

## Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan.

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

Comments were received from eleven organisations during the Regulation 14 consultation period. Their comments are detailed in this report, as is the Parish Council response to the comments.

| Reference | Name of organisation  | Nature of the comment   |
|-----------|---|---|
| S1        | National Highways (Operations East),  | No comments. Just a response noting the NP work.  |
| S2        | Police Designing out Crime Team- estates;<br>Cambridgeshire Police HQ                   | Comments focusing on Secured by Design principles, signposting the Parish Council to national policy and guidance.  |
| S3        | National Grid Electricity Transmission  | Standard advice given   |
| S4        | National Gas Transmission   | Standard advice given   |
| S5        | Anglian Water   | A supportive response with comments relating to Local Green Spaces, biodiversity, water efficiency and surface water flooding.  |
| S6        | Historic England  | A supportive response noting the content of the NP and signposting to further advice.   |
| S7        | EWR   | A response relating specifically to Policy HAR 27 seeking an amendment so the policy allows for possibility of some of the land within the allocation being needed for East West Rail.  |
| S8        | Environment Agency  | A response emphasizing the importance of new development being water efficient and mitigating against the risk of deterioration to rivers, groundwater and habitats from groundwater abstraction. The response also highlights the fact the Plan area is located on a Principal Aquifer and signposts to further guidance relating to groundwater protection. |
| S9        | South Cambridgeshire District Council/Greater Cambridge Shared Planning Services (GCSP) | A comprehensive response on many aspects of the plan.   |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| <b>Reference</b>   | <b>Name of organisation</b>   | <b>Nature of the comment</b>  |
|--|---|---|
| S10  | CCC from varied depts incl traffic  | A response focused on transport matters in the plan   |
| LLFA<br>TSF<br>ATT<br>CCES<br>EPPCPT<br>Traffic?<br>CHET | CCC- Lead Local Flood Authority<br>CCC- transport Strategy & Funding<br>CCC- Active Travel Team<br>CCC Climate Change & Energy Services<br>CCC Education Place Planning & Capital Programme Team<br>CCC j Finney response to NP sites & Footpath parking<br>CCC Historic Environment team | A comprehensive response on many aspects of the plan.   |
| S11  | GCP Melbourn Greenway Project team - Church St  | A response providing additional advice on active travel and information on the Harston Spur element of the Melbourn Greenway. |
| S12  | Haslingfield Parish Council   | A response focusing on boundary issues relevant to biodiversity and traffic issues.   |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response   |
|----------------|------------------------|---|---|
| S9 SCDC        | Maps & figures         | 5 The content of the maps is comprehensive with appropriate references to the Neighbourhood Plan's policies. Some of the maps, however, are formatted at a small scale/size resulting in reduced quality and legibility. It is suggested that the maps are produced at a high resolution throughout the Plan.   | Noted   |
| S9 SCDC        | Maps & figures         | 6 We have identified some maps that would benefit from amending the base maps, legends, patterns, and colours and these have been identified in the relevant sections of the draft Neighbourhood Plan. We welcome the opportunity to discuss map amendments and offer our support in recreating policy maps in order to improve the legibility of the maps, ahead of the Regulation 16 consultation.  | Noted   |
| S9 SCDC        | Maps & figures         | 7 The Plan contains several designations on a range of matters where policies refer to maps. It would be a lot clearer for the user if, in addition to these 2 single subject maps, a combined "policies map" was included in the Plan. See the made Fulbourn Neighbourhood Plan for an example:<br><a href="https://www.scambs.gov.uk/planning/local-plan-and-neighbourhoodplanning/fulbourn-neighbourhood">https://www.scambs.gov.uk/planning/local-plan-and-neighbourhoodplanning/fulbourn-neighbourhood</a> . | Noted   |
| S9 SCDC        | Maps & figures         | 8 The maps are sometimes before the policy, and sometime after the policy. It is recommended that a consistent approach is followed.  | Noted and accepted  |
| S9 SCDC        | Maps & figures         | 12 <b>About the Harston Neighbourhood Plan area</b><br><br>It is recommended that Maps 4, 5, 6 and 7 are amended so that the legibility is improved, and so that the parish boundary is clearly defined. We welcome the opportunity to discuss map amendments and offer our support in recreating policy maps in  | Noted. But these are extracts from maps prepared for the Greater Cambridge SFRA. They are included in the NP for ease of reference. Their size can be |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

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|----------------|------------------------|--|--|
|                |                        | order to improve the legibility of the maps, ahead of the Regulation 16 consultation.  | increased but it would not be appropriate for either HPC nor SCDC/GCSP to reproduce the maps in any way.   |
| S9 SCDC        | General comments       | 72.The comments below are advisory to help improve certain elements of the Neighbourhood Plan, but they are not related to whether the Plan passes the Basic Conditions test. It is therefore at the discretion of the Neighbourhood Forum to decide whether to implement them or not as part of the natural updating required in the referendum version of the Plan.  | Noted  |
| S9 SCDC        | General comments       | 73.The document has italics for headings and for some quotations, which makes the document inaccessible for users. We recommend that the style and formatting is amended and is consistent throughout the document, to support the use of screen readers and accessibility requirements.   | noted  |
| S9 SCDC        | General comments       | 74.The Plan feels quite disjointed in places with policy matters, such as design or landscape matters, being addressed in different sections. In our review, we would recommend considering merging policies to cover matters such as design or landscape.   | Noted  |
| S9 SCDC        | Introduction           | 11 Introduction<br><br>We note that the plan makes no reference to consultation with businesses specifically, or as part of wider consultation. This is a requirement of the process, so it is suggested that clear reference to consultation with businesses is added either in the Plan or is covered in the Consultation Statement that will need to accompany the "Submission" version of the Neighbourhood Plan | Noted but this is incorrect. See paragraphs 1.8 to 1.11 with respect to early stage engagement. Businesses have also been reached as part of the Regulation 14 engagement. All consultation will be reported as required in the Consultation |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

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| S9 SCDC   | Para 1.6   | 75.Paragraph 1.6 where it states, 'due to limited manpower', it is recommended to use more inclusive language here such as 'due to limited resources'.   | Noted and accepted.  |
| S10<br>Education<br>Place<br>Planning and<br>Capital<br>Programme<br>Team | P30 SWOT<br>analysis<br><br>Paragraph 4.9<br>and table below | The table on page 30 notes "Population and housing growth not yielding enough school-aged children to support the primary school". While the school's roll has fallen by 25 children over the last five years, the maximum capacity is 175 pupils. Except for the Reception year group, all classes are mixed year-group and are currently at or near capacity, meaning their organisational structure largely prohibits accommodating additional children. Rewording this statement may be appropriate.   | Population and housing growth not yielding enough school-aged children to support the use of all classrooms/potential classes available in the primary school. |
| S3  |  | <p>National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.</p> <p>National Grid no longer owns or operates the high-pressure gas transmission system across the UK. This is the responsibility of National Gas Transmission, which is a separate entity and must be consulted independently.</p> <p>National Grid Ventures (NGV) develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States. NGV is separate from National Grid's core regulated businesses. Please also consult with NGV separately from NGET.</p> <p>Proposed development sites crossed or in close proximity to NGET assets:</p> | Noted  |

| Consultee ref.      | Para/ policy/pg number              | Theme Comment   | Harston PC response |
|---------------------|-------------------------------------|---|---------------------|
|                     |                                     | <p>An assessment has been carried out with respect to NGET's assets which include high voltage electricity assets and other electricity infrastructure.</p> <p>NGET has identified that it has <b>no record of such assets within the Neighbourhood Plan area.</b></p> <p>Please remember to consult NGET on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets.</p>  |                     |
| S4                  |                                     | <p>National Gas Transmission owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.</p> <p>Proposed sites crossed or in close proximity to National Gas Transmission assets: An assessment has been carried out with respect to National Gas Transmission's assets which include high-pressure gas pipelines and other infrastructure. NGT has no record of such assets within the Neighbourhood Plan area.</p> <p>Please remember to consult National Gas Transmission on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets.</p> | Noted               |
|                     |                                     | <b>Village &amp; Settlement character</b>   |                     |
| S6 Historic England | Gen comment on historic environment | <p>We welcome the production of this neighbourhood plan but do not consider it necessary for Historic England to be involved in the detailed development of your strategy at this time.</p> <p>We are, however, pleased to see the historic environment features throughout, with policies which seek to protect and enhance the range of designated and non-designated assets and character within the parish. We welcome the plan's policy to</p>   | noted               |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response   |
|----------------|------------------------|---|---|
|                |                        | <p>consider your locally important non-designated heritage assets.</p> <p>We would refer you to our advice on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here:<br/> <a href="https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/">https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/</a>.</p>   |   |
|                | <b>HAR1</b>            | <b>New development and design</b>   |   |
| S2             |                        | <p>Regarding Policy - we would like to refer you to the following and recommend these are included within the revised "The Harston" neighbourhood plan:</p> <p>National Planning Policy Framework (NPPF) - Section 12 Paragraph 135 (f) which states:</p> <p>Planning policies and decisions should ensure that developments: <i>create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.</i></p> <p>In relation to the design and layout of new developments including homes, commercial space, schools, hospitals, and sheltered accommodation we make the following comment:</p> <p>Security and Crime prevention measures should be considered at the earliest opportunity as an integral part of any initial design for a proposed development. It should incorporate the principles of 'Secured by Design' (SBD) and demonstrate how the development proposals address the following issues, to design out and reduce the incidence and fear of crime:</p> | <p>Noted. These matters are important but not best addressed at the neighbourhood plan level. National and Local Plan policies will apply. E.g. clause o in Policy HQ/1: Design Principles in South Cambridgeshire's 2018 Local Plan.</p> |

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|                |                        | <ul style="list-style-type: none"> <li>• <b>Physical protection:</b> Places that include necessary, well-designed security features.</li> <li>• <b>Access and movement:</b> Places with well-defined routes, spaces and entrances that provide for convenient movement without compromising security.</li> <li>• <b>Safe routes:</b> Creating safe routes that are as straight as possible, wide, well lit, without hiding places and well-maintained and overlooked for security and provide a sense of security for all users.</li> <li>• <b>Structure:</b> Places that are structured so that different uses do not cause conflict.</li> <li>• <b>Lighting:</b> Ensuring appropriate and non-obtrusive lighting levels are achieved.</li> <li>• <b>Private space:</b> Creating a clear separation between public and private spaces, avoiding public routes next to back gardens.</li> <li>• <b>Surveillance:</b> Places where all publicly accessible spaces are overlooked.</li> <li>• <b>Ownership:</b> Places that promote a sense of ownership, respect, territorial responsibility, and community.</li> <li>• <b>Activity:</b> Places where the level of human activity is appropriate to the location reduces the risk of crime and always creates a sense of safety and territoriality.</li> <li>• <b>Management and maintenance:</b> Places that are designed with management and maintenance in mind, to discourage crime in the present and the future.</li> </ul> <p>In practice this means that Secured by Design status for new developments can be achieved through careful design. Developers should, at an early stage, seek consultation and advice from the</p> |                     |



Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

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|                |                        | <p>Police Designing out Crime Officers at Cambridgeshire Police Headquarters.</p> <p>It is recommended that “Secured by Design” forms part of the conditions of any proposed planning application or re-development.</p> <p>We would appreciate if the above could be taken into consideration.</p>  |   |
| S9 SCDC        | HAR1 p38               | <p>13 point 1 emphasises recognising and reinforcing Harston's distinctive character. Perhaps it would be worth adding here that 'development may take a contemporary or traditional approach' which is written on page 46 of the 'Harston Design Guidance and Codes' supporting document. This will reassure potential applicants for development proposals that contemporary architecture is also accepted. The Design Guidance and Codes contains a useful Design Checklist. A number of recent South Cambridgeshire neighbourhood plans have required proposals to demonstrate, as appropriate to the proposal, how they satisfy the checklist and include it as an Appendix. Such an approach might help developers and decision makers by providing greater clarity.</p> | <p>First point (re contemporary design) accepted and amended.</p> <p>Clause 3 to the policy encourages the completion of a checklist which is included as Appendix 1 to the NP”.</p>  |
| S9 SCDC        | HAR1                   | <p>14 point 3 regarding 'building materials and colour palette', references made to Map 4. Should this refer to Map 8 instead?</p>   | <p>Yes. This should refer to Map 8 depending on other map changes</p>   |
| S9 SCDC        | HAR1                   | <p>15 point 3 states 'choice of buildings materials should...'. The list is quite prescriptive in the choice of materials for future developments. The policy also needs to ensure consistency with Policy HAR 10 (d) which also writes about external building materials and which types of materials 'should' be used.</p>   | <p>The list is not intended to be exhaustive and this is clear in the proceeding text that reads “Choice of buildings materials should reflect those found in the site surroundings or character area (see Map #). Depending on the predominant materials in the area where a</p> |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

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|                |   |  | <p>proposal is located, suitable materials could be: ...”</p> <p>Policy HAR 10 has been amended to refer back to HAR 1 to ensure consistency.</p> |
| S9 SCDC        | HAR1  | 16 point 4 addresses standards for amenity spaces, overlooking and environmental impacts which are already covered in the Local Plan policies HQ/1 and SC/10. Many of the policies within the Plan cover detail within existing Local Plan policies, and it is not considered necessary to repeat these  | Noted.  |
| S9 SCDC        | HAR1  | 17 The policy should reference the District Design Guide with regards to overlooking distances.  | Noted. Amendments made  |
| S9 SCDC        | HAR1  | 18 Will applicants be required to submit documents prior to determination, or should they expect conditions on this front? It is recommended requirements are worded in a similar style as within HAR 16 and HAR 17.   | At planning application stage. Clarification to be provided via amendments to first three clauses.  |
| S9 SCDC        | HAR1  | 19 Having both Map 8, ‘Character Areas in Harston’ from the Design Guidance and Codes and Map 9, ‘Harston village landscape character areas’ from the Landscape Character Appraisal creates confusion. When reading the policies and Plan, it is recommended that the maps are either consolidated to avoid potential misinterpretation when the Plan is used for decision making, or to clarify what the difference between the maps are, and why they are both within the Plan itself. | Noted and amended.  |
| S9 SCDC        | HAR1 par 6.12 Background context and policy rationale | 76. Paragraph 6.12 under the ‘applicable policies from South Cambridgeshire’s 2018 Local Plan’ header, should include reference to Local Plan Policies HQ/1, SC/10, NH/14, H/9, H/10 amongst others. It is recommended that each section includes a full list of relevant policies, not just a select few.   | Accepted. Amendments made.  |

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|----------------|------------------------|---|--|
|                | <b>HAR2</b>            | <b>Protecting and enhancing important landscape features within and around the built-up environment</b>   |  |
| S9 SCDC        | HAR2 p43               | 20.Part 1 of the policy refers to the Important Countryside Frontages on Map 2. For ease of use, it is recommended that the policy refers to Map 10 instead, as it is directly above the policy, and the location of the ICFs is a lot clearer than on Map 2.   | Agreed. Amendments made.   |
| S9 SCDC        | P43. Point 1           | 21. Many of the matters addressed in this policy have been included in successfully examined neighbourhood plans in South Cambridgeshire (for example Fulbourn). It is recommended to consider amending the wording of the policy to address matters with more clarity, rather than including the list of features in Part 1.   | Noted. Follow up discussions were had with SCDC to seek further clarity on what was being sought. Amendments made. |
| S9 SCDC        | P43. Point 1           | 22. It is recommended wording in Part 1, point 3 is amended from 'heavy shrubbery' to read 'dense vegetation' for clarity.<br><br>23. It should be remembered that the policy can only be applied where planning consent is required for development with regard to Part 1, point 7. Attractive vegetated front gardens should be considered as part of the overall vegetation and landscape features of a site, remembering that only trees protected by preservation orders require permission to be managed or felled. Clarity is required for the definition of 'attractive', as this could create difficulties in interpretation of the policy. If you wish to retain such level of detail, it is recommended to use wording such as 'existing features in front gardens which provide a positive contribution to the public realm or townscape/streetscape'.<br><br>24.Consideration should be made in this policy for the impact on trees. | Accepted. Amendments made.   |

| Consultee ref. | Para/ policy/pg number   | Theme Comment  | Harston PC response  |
|----------------|--|--|--|
|                | <b>HAR3</b>  | <b>Protecting and enhancing landscape character and setting in and around Harston village</b>  |  |
| S9 SCDC        | P47  | 25. Part 3 of the policy requires an enhancement of the landscape features of a view. Is this necessarily appropriate given that landscaping in itself could destroy the key features of that view? It is recommended that part 3 of the policy is removed.  | Wording has been amended to address the issue with this Clause |
| S9 SCDC        | Map p49  | 26. It is recommended that Map 12 is amended so that the legibility is improved. We welcome the opportunity to discuss map amendments and offer our support in recreating policy maps in order to improve the legibility of the maps, ahead of the Regulation 16 consultation.   | Noted  |
| S9 SCDC        | HAR 3:<br>Background context and policy rationale<br>Gen comment | 77. Settlement Fringe Area 1, defined in paragraph 6.33, identifies the 'gravel pits habitats' and 'river terrace meadows'. Have these extents been identified elsewhere in the document? It is recommended that references are needed on a map so users can identify where they are. This is another example where the number of maps and different designations is difficult to interpret. | Noted & amendments proposed.                                   |
| S9 SCDC        | HAR 3:<br>Background context and policy rationale<br>Gen comment | 78. It is recommended that for Settlement Fringe Area 2, 'Hill Top Farm' and 'Rectory Farm' are identified on a map.<br>79. It is recommended that for Settlement Fringe Area 3, reference to the 'The Drift' public footpath (FP116/4) is made, and that the locations of the 'Harston Community Orchard' and 'Rookery Wood' are identified.  | Noted & amendments proposed.                                   |
|                | HAR 3:<br>Background context and policy rationale<br>Gen comment | 80. For Settlement Fringe Area 4, point 3, it is recommended that instead of using the wording '...maintain accessibility for the farmer', consider amending to read '...maintain access for farming operations.' This provides clarity as the land may not remain in a  | Accepted. Amendments made.                                     |

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|----------------|------------------------|--|-----------------------|
|                |                        | single owner/operatorship for the duration of the Neighbourhood Plan.  |                       |
|                | <b>HAR4</b>            | <b>Conserving and enhancing heritage assets in Harston</b>   |                       |
| CHET           | HAR 4                  | <ol style="list-style-type: none"> <li>1. Cambridgeshire County Council's Historic Environment Team (CHET) notes and welcomes that Harston's proposed Neighbourhood Plan contains specific policy 'Policy HAR 4: Conserving and enhancing heritage assets in Harston' which is dedicated to conserving local non-designated heritage assets (NDHA's), which CHET fully supports.</li> <li>2. The draft Neighbourhood Plan document includes a detailed list of non-designated heritage assets identified through the NDP process, comprising buildings, structures and open spaces that are of local historic importance. Its supporting documentation further includes 'Harston's Local Heritage Assets 2024' which sets out the further detail and qualifying criteria for each identified asset and is replicated within the consultation draft at Appendix 3. These also correlate with those put forward for assessment for inclusion on the South Cambridgeshire District Council register of Locally Listed assets through the Cambridgeshire Local Heritage List Project (<a href="https://local-heritagelist.org.uk/cambridgeshire">https://local-heritagelist.org.uk/cambridgeshire</a>), reinforcing the policy basis for protection of these assets. In this regard the draft document is comprehensive in its approach as well as unusually fulsome in detail, and this should be commended.</li> </ol> | Noted.                |
| CHET           | HAR 4                  | <ol style="list-style-type: none"> <li>3. However while the Plan contains some background on the history of the parish, set out in more detail in the supporting document Harston Landscape Character Appraisal for the most part the valuable below-ground archaeological resource of the area is not mentioned, and there are no policies explicitly included to protect it.</li> </ol>  | Noted. Amendment made |

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|                |                        | <p>4. Designated scheduled monuments are present to the south of the parish, representing multiperiod settlement remains surviving as cropmarks (National Heritage List Entry references. 1006809). Cropmark evidence for archaeological remains are however common across the parish, where to the south ditched enclosures and ring ditches are known, notably in the area surrounding Rowley's Hill (Cambridgeshire Historic Environment Record references. 08922, 09224, 08647 and 04227). Further prehistoric to Roman settlement complexes are known to the west (CHER ref. 09526 and 11451) and east of Button End (CHER ref. 09647), and near Rectory Farm to the north-east (CHER ref. 08341). A postulated Roman road between Hauxton and Red Cross runs to the north of the parish (CHER ref. 09649), which is associated with further cropmarks of enclosures (CHER ref. 09649) and ring ditches (CHER ref. 09650) fronting its route. Later evidence is known from surviving earthwork features, including an area of medieval ridge and furrow to the south of Station Road (CHER ref. MCB24064), and a post-medieval water meadow (CHER ref. MCB25914) and moat (CHER ref. MCB1272) along the western bounds of the parish.</p> <p>5. We recommend that the steering group should contact Cambridgeshire County Council's Historic Environment Record (HER) to improve the evidence base in relation to below-ground historic environment assets within the Neighbourhood Plan document (<a href="mailto:archaeology@cambridgeshire.gov.uk">archaeology@cambridgeshire.gov.uk</a>).</p> |   |
| CHET           | HAR 4                  | <p>6. In our view the Neighbourhood Plan should contain a policy supporting Policy NH/14 of South Cambridgeshire's Local Plan (2018) and in accordance with the NPPF (2023 paras. 195 to 214), that provides for appropriate protection for Harston's valuable below ground heritage assets of</p>   | <p>Noted. The planning policies in South Cambridgeshire's 2018 Local Plan, together with national policies will apply alongside the Harston NP. Notwithstanding this, supporting text</p> |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

