4.5 -4.9 and threats in the SWOT analysis. Appendix 8 also contains a map and reference on the potential implications of EWR to the local area. East West Rail (EWR) is a strategic project that, if implemented, will affect the parish significantly. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.

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R3	HAR4	I do not want special treatment of 'heritage assets', to avoid ending with a twee and uniform village or theme park. Otherwise I support all the proposals.	Thank you for your comments. NP has identified 8 different character areas and the polices support keeping the variety of different styles within the village.
R52	HAR4	I am concerned that planning restrictions may prevent anyone from doing *something* with the Pemberton Arms building. Whilst I'd prefer it to be preserved I also don't want it to just remain a derelict eyesore in an increasing state of disrepair.	Your concern is noted. Planning conditions have recently all been met so the rebuild can go ahead.
R62	HAR4	We must preserve the history of Harston so that in the future people will know how it's developed. It is extremely important for people to understand areas which are threatened if nothing is stated in law.	Thank you for your comments and support.
R71	HAR4	We want to protect the history of these important buildings	Thank you for your comments and support.
LS5	HAR5	Small infill developments in Button End should be allowed	Thank you for your comment.
R17	HAR5	Policy HAR 5 (a) Prevent any future ingress of roads, pavements or construction of the historical green spaces of old Harston,	Thank you for your comments and support.
R29	HAR5	In general I agree with Policy HAR 5. However, the Pemberton Arms, 2 High Street, is an eyesore but is better than a new commercial food store which would give rise to increased traffic on a very busy dangerous corner and slip road. It would also increase the traffic risk to children attending the nearby primary school.	Your concern is noted. Once the Harston NP is made, future planning applications will be assessed against the policies in it. For the Pemberton Arms planning permission has been given by SCDC for its demolition and planning conditions have recently (summer 24) all been met so the rebuild can go ahead.

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R75	HAR5	Ideally no further development in Button End. I do believe strongly that so very little remains of the old Harston, confined now only to a few important houses on the Harston High Street, and the Church Street area of the village, that absolutely no developments should take place in those positions.	Thank you for your comment. The NP aims to support appropriate development in suitable limited areas of the village.
R104	Har8	should preserve the agriculture land around the village	Thank you for your comments and support.
R79	HAR9	Donkey Lane is a good on foot connection between Harston and Hauxton. It also acts as a wildlife corridor with thick hedges, undergrowth and tall trees.	Thank you for your comment.
		Comments on Open Space	
R27	Har2 &6	LGS 1, 2 and 3 should be protected from any development for "all-time". Furthermore , all "important open land" (A to K) in map should be left open and not be developed!	Thank you for supporting the policies in the NP.
R79	HAR3	Map B does not include the view from the southern end of London Road up the hill towards Newton	Many valued views have been considered as part of our views work. The views identified on Map 11 in the Regulation 14 NP are felt to have the strongest value in terms of reflecting Harston's landscape and settlement character. However, the NP recognises the existence of the village gateway (and its approach) along London Road. Policy HAR 3 requires applicable proposals to protect or enhance the sense of arrival and place at these locations.
R18	Har6	Protecting the green spaces is really important for the character of the village	Thank you for your comments and support.
R21	Har6	We need to preserve green space in ratio to village.	Thank you for your comments and support.

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R62	Har6	Very important to preserve the green areas.	Thank you for your comments and support.
R41	Har6 & 7	HAR6: this will only be possible if these already are as green belts HAR7: not sure how you can achieve this.	Thank you for your comment. Local Green Spaces have similar protection as Greenbelts.
R17	Har6-7	Policy HAR 6. LGS 1.2.3 continue as H5a. LGS1 used to be the centre of Harston life with the village feast, dances and various activities and should perhaps never be lost. Policy HAR7. 2. The gravel pits project to be adapted and proceeded for the benefit of the village and maybe some notice regarding the eccentric lady Jill Thorn that used to live there in a double deckerbus.	Thank you for your comments which identify the importance of these spaces to the village.
R63	Har6-7	We need to keep the green spaces and add more on A10 as volume of pollution from traffic, especially lorries! Is very high.	Thank you for your comments which support the reasons for many of the NP policies.
R74	Har6-7	Again, the yes/no nature of the response doesn't allow for nuance. In HAR6, I'm not keen on the weasel words used in section 2: these spaces should stay green, irrespective of any national policy on Green Belts. The development of the Gravel Pits in HAR7 is welcome, but there are other areas too - specifically the fields adjacent to the Community Orchard and Drift - which have lots of potential. This could be in conjunction with the farmer, creating Permissive Paths for recreation while also allowing the land's use as a traditional hay meadow. There is a large cross-over with HAR21, and it would be useful to consider the two strategies together rather than separately.	Thank you for your comments and suggestions.

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LS5	HAR7	The old gravel pits are private land	Thank you for your comment.
R3	HAR7	If possible I would like to see continued public access to the (usually fallow) field and wood east of the Rec. and south-west of the Drift, including access from the community orchard and from the Drift.	Thank you for your suggestions. In HAR 21 We have included an aspirational route to link the Community Orchard with the Drift.
R7	HAR7	Just three small patches, totalling less than an acre of green space.	Thank you for your comment. Under HAR 2 we have identified larger areas of important open land to be maintained & possibly enhanced.
R45	Har7	Strongly support the expansion of open natural spaces for residents including the potential to use the abandoned gravel pit area adjacent to Button End industrial area	Thank you for your comment and support.
R70	Har7	The open green spaces within the village are very important and enhance its rural village feel. I agree that additional access to natural green spaces is very important and projects such as the gravel pits should be encouraged.	Thank you for your comment and support.
R73	Har7	Who would pay for delivery of Open Space - I may have missed that information.	Appropriate grant funding would be sought. Contributions may also be secured via development in the parish. See for example Policy HAR 25 (Harston's community infrastructure priorities).
R77	Har7	No14 - wild life preservation doesn't always go with public access, some areas need to be left alone for nature. Eg dog walkers interfering/chasing wild animals (deer, foxes etc)	Thank you for your comment.
R103	Har7	I think there should be more open spaces within Harston	Thank you for your comment and support.

