

Appendix: Modifications (Histon and Impington Neighbourhood Plan Examination)

Note: Where a modification reproduces a policy which contains a footnote(s), the footnote numbering replicates that which is in the submitted version of the Histon and Impington Neighbourhood Plan (the Plan). The footnote numbering may need to be updated when a revised version of the Plan is produced, following the examination. The paragraph numbering in the Plan will also need to be revised as a consequence of the recommended modifications.

The Key for interpreting the modifications

- **Bold lettering** This shows a policy
- ~~Striking through~~ This shows where wording is to be deleted
- [Added text] Words within [xxx] indicate where wording has been added
- Normal lettering This text is explaining what is being changed / Also indicates supporting text or information from a table

Proposed modification number (PM)	Page number	Modification
PM1 Policy HIM01 High Quality Design – Residential Development	Pages 36-38	<p>Amend the policy as follows:</p> <p>Policy HIM01 High Quality Design – Residential Development</p> <p>All residential development proposals shall contribute positively to the quality and character of Histon and Impington, as described in the Histon and Impington Village Design Guide²⁰, and be informed by the design guidance in that document as well as South Cambridgeshire District Council’s Design Guide²¹ and any documents which supersede these.</p> <p>For proposals which result in modifications/extensions to existing dwellings this means:</p>

		<ul style="list-style-type: none">• Sensitive treatment of boundaries to avoid over-development and adverse impact on street scene character.• Proposed extensions should not dominate the original building and context, other than in exceptional cases where the existing building is of poor quality or little architectural interest. In such cases it would be appropriate to consider a contemporary design that adds quality and interest to the original building. [Where the existing building is of high quality or holds significant architectural or historical interest, proposed extensions must not dominate the original building and context. For other buildings, it would be appropriate to consider a contemporary design for an extension that adds quality and interest to the original building.]• Where deep plan forms are created through extensions, designers are encouraged to seek innovative and creative solutions to providing natural light and ventilation.• A choice of high-quality materials which reflect the existing building or, where appropriate, the context of the wider local area.• Adhering to the principles set forth in Local Plan Policy NH/4²², applying these to modifications/extensions to existing dwellings. This includes but is not limited to: “Opportunities should be taken to achieve positive gain through the form and design of development” and “to maintain, enhance, restore or add to biodiversity”.
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		<p>[For newly built single dwellings or small plot developments (including schemes of up to 10 houses) this means that:</p> <ul style="list-style-type: none">• The proposals should be in scale with neighbouring developments.• Where the existing design context is of high design quality, the proposals should seek to be in keeping with it.• Where the existing design context is poor, a new proposal provides an opportunity to strengthen quality and provide a precedent for future development.] <p>For proposals which result in the development of new housing estates (including all schemes of more than 10 dwellings) it is necessary:</p> <ul style="list-style-type: none">• To demonstrate, with a submitted Building for Life 12 assessment²³, that the proposed development will contribute to achieving sustainable development.• To adopt estate design and layout strategies which prioritise walking and cycling, create permeable, connected, safe communities with links to amenities in the community and to other estates and residential areas.• To ‘design in’ opportunities for safe outdoor play in playgrounds and on the streets notwithstanding complying with Local Plan Policy SC/7²⁴ (Outdoor Play Space, Informal Open Space and New Developments).
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		<ul style="list-style-type: none">• To 'design in' active facades where front doors and habitable rooms overlook the street.• To give careful consideration of car parking so that it does not dominate the street scene.• To ensure creative use of landscaping, building design and planting that enhances the public realm, creates biodiversity and increases amenity.• Where appropriate and practical to do so, to use public art to help reinforce a sense of place and community.• To encourage schemes that incorporate, where practical to do so, appropriate energy generation technology (solar PV, solar thermal, heat pumps, wind power etc.) to be energy neutral.• To encourage schemes that enable the implementation of smart energy technologies to improve energy efficiencies within the home and be innovative in setting standards of design and technology used. <p>For newly built single dwellings or small plot developments (including schemes of up to 10 houses) this means that:</p> <ul style="list-style-type: none">• The proposals should be in scale with neighbouring developments.• Where existing design context is of high design quality, the proposals should seek to be in keeping with it.
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- ~~• Where the existing design context is poor, a new proposal provides an opportunity to strengthen quality and provide a precedent for future development.~~

All proposals are expected to:

- Observe high standards of energy efficiency and use of renewables.
- Respond to the needs of residents to manage their waste, access their cycles, park their cars and report their utility usage.
- Provide super high-speed (as a minimum) broadband connections.