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|----------------|------------------------|---|--|
|                |                        | archaeological interest, whether designated or undesignated. CHET can suggest wording for such a policy on request.   | to the policy providing an overview of the below ground heritage assets has been provided and a clause added to the policy.                |
| S9 SCDC        | HAR4 p52               | 27. Part 3 of the policy goes beyond paragraph 200 of the NPPF. There is a requirement for the applicant to describe the significance of a heritage asset, including the contribution of its setting, and paragraph 201 of the NPPF requires the decision maker to take this into account when they assess the impact.  | Noted  |
| S9 SCDC        | HAR4 p52               | 28. Part 4 of the policy states that the applicant will be required to prepare a statement for non-designated heritage assets. It would not be reasonable to refuse a small application (such as a householder) that does not include a heritage statement for a non-designated heritage asset. It is recommended that wording is changed from 'the applicant will be required...' to 'the applicant should...' | Noted & amended  |
| S9 SCDC        | HAR4 p52               | 29. The precise location and extent of all the non-designated heritage assets must be illustrated on a map as users will not know if a property is designated.  | Noted and addressed  |
| S9 SCDC        | HAR4 p52               | 30. Has the Parish Council contacted the owners or occupants of all the properties listed in the policy to inform them of the proposed designation? Justification should be set out as to how the list meets criteria, such as in Appendix 3 to provide rationale for the examination stage   | Yes contacted all owners/occupants<br>Criteria in appendix with brief summary- more detailed on Cambridgeshire Local Heritage list website |
|                | <b>HAR5</b>            | <b>Preserving the special character of Harston's historic core and Button End</b>   |  |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

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| S9 SCDC        | HAR5 p57               | 31.The policy references Map 9 which is located some 20 pages earlier. Other than our comments suggesting a comprehensive Policies Map, it would be better if a separate map were included here, with appropriate detail, to define the extent of the historic core and Button End. This will enable the user to know where the policy applies. Does the policy add anything over and above matters already addressed in other policies of the Plan, such as character and design matters?  | <p>Noted but not accepted. It is appropriate to reference Map 9 here.</p> <p>Following discussions with S9 16 Sept 24, policy revisions have been undertaken that will split this into two policies HAR 5 (Preserving the special character of Harston's historic core) and HAR 6 (Button End).</p>   |
| S9 SCDC        | HAR5 p57               | 32. There are references in paragraph 6.47 to NDHA's, such as 'see policy HAR5'. This should be amended to read 'see policy HAR4'.  | Noted. Amendments made.   |
| S9 SCDC        | HAR5 p57               | 33.For Part 2, point a), the Council cannot control any changes of use within Class E, even if it may increase the level of vans and lorries. Given that existing uses at Button End have planning consent to operate the current number of HGVs, it is unreasonable to require an individual proposal to deliver a net reduction of HGVs where other businesses could expand/change 6 business operations within existing consents that could increase the number of movements. It is recommended that this part of the policy is removed. | <p>These comments would apply to HAR 6 as policy has been split. This comment reflects a misunderstanding of the policy wording. The Policy is seeking proposals (supporting in principle) that could result in overall reduction in traffic movements including that of lorries and HGVs.</p> <p>Policy discussed in detail with S9 160924, following which policy revisions made.</p> |
| S9 SCDC        | P58                    | 34.HAR 5 is a mixture of heritage and landscape issues. It is not clear what the main focus of the policy is. 1(a) and (b) are a repetition of policy HAR4.   | Noted but not agreed. The key point is that so many of these are focused in Harston's historic core. We do not wish for this to be lost.  |



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|                |  |  | Following discussions with S9 16 Sept 24, policy revisions have been undertaken that will split this into two policies HAR 5 (Preserving the special character of Harston's historic core) and HAR 6 (Button End). |
| S9 SCDC        | HAR 5: Policy background and rationale gen comment | 81.Paragraph 6.48 details listed buildings and NDHAs. If they need to be repeated, they will fit better in the previous section on heritage assets.  | Noted. Text has been amended.  |
| S9 SCDC        | HAR 5: Policy background and rationale gen comment | 82.Paragraph 6.53 provides description of the PROW which connects Button End to the Village. It is named as '116/4', and confirmation is needed as to whether it is '116/2', '116/3' or '116/4' that is being referring to.  | Noted & will amend   |
|                |  | <b>Open space</b>  |  |
|                | <b>HAR6</b>  | <b>Harston's Local Green Spaces and Protected Village Amenity Areas</b>  |  |
| S5 AW          | HAR 6:   | The policy designates 3no. areas of Local Green Spaces (LGS) within the neighbourhood plan area. It is noted that the supporting text states that the development is restricted to that consistent with national policy for Green Belts. We consider that the policy provides scope for Anglian Water to undertake operational development to maintain and repair any underground network assets that may be within these areas, such as mains water pipes, and which would be consistent with this policy test. | noted  |

| Consultee ref.             | Para/ policy/pg number | Theme Comment  | Harston PC response  |
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| S9 SCDC                    | HAR6                   | 35.The supporting evidence demonstrates that these spaces meet the Local Green Space criteria, and the mapping of their extent is clear.   | Noted  |
| S12 Harston Parish Council | HAR 6                  | <p>We have read through your Neighbourhood Plan with interest...</p> <p>At this point however we would suggest that joined up thinking and action in the <b>management of the boundary areas</b> between the two villages would be of particular relevance in relation to;</p> <ul style="list-style-type: none"> <li>• <b>Management of the Cam/ Rhee Valley (Meadowlands)</b> in the context of biodiversity, access to and the management of the rural characteristic of the area.</li> <li>• <b>Management of traffic in the Button end area;</b> ( Harston NP 6.33 <i>avoiding uses that could generate movement of heavy vehicles and HGVs</i>). This is a critical route from our village to the A10, the key GP surgery for our residents is located here and heavy vehicles coming through and from Haslingfield impacts on this. This will be of even greater significance if and when the development of the East West Rail commences</li> </ul> <p>If it is appropriate we would therefore suggest your report includes a statement of <b>intent to work jointly with Haslingfield to achieve your planning goals on these 2 areas</b></p> | Noted and accepted. Harston Parish Council will liaise with Haslingfield Parish Council on cross-boundary issues relating to biodiversity and traffic concerns |
|                            | <b>HAR7</b>            | <b>Improving open space provision in Harston</b>   |  |
| S9 SCDC                    | HAR7                   | 36. It should be noted that open space provision as part of development would normally be expected to make provision within the site as required by Policy SC/7 of the Local Plan. Only in exceptional circumstances would provision be allowed off-site where it is accessible to residents.  | Site been abandoned for 70 years. Tried to ascertain ownership locally but no success and site not registered. PC to hopefully take over                       |

| Consultee ref. | Para/ policy/pg number | Theme Comment  | Harston PC response  |
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|                |                        | 37. Have the owners of the Gravel Pits been consulted in relation to designating the land as informal open space?  | as common land with a management committee.  |
|                |                        | <b>Parish-wide landscape &amp; biodiversity</b>  |  |
|                | <b>HAR8</b>            | <b>Protecting and enhancing Harston's landscape character</b>  |  |
| S9 SCDC        | HAR8                   | 38.The inclusion of this section here feels somewhat disjointed given that landscape character and views are addressed in Policy HAR 2 and HAR 3. As such, there feels an element of repetition and consideration should be given to merging HAR 2 with HAR 8. Part 3 repeats the protection of views in HAR 2 and our comments relating to enhancing landscape features applies here also. Protection of views should only be referenced in one policy.   | Noted. However, it is intentional in HNP that landscape character within the village is dealt with separately to landscape character in the wider countryside. |
|                | <b>HAR9</b>            | <b>Protecting and enhancing biodiversity in Harston parish</b>   |  |
| S10 ATT        | 8.9 p67                | Grassland. This apples... Typo, This applies...  | Noted & to be amended.   |
| S5 AW          | Har 9                  | <p>Anglian Water supports the policy of prioritising the delivery of biodiversity net gains within the neighbourhood planning area to support habitat recovery and enhancements within existing green and blue infrastructure. Anglian Water has made a corporate commitment to deliver a biodiversity net gain of 10% against the measured losses of habitats on all AW-owned land.</p> <p>As the neighbourhood plan progresses, there may also be benefit in referencing the emerging Cambridgeshire and Peterborough Local Nature Recovery Strategy (LNRS) <a href="https://www.cambridgeshirepeterborough-ca.gov.uk">Local Nature Recovery Strategy - Cambridgeshire &amp; Peterborough Combined Authority (cambridgeshirepeterborough-ca.gov.uk)</a> as this will identify priority actions for nature and map specific areas for improving habitats for nature recovery.</p> | Noted.   |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response  |
|----------------|------------------------|---|--|
| S9 SCDC        | HAR9                   | 39. Where proposed lighting is near sensitive habitats, a wildlife sensitive lighting scheme should be designed to reduce impacts on foraging and commuting bats. It is recommended that the policy reflects guidance in the Bats and Artificial Lighting at Night Guidance Note (2023). LED lighting should emit no ultraviolet light, and Luminaires equal to or less 2,700 Kelvins should be adopted (not as stated in the policy as 3,000k). Additionally, light sources should feature peak wavelengths higher than 550nm to avoid the component of light most disturbing to bats.   | This comment does not appear to relate to HAR 9  |
| S9 SCDC        | HAR9                   | 40. In Part 5, a proposal cannot be considered 'more favourably', it can only be supported or not supported.  | Noted. Policy wording amended accordingly  |
| S9 SCDC        | HAR9                   | 41. In Part 6, the asterix states that development exempt from national mandatory BNG are exempt from providing a measurable net gain. This is incorrect. All development requires a measurable BNG to be delivered, whilst some development's (such as self builds) are exempt from the mandatory 10%, they are still required to deliver a measurable (for example, 0.1%+) BNG.   | Noted. Policy wording has been amended.  |
| S12 HPC        | HAR 9                  | <p>We have read through your Neighbourhood Plan with interest...</p> <p>At this point however we would suggest that joined up thinking and action in the <b>management of the boundary areas</b> between the two villages would be of particular relevance in relation to;</p> <ul style="list-style-type: none"> <li>• <b>Management of the Cam/ Rhee Valley (Meadowlands)</b> in the context of biodiversity, access to and the management of the rural characteristic of the area.</li> <li>• <b>Management of traffic in the Button end area;</b> ( Harston NP 6.33 <i>avoiding uses that could generate movement of heavy vehicles and HGVs</i>). This is a critical route from our</li> </ul> | Noted and accepted. Harston Parish Council will liaise with Haslingfield Parish Council on cross-boundary issues relating to biodiversity and traffic concerns |