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R104		better facility for playground and exercise areas	Noted. Thank you for your comment.
		Comments on Parish-Wide Landscape and Biodiversity	
R7	Gen comments	Admirable aspirations.	Thank you for your comment and support.
R100	Har3 & 8	EWR will impact 'views' H, L & N.	<p>Noted, thank you.</p> <p>If and when East West Rail (EWR), a strategic project, comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time.</p>
R17	Har8	<p>Policy HAR 8. Chalklands (2) Steps to be take in preserving the access and area of St Margarets Mount and the monument for public access, this is relatively and unknown area and should be accessible to all. The view of Rowley's Hill and clunch pit to be preserved and maintained for all. River Rhee (2) Enhancing the banks of the river by removing shrubbery and fallen trees etc, occasional clearing of riverbanks creating a better flow and maybe reduce flooding and then maybe use of boats/punts as in past times. Farmlands (2) Ensure that the Drift remains intact and on its present route if and when the proposed EWR goes ahead, this is a well-trod route enjoyed by many from the High Street to Little Shelford Road and to the access to St Margarets Mount.</p>	<p>Thank you for your comments and suggestions which support the landscape and active travel routes policies. A public footpath exists off Shelford Rd up to St Margaret's Mount and the monument at the top shown on Map 21 but otherwise the land is private.</p>

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R102	Har8-10	concerned about flooding in the fields and the impact future development (especially the proposed east west rail might have)	Thank you for your comments. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood.
R41	Har8-9	HAR8: will you be able to push for this? With EWR? HAR9: what is this about, isn't this something that is regulated by the Cambridgeshire council already? I agree that you should not let anybody build an ugly industrial estate like you already allowed to the Porsche garage, or Sagentia (btw taking the Harston Mill and loosing this heritage landmark for public views). I agree to plant more trees, retain the existing ones, and simply keep as much as green vegetation as we can on the common public spaced. On the other hand, if somebody owns a field and decides to cut the hedges there, can you do anything about this? I would rather want to set this HAR9 to protect the Harston land from poisoning by harmful substances/chemicals that can be introduced by an industrial estates (the Porsche garage and fuels, the BP garage, Sagentia, Button End, the corner shop, etc). It applies also for the EWR and the diesel trains. This should be strictly controlled.	Thank you for your comments. Wherever development is proposed via a planning application, the planning decision should be accordance with the NP policies (including our landscape policies) unless there are material considerations that indicate otherwise. <u>Contamination:</u> The implications of contamination from development can only be considered (as far as planning is concerned) at the point of a planning application being submitted. Where an existing tenant/landowner undertakes activities that could lead to contamination, this is a matter dealt with through Environmental Legislation and, where applicable, via Building Regulations.
R45	Har8-9	Both landscape character and biodiversity will be very badly affected by EWR, should it occur, but even without that we need to seek ways of assisting biodiversity across the village.	Noted. The Harston NP provides an opportunity to highlight the importance and existence of our sites with biodiversity value.”
R51	Har8-9	These are important aspects of the village and should not be threatened by the construction of EWR.,	Thank you for your comments.

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R54	Har8-9	HAR 8 Biodiversity of Harston's Chalklands, River Rhee Meadowlands and river and farmlands are threatened with adverse impact of EWR proposed southern route.	Thank you for your feedback. East West Rail (EWR) is a strategic project that, if implemented, will affect the parish significantly. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.
R70	Har8-9	The three landscape characters, identified as Harston Chalklands, River Rhee landscape, and Harston Farmlands, all enhance the village setting and combine to make the village a very attractive and interesting place to live. Each area is important in itself and the combination of the three around the village is very special and desirable and, together, they enhance and provide for the biodiversity of the parish.	Thank you for your comments.
R95	Har8-9	Very concerned by the potential for EWR to adversely affect both landscape and biodiversity	Noted. Thank you for your response. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.
R64	Har9	Tree planting without maintenance is worthless. Biodiversity should be a general obligation and not embedded in planning. Tree planting should be	The importance of maintenance is agreed. Statutory development plans have an important role in facilitating the protection and enhancement of

Our ID	Para/policy... etc	Response comment	Harston PC response
		designed into an area and not in a one off or even in rows.	biodiversity as well as the legislative framework (e.g. NERC Act and TCPA 1990). Regarding the design of tree planting, Policy HAR 2 'Protecting and enhancing important landscape features within and around the built-up environment' is relevant. We have amended the policy to strengthen the point about maintenance.
R11	Har9	HAR 9 Good to have mention of wildlife corridors though not so sure about special protection (3) for bat flight lines if 'could belong to...'	Thank you for your comment.
R18	Har9	It is really important to maintain the biodiversity	Thank you for your comment.
R21	Har9	Natural habitat is important to us.	Thank you for your comment.
R63	Har9	Council needs to plant more flowers to attract more biodiversity in insects AND stop making locals clean up the rubbish on High Street. Get a regular council street and rubbish collector out as it piles up- especially the number one contributor Costcutters on High st near Orchard Close.	Thank you for your comments. The role of the Harston NP is to provide policies that are then used by the local planning authority in the process of determining planning applications. Litter collection is noted but lies outside the scope of the Harston NP.
R67	Har9	I not EWR is not mentioned in the plan. I am very concerned about the effect this will have on landscape and biodiversity	Your EWR concerns are reflected and detailed in Chapter 4 (the Key issues) of the NP, in particular in paragraphs 4.5 -4.9 and threats in the SWOT analysis. Appendix 8 also contains a map and reference on the potential implications of EWR to the local area.If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time.

Our ID	Para/policy... etc	Response comment	Harston PC response
R73	Har9	Not so bothered about bats!	Noted.
R74	Har9	Difficult to disagree with the aims here, but my response to HAR6/HAR7 is relevant here too. Rather than subsidising farmers to leave land fallow (and excluding so-called "recreation" like walking around the perimeter), it would be good to see this land incorporated into a wider green space initiative. Permissive paths, better access and active planting of wild flowers would enhance what would otherwise be relatively poor farm land.	Thank you for your comments and suggestions. Policy HAR21 aims to increase rural footpath network. Paras 8.12-8.15 of NP refer to Cambridge Nature network proposals to improve green infrastructure and access which we support.
R77	Har9	Har9 - 7c continuing to loose tree, but little or none being re-planted. There should be trees growing along the roadside into and exiting the village on the A10, as Newton has done. Something for the future. If a tree is felled/lost within the village then a policy of 1 or 2 should be replanted. Lots of Elm have been lost within the village and boundary, due to Dutch Elm disease.	Thank you for your helpful comments and suggestions. These are not within the remit of the NP which deals with future development applications but could be carried out by a community project supported by a community grant led by volunteers
R79	Har9	Can Donkey Lane be included?	We appreciate your comment, but only a short stretch of this PROW is in Harston, most in Hauxton, but HAR 9 policies should apply.
R35		Policy HAR 9: I support in general but occasional choices may require common sense.	Thank you for your comments.
R75		No mention that TPOs should be strictly observed. Not ignored as happened at Neptune site.	Thank you for your response. We agree, TPOs should be observed and s Cambs check this with each planning application. The trees removed on Neptune site did not have TPOs.