~~Innovative and contemporary design that is appropriate to the village setting, and in line with principles set out in the Histon and Impington Village Design Guide²⁵, is encouraged.~~

- [To adopt estate design and layout strategies which prioritise walking and cycling, create permeable, connected, safe communities with links to amenities in the community and to other estates and residential areas.
- To 'design in' active facades where front doors and habitable rooms overlook the street.
- To give careful consideration of car parking so that it does not dominate the street scene.

		<ul style="list-style-type: none"> • To ensure creative use of landscaping, building design and planting that enhances the public realm, creates biodiversity and increases amenity. • Where appropriate and practical to do so, to use public art to help reinforce a sense of place and community. <p>Innovative and contemporary design that is appropriate to the village setting, and in line with principles set out in the Histon and Impington Village Design Guide²⁵, is encouraged.]</p>
PM2	Page 44	<p>Amend as follows:</p> <p>Table 1: HIM02 – List of Interesting Buildings (2019)</p> <p>13 3 School Hill; old church school façade [(the north façade is the feature of interest)].</p> <p>15 Wall fronting the High Street of the garden of The Gables, 25 High Street.</p> <p>This structure will need to be removed from Map 8.</p>
PM3 Policy HIM02 Interesting Buildings (Non-designated heritage assets [of local interest])	Page 42	<p>Amend the policy as follows:</p> <p>Policy HIM02 Interesting Buildings (Non-designated heritage assets [of local interest]).</p> <p>A list of Interesting Buildings in Histon and Impington shall be maintained. The list will be subject to annual review [following the process set down in paragraph 5.20 when buildings may be added or removed].</p>

	Page 42	<p>Paragraph 5.25. Modify the second sentence in the ‘Schedule’ section as follows:</p> <p>The list will be subject to revision annually following the process set out in “Context and reasoned justification” above. [(paragraph 5.20) as well as part of the regular review of the Plan.]</p> <p>Throughout this policy and its supporting text replace Planning Portal with <u>website</u>.</p>
PM4 Policy HIM03 Size, scale and location of new housing	Page 48	<p>Policy HIM03 Size, scale and location of new housing.</p> <p>Amend the second section of the Policy HIM03 as follows:</p> <p>In the event that proposals for new estates outside the existing development framework are accepted in principle when assessed against the Local Plan and national policies. [For new estates,] the Neighbourhood Plan specifies the following requirements:</p> <ul style="list-style-type: none"> • Entry to the estate should be no further than 800m, by a safe and direct walking and cycling route, from one of the two Community Centres (see Map 7); and • The proposal must maintain and, where possible, reinforce Histon and Impington as a single community with village character. <p>Delete the third section from Policy HIM03 as follows:</p> <p>For all proposals, an appropriate level of infrastructure (necessary to meet the needs of the development), including education provision and</p>

	Page 46	<p>capacity at GP services must be available or provided to serve the proposed development.</p> <p>Delete the fourth section of Policy HIM03:</p> <p>Development of more than 50 units are considered by the community to be out of character with the existing built form and are not supported.</p> <p>The wording of paragraph 5.30 to be amended thus:</p> <p>There are no obvious opportunities for the development of new housing estates in Histon and Impington because of the tightness of the Green Belt around it. However, it is also acknowledged that the Plan will be in place up to 2031. If developers find ways to bring such opportunities forward it is important the Neighbourhood Plan provides an appropriate decision-making framework. The Policy considers that [Furthermore, any] developments of [more than around] a maximum (approximately) 50 units [are] would, in principle, be considered reasonable depending on site constraints. Schemes higher than this threshold are considered to be out of keeping with the way that the built environment has developed over time in the villages.</p>
PM5	Page 17	Modify Map 7 as shown in the appendix to the Statement of Common Ground.
PM6	Page 47	<p>Modify the wording of the second bullet point in paragraph 5.32:</p> <ul style="list-style-type: none"> • Will create more opportunities for affordable housing (sites of 10 [11] units or higher will be expected to deliver 40% affordable housing).