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|----------------|---|--|---------------------|
|                |   | <p>village to the A10, the key GP surgery for our residents is located here and heavy vehicles coming through and from Haslingfield impacts on this. This will be of even greater significance if and when the development of the East West Rail commences</p> <p>If it is appropriate we would therefore suggest your report includes a statement of <b>intent to work jointly with Haslingfield to achieve your planning goals on these 2 areas</b></p>  |                     |
|                |   | <b>Climate change &amp; flood management</b>   |                     |
|                | <b>HAR10</b>                            | <b>Delivering sustainable design and construction in Harston</b>   |                     |
| S8 Env Agency  | Environmental Constraints- gen comments | <p>We have identified that the Neighbourhood Plan Area will be affected by the following environmental constraints:</p> <p><b>Water Resources</b></p> <p>Being in one of the driest areas of the country, our environment has come under significant pressure from potable water demand. New developments should make a significant contribution towards reducing water demand and mitigate against the risk of deterioration to our rivers, groundwater and habitats from groundwater abstraction. Whilst the Plan only allocates a small number of dwellings, the in combination effects of this are part of the wider issue with sustainable supplies being available to Cambridge Water. The company has not yet demonstrated in its draft water resources management plan (WRMP) 2024 that it can meet the combined demands of existing and planned future customers without posing an unacceptable risk of deterioration to Water Framework Directive (WFD) water bodies until new strategic sources of water can be developed. Has the NP given any consideration to the phasing of growth and how that</p> | Points noted.       |

| Consultee ref. | Para/ policy/pg number                  | Theme Comment  | Harston PC response |
|----------------|---|--|---------------------|
|                |   | <p>compares to the planned delivery of sustainable supplies by Cambridge Water?</p> <p>Cambridge Water is heavily reliant on customer demand reductions to manage the environmental risks of its groundwater abstraction until new sustainable supplies of water can be developed. Presently, these are not forecast to be available until 2032.</p> <p>We strongly support all efforts to make new developments as water efficient as possible and would support any measures to go beyond the Local Plan policy level for new water efficiency in new residential developments of 110l/h/d.</p> <p>If the scale of the development allows, we would support investigation into rainwater harvesting and/or grey water recycling in the plan. Please note however that there are currently regulatory restrictions that prohibit a water company from supplying non wholesome water, so a greywater scheme would need to be operated by a third party.</p> <p>Developments that require their own abstraction where it will exceed 20 cubic metres per day from a surface water source (river, stream) or from underground strata (via borehole or well) will require an abstraction licence under the terms of the Water Resources Act 1991. There is no guarantee that a licence will be granted as this is dependent on available water resources and existing protected rights. The relevant abstraction licencing strategy for your area provides information on water availability and licencing policy at Abstraction licencing strategies (CAMS process) - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>).</p> |                     |
| S8 Env Agency  | Environmental Constraints- gen comments | We encourage you to seek ways in which your neighbourhood plan can improve the local environment. For your information, together with Natural England, Historic England and Forestry   | Points noted.       |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref.                         | Para/ policy/pg number       | Theme Comment  | Harston PC response |
|--|------------------------------|--|---------------------|
|  |                              | Commission, we have published joint guidance on neighbourhood planning, which sets out sources of environmental information and ideas on incorporating the environment into plans. This is available at: How to consider the environment in Neighbourhood Plans - Locality Neighbourhood Planning  |                     |
| S10 Climate Change and Energy Services | Gen & specific<br><br>HAr 10 | <p>The County Council strongly supports Objective 7 and Objective 8 on climate change.</p> <p>The inclusion of information included in the Plan on low carbon heating, energy efficiency and renewables (paras 9.3 to 9.17) is welcomed and helpful.</p> <p>Policy HAR10 is good and addresses most points in the related objective, but could be strengthened by specifically mentioning that fossil-fuel based heating systems should not be used. 2.(d) could also be strengthened by specifically requiring embodied carbon to estimated and minimised.</p> <p>There is also useful information on supporting renewable infrastructure in 9.27 to 9.28.</p>  | Noted.              |
| S5 AW                                  | HAR10                        | <p>Anglian Water is pleased to note that water efficiency is referenced with the Local Plan policy requirements. The new Local Plan is expected to go further and has identified a more ambitious water efficiency standard of number of litres per person per day, recognising that the area is seriously water stressed.</p> <p>The Defra <i>Plan for Water: our integrated plan for delivering clean and plentiful water</i> <a href="https://www.gov.uk/government/consultations/plan-for-water-our-integrated-plan-for-delivering-clean-and-plentiful-water">Plan for Water: our integrated plan for delivering clean and plentiful water - GOV.UK (www.gov.uk)</a> supports the need to improve water efficiency and the Government's Environmental Improvement Plan <a href="https://www.gov.uk/government/consultations/environmental-improvement-plan-2023">Environmental Improvement Plan 2023 - GOV.UK (www.gov.uk)</a> sets ten actions in the Roadmap to Water Efficiency in new developments</p> | noted               |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response |
|----------------|------------------------|---|---------------------|
|                |                        | <p>including consideration of a new standard for new homes in England of 100 litres per person per day (l/p/d) where there is a clear local need, such as in areas of serious water stress. Given the proposed national approach to water efficiency, Anglian Water encourages this approach.</p> <p>Whilst Anglian Water is only the statutory sewerage undertaker for the neighbourhood plan area, measures to improve water efficiency standards and include opportunities for water reuse and recycling (rainwater harvesting and greywater recycling) also reduces the volume of wastewater needed to be treated by our water recycling centres. This will also help to reduce customer bills (including for other energy bills) as well as reduce carbon emissions in the supply and recycling of water.</p> <p>We welcome the Policy HAR 10 criterion c and accompanying Design Guidance and Codes document under SU04.Sustainability.</p> |                     |
| S5             | Gen comment            | <p>Anglian Water supports neighbourhood plans and their role in delivering environmental and social prosperity in the region. Anglian Water is the water and water recycling provider for over 6 million customers.</p> <p>Overall, we (AW) are supportive of the policy ambitions within the neighbourhood plan, subject to the proposed amendments.</p> <p>Anglian Water wants to proactively engage with the neighbourhood plan process to ensure the plan delivers benefits for residents and visitors to the area, and in doing so protect the environment and water resources. Anglian Water has produced a specific guidance note on the preparation of NPs found using this link under our Strategic Growth and Infrastructure webpage - <a href="http://Strategic Growth and Infrastructure (anglianwater.co.uk)">Strategic Growth and Infrastructure (anglianwater.co.uk)</a>. The</p>  | Noted               |



Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response        |
|----------------|------------------------|---|----------------------------|
|                |                        | <p>guidance also has sign posting/ links to obtaining information on relevant assets and infrastructure in map form, where relevant.</p> <p>As the statutory sewerage provider for the neighbourhood plan area, Anglian Water makes the noted comments (Har 6, 9, 12, 18) in relation to ensuring the making of the neighbourhood plan contributes to sustainable development and has regard to assets owned and managed by Anglian Water.</p>  |                            |
| S9 SCDC        | HAR10                  | 42.Policy HAR 1 covers new development and design and the inclusion of this policy much later in the Plan feels disjointed. We suggest that matters relating to design are contained in one place for ease of use.  | Noted                      |
| S9 SCDC        | HAR10                  | 43.The policy should provide clarity on the scale of development that must be accompanied by a sustainability statement, as this is not reasonable for householder applications.  | Noted. Amendments made     |
| S9 SCDC        | HAR10                  | 44.In relation to energy and carbon reduction, the policy makes good reference to the energy hierarchy. The requirement to provide energy metrics in line with the emerging Local Plan is welcomed and the supporting text gives reference to the targets set out in national guidance and the Local Plan. These can only be encouraged at this stage, and it is recommended reference is made to the following methodologies that could be used to obtain these metrics, given that they differ from the metrics used for Building Regulations compliance: CIBSE TM54 and Passive House Planning Package | Noted. Amendments made     |
| S9 SCDC        | HAR10                  | 45.In relation to water, the requirement for residential water use of 110 litres/person/day is in line with the current Local Plan and the approach to encouraging a lower water use of 80 l/p/d is welcomed. A Written Ministerial Statement in December 2023 announced that Building Regulations are to be reviewed in 2024   | Noted and amendments made. |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref.  | Para/ policy/pg number | Theme Comment  | Harston PC response  |
|---|------------------------|--|--|
|   |                        | and that in the meantime, water efficiency standards are to be encouraged in areas of serious water stress. If new levels are to be introduced within amended Building Regulations, this will be a requirement of all new housing and a policy in the Local Plan and Neighbourhood Plan may not be necessary. In relation to water use in non-residential development, the use of BREEAM Wat 01 is recommended, in line with the current Local Plan. Policy CC/4 requires a minimum of 2 credit from Wat01 and we recommend encouraging new development to go beyond 2 credits, achieving maximum credits wherever feasible, in light of the serious water stress faced by the region. |  |
|   | <b>HAR11</b>           | <b>Supporting renewable infrastructure in Harston Parish</b>   |  |
| S10 Climate Change and Energy Services                  |                        | Support is also given to Policy HAR11.<br>Finally, we welcome the inclusion of the community project 2 – Harston community energy scheme   | Noted  |
| S10 Education Place Planning and Capital Programme Team | HAR11.                 | It is noted that paragraph 9.28 suggests there is potential for “Small scale solar panels that could be installed on rooftops, on publicly owned buildings (such as the village school and village hall)”. Whilst the County Council shares these aspirations, it wishes to make clear that it has not committed to funding such projects on the school.   | Noted  |
| S9 SCDC   | HAR11                  | 46.For Part 2 of the policy, community-led projects are either supported or not, and a policy cannot ‘particularly welcome’ them. Our informal comments recommended that reference to ‘community-led development’ is removed from the first sentence so that the policy supports renewable or low carbon energy projects for all development proposals.  | The first clause of the policy has been amended to address SCDC/GCSP comments made at informal consultation stage. The policy has been amended further to say the proposals are supported. |