Our ID	Para/policy... etc	Response comment	Harston PC response
		Comments on Climate Change and Flood Management	
R3	Gen comments	Excellent and very important policies.	Thank you.
R21	Gen comments	A much needed priority.	Thank you.
R62	Gen comments	Definitely need plans for climate change and effects on Harston.	Thank you for your comment.
R37	General comment water supply	HAR27: We overlook this site. To have smaller units here for much needed social housing and first time buyers means more water usage. Just asking owner occupants to use water more efficiently is not enough. We desperately need more water. Why not insist each houses has its own underground tank as is very common now in Australia, saving rain water of which we seem to be getting lots of.	Thank you for your comments and suggestions. Policy HAR 10 requires new proposals to minimise water usage in line with Local Plan requirements. See supporting text to the policy for further details.
R63	Har10	You built houses that are cheap and not sustainable on Orchard Close. Or ecological housing.	The NP has policies that will relate to future developments.
R26	Har10	Sustainable can be inappropriate. Passivhaus is not appropriate in the damp conditions in the UK. It leads to a build up of Mould	Thank you for your comment. Passivhaus standard is given as one of several examples.
R37	Har10	HAR10 (<i>put ?in yes box</i>). Under sustainability statement solar energy is mentioned. However, there is no mention in this section of water. 17.4.24 Cambridge Water installed 2 tanks to see us - in Sunbourn and Sarek- through the summer, when last year, until similar tanks were installed, we are occasionally waterless. Lack of water is present here in Harston NOW!	Thank you for your comment. Water is mentioned under point 2c & e of HAR10.

Our ID	Para/policy... etc	Response comment	Harston PC response
R50	Har10	Har 10 if economically sensible and achievable	Thank you for your comment
R77	Har10	19 - sewage system cannot cope and needs to be included for any new development.	Noted. S Cambs Local plan Policy TI/8: Infrastructure and new developments does not permit new development without adequate foul wastewater infrastructure – see 9.37-9.38 of NP.
R83	Har10	While solar panels are to be encouraged on roofs, they should be in keeping with the existing tiles. On new builds, where possible the use of solar tiles should be encouraged.	Thank you for your comment.
R100	Har10 & 12	HAR 10.2.c,d & e particularly important. HAR 12. Limit new hard landscaping, block paving, which results in overloading of drainage/drains.	Thank you for your comment.
R41	Har10-12	HAR10: ok, but current developers in the UK operate on the EPC rating B with newest buildings (check with them), in central Europe all new building must be at least A or the passive house scenario. Again, I don't know how can you legally control this as I believe you need an expert to assess this first. HAR11: not sure what you mean, this is so general. HAR12: fine, but you can't do much if a natural water table in Harston is already high enough at this point unless you elevate the grounds. The drainage in Harston is really bad and I tell you mainly why, there are not cleaning cars to move leaves away in the fall, turning to mud and slippery hazards, can you please sort this and push on the Cambridgeshire Council to have a regular cleaning in Harston?	Thank you for your comments re policies HAR 10-12. The NP includes policies for future developments and maintenance of drainage systems is not within its remit.

Our ID	Para/policy... etc	Response comment	Harston PC response
R22	Har11	There is a question about how to assess windmills for electricity generation. Within tight limits this would be acceptable.	Your comment is noted.
R45	Har11	The village should seek opportunities to develop community climate responses and facilities that support renewable energy community assets	Thank you for your comment.
R52	Har11	Sustainable energy production (wind, solar etc.) that the community owned and benefitted from would be terrific.	Thank you for your comment.
R74	Har11-12	If anything, renewable infrastructure and avoiding flood risk are probably more important than the blind adherence to building design and materials (HAR1). Compromise on the latter may be needed to achieve the former.	Your comments are noted.
R11	Har12	Flooding from inadequate drainage is a big issue	Your comment is noted.
R64	Har12	The flood risk should be mitigated by designing in ponds and maintaining ditches and outflows to the river or ground infiltration.	Noted and agreed.
LS5	Har12	The sewage problem in ButtonEnd should be addressed by Anglian Water.	Noted and agreed.
R17	Har12	Policy HAR 12. (1) Maintenance of the Artesian Well and drains on the green to prevent flooding on the road if the tap on the well is turned on. This may also then stem the flow of water from the new outlet that is forming a new bogged area. Return the fountain as it was intended to make water available to all.	Thank you for your suggestions which have been noted.

Appendix 6 to the Consultation Statement for the Harston Neighbourhood Plan

Our ID	Para/policy... etc	Response comment	Harston PC response
R51	Har12	Risk of flooding will increase with climate change and the NP is making an important contribution to reducing it.	Thank you for your comment.
R54	Har12	HAR12 Paramount importance of assessing potential flood risk which construction of proposed railway on raised embankment could have on network of ditches and river course.	Thank you for your comment. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time.
R73	Har12	Agree especially that appropriate surface water drainage should be in place all around Harston.	Thank you for your comment.
R102	Har12	concerned about flooding in the fields and the impact future development (especially the proposed east west rail might have)	Thank you for your comment. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time.
R104	Har12	Surface flood area should not being developed	Noted
R27	Har12 & 10	This is all VERY important. The existing sewer (foul water) system can't cope with new housing (or existing too!) and the floodwater / rainwater system is just as inadequate, with areas of the village frequently under water. As for HAR 10, I'm not a fan of unsightly solar panels anywhere!	Thank you for your comments. S Cambs Local plan Policy TI/8: Infrastructure and new developments does not permit new development without adequate foul wastewater infrastructure so there is no need to include a Harston specific policy on this - see 9.37-9.38 of NP.

Our ID	Para/policy... etc	Response comment	Harston PC response
Comments on Housing Supply			
R86	Gen	Definition of these sites is often vague & can be built inappropriately in some cases.	Paragraph 10.7 of Harston NP and the glossary defines rural exception housing and where you can find more detail.
R36	Gen- infrastructure	No infrastructure to support any development within the village.	Comment noted.
R77	Gen- infrastructure	23/24 - any extra housing, should include infrastructures by the developers BEFORE houses are built eg, sewage, doctors surgery should be considered	Comments noted.
R83	Gen- infrastructure	There should be no more development leading to greater access to the A10. It is already too busy as a road, with real problems for existing residents wishing to exit their properties.	Thank you for your comments which are noted.
LS2	HAR 13	Please refer to email dated 10/06/2024 from claire.galilee@bidwells.co.uk to clerk@harstonparishcouncil.co.uk	Thank you for your email referring to rural exception housing.
LS5	Har13	More affordable housing needed	Noted and supported in the NP.
R7	Har13	For a village to be vibrant it needs an ability to cater for all to be able to have affordable homes. For the school to remain we need young families. Harston is a bit of a satellite settlement because of its accessibility to Cambridge and the Addenbrookes site. This pushes prices up beyond local families being able to stay within the village. We have plenty of larger homes, but must plan for smaller family homes.	Thank you for your comments.

Our ID	Para/policy... etc	Response comment	Harston PC response
R14	Har13	I'm not sure how housing can remain affordable in perpetuity? Does that mean remain for rental at affordable prices?	<p>Dependent on government and local policy, there will be specific provision/covenants for rural shared ownership exception housing so that it either has to be sold back to the provider, or that the % reduced cost of buying it is passed on to the next owner. That way it remains more affordable and for families connected to the village.</p> <p>With regards to rented properties coming forward to meet the definition of affordable housing, the rent will be set with the Government's rent policy for social rent or affordable housing, or be at least 20% below market rents (including service charge where applicable)</p>
R21	Har13	Will hopefully invite an allegiance to the village and generations of families. Be good to supply as per needs with amenities to support.	Thank you for your comments.
R53	har13	HAR13 - it is important to encourage sufficient numbers of new homes in the village that generate future cohorts of children attending the primary school	Thank you for your comments.
R62	har13	We really need housing for those people who cannot afford a mortgage.	Thank you for your comments.
R63	har13	Affordable housing if it is high standard, renewable materials. But Affordable housing has no profit so doubt housing will be built solidly. So, ergo, no building of Affordable housing.	Thank you for your comments.