**PM7 Policy HIM05
Parking Provision for
Cars and Cycles**

Page 55

Paragraph 5.62 to be amended as follows:

5.62. We also recognise that, as with much of Cambridgeshire, Histon's and Impington's roads were not designed for the current levels of car ownership and usage. [There are some roads within the settlement which we consider to be 'restricted'. Restricted roads are those streets where additional parking would either significantly impede traffic or would put access at risk (notably for emergency and service vehicles). The 'Restricted Roads' are identified in Table 2 and on Map 10. Such streets inter alia:] ~~as a result, roads in the settlement that:~~

- Are bus transport routes (both public service and also private taking students to Impington Village College) [where additional parking could adversely impact timekeeping.]
- Already have significant levels [of on street parking (with or without) Traffic Regulation Orders in place.
- Already have levels of on-street car parking such that further on street parking would be unacceptable (for example, by further compromising emergency vehicle access).
- Are very narrow, and may have no or limited footpath provision as a result.
- Are in close vicinity to facilities which naturally attract visitors to attend by car and there is inadequate onsite provision (e.g. schools, shops, doctors' surgery, community buildings).

Correct error in Table 2.

	Page 60	<p>Table 2 Glebe Road [Way]</p> <p>Delete part of section entitled 'Restricted Streets' from the end of Table 2 and amend as follows:</p> <p>[See paragraph 5.62 for explanation of restricted streets.] Such streets, inter alia:</p> <ul style="list-style-type: none"> • Are public or private service bus routes where additional parking could adversely impact timekeeping • Already have significant levels of on-street parking (with or without Traffic Regulation Orders) • Are narrow (and may have no or limited footpath provision as a result) • Are in close vicinity to facilities which naturally attract visitors to attend by car and there is inadequate on-site provision (e.g. schools, shops, doctors' surgery, community buildings). <p>Add wording after the first sentence of Policy HIM05 Parking Provision for Cars and Cycles as follows:</p>
	Page 57	<p>In addition to the indicative car parking standards, and the minimum cycle parking standards set out in Local Plan Policy TI/3 and Figure 11, the following requirements must also be met. [In doing so, due reference shall be made to provisions of the District Design Guide [ref 1]</p>

		<p>and the Histon and Impington Village Design Guide Supplementary Planning Document 2020 [ref 2].]</p> <p>Moreover, car and cycle parking in and around both the Commercial Core and Station Site shall be provided so as to complement Policies HIM06 and HIM19 to support the vibrancy and vitality of these areas.]</p> <p>Ref 1 is to be a footnote linking to the District Design Guide –</p> <p>Ref 2 is to be a footnote linking to the Village Design Guide Supplementary Planning Document –</p> <p>Amend wording in Car Parking section of Policy HIM05 as follows:</p> <p>Car Parking</p> <p>Indicative car parking standards are set out in Table 3 (see also Figure 11 of the Local Plan).</p> <p>On restricted streets, as identified in Table 2 [and Map 10 of the Statement of Common Ground (<i>this will need to be given a new number in the modified Plan</i>)], all parking provision (including for visitors, customers and any business vehicles) must be provided [off the running carriageway] within the curtilage, unless the specific development proposal in question is not likely to have any adverse impact on residential amenity, the passage of buses and service vehicles, or road safety through the creation of additional on-street parking.</p> <p>On non-restricted streets:</p>
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		<ul style="list-style-type: none">• Curtilage [Off the running carriageway] parking must be provided wherever possible.• Limited visitor/customer parking on street may be acceptable [where it is not likely to have any adverse impact on amenity, the passage of buses and service vehicles, or road safety.] <p>Amend the section of Policy HIM05 entitled 'Dimensions': to read as follows:</p> <p>Dimensions:</p> <p>Garage - minimum size [to be that included in the adopted Local Plan.] preferred width for doors not less than 2.35m; minimum acceptable 2.25m. Where the [The] driveway is to be counted as a parking space, it should be of a sufficient size to accommodate an average sized car. at least 5.0m long and make due allowance [whilst allowing for the garage door to be opened.]</p> <p>Parking spaces - cars, minimum size 5m x 2.5m; vans⁴⁸, minimum size 7.5m x 3.5m.[Developer to specify within a proposal where a parking space will be required for a van.]</p> <p>Amend the fourth bullet point and third paragraph of the section of Policy HIM05 entitled 'Cycle Parking' to read as follows:</p> <ul style="list-style-type: none">• Covered, fit for purpose, and attractive [and designed to fit into the character of their local area.] <p>The space between cycle stands and the positioning of stands must allow for ease of use and access and not put cyclists in conflict with</p>
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		<p>either pedestrians or vehicles. Cycle racks or stands shall not be inferior to the design and dimensions provided in the Cambridge City Council Cycle Parking Guide for New Residential Developments⁴⁹.</p> <ul style="list-style-type: none"> • [The stands shall give the security and stability that is no less than that provided by] Sheffield or Rounded A stands. shall be used.
<p>PM8 Policy HIM06 Commercial Core</p>	<p>Page 66</p>	<p>Modify the first line of the Policy HIM06 Commercial Core as follows:</p> <p>The area shown in Map 10 is designated as the Histon and Impington Commercial Core. [This policy will be informed by the design guidance included in the Histon and Impington Design Guide Supplementary Planning Document and any documents which supersede this.]</p> <p>At the end of the bracketed section of the second bullet point in the policy, add a footnote which reads as follows:</p> <p>[NPPF Glossary (2019) – Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).]</p> <p>Modify the third bullet point of Policy HIM06 as follows:</p> <ul style="list-style-type: none"> • Maintaining ease [easy, safe] and efficient access for large delivery vehicles as appropriate.