| Consultee ref.                 | Para/ policy/pg number | Theme Comment  | Harston PC response |
|--------------------------------|------------------------|--|---------------------|
|                                | <b>HAR 12:</b>         | <b>Managing flood risk in Harston parish</b>   |                     |
| S10 Lead Local Flood Authority |                        | <p>This policy is supported by the Lead Local Flood Authority (LLFA) for the following reasons:</p> <ul style="list-style-type: none"> <li>• It promotes above-ground open Sustainable Drainage Systems (SuDS) such as attenuation ponds and swales, as they provide water quantity, water quality, amenity and biodiversity benefits. The LLFA recommends highlighting the benefits of SuDS in greater detail. Planning Policy Guidance (PPG) Paragraph 55 details the importance of SuDS which includes reducing the need for carbon-intensive construction and pumped systems, replenishing groundwater resources and capturing and re-using rainwater.</li> <li>• The policy also encourages interception source control such rain gardens, bioretention, green roofs and permeable paving which is supported by the LLFA. Interception source control, as per PPG, manages increased surface water discharge from developed sites, as close to the source as possible, and minimising the volume of surface water discharge from a site.</li> <li>• It highlights the importance of maintenance of ditches for development proposals which is highly advocated by the LLFA. Please note, developers should also ensure that watercourses have been appropriately maintained and remediated, with any obstructions to flows (such as debris, litter and fallen trees) removed, ensuring the condition of the watercourse is better than initially found. This is irrespective of the proposed method of surface water disposal, particularly if an ordinary watercourse is riparian owned.</li> <li>• It covers the importance of managing surface water runoff to ensure that best practice principles are required in new</li> </ul> | Noted               |

| Consultee ref.                 | Para/ policy/pg number   | Theme Comment  | Harston PC response  |
|--------------------------------|--|--|--|
|                                |  | developments. Please note the LLFA would encourage reference to the National Planning Policy Framework (NPPF) and PPG, and discussion of a proactive approach to mitigating and adapting to climate change, with reference to surface water flooding within the Neighbourhood Plan.  |  |
| S8 Env Agency                  | Environmental Constraints- gen comments                                      | <p><b>Groundwater Protection</b></p> <p>Your plan includes areas which are located on a Principal Aquifer. These should be considered within your plan if growth or development is proposed here. The relevance of the designation and the potential implication upon development proposals should be considered with reference to our Groundwater Protection guidance:<br/> <a href="https://www.gov.uk/government/collections/groundwater-protection">https://www.gov.uk/government/collections/groundwater-protection</a></p>   | Noted. Additional supporting text to Policy HAR 10 to highlight this issue   |
| S10 Lead Local Flood Authority | General comment P81  | In Harston, it appears fluvial flood risk and surface water (pluvial) flood risk is of concern. It is supported that maps are extracted from Level 1 Greater Cambridge Strategic Flood Risk Assessment; however, these are not visually clear. Clearer Flood Risk Maps could be utilised to show potential flood risk within Harston, and the specific locations that are most at risk. Data is available from Find open data - data.gov.uk. Further information of flood risk can be found here: Check the long term flood risk for an area in England - GOV.UK ( <a href="http://www.gov.uk">www.gov.uk</a> ). | Noted. A link has been provided so that Harston specific extents can be looked up here:<br><a href="https://www.gov.uk/check-long-term-flood-risk">https://www.gov.uk/check-long-term-flood-risk</a>   |
| S10 Lead Local Flood Authority | Supporting document 'Harston Neighbourhood Plan Site Options and Assessment' | Site reference H10 (Land South of Rectory Farm) is at medium risk of surface water flooding. The LLFA would advocate the inclusion of surface water flood risk maps for each of the sites. If the site is shown on the Environment Agency Risk of Flooding from Surface Water maps to at risk of flooding from surface water, finished floor levels should be set no lower than 300mm above ground levels. The Cambridgeshire Flood and Water  | It is noted the LLFA request for the site options and assessment work to be updated so as to include surface water flooding maps for each site. Importantly, this site is not being brought forward through the NP. It could be a rural exception site, in |

| Consultee ref.                 | Para/ policy/pg number | Theme Comment  | Harston PC response   |
|--------------------------------|------------------------|--|---|
|                                |                        | <p>Supplementary Planning Guidance (SPD) is adopted by South Cambridgeshire District Council. Please note, as highlighted in section 4.3 of the SPD (adopted by SCDC), the Sequential Test would be required for any planning application that is at high risk of surface water flooding to be undertaken and the results submitted to the Local Planning Authority (LPA) for assessment. Please note, discussions on the Exception Test should not be taking place until the Sequential Test is undertaken and passed. The LPA ultimately decides whether the site is sequentially acceptable. The LLFA is a statutory consultee to the LPA.</p>  | <p>which case flood risk would be fully considered and national policy (e.g. sequential testing etc) would apply as part of the planning application process.</p> |
| S10 Lead Local Flood Authority | General comment        | <p>It is appreciated that the Neighbourhood Plan refers Policy CC/7 'Water Quality', Policy CC/8 'Sustainable Drainage Systems' and Policy CC/9 'Managing Flood Risk' of the South Cambridgeshire Local Plan which relates to flood risk and drainage. It should also be noted that the Cambridgeshire Flood and Water Supplementary Planning Guidance (SPD) promotes the use of SuDS to mimic natural drainage within new developments. The Cambridgeshire County Councils Surface Water Planning Guidance also provides technical guidance for developers. The LLFA would recommend that Anglian Water, and the Environment Agency as well as any relevant Internal Drainage Board are consulted in relation to flood risk management, to ensure that their comments on this Neighbourhood Plan can be taken into account.</p> | <p>Noted. Anglian Water and Environment Agency were consulted at Regulation 14 stage and both have responded, as documented in this report.</p>                   |
| S5 AW                          | HAR12                  | <p>Anglian Water supports Policy HAR12 requiring new development to be served by sustainable infrastructure provision and that does not result in a detrimental impact on infrastructure, including sewers and surface water and watercourse flooding.</p> <p>Anglian Water is supportive of the measures to address surface water run-off, including the preference for this to be managed using Sustainable Drainage Systems (SuDS) and requiring</p>  | <p>Noted.</p>   |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response |
|----------------|------------------------|---|---------------------|
|                | Para 9.38              | <p>permeable surfaces for new areas of hardstanding within developments to align with the drainage hierarchy. This is also covered in the accompanying Design Guidance and Codes. Such measures help to avoid surface water run-off from entering our foul drainage network, and connections to a surface water sewer should only be considered where all other options are demonstrated to be impracticable. Any requirements for a surface water connection to our surface water sewer network will require the developer to fund the cost of modelling and any upgrades required to accept the flows from the development.</p> <p>Anglian Water encourages the use of nature-based solutions for SuDS wherever possible, including retrofitting SuDS to existing urban areas to enhance amenity and biodiversity within the neighbourhood plan area and contribute to green and blue infrastructure.</p> <p>It is the Government's intention to implement Schedule Three of The Flood and Water Management Act 2010 to make SuDS mandatory in all new developments in England in 2024/ 2025. However, we welcome this policy to ensure SuDS measures are incorporated within new developments, until the Schedule is formally implemented and the necessary measures are in place.</p> <p>Paragraph 9.38 refers to the need for adequate infrastructure for dealing with foul water and water supply capacity to be available when considering new development proposals as set out in relevant Local Plan Policy T1/8: Infrastructure and New Developments. Developers are encouraged to engage in early discussions with our pre-development team so that connections or any upgrades to our network are addressed when planning applications are submitted to the local planning authority.</p> |                     |

| Consultee ref. | Para/ policy/pg number | Theme Comment  | Harston PC response   |
|----------------|------------------------|--|---|
|                |                        | <p>It is also noted that the neighbourhood plan also allocates some sites for development. The above advice is also relevant for these allocations:</p> <ul style="list-style-type: none"> <li>• Policy HAR 19: The Footpath safeguarded land for future off-street parking;</li> <li>• Policy HAR 20: Telephone exchange site; Policy HAR 27;</li> <li>• Land at Station Road (SIG Roofing site); and</li> <li>• Policy HAR 28: Land at 131 High Street.</li> </ul> |   |
| S9 SCDC        | HAR12                  | 47. Part 3 of the policy is already covered by the Local Plan. What does this part of the policy add?  | The policy wording referred to was specifically requested by SCDC officers at Regulation 14 stage! To answer the question however, the SCDC Local Plan does not specifically state that proposals that result in increased risk of surface or groundwater flooding will not be supported. Neither does it state that SuDs are strongly preferred. |
|                |                        | <b>Housing supply</b>  |   |
|                | <b>HAR13</b>           | <b>Supporting rural exception sites to meet Harston’s affordable housing needs</b>   |   |
| S9 SCDC        | HAR13                  | 48.Paragraph 10.8 states that the source is from the SCDC Housing Team. IT should be amended to reflect the correct source from the ‘SCDC Housing Allocations Team, via Home-Link’. This is the link to see the local connection reasons: Home-Link – Help.  | Noted and accepted.   |
| S9 SCDC        |                        | 49.The December 2023 NPPF provided some changes to the housing type and location of rural exception sites would be   | Noted but change not considered necessary.  |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response   |
|----------------|------------------------|---|---|
|                |                        | considered. It states that 'Local planning authorities should support the development of exception sites for community-led development (as defined in Annex 2) on sites that would not otherwise be suitable as rural exception sites'. The Parish Council should consider adjusting the policy to include community-led exception housing.   |   |
|                | <b>HAR14</b>           | <b>Housing mix, including First Homes in Harston</b>  |   |
| S9 SCDC        |                        | 50.The mix of first Homes on page 87 differs from the Council's proposed mix: 25% First Homes, 5/10% Shared Ownership or other intermediate, 70/65% Social or Affordable rent. It is assumed the policy is talking about sites inside the framework boundary, as rural exception sites housing need will be based on the results from a housing needs survey. Achieving exact splits of tenure mix may be difficult to achieve on sites, such as for 7 dwellings, and it is recommended that these should be defined as approximate.  | Policy has been amended to refer to "25% affordable home ownership" and does not specify what type. |
|                |                        | <b>Traffic &amp; Parking</b>  |   |
| S1             |                        | <p>National Highways is a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN).</p> <p>It has been noted that once adopted, the Neighbourhood Plan will become a material consideration in the determination of planning applications. Where relevant, National Highways will be a statutory consultee on future planning applications within the area and will assess the impact on the SRN of a planning application accordingly.</p> <p>Notwithstanding the above comments, we have reviewed the document and note the details of set out within the draft document</p> | Noted   |



| Consultee ref.                              | Para/ policy/pg number | Theme Comment  | Harston PC response   |
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|   |                        | are unlikely to have a severe impact on the operation of the trunk road and we offer <b>No Comment</b> .   |   |
| S10<br>Transport<br>Strategy and<br>Funding | General<br>comments    | <p>The Plan responds to the 2023 householder survey, which reported that residents are concerned about traffic issues, more than any other issue, and this is noted and addressed in Chapter 4 and Chapter 11.</p> <p>The Council also supports the following objectives:</p> <ul style="list-style-type: none"> <li>• Objective 12: Traffic generation from new development proposals will be fully considered and appropriately mitigated.</li> <li>• Objective 13: Existing parking infrastructure for motorised vehicles will be improved and better managed in locations associated with village shops and community facilities in order to make our village environment safer and more pleasant.</li> </ul> <p>The policies in the draft Harston Neighbourhood Plan should align with the transport policies in the Cambridgeshire &amp; Peterborough Combined Authority Local Transport and Connectivity Plan, as the overarching transport policy document for Cambridgeshire; and with the Greater Cambridge Partnership's Sustainable Transport Programme.</p> | Noted. Amendments have been made to refer to this document. |
| S10ATT                                      |                        | There is no mention of any additional crossings of the A10. There are only 4 controlled crossings along the entire length from London Road to Harston Mill (about a mile). I'm sure this is beyond the powers of the parish council, but as the A10 is such a 'feature' of the village, it should at least be mentioned.   | noted   |
|   | <b>HAR15</b>           | <b>Managing the movement of people and vehicles arising from new development</b>   |   |
| S10<br>Transport                            | HAR15                  | Improvements to public realm combined with measures to improve safety, are aligned with County Council policies.   | Noted and amended.  |

| Consultee ref.       | Para/ policy/pg number                          | Theme Comment   | Harston PC response   |
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| Strategy and Funding |   | Policy HAR 15 makes several references to improving road safety and this may be strengthened by also referring to Vision Zero.  |   |
| S9 SCDC              | HAR15   | 51.In Part 3 of the policy, development providing new access should comply with the visibility standards. It is unreasonable to require development to go beyond such standards, especially when the increased standard is not specified.   | There is an existing issue along the A10. In the hope of addressing the existing problems, the policy is requiring applicants to utilise available opportunities wherever practicable to do so. Supporting text at paragraph 11.12 signposts to what this could mean in practice. |
|                      | <b>HAR16</b>                                    | <b>Recognising and mitigating the impacts of development on traffic movements in Church Street</b>  |   |
| S9 SCDC              | HAR 16 Policy context and rationale gen comment | 83.Paragraph 11.23 states the measure to 'reintroduce bollards around The Green'. Consideration should be taken to ensure that there are not excessive numbers of bollards added as these could cause obstacles for users.  | Noted. Paragraph has been amended to remove reference to bollards.  |
| S9 SCDC              | HAR16 p92                                       | 52.How would an applicant demonstrate that a proposal would never result in additional movements on Church Street given that this road links to Haslingfield? It is recommended the policy is amended to be reasonable in its approach.<br><br>53.Who would be assessing the impact on road safety. If it is a minor application, the Local Highways Authority would only consider new accesses. The Transport Team look into traffic movements, but they are only involved in major applications where a Transport Statement is submitted. For example, one new house could likely increase traffic movements by 2 cars triggering part 1 of the policy but it would not be reasonable to require transport statements. It is recommended that wording is amended to specify 'significant traffic movements along Church Street' | Follow up discussion were had on this point with SCDC and policy amendments made to improve clarity in the policy wording.  |

| Consultee ref.                     | Para/ policy/pg number | Theme Comment  | Harston PC response   |
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|                                    | <b>HAR17</b>           | <b>Traffic from employment uses at Button End</b>  |   |
| S10 Transport Strategy and Funding |                        | Improvements to public realm combined with measures to improve safety, are aligned with County Council policies.<br><br>HAR17 may benefit from including some extra detail, for example "Monitoring and managing' traffic from employment uses at Button End.  | Noted. Amendment made as part of revised HAR 6 (HAR 7 is deleted and content incorporated as part of HAR 6).  |
| S9 SCDC                            | HAR17                  | 54.The policy is inconsistent with Policy HAR 5 which seeks a net-reduction in traffic movements (which we have commented on earlier).   | This comment reflects a misunderstanding of the policy text. Policy HAR 5 was setting out that proposals that result in net reduction would in principle be supported. Policy HAR 17 was focusing on what would be required. Both elements of the policy has been incorporated into new policy HAR 6 and this will improve clarity. |
| S12 SCDC                           | HAR 17                 | We have read through your Neighbourhood Plan with interest...<br><br>At this point however we would suggest that joined up thinking and action in the <b>management of the boundary areas</b> between the two villages would be of particular relevance in relation to; <ul style="list-style-type: none"> <li>• <b>Management of the Cam/ Rhee Valley (Meadowlands)</b> in the context of biodiversity, access to and the management of the rural characteristic of the area.</li> <li>• <b>Management of traffic in the Button end area;</b> ( Harston NP 6.33 <i>avoiding uses that could generate movement of heavy vehicles and HGVs</i>). This is a critical route from our village to the A10, the key GP surgery for our residents is</li> </ul> | Noted and accepted. Harston Parish Council will liaise with Haslingfield Parish Council on cross-boundary issues relating to biodiversity and traffic concerns  |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref. | Para/ policy/pg number                | Theme Comment  | Harston PC response   |
|----------------|---------------------------------------|--|---|
|                |                                       | <p>located here and heavy vehicles coming through and from Haslingfield impacts on this. This will be of even greater significance if and when the development of the East West Rail commences</p> <p>If it is appropriate we would therefore suggest your report includes a statement of <b>intent to work jointly with Haslingfield to achieve your planning goals on these 2 areas</b></p>  |   |
|                | <b>HAR18</b>                          | <b>Parking provision in new development</b>  |   |
| S10 ATT        | HAR 18, 11.34 point 2 or in 11.35 p96 | Reference to the Active Travel Toolkit for New Developments here.  | Noted   |
| S5             | Har18                                 | Anglian Water recognises the need to manage parking arrangements within Harston. For part 4 of Policy HAR18 we suggest some additional text to clarify that new vehicle parking should be designed to also include permeable surfaces to minimise surface water run-off from the introduction of hard-standing areas. This could include a cross reference to the Design Guide and Codes document Section SU4.4 Permeable Pavements. | Noted but no change needed as this is covered in Clause 4 of the policy.                            |
| S10 ATT        | Appendix 7 p163                       | Ref map: <i>PO/shop layby parking limited to 20 minutes.</i><br>Will there be a designated enforcement officer responsible for issuing fines?  | Noted. No enforcement has been provided by authorities in the past.                                 |
| S9 SCDC        | HAR18                                 | 55.Does this policy add to the existing Local Plan policy and the South Cambs District Design Guide SPD (paragraphs 6.81 and 6.82)? In our informal comments we recommended that this policy was merged with other policies of the Plan related to highways, parking and traffic. We continue to recommend considering that  | Noted but it is not clear how clarity would be improved if the matters were merged into one policy. |

| Consultee ref. | Para/ policy/pg number                              | Theme Comment   | Harston PC response  |
|----------------|---|---|--|
|                |   | the policies are condensed into one policy, this will also reduce duplication of the Local Plan policies.   |  |
| S9 SCDC        | HAR 18: Policy context and rationale gen commentp96 | 84.The South Cambs District Design Guide SPD (paragraphs 6.81 and 6.82) emphasises the designing for the car in ways that are visually unobtrusive, convenient and safe to use in new residential development. If parking is not on-plot, it should be as close to the house as possible for convenience and to prevent people parking on the roads. Perhaps these considerations could be added in the Policy context and rationale to strengthen this.  |  |
|                | <b>HAR19</b>  | <b>The 'Footpath' safeguarded land for future off-street parking</b>  |  |
| S10 TSF        |   | <p>Initial comments:</p> <ul style="list-style-type: none"> <li>i. Firstly, I cannot see if the proposed access is to operate as a one-way system. If so there will still be a requirement for appropriate inter vehicle visibility splays from the existing entrance, which clearly cannot be achieved. If the access is to be two-way, then the road will have to be at least 5m wide, and it does not appear to be this width on the plans as supplied.</li> <li>ii. The use of a 2m X distance onto Church Street will not be acceptable to the Highway Authority, such a distance is only permitted where the street is a low speed and low flow environment.</li> <li>iii. The report makes it clear that the splays required for the existing 30mph speed limit cannot be achieved. The Highway Authority will be prepared to accept actual speed count data so the inter vehicle visibility splays can be interpolated from the 30mph requirement of 2.4m x 43m.</li> </ul> | <p>Visibility splays will be assessed once the proposed reduction to 20mph and other speed calming measures are introduced as part of the Greenway Harston Spur improvement. In its capacity as landowner, SCDC will be looking at the site use and layout in more technical detail in the future.</p> |

| Consultee ref.                                  | Para/ policy/pg number | Theme Comment  | Harston PC response  |
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|   |                        | iv. As the report states an appropriate topographic survey will be required to ensure that the splays can be achieved on the ground, working on Google satellite images is not detailed enough.  |  |
| S9 SCDC   | HAR19                  | Policy HAR 19: The 'Footpath' safeguarded land for future off-street parking 56. Have landowners been consulted in relation to this proposal? Are they supportive of the proposal and is it deliverable?   | Owners are SCDC & they have been regularly consulted   |
|   | <b>HAR20</b>           | <b>Telephone exchange site</b>   |  |
| S9 SCDC   | HAR20                  | 57. Has British Telecom been consulted in relation to this proposal? De-commissioning a telephone exchange is very expensive and, given the site is located within the Development Framework, the site will have residential value. As such, it is likely to be unviable for British Telecom to be constrained to delivering car parking on their land, and therefore the policy may be undeliverable. | The PC has made numerous attempts to contact the landowner. The policy wording has been amended to reflect the intentions of the policy more accurately. |
|   |                        | <b>Active travel</b>   |  |
| S11 GCP<br>Melbourn<br>Greenway<br>Project Team | General<br>comment     | From a GCP perspective, the information on Active Travel looks fine. You may want to include an objective though to say that you want contributions to further enhance the greenway.   | Noted. This is added to the list of community infrastructure priorities supporting Policy HAR 25 'Harston's community infrastructure priorities'         |
| S11 GCP<br>Melbourn<br>Greenway<br>Project Team | Harston Spur           | Information below to show how the Harston spur of the Melbourn Greenway will support the Neighbourhood Plan, which may be of use to the document:<br><br><b>What is the Harston Spur?</b><br><br>The Harston spur forms part of the Melbourn Greenway, which is an end-to-end walking and cycling transport scheme that  | Noted & amendment added as part of the supporting text to HAR 16.  |

| Consultee ref. | Para/ policy/pg number | Theme Comment  | Harston PC response |
|----------------|------------------------|--|---------------------|
|                |                        | <p>connects the Trumpington Park and Ride with Royston via a shared use path on the A10. Harston will link with the Melbourn Greenway via Church Street.</p> <p>The spur consists of a 20mph zone with associated speed reduction measures to ensure that the speed is self-enforcing. Crossing points for pedestrians in the village will be improved, while speed calming measures will ensure that cyclists can safely cycle on the carriageway through Church Street.</p> <p>(A route from Church Street via The Footpath and over fields to the northeast of the Harston village was originally proposed to form part of the spur to link with the Haslingfield Greenway but this section will now not be included.)</p> <p><b>How will the Harston spur address issues &amp; support the NP.</b></p> <p><i>A10 traffic congestion:</i> Better active travel connections for Harston on Church Street with the Melbourn Greenway will enable more people, both who live and work in the village, to walk and cycle from the village.</p> <p>Need for more funding to address wider connectivity needs for Newton and Harston and with the Melbourn Greenway.</p> <p><i>Speeding along Church Street:</i> The proposal for the Harston spur will include speed calming in the form of Sinusoidal speed humps. This will be accompanied by a 20mph zone.</p> <p><i>HGV use through Church Street:</i> Sinusoidal speed humps will ensure that HGVs must take care through Church Street</p> <p><i>Improvements needed for pedestrians:</i> The Harston spur will include raised table crossings close to key facilities such as the doctor's surgery.</p> |                     |

| Consultee ref.                              | Para/ policy/pg number | Theme Comment   | Harston PC response |
|---|------------------------|---|---------------------|
|   |                        | <p>The route will link with Button End, as well as wider with Haslingfield and the Haslingfield Greenway via Button End</p> <p><i>Improvements needed for cyclists:</i> Sinusoidal speed hump on Church Street will enable cyclists to safely cycle on the carriageway.</p> <p><i>On street parking:</i> Work on the Harston spur, will include double yellow lines where residents and the parish council agree.</p> <p><i>Housing and commercial growth:</i> The Harston spur will support housing and commercial growth on Church Street and S106 funding from development can help to complement the scheme further by making improvements to Button End.</p> <p>Travel needs of village to be understood further to inform developer contributions for transport.</p> <p><i>Access to village facilities:</i> The spur through Church Street will better connect cyclists and pedestrians with village facilities by foot and bicycle.</p> |                     |
| S10<br>Transport<br>Strategy and<br>Funding | General<br>comments    | <p>Chapter 5 - A Vision for Harston: We support the Vision and the references to 'improved connectivity' and 'cycleways and footpaths' which shows a commitment to promoting active travel</p> <p>We support:</p> <ul style="list-style-type: none"> <li>• Objective 14: Different parts of the village will be better connected through an improved rural and village footpath network.</li> <li>• Objective 15: New development will utilise all opportunities to secure active travel routes to facilitate access to both neighbouring developments, surrounding countryside and village services.</li> </ul>  | Noted               |



| Consultee ref.         | Para/ policy/pg number | Theme Comment   | Harston PC response   |
|------------------------|------------------------|---|---|
| S10 Active Travel Team | 4.9, pg 29             | <p>Re text: <i>Conflict with cycleway on west side of High Street due to number of private driveways with access onto A10.</i></p> <p>Ensure a shared pedestrian and cycle path is clearly designated on the High Street, particularly between Limes Lane and Chapel Lane, where it is currently unclear. Install clear signage along the private driveway, indicating the need to give way to pedestrians and cyclists, such as outside 51 High Street. Proper signage would also help prevent vehicles from parking on the shared path.</p> | Noted.  |
| S10 ATT                | 4.9, pg 29             | <p>Re text: <i>Pedestrian safety is undermined at numerous locations where vehicles need to pull out into A10 (e.g., private driveways and BP garage site)</i></p> <p>Drivers should yield to pedestrians and cyclists. Consider using a red-coloured path to emphasise pedestrian and cyclist priority.</p>  | Noted   |
| S10 ATT                | 4.9, pg 29             | <p>Re text: <i>Narrow road leading to accidents &amp; cycleway bollards knocked down frequently</i></p> <p>Recommend replacing the bollards with an alternative solution, such as wands, on narrow roads to reduce the risk of them being knocked down.</p>   | Noted   |
| S10 ATT                | 4.9, pg 29             | <p>Re text: <i>Impossible to walk from one part of the village to another without having to walk along the busy A10 for part of it</i></p> <p>Despite its location along the busy A10, there is a dedicated active travel infrastructure on this route, which will be further enhanced as part of the Greater Cambridge Partnership's (GCP) Melbourn Greenway project.</p>  | Noted. But the A10 is not very inviting as a pedestrian route. It is very busy with traffic, noise and pollution. |
| S10 ATT                | 4.9, pg 30             | <p>Re text: <i>The Greenways being delivered in a way which might erode the rural character of the parish</i></p>   | Noted but not accepted. There are benefits to the Greenways but equally they involve infrastructure               |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref. | Para/ policy/pg number            | Theme Comment   | Harston PC response   |
|----------------|-----------------------------------|---|---|
|                |                                   | Disagree with this statement because the greenways will offer the much-needed active travel connection from surrounding villages to Cambridge.  | that can erode rural character e.g. removal of verges to allow for hard surfaces.                         |
| S10 ATT        | 4.9, pg 30                        | Re text: <i>Pedestrian and cyclist safety being further compromised at key locations e.g. Church Street</i><br>Consider negotiating with landowners if there is available space.  | noted   |
| S10 ATT        | 4.9, pg 30                        | Re text: <i>Explore how impact on residential amenity and the street scene environment could be more properly considered</i><br>Consider local amenities within walking distance and enhance the streetscape by including seating areas and landscaping to shield traffic and promote a positive public realm | noted   |
| S10 ATT        | 4.9, pg 30                        | Re text: <i>Explore options to provide additional village centre and off-street parking</i><br>Consider installing cycle parking in the village centre, including at the Harston store, pub, GP surgery, and church.  | noted   |
| S10 ATT        | 4.9, pg 30                        | Re text: <i>East West Rail (EWR): sever public footpaths which would reduce connectivity and access to countryside</i><br>This will be addressed in detail at the EWR D2D connectivity workshops on active travel   | noted   |
| S10 ATT        | P32 Objective 14<br><br>12.1 p100 | Objective 14: <i>Different parts of the village will be better connected through an improved rural and village footpath network.</i><br>The Greenways and LCWIP route proposed by GCP for Harston will greatly enhance the footpath and cycle network.  | Noted. The NP has been amended to refer to both the Active Travel Strategy and the Active Travel Toolkit. |

| Consultee ref. | Para/ policy/pg number | Theme Comment  | Harston PC response   |
|----------------|------------------------|--|---|
|                |                        | <p>12.1 The rural footpath network is designed with the needs of various user groups and abilities in mind. Please refer to the <b>Active Travel Strategy</b> for more details.</p> <p><a href="http://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf">www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf</a></p> <p>NB LCWIP = Local Cycling and Walking Infrastructure Plans are a long-term strategic approach to identifying cycling and walking improvements at a local level. The plan is designed to facilitate walking, wheeling, and cycling.</p> |   |
| S10 ATT        | 11.8 p89               | <p>Re text: <i>There are numerous locations along the A10 where people need to drive their vehicles out onto the A10: .... and motorised road users.</i></p> <p>Suggest that residents prioritise pedestrians and cyclists</p>   | noted   |
| S10 ATT        | 11.11 p89              | <p>Re text: <i>The disruption could lead to longer journey times and greater disruption along the A10.</i></p> <p>Collaborate closely with EWR to minimise impact during the operational phase</p>   | Noted   |
| S10 ATT        | 11.14 p89              | <p>Re text: <i>To avoid inconsiderate parking on the pavements, the installation of more safety posts may be appropriate.</i></p> <p>Ensure that the installation of safety posts does not create obstructions or safety hazards for pedestrians and cyclists</p>  | noted   |
| S10 ATT        | 11.19 p91              | <p>Re text: <i>Church Street suffers from traffic problems that are exacerbated due to demand for on-street parking generated by the GP surgery, which is located on the south side of the road, approximately 200m west of the junction with the A10.</i></p>   | Noted. Alternative parking is already suggested on land at “The Footpath” and the NP includes a policy to |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response  |
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|                |                        | An alternative parking area should be explored for those needing GP services, especially considering it serves seven villages and anticipated future growth in the area. Given Church Lane's narrowness, implementing double yellow lines on one side, as suggested at 11.23, could be beneficial.  | safeguard land for its delivery. See Policy HAR 19.<br><br>Yellow lines in certain parts of Church Street are already proposed by Melbourn Greenway. |
| S10 ATT        | 11.21 p91              | Re text: <i>For example, a new residential development of 9 units has been approved, at Beech Farm11, a location which will require access via Church Street</i><br><br>The new development should include provisions for cycle storage.  | noted  |
| S10 ATT        | 11.23 p91              | A comprehensive list of initiatives to address speed and parking concerns. This will promote active travel.   | noted  |
|                | HAR21                  | <b>Connecting our village through an improved network of active travel rural routes</b>   |  |
| S10 TST        | Har21                  | This policy shows an ambitious intention to better join up parts of the village and neighbouring villages and is aligned with the County Council's Active Travel Strategy.  | Noted  |
| S10 ATT        | Objective 15 p100      | Ref text: <i>12.1 New development will utilise all opportunities to secure active travel routes to facilitate access to both neighbouring developments, surrounding countryside and village services.</i><br><br>Ensuring that all new development adhere to a consistent standard of infrastructure provision for inclusive walking and cycling throughout the county. Please refer to the Active Travel Strategy for guidance. <a href="http://www.cambridgeshire.gov.uk/asset-">www.cambridgeshire.gov.uk/asset-</a> | Noted. References to Active Travel Toolkit and Active Travel Strategy added in supporting text"  |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response                       |
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|                |                        | <p><a href="#">library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf</a></p> <p>Conduct thorough assessments of walking and cycling provisions for new developments in accordance with the Active Travel Toolkit for New Developments. <a href="#">Active Travel Toolkit (cambridgeshire.gov.uk)</a></p>  |   |
| S10ATT         | Policy HAR 21, pg 100  | <p>Ref: <i>Policy Har21 and illustrated on Map D at very end of summary version. Map 22 in this doc</i></p> <p>The aspirations for the rural routes network seem promising.</p>   | Noted                                     |
| S10ATT         | 12.3 p100<br>Har 21    | <p>Ref text: <i>Six well-used public footpaths (see Map 21) that are part of the Public Rights of Way (PROW) network and that link the village to the surrounding countryside and to the villages of Barrington, Haslingfield, Hauxton and Newton. This includes a footpath that provides a direct off road route between Church Street and Button End, thereby connecting two parts of the village.</i></p> <p>The Harston to Newton active travel route will be implemented as part of the Active Travel Strategy Tier 2 scheme. This also connects with section 12.7</p> | Noted. Reference added to paragraph 12.7. |
| S10ATT         | 12.5 p100<br>Har21     | <p>Ref text: <i>However, Button End itself is not always safe for pedestrians and cyclists due to uneven road surfaces and conflict Harston Neighbourhood Plan 2024 – 2041 101 with vehicles such as those entering and leaving Button End Industrial Estate along this single carriageway.</i></p> <p>The solutions provided in section 12.7, particularly points 6 and 8, offer alternative pedestrian and cycle routes, diverting them away from traffic.</p>  | Noted                                     |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref.         | Para/ policy/pg number | Theme Comment   | Harston PC response   |
|------------------------|------------------------|---|---|
| S10ATT                 | 12.7 p101              | <i>Ref text: to provide a safe and suitable connection for both pedestrians and cyclists into Newton</i><br>Consider improving pedestrian and cyclist paths with lighting for enhanced safety.  | Noted. Text is amended accordingly.   |
| S10ATT                 | 12.7 p101              | <i>Ref text: ...but we would be hoping for a compacted sand/chalk type path as in Trumpington Meadows Country Park</i><br>The surface material type will be determined based on the guidelines outlined in CCC's Active Travel Design Guide.  | Noted but expect them to be sympathetic to the environment  |
| S10ATT                 | 12.7 p101              | It would be good to see the crossing of the Cam (at top of route 7 on bridleway 116/1) included in these aspirations, although it's not entirely clear whether this is in Harston or Haslingfield parish. In combination with routes 6 and 7, this would then offer good alternative active travel routes from Harston to Haslingfield, avoiding Haslingfield Road. | Bridge across the Cam already exists and Haslingfield Greenway spur will use this so connection is already planned. |
| S10 ATT                | 12.7 route 1           | Has a modal filter on Station Road / Newton Road been considered instead of the segregated path (as described on p13 of the summary)? There is an alternative motor vehicle route between Harston and Newton along London Road / Cambridge Road.  | Disagree with this impractical idea.  |
| S10ATT                 | 12.7 point 6           | <i>Ref text: Improvements to existing public footpath from end of Button End to existing bridleway from Haslingfield to Hauxton are desired to make it more suitable for cyclists and equestrians.</i><br>Is there is sufficient space available for equestrians?   | Yes sufficient space  |
| S10 Active Travel Team | General                | General Overall, there has been a lot of thought put into improving active travel connections in the village and reducing car use. A positive Harston Neighbourhood Plan active travel document.  | noted   |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response   |
|----------------|------------------------|---|---|
| S9 SCDC        | HAR21                  | 58.The policy includes provision outside of the Parish boundary, and informal comments flagged to remove this. It remains (reference to Newton in both body of the policy and in supporting text).  | This is not accurate. The policy wording and supporting text and map have been amended in response to previous comments. The policy does not refer to land other than that in Harston parish ”.   |
| S9 SCDC        | HAR21                  | 59.Informal comments recommended removing clause 3 as it would not be deliverable if the developer does not own the land. This part of the policy may be better suited as a ‘Community Aspiration’ instead.   | This is not accurate. The informal comments did not recommend removing Clause 3. Clause 3 is valid for inclusion in a planning policy. Whilst it is accepted they are aspirations, the policy supports proposals that would help deliver them and resists proposals that would prejudice their delivery. S106 contributions could (where appropriate and necessary) could also be sought to help implement improvements in the footpath network. See Policy HAR 25. |
|                | HAR21                  | <p>60.Is there an opportunity to extend routes parallel to the A10 route? This could be either through policy wording or a ‘Community Aspiration’.</p> <p>61.It is recommended that Map 21 is amended so that the legibility is improved. The bridleway line colour is the same as the proposed Greenway, which is not identified in the key. It is also unclear as to whether ‘permissive routes’ are PROWs, and this is the same for Map 22. Map 22 also requires clarity as to what ‘aspired rural routes’ means. We welcome the opportunity to discuss map amendments and offer our support in recreating</p> | <p>Noted but not practical/ viable at moment.</p> <p>With regards Map 21, there is only one bridleway in Harston parish and it is also the part of the route of the proposed Haslingfield Greenway. A note will be added to the bottom of the map to explain this.</p>  |

| Consultee ref. | Para/ policy/pg number              | Theme Comment   | Harston PC response   |
|----------------|-------------------------------------|---|---|
|                |                                     | policy maps in order to improve the legibility of the maps, ahead of the Regulation 16 consultation.  | <p>Permissive routes are not part of the public rights of way.</p> <p>Regarding what is intended by “aspired to routes”, see the title to Map 22 “Permissive routes and aspirations for improving rural routes and connecting the village through active travel routes. See also supporting text to the policy and policy itself.</p> |
|                | <b>HAR22</b>                        | <b>Delivering active travel infrastructure as part of new development</b>   |   |
| S9 SCDC        | Gen comment Policies HAR22 to HAR25 | 85.Policies HAR22 to HAR25 need to include reference to Local Plan Policy SC/4 under the ‘applicable policies from South Cambridgeshire’s 2018 Local Plan’ header. Any future housing developments should reinforce existing community infrastructure and/or contributions sought. This seems to have been omitted throughout the document. | Noted and accepted for Policies HAR 23 and HAR 24   |
| S10ATT         | Har 22 p106                         | <p><i>Ref: Points 1 and 2</i></p> <p>Ensure that new developments take into account the following guidelines: Active Travel Strategy, Active Travel Design Guide and Active Travel Toolkit for New Developments .<br/> <a href="#">(Cambridgeshire Active Travel Design Guide - March 2023)</a></p>   | Accepted and amended  |
| S9 SCDC        | HAR22                               | 62.As worded, the policy is onerous on minor developments. What would happen if an extension to a home to make it bigger did not take an opportunity to deliver the requirements of Part 1 of   | Noted. The policy deliberately refers to every available opportunity. These won’t be available for smaller  |



| Consultee ref. | Para/ policy/pg number                 | Theme Comment   | Harston PC response  |
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|                |  | <p>the policy? It is recommended that the policy is amended to specify the scale of the development proposals.</p> <p>63.It may not be possible for a developer to deliver Part 3 of the policy as the land may not be within their control. Therefore, the requirement is unreasonable and potentially undeliverable.</p>                  | schemes. However, policy has been amended to refer to proportionality. |
|                | <b>HAR 23</b>                          | <b>Harston's village hub and infrastructure</b>   |  |
|                | HAR23                                  | Harston Community Pavilion change to Harston Pavilion   |  |
| S9 SCDC        | HAR23                                  | 64.Informal comments highlighted that the pavilion is not identified on a map. This will be helpful for the user to identify the site.  | Noted and amended.   |
| S9 SCDC        | Gen comment<br>Policies HAR22 to HAR25 | 85.Policies HAR22 to HAR25 need to include reference to Local Plan Policy SC/4 under the 'applicable policies from South Cambridgeshire's 2018 Local Plan' header. Any future housing developments should reinforce existing community infrastructure and/or contributions sought. This seems to have been omitted throughout the document. | Noted and accepted.  |
|                | <b>HAR24</b>                           | <b>Harston and Newton Community Primary School</b>  |  |
| S9 SCDC        | Gen comment<br>Policies HAR22 to HAR25 | 85.Policies HAR22 to HAR25 need to include reference to Local Plan Policy SC/4 under the 'applicable policies from South Cambridgeshire's 2018 Local Plan' header. Any future housing developments should reinforce existing community infrastructure and/or contributions sought. This seems to have been omitted throughout the document. | Noted and accepted.  |
|                | <b>HAR25</b>                           | <b>Harston's Community Infrastructure Priorities</b>  |  |
| S9 SCDC        | Gen comment<br>Policies HAR22 to HAR25 | 85.Policies HAR22 to HAR25 need to include reference to Local Plan Policy SC/4 under the 'applicable policies from South Cambridgeshire's 2018 Local Plan' header. Any future housing developments should reinforce existing community infrastructure   | Noted and accepted.  |

| Consultee ref. | Para/ policy/pg number              | Theme Comment   | Harston PC response   |
|----------------|-------------------------------------|---|---|
|                |                                     | and/or contributions sought. This seems to have been omitted throughout the document.   |   |
|                | <b>HAR26</b>                        | <b>Supporting shops and services along Harston's High Street</b>  |   |
| S9 SCDC        | HAR26                               | 65.Clarity is required as to who/how assessment of traffic congestion, unacceptable noises, fumes, smells or other disturbances & road safety considerations will be made as statutory consultee responses are dependent on the scale of the application  | Noted although the comment is not fully understood. Traffic issues are relevant even if statutory consultees don't become involved. |
| S9 SCDC        | HAR26: Policy context and rationale | 86.Policy HQ/1 (j) of the Local Plan writes that development proposals must<br><br>'provide a harmonious integrated mix of uses both within the site and with its surroundings that contributes to the creation of inclusive communities<br><br>providing the facilities and services to meet the needs of the community'.<br><br>Perhaps the context section in paragraphs 13.23 to 13.25, could consider adding these intensions  | Noted, accepted and amendments made.  |
|                |                                     | <b>Sites</b>  |   |
|                | <b>HAR27</b>                        | <b>Land at Station Road (SIG Roofing site)</b>  |   |
| S9 SCDC        | HAR27                               | 66.It is recommended that further information on the suitability and deliverability of the site is provided. Has the landowner been consulted on the inclusion of the site in the Neighbourhood Plan, and have other consultees been consulted to consider the deliverability of the site such as the highways, and environmental health teams for example. The Council may be able to assist the Parish Council with this process. | Noted. Additional text has been provided.   |

Appendix 7 to the Consultation Statement for the Harston Neighbourhood Plan

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response  |
|----------------|------------------------|---|--|
| S9 SCDC        | HAR27                  | 67.Policy E/14 of the Local Plan that seeks to protect employment space unless specific circumstance outlined in the policy are met. It is suggested that the site options review also consider the implications for employment provision in the village so that it can be shown that impacts have been fully considered. It is recommended that the policy clarifies the intentions for the site and the expectation of the development proposal. The policy should also ensure the proposed development is complementary to the objectives of the Plan more generally, such as active travel.   | Noted and amendments made following discussions with S9 160924 |
| S9 SCDC        | HAR27                  | 68.Point 1 of the policy states 'meeting the exceptional circumstances set out for Green Belt land', this should be amended to clarify development must meet the exceptions set out in NPPF para 154  | Noted and amendments made                                      |
| S7 EWR         | HAR27                  | <p>Policy HAR 27: Station Road (SIG Roofing site) Neighbourhood Plan Policy HAR27 allocates land at Station Road, currently the SIG Roofing site, for redevelopment to housing. At this stage of EWR's