Our ID	Para/policy... etc	Response comment	Harston PC response
R64	har13	Rural exception sites should be within the village and not extend it outwards or up road lines. they should help the core area. Affordable housing should be dispersed and not in 'ghettos'. It should be encouraged but integrated and not be seen as special. Viability is not a relevant test given the development gain.	Noted but rural exception sites are, by definition, on sites adjoining the development framework. Policy HAR 13 also requires development to contribute positively to the existing character of the village, and its setting in terms of design, layout, materials, landscaping and biodiversity
R73	har13	Agree strongly that we need more affordable homes.	Thank you for your comments.
R80	Har13	If a rural exception site is not achievable then be prepared for some comprise for a mixed development that can significantly increase the stock of social housing	Thank you for your comments.
R41	har13 -14	HAR13 and HAR14: Why I disagree? An example, the new pretty Vujon houses (in my view, which you likely don't share), how many 2-, 3- and 4 bed houses are there in this settlement? Exactly, developers build as many small houses as possible on a minimal land for profit, mainly 2-3 beds. Your fear that they will build 4-5 beds is not justifiable/necessary. To enforce the developers for a share-hold to achieve more affordable houses is worse. In addition, regarding the social housing, I don't want another Queen's Close settlement in Harston. You are located near Cambridge and near London, the prices are as they are and you can't do anything about that. Plus, young families wouldn't choose Harston as their preference destination for these reasons: 1. the A10 traffic and danger for school children when walking to school, 2. the school struggling for children and subsequent negative requirement to merge classes (with EWR	Thank you for your comments. These policies are informed by the Harston Housing Needs Assessment 2023, the Harston Housing Needs Survey and the number of households on the local authority's housing register.

Our ID	Para/policy... etc	Response comment	Harston PC response
		this school will be potentially under a closure thread), 3. no proper public services and facilities. However, you can attract young professionals who can't afford to buy directly in Cambridge if you improve the infrastructure. I rather sense a nostalgia in these HAR13/14 policies, but once you were young as well and have built an affordable new home in which you live happily until now. Young families long for the same, this is unfortunately hardly achievable in Harston so they rather choose other new built satellite estates like Cambourne, etc.	
R8	Har13-14	include affordable options for / provision for first time buyers and locals wishing to downsize	Thank you for your comment.
R27	Har13-14	I'm perhaps in the minority here and I'm in favour of "affordable housing" but not if it causes destruction of the village, for example by building on current open spaces. Having said that, sympathetic small developments in Button End and at Tanner and Hall site would be OK. Fundamentally, most people, especially those with young families can't afford to buy in the village. Several of the houses on the OEG site remain unsold!!	Thank you for your comments.
R45	Har13-14	Strongly support the development of rural exception sites to provide first homes and social housing for those with connection to the village, or adjacent villages collectively	Thank you for your comment.
R50	Har13-14	I.e. HAR13 - "in perpetuity " - ??? The mix of houses/properties needs to be reviewed, the quality of the village needs to be maintained or even increased	Thank you for your comments. In perpetuity means there will be specific provision/covenants for rural shared ownership exception housing so that it either has to be sold back to the provider, or that the %

Our ID	Para/policy... etc	Response comment	Harston PC response
			reduced cost of buying it is passed on to the next owner. That way it remains more affordable and for families connected to the village. For rented affordable properties, rent can be capped (below market rents) in perpetuity too.
R51	Har13-14	I support the proposals for prioritising more affordable and social housing over the large detached houses.	Thank you for your comments.
R71	har13-14	These above make sense.	Thank you for your comments.
R74	Har13-14	HAR14 seems a reasonable aspiration, although the 96% 3/2 bedroom aim seems at odds with some of the weasel words in HAR13. There seem to be too many loopholes as to where new homes can be built, and what the mix is allowed to be. The "exceptional circumstances" seem too easy to argue from the point of view of the developer, and there is absolutely no mention of expanded infrastructure (roads and schools particularly) which will be needed to support extra housing. I'm very much in favour of building affordable houses for local people, but not as a "Trojan Horse" for the development of (much more lucrative) larger hones.	Thank you. Your comments are noted.
R75	Har13-14	No mention of shared Ownership housing for young police officers, nurses, paramedics, etc. 'Affordable housing' never ends as such. We do not need more executive housing.	Thank you for your comment.
R13	Har14	I'm not convinced on 50% deduction on first house.	Your comment is noted. Para 10.25 refers to the Housing Needs Assessment which suggested this.
R24	Har14	Is there data to back up the 60% 3 bedroom units, 36% 2 Bedroom and 4% ? one bedroom?	The policy is informed by the Harston Housing Needs Assessment, 2023

Our ID	Para/policy... etc	Response comment	Harston PC response
R35	Har14	HAR 14 a ? in yes box. Concern regarding First Homes in Harston- what protection is there for their future- should they come on the housing market. Have you done research on rural areas where such schemes have been put in place.	Thank you for your comment. Legislation protects the discount when the house is sold on.
R42	Har14	Rather than prioritising 1-3 bed houses, can you say to consider the fair balance of house sizes. Or to prioritise 1-3 bed houses when building large developments.	The Housing Needs Assessment 2023 recognised the need for variations in housing developments and greater choice across the village.
R89	Har14	HAR 14. Too many smaller homes. We need family size homes focus- not just first time buyers, especially if we want residents to stay in Harston.	Thank you for your comment. The need for smaller homes has been identified for young families but also for some older people wishing to downsize which could release larger houses. The policy is informed by the Housing Needs Assessment 2023
R100	Har14	HAR 14 Important	Thank you.
		Comments on Traffic and Parking	
R3	Gen	On-road parking in London Road is an increasing problem: it's probably not practicable to ban it, but a 30mph would help.	Thank you, comment noted.
R8	Gen	Introduce measures to divert large vehicles away from High Street - to reduce the unacceptable level of through traffic	Thank you, noted.
R13	Gen	Parking must be allowed for but also it cannot be obstructive eg.when turning out of side streets and unable to see a clear view of main road due to parked cars on Main Street	Thank you, noted.

Our ID	Para/policy... etc	Response comment	Harston PC response
R33	Gen	is the railway still going ahead? We would like more shops in Harston like a fish and chip shop, more groceries like the Co-op, if there is parking space.	EWR is still under consideration. Suggestions noted.
R40	Gen	More 20mph zones and possible off road parking on London Road for parents parking whilst the pick up children from the school.	Comments noted.
R89	Gen	HAR 18 Parking provision needs to include London Rd.	Comment noted.
R21	Gen comment	Parking is a top list priority.	Comment noted.
R27	gen comment	There's just TOO much to say about traffic in Harston. I agree with everything in HAR15 to HAR20, however some issues affect me more than others and all residents and visitors will have the same challenge. The A10 through the village needs to be declassified as a major "A" trunk road and restrictions for vehicles over 7.5T put in place (other than for access (busses, deliveries etc). The A10 should take the A505 North-East in Royston at the A10/A505 roundabout with traffic joining the M11 at J10 to go North. It really is THAT simple an answer to the traffic problem.	Thank you for your suggestions. Traffic on the A10 is a strategic transport matter that lies outside the scope of the Harston NP. Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority are responsible for strategic transport planning across Greater Cambridge.
R54	gen comment	What are plans to assess impact on A10 traffic caused by construction of EWR and the proposed road closures?	Thank you for your comment. If and when East West Rail (EWR), a strategic project, comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.

Our ID	Para/policy... etc	Response comment	Harston PC response
R62	gen comment	There are very large lorries which travel through Harston, can there be a limit on their size?	Thank you for your comment. This is a strategic transport matter that lies outside the scope of the Harston NP. Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority are responsible for strategic transport planning across Greater Cambridge
R72	gen comment	there are too many people parking in Meadow Way whose registration numbers show they don't live there and shouldn't be parking there.	Comment noted.
R73	gen comment	Not sure what I think except the A10 causes problems - too many & heavy vehicles, all speeding, difficulty of access, particularly at peak times. Church St & Button End blighted.	Comments noted, thank you.
R104	gen comment	more bus should be introduced between harston to Cambridge	Comments noted.
R45	Gen comments	Opportunity for new road approaches to Button End should be explored, to enable further industrial development, including road that might cross green belt to the West of the village. Should explore whether acquiring the telephone exchange site would enable the expansion of the Village Hall into a more substantial village Hub (as in Melbourn)	Thank you for your suggestions. The NP supports protection of the landscape character of this Greenbelt area and a new road would be contra to this.
R13	gen traffic	Bus routes need significant improvements to allow for locals to support public transport initiatives, to encourage elderly to have alternative transportation options to driving and to support job opportunities with RELIABLE and regular and AFFORDABLE transport.	Thank you for your comment which is noted. However, this is a strategic transport matter that lies outside the scope of the Harston NP

Our ID	Para/policy... etc	Response comment	Harston PC response
R35	Gen traffic	Disappointment at no solution to the A10. The pollution, increase in noise and in traffic density (particularly heavy vehicles) does not contribute to the village's rural charm.	Thank you for your comment which is noted. However, this is a strategic transport matter that lies outside the scope of the Harston NP. Pollution is being monitored by the local authority and the results are publicly available.
R52	Har 15	Strongly agree with Policy #15 - but not sure how proposed EWR development could possibly comply with this.	Thank you for your feedback. East West Rail (EWR) is a strategic project that, if implemented, will affect the parish significantly. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.
R76	har 15	Promote use cycle paths & not road. Enforce speed limits through village	Thank you for your comments. The Cambridgeshire County council have also made comments re better signage for cyclepaths, which also comes under the remit of the Melbourn greenway.
R71	har 15, 20	Definitely want more parking provision in new developments. totally agree with the village car park on the old telephone exchange site.	Thank you for your supporting comments.

Our ID	Para/policy... etc	Response comment	Harston PC response
R41	har 15-20	<p>HAR15: isn't it too late to implement this? Shouldn't you rather think how to finally bypass Harston along with the EWR to decrease the traffic on A10 through Harston. HAR16: you should paint double yellow lines around the Surgery and simply not to allow cars parking on such a tight road. HAR17: it is about the time to sort the trucks (you should limit the height of trucks and their weight to force usage of smaller delivery vans only to Button End). HAR18: is this for the Beach farm development? HAR19: I don't have the map 19, if it is about the enhancement of the surgery car park to the opposite footpath then please take it as a business with proper fees to be paid by the Harston Surgery to you/Parish council as in the end they are causing the Church street trouble by limited parking offered on their land.</p> <p>HAR20: the village hall car park that is misused by Porsche garage people and others who don't use village hall, yet park there for the whole day? Have you charged these, is it something you are aware of? Please sort this out. This is where I expect you to work as a competent body with rights to act on. If you allowed the Porsche garage to park there (maybe to sort issues on the New Road and while they were renovating the garage) I hope you charge them as much as you could per car per month as they obviously run a profitable business and I don't see what they provide to the village in exchange. In addition, to get into this car park you need to go via a narrow ramp, which is causing an issue when car wants to leave the car park and another car wants to come in from the A10! You would need to extend this</p>	<p>Thank you for your comments. The PC is aware of these issues and the NP has put forward some proposals to mitigate against some of the problems where possible.</p> <p>The Melbourn Greenway team have agreed to include yellow lines and other traffic measures to increase safety in Church St. The NP also looks at future parking opportunities in the village.</p> <p>If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time.</p> <p>The Village Hall car park is a private car park, managed by the Village Hall committee/trustees.</p>

Our ID	Para/policy... etc	Response comment	Harston PC response
		<p>and with this you will have an issue with the pedestrians. To create a car park instead of the telephone exchange site is not a good idea unless you create a clear plan how you are going to charge for this to get some funds from it. The profitable Air B&B near the Pemberton sends their overflow clients to park there, you should NOT allow this! This example is exactly where I would expect you the Parish Harston Council to act/have a power to regulate this/decide whether or not such a business can be even set up in a residential location at all. This Air B&B charge £1000-£1300 per night so please make a business with them to pay for their client parking! If you can't sort this out and have allowed this with knowing they misuse the Harston Village Hall car park, how on Earth are you going to implement all this proposed in the neighboring plan?</p>	
R51	Har 16	<p>The size of some vehicles using Church Street is a concern for safety and the environment.</p>	<p>Thank you for your comment which is noted.</p>
R67	har 16	<p>Church street urgently needs attention as it is frequently impossible to navigate by car without having to use the pavements. The pavements are also too narrow for 2 people to walk side by side which discourages walking for recreation</p>	<p>Thank you for your comment which is noted. The Melbourn Greenway team have agreed to include yellow lines and other traffic measures to increase safety in Church St.</p>
R75	har 16	<p>there should be absolutely no development in the Church St area. It is, and has been, chaotic traffic-wise, and could not cope with further congestion. this issue needs resolving now and not several years from now. Double yellow lines around the doctors surgery should be implemented now, and parking for the</p>	<p>Please see response above.</p>

Our ID	Para/policy... etc	Response comment	Harston PC response
		surgery made available in the Footpath SCDC land at the Footpath as soon as possible.	
R83	har 16	There is a major problem with traffic flow on Church St. HGVs are often using it, presumably to and from Button End Industrial Estate, but the road is not suitable for such traffic. Problems are exacerbated by parking on Church Street, especially outside the Harston Surgery.	Please see response above.
R102	har 16	please address the traffic situation in Church St as a priority - it's getting really unsafe for pedestrians and cyclists and stressful for drivers (judging by the car horns / altercations / frequent blocks of vehicles struggling to pass each other	Thank you for your comment which is noted. The Melbourn Greenway team have agreed to include yellow lines and other traffic measures to increase safety in Church St.
R105	har 16	Need to ensure there is no parking causing severe congestion in Church Street outside GP surgery	Please see response above.
LS5	Har 16 & 19	The area of land down the Footpath should be used to create a car park for the Surgery. Having to travel from my farm in Haslingfield to Harston is now a nightmare with wide vehicles.	Thank you for your comments which are noted. Thank you for your comment which is noted. The Melbourn Greenway team have agreed to include yellow lines and other traffic measures to increase safety in Church St.
R2	har 16 & 19	Traffic along church street including parking is increasing and a danger to pedestrians as well as residents. Its a daily source of stress and measures to reduce parking/ flow should be prioritised	Thank you for your comments. which is noted. Please see responses above.

Our ID	Para/policy... etc	Response comment	Harston PC response
R50	Har 16-17	? written against no 31 re HAR16 everything after "will not be supported" should be deleted HAR 17 not "maybe" but will	Thank you for your comments which have been noted.
R95	har 16-17	Parking on Church Street is a serious problem, in relation to the Surgery. HGV traffic along her and Button End is also a problem, leading to deterioration of the road surface, particularly on Button End, which is totally unsuitable for HGV traffic.	Thank you for your supportive comments.
R64	har 17, 19, 20	Controlling operating hours is not realistic. Size of HGVs is not a practical restriction- better to design smaller commercial units with limited storage HAR 19 should remain allotments, especially given desire for affordable housing HAR 20 The telephone exchange should revert to the village hall	Thank you for your comments which have been noted.
R74	har 18	In general, I would like to see all new planning applications forced to contain provision for on-site parking; on-street parking is already overflowing in many parts of the village (made worse by the installation of the cycle way), and unacceptable in Church Street and Button End (often thoughtless people visiting the Surgery). The speed limit in Church Street in Button End needs to be 20mph, and there should be restrictions to the size of HGVs which are allowed to visit the Industrial Estate. Far too often I have needed to shelter in driveways as articulated lorries mount the pavement in order to avoid parked cars; and, where we live, opposite the shop, there is already insufficient parking for clients visiting the local businesses. As an extreme example, anyone delivering an elderly or disabled person to Hairs &	Thank you for detailed comments which are noted.

Our ID	Para/policy... etc	Response comment	Harston PC response
		Graces has very little choice but to park on the footpath: a classic example of poor planning in the past, despite objections being raised when the cycle lane was built (with far smaller lay-bys).	
R79	har 18	More parking is required for Post Office and shops opposite. Getting more cars off church road is very good idea. Can pollution/vehicle-numbers monitoring be included for the A10?	Thank you for your comments. There is a pollution monitor near village hall beside the A10.
R103	har 18	Using the road as a parking site for new developments should not be encouraged, as far as possible the new housing developments should try to have a parking spot within their footprint	Thank you for your supporting comment.
R53	har 19-20	HAR19 - Is this not allotment land and protected as such? The proposal to convert open space into parking for cars seems to be outdated and will simply encourage greater car use. HAR20 - creating space for cars and encouraging the use of cars just seems outdated. More productive uses for this land should be explored such as housing	Thank you for your comment. S Cambs is reviewing the allotment land which remains opposite houses in The Footpath. The area for proposed parking is to south of this allotment area. The limited amount of parking proposed is to reduce congestion outside the surgery.
R11	Har 20	The earmarking of the telephone exchange site for village parking would be great	Thank you for you supportive comment.

Our ID	Para/policy... etc	Response comment	Harston PC response
R15	Har 20	Though in principle I agree with Policy HAR 20, the entrance to the village hall would need to support two way traffic, to avoid congestion at the bottle neck.	Thank you for your comments.
R63	har 20	Don't touch telephone exchange site- full of asbestos!	Your comment is noted.
R100	har 20	HAR 20 additional parking required for the village shop/Post Office.	Thank you for your comment.
R29	Har 20, 15 & 18	Re; 31 Distinction between the Village Hall car park and a car park on the telephone exchange land MUST be clear- perhaps metered. In general I agree with Policy HAR 5. However, the Pemberton Arms, 2 High Street, is an eyesore but is better than a new commercial food store which would give rise to increased traffic on a very busy dangerous corner and slip road. It would also increase the traffic risk to children attending the nearby primary school.	Thank you for your detailed comments.
		Comments on Active Travel	
LS5	har 21	I cannot support a new footpath over Rowleys Hill as it will lead to even more people and crop damage than I am currently experiencing.	Thank you for your comments. The suggested footpath over Rowley's Hill is an aspiration for the future and would only be with agreement of landowner.
R3	har 21	I particularly welcome the proposals to enhance linking footpaths, such as between London Road and the Rec.	Thank you for your supportive comment.
R11	har 21	Good to see the footpaths needed being spelled out	Thank you for your supportive comment.
R22	har 21	Would be very good to have safe footpath to Newton. At present the road is hazardous for pedestrians.	Thank you for your supportive comment.

Our ID	Para/policy... etc	Response comment	Harston PC response
R24	har 21	The provision of segregated footpaths to allow all Harston Parish residents safe (off-road) access to the centre of the village - so greatly support proposal for path along Newton Road	Thank you for your supportive comment.
R27	har 21	The cycle path was poorly designed and ill-conceived. It should have been a segregated extension to the road carriageway in both directions, not an extension to the footpath. We need improved footpaths and routes throughout the village, for example from London Road to Station Road. If EWR happens, all of this will of course create massive change!	Thank you for your comments.
R32	har 21	Our village needs more footpaths and walks away from the A10. A footpath connecting button end to the Baptist church would be ideal	Thank you for your suggestion.
R36	har 22	Connecting our village to what? HAR 22: Improve infrastructure regardless of further development.	Thank you for your comment. Connecting areas within the village as well as the village to surrounding areas.
R37	har 21	HAR 21: The entire road is planned to be shut by EWR so why mention this much needed improvement between Harston & Newton. Strongly support pavements with dropped kerbs - I use a mobility scooter	Thank you for your comment. The proposed Harston to Newton footpath is needed whether EWR happens or not.
R40	har 21	better footpath links between Harston and Newton via London Road.	Thank you for your supportive comments.
R41	har 22	HAR22: isn't this the same point as was already raise in one of the previous policies?	Har 22 is for new development whereas Har21 is proposing new rural routes independent of new development.

Appendix 6 to the Consultation Statement for the Harston Neighbourhood Plan

Our ID	Para/policy... etc	Response comment	Harston PC response
R43	har 21	Another rural route to connect Button End to the High Street, joining at the level of the Baptist Church / the Drift, would be useful for Button End residents and for local walks	Thank you for your suggestion.
R45	har 21	Strongly support active travel and greenways developments linking Harston to village and Cambridge	Thank you for your support.
R50	har 22	1. Much of this depends on what is done by EWR (if it goes ahead) 2. This must not be a licence for more cycle routes	Thank you for your feedback. East West Rail (EWR) is a strategic project that, if implemented, will affect the parish significantly. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.
R51	har 21-22	I agree with all the points about active travel.	Thank you for your support.
R52	har 21	Agree in principle with Policy #21 but would prefer countryside paths and bridleways to be preserved, maintained and improved for wider use - but not 'tarmaced'. It would be a great shame if miles of manmade paths marred the beautiful countryside.	Thank you for your support.
R53	har 21	HAR21 - SEE COMMENTS ON HAR3	Please refer back to earlier response which we put under general maps at beginning
R54	har 21	Proposed Newton Road footpath will bisect EWR rail route. Not clear how this can work until route confirmed. EWR will also affect Harston/Barrington	Thank you for your comments. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood.

Our ID	Para/policy... etc	Response comment	Harston PC response
		footpath and destroy view up Chapel Hill. HAR 22 Comments as about HAR21	In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time.
R62	har 21	Excellent aim to provide a path on Newton Road	Thank you for your support.
R64	har 21	Fully in favour as long as scale is appropriate and less than a Greenway.	Thank you for your comment.
R67	har 21	A paved cycle route to Haslingfield and on to Barton will be very useful for transport both between villages and into the west side of Cambridge. Cycling on the road can be very unsafe	Thank you for your support.
R70	har 21	I am greatly in favour of all the routes suggested and especially the suggested footpath along Newton Road to Newton village. This is a popular walking route but the overgrown grass verge is very uneven with many hidden drainage channels, meaning it is necessary to walk along the road. A compacted path would make the route much easier and safer for walkers, cyclists and horse riders.	Thank you for your supportive comment.
R73	har 21	Generally agree - very ambitious. Funding?	Thank you for your comment. Some funding may come via Greenway or active travel proposals.
R74	har 21	Very much in favour of extending the footpath network in the village, and I would like to see this extended to collaboration with local farmers to provide permissive paths around and/or across fields. The areas adjacent to the Community Orchard and connecting The Drift to Queen's Close and London Road are examples of this. It would also be brilliant to have access to the permissive paths around Button	Thank you for your detailed supportive comments. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time.

Our ID	Para/policy... etc	Response comment	Harston PC response
		End other than the extreme ends (Button End or Rectory Farm). One thing: the policies, as stated, do not take into account any potential disruption from East/West Rail developments, and perhaps these should be factored in?	
R86	har 21	Again - a bit vague. I would say no if using more rural land for roads/railway/paths that are likely to change the rural feel of Harston which is already becoming busier due to the massive nearby developments.	Thank you for your response. The NP is only proposing multiuse rural footpaths, not roads.
R89	har 21	Need to improve connecting Harston with Little & Great Shelford by footpaths network.	Thank you for your suggestion.
R90	har 21	Cycle paths is something that I'm very keen on seeing improved, especially between villages.	Thank you for your comments.
R102	har 21	would love to see more traffic-free routes opened up for cyclists and pedestrians	Thank you for your comments.
Comments on Harston's Village Hub and Community Infrastructure			
R2	gen comment	The school needs support from increasing affordable housing, the village lacks a community cafe or hub eg Hauxton	Thank you for your comments.
R37	gen comment	HAR 24: ? in both boxes. the state of our school - it is dropping numbers- is part of a much bigger issue. Harston cannot be developed in isolation. People will not come to live here without good transport links with Cambridge. We have no trains, and the bus service is	Thank you for your comments which are noted.

Our ID	Para/policy... etc	Response comment	Harston PC response
		patchy and poor. this is specially true of people with children.	
R41	gen comment	<p>HAR24: not sure what you want to restrict here, the EWR? You should know that the school is really struggling and suffers of not enough staff, not enough funding, loosing qualified teachers and pupils, and is mainly based on the parents donations (PTFA) to provide a complex curriculum for children. You need rich parents to keep this, all socials with the social housing means this school will not have much to offer unless you help to raise funds somehow elsewhere.</p> <p>HAR25: what do you mean by this? HAR26: are you talking about the post office/corner shop which is the cause for the traffic issues on the High street? What have you done for this so far?</p>	<p>Thank you for your response.</p> <p>Har24 aims to support the school. Regarding Har25, Para 13.19 of full NP lists the priorities for infrastructure improvements should funding become available through future developments.</p>
R102	gen comment	what's happening with the old Pembroke Arms site?	Planning permission has been granted for demolition and rebuild.
R13	har 23	<p>Possibly an unpopular opinion: I'm not too hung up on preserving history at Button End etc. The priority for me is safety and it's not safe to walk with one other comfortably or for a disabled person all the way up Church Rd and Button End. A decent pathway is a priority beyond preserving historical sittings/buildings . It's so important to support local youth with outdoor facilities and organised events and activities. We must encourage interaction and collaboration.</p>	Thank you for your responses. Route 8 proposed under HAR21 offers a safer route along Button End.

Our ID	Para/policy... etc	Response comment	Harston PC response
R15	har 23	A community pavilion at Harston should support the existing facilities Harston has to offer in respect of an increasing population to the area.	Thank you for your supportive comment.
R21	har 23	Centralising the village will bring the community spirit together.	Thank you for your supportive comment.
R45	har 23	Very limited options to develop Village Hub with easy access (e.g. not on the Rec) except for the telephone exchange site and the village Hall expansion potential. Should explore the potential also for the village to acquire the Pemberton Arms site, which has some parking, to possibly develop that as a village hub, although it is not central, but is adjacent to the school	Thank you for your response. The Pemberton Arms already has planning permission for demolition and rebuild as a convenience store.
R62	har 23	If there is increased usage of the recreation ground, could there be a reduction of the speed limit? Some users drive too fast through The Limes.	Thank you for your suggestion which has been noted.
R71	har 23	support local facilities or we will lose them.	Thank you, noted.
R7	har 23	Too many lost opportunities to keep social hubs within the village. Four lost in the time I have lived here. Hauxton has steamed ahead with their lovely community Cafe and recreation ground. Harston is behind the curve given the size of our village. Given that the High Street is so busy and noisy, conversation sometimes almost impossible, a 'new' central community space at the recreation ground would be amazing.	Thank you for your response. Money from a large development paid for much of Hauxton village hub. The PC is planning to redevelop the Recreation Ground pavilion, by seeking grant funding and loans, which will have greater potential for social interaction.

Our ID	Para/policy... etc	Response comment	Harston PC response
R53	har 23	HAR23 - should include an additional criterion - "development avoids any significant impact on the adjacent County Wildlife Site".	Thank you for your comment. The Community Orchard – County wildlife site - is already protected and separate from the pavilion in the Recreation Ground.
R27	har 23 & 24, 26	I broadly agree with HAR 23, 24 and 25, but not HAR 26. What "shops and services" are we thinking of? - Ironmonger, butcher, fishmonger, candle maker, cooper, cycle shop, blacksmiths? - they simply (and unfortunately) wouldn't survive. As for new services, a cafe would be good, but I guess people use Costa Coffee!	Thank you for your comments.
R104	har 23- 26	better facility for playground and exercise areas ; the facility in village hub is very poor	Thank you for your comments.
R74	har 23, 26	Parking at the Recreation Ground desperately needs sorting, irrespective of an expansion of the Pavilion. Larger vehicles (mainly vans) end up parking in The Limes too, simply because they're too tall for the barrier at the Recreation Ground entrance. HAR26 seems fine in principle, but there is already too little parking for the existing business without adding any more.	Thank you for your comments which are noted.
R54	har 24	HAR 24 I support proposals to help sustain the school. EWR's proposals to sever the road connection between the 2 villages must be opposed.	Thank you for your comments.
R70	har 24	I agree that more housing targeted at younger families could help maintain or increase numbers of pupils at Harston & Newton CP School. The school is an important community asset which has for many years brought people in the community together. I	Thank you for your comments.

Our ID	Para/policy... etc	Response comment	Harston PC response
		am concerned that if the EWR proposals go ahead and the road linking pupils in Newton to the school in Harston is closed, this will make it much harder for the school to remain viable.	
R105	har 24	Need to protect Harston & Newton school, in terms of funding.	Thank you for your comments.
R29	har 25	The level of traffic and infrastructure along The High Street does not allow for increase to the shops and services. Diversity of the present businesses may be acceptable if greater traffic involvement is avoided.	Thank you for your comments.
R64	har 25-6	Harston should create more of an identifiable centre to the village with additional shops, hospitality and amenity services. A need to plan rather than ad hoc developments, with a meeting area and designed outside area.	Harston is constrained by the A10 on the one hand and Green Belt land on the other. The NP is unable to direct development towards the Green Belt. After detailed consideration during the earlier consultation phase people supported improving facilities/meeting places at the village hall and pavilion.
R36	har 26	Supporting services we have in the village at present, without a shop in the Pemberton Arms, which COULD mean a loss of the Post Office/shop.	Thank you for your response.
R50	har 26	re HAR26 depends on what it is i.e. would we want certain businesses	Thank you for your comment.
R73	har 26	Diversity of shops and and services on High St. would be very welcome but adequate parking seems unlikely. The Village Hall already has problems with non-users parking often.	Thank you for your comment.
R75	har 26	Not clear how any new shops would avoid congesting the High St further.	Thank you for your comment.

Our ID	Para/policy... etc	Response comment	Harston PC response
R22		Note: How with this policy apply to proposed commercial development at Pemberton Arms site? The policy would preclude such development, which would be good.	The NP deals with future development proposals. The Pemberton arms site already had planning permission for development, with conditions.
		Comments on Sites	
R83	gen comment	These developments should be seen as exceptional, rather than opening the possibility of further developments along these roads.	Thank you for your comment which is noted.
R14	har 27	HAR 27 Might be affected by East West Rail	Thank you for your comment which is noted.
R27	har 27	The development of T&H site is an interesting one, so close to the railway and even closer to the potentially wider tracks for EWR. I'd prefer T&H site to be allocated for use as a new (reopened) Harston station.	Thank you for your comment. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.
R41	har 27	HAR27: next to the EWR?	See response above.
R89	har 27	No more smaller homes. The ones on the Vujon site are still up for sale after months, so not needed.	Thank you for your response.
R100	har 27	HAR 27 affected by EWR?	Thank you for your comment. If and when EWR comes forward, and full details are known, the implications for the parish will be better understood. In the meantime, policies in the Harston NP are local in nature and are intended to provide a valid response based on what is known at the present time. As with Local Plans, Neighbourhood Plans are subject to review.

Our ID	Para/policy... etc	Response comment	Harston PC response
R16	har 27	<p>Policy HAR 27: Land at Station Road. With the site having been railway sidings for decades, before it was used for industrial purposes, I always struggle to see how it can still be included as Green Belt land. Surely it should now be Brown Belt? Whilst I'm happy for this site to be redeveloped to housing, I don't necessarily agree that every site available should have a larger % of affordable housing etc. This site was already going through the planning application process with the plans raised, having the required level of affordable housing within it originally. If you force people/developers to put more affordable housing into their plans, you risk them not developing in the first place, because the cost of the sites are so high, they need to be able to make a profit. Costs overall need to reduce, to enable houses (those already built and those to come) to be anywhere near affordable for the 'average' person in Harston.</p>	Thank you for your comments.
R37	har 27	<p>HAR27: We overlook this site. To have smaller units here for much needed social housing and first time buyers means more water usage. Just asking owner occupants to use water more efficiently is not enough. We desperately need more water. Why not insist each houses has its own underground tank as is very common now in Australia, saving rain water of which we seem to be getting lots of.</p>	Thanks you for your response which we have responded to under HAR10.
R15	har 27-8	<p>I am in agreement to both / either of these policies providing it does not affect business / residents adversely.</p>	Thank you for your comment.

Our ID	Para/policy... etc	Response comment	Harston PC response
R45	har 27-8	The SIG site will be dramatically affected by EWR, effectively disappearing one suspects, so its potential for housing is probably gone. No view on 131 High Street unless it could be acquired for pub space or village hub, next to petrol station.	Thank you for your comments.
R53	har 27-8	HAR27 and HAR28 - it is important to provide opportunities for new homes to support existing services, especially the school.	Thank you for your supportive comments.
R64	har 27-8	Harston deserves better village planning and creation of a core area - c131/130 high Street or thereabouts - not random developments based on an old use.	Thank you for your comment. After detailed consideration during the earlier consultation phase people supported improving facilities/meeting places at the village hall and pavilion.
R74	har 27-8	HAR27 makes sense, but it's not clear how much this would be affected by East/West Rail (if it ever gets built). HAR28 also seems reasonable - especially if footpath access to the Button End fields could be incorporated.	Thank you for your comments & suggestion.
R7	har 28	Not sure about a development next to the petrol station. It currently is productive land??	Thank you for your comment. The business has been closed for a while and leaves a brownfield site.
R36	har 28	Again no more vehicles in & out of Harston on the A10.	Thank you for your comment.
R52	har 28	I think Policy #28 needs to be more robust to: limit/cap the total number of dwellings to be allowed in this space and to ensure that additional traffic/vehicle pressures are suitably mitigated.	Thank you for your response. Dwelling numbers and vehicles are limited by existing planning regulations.
R67	har 28	If EWR goes ahead the station road site will not be livable due to train noise	Thank you for your comment.

Our ID	Para/policy... etc	Response comment	Harston PC response
R79	har 28	The map to go with HAR28 was missing. But from google I think this is the old garden nursery site.	Map 24 shown in full NP document shows the old garden nursery site.
R85	har 28	Policy HAR 28 Agree to housing but don't understand how number of houses and size (bedroom numbers) was allocated.	Thank you for your comment. The NP (informed by the HNA 2023) is seeking the delivery of homes suitable for younger families and for older people seeking to downsize (predominantly 2 and 3 bed homes). The policy wording is amended to make this clearer. Site capacity has also been amended.