	Page 65	<p>Modify the wording of the fourth bullet point in the policy in the following manner:</p> <ul style="list-style-type: none"> • Improve the organisation of car parking [on the site] (for example by increasing accessibility to off street parking spaces whilst also protecting the interests of local businesses). <p>Modify paragraph 5.85 as follows:</p> <p>The Policy refers to main town centre uses which is defined in the glossary of the NPPF [(see footnote in the policy which lists these uses).]</p>
PM9 Policy HIM07 The School Hill Site	Page 70	<p>Add a footnote after the words ‘Glossary to the NPPF’ in the first bullet point of the policy. This footnote will read as follows:</p> <p>NPPF Glossary (2019) – Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</p> <p>After the second bullet point of Policy HIM07 The School Hill Site, insert a new paragraph to read as follows:</p>

	Page 72	<p>The policy will be informed by the design guidance included in the Histon and Impington Village Design Guide Supplementary Planning Document and any document which supersede this.</p> <p>Modify the third bullet point of the submitted version of Policy HIM07 to read as follows:</p> <ul style="list-style-type: none"> • Improve the relationship of the buildings with the associated green space and surrounds with a thoughtful [high-quality] public realm strategy plan. <p>Modify the seventh bullet point of the submitted version of Policy HIM07 to read as follows:</p> <ul style="list-style-type: none"> • Enable [safe and] easy access for large delivery vehicles. <p>Amend the key to Map 11 to explain what A – E refer to as shown in the appendix to the Statement of Common Ground.</p>
PM10 Policy HIM08 The Jam Factory	Page 75	<p>Modify the second paragraph of Policy HIM08 The Jam Factory as follows:</p> <p>Development proposals will be supported where they maintain or increase the level of employment [Proposals for development on the site will be supported where they maintain or increase the current levels of employment,] and where residential amenity in the adjacent residential areas is maintained [unless it can be demonstrated that the site is no longer viable for employment uses.] A key consideration in in any proposal is the biodiversity value of the wildlife-rich scrub in [site, especially the] western part of the site which is ecologically linked with the adjacent land to the west.</p>

		<p>V22 Crossing Keeper's Copse V26 Impington Coppice V28 Western Woodland on Feldsted Farm V29 Central Woodland on Feldsted Farm V33 Cawcutt's Lake and adjacent land V34 Land alongside the A14/B1049 near the interchange (north east quadrant).</p> <p>The key to Map 18 should state that the numbers on it refer to the open spaces listed in Table 4 of the Plan.</p>
PM18 Policy HIM14 Maximising Recreational Space	Page 115	<p>Delete the last sentence of Policy HIM14 Maximising Recreational Space and replace with the following:</p> <p>A minor encroachment into the IVS playing field area by Morris Education Trust, having no material impact on recreational activities, would not be constrained by this Policy.</p> <p>[Schemes that encroach on the playing field will be assessed in respect of the level of harm to the playing field.]</p> <p>Map 19 should be modified as shown in Appendix A of the Statement of Common Ground.</p>
PM19 Policy HIM15 Walking and Cycling Routes	Page 119	<p>Add a sentence at the start of Policy HIM15 Walking and Cycling Routes to read as follows:</p> <p>[The policy reflects the importance of connectivity within the villages and connecting the villages with the countryside and neighbouring communities as highlighted in the Histon and Impington Village Design Guide Supplementary Planning Document.]</p>

		<p>Development proposals shall:.....</p> <p>Amend the following pages and paragraphs:</p> <p>Page xi In the section headed 'The Busway', add [bridleway] after the word 'footway'.</p> <p>Page 23 Paragraph 4.2. 7th bullet point. Add [Public Rights of Way] after the word 'roads'.</p> <p>Page 25 Paragraph 4.23. Add [<u>Public Rights of Way</u>] after the word 'roads' in the last sentence.</p> <p>Page 28 Paragraph 4.34. 1st bullet point. Add [including Non Motorised User (NMU) paths] after the word 'community'.</p> <p>Page 83 Paragraph 5.129. Add an additional bullet point to read [The Rights of Way network.]</p> <p>Page 150 Add the following to the section headed 'Getting Around' (P2).[In doing this, the Parish Council will additionally explore options for creating new paths accessible to horse riders, including taking account of potential conflicts and fragmentation that arises from shared pedestrian/cycle use.]</p> <p>Page 153 'Getting Around' (P15). Add the words [<u>Rights of Way</u>] after the words 'cycle paths' in the middle column.</p>
PM20	Page 128	Modify Map 22 in the manner shown in Appendix A of the Statement of Common Ground.

<p>PM21 HIM17 The Infant School Site</p>	<p>Page 131</p>	<p>Include an additional paragraph after 5.214 which states:</p> <p>[5.215 Any development of the site should respect the character of the area and make full use of the design guidance provided in the Histon and Impington Village Design Guide Supplementary Planning Document.]</p> <p>Amend the wording of the second paragraph of Policy HIM17 The Infant School Site as follows:</p> <p>Development proposals will be supported where:</p> <ul style="list-style-type: none"> • Principal use of the site for community facilities is maintained. • Parking provision for cycles and cars meets Policy HIM05 standards. • It is accessible for the community mini-bus. • [The development respects/incorporates and enhances the Infant School building and its setting, including taking account of Policy HIM02. • The development respects the character of the area by following the guidance provided within the Histon and Impington Village Design Guide Supplementary Planning Document.]
<p>PM22 Policy HIM18 Meeting Local Needs – Housing Mix</p>	<p>Pages 136-141</p>	<p>Delete Policy HIM18 Meeting Local Needs – Housing Mix and paragraphs 5.230 to 5.248 of its supporting text together with Figure 14.</p>
<p>PM23 Policy HIM19 Station Site</p>	<p>Page 143</p>	<p>Modify Policy HIM19 as follows:</p>

		<p>Policy HIM19 Station Site</p> <p>The Neighbourhood Plan supports Policy E/8 in the Local Plan which allocates the site shown on Map 24 for mixed use development in the Histon & Impington station area.</p> <p>Development on the site [Histon and Impington station area as shown on Map 24] must accord with Local Plan Policy E/8 and the following additional requirements shall all also be met:</p> <ul style="list-style-type: none">• The former station building should be retained and reused as appropriate for commercial or a community use.• A through footpath/cycleway to allow access to Vision Park should be provided.• Ensuring existing provision of village shops and services (providing key amenity value in this part of the village) are maintained or enhanced. <p>[This policy will be informed by the design guidance in the Histon and Impington Village Design guide Supplementary Planning Document and any documents that supersede this.]</p>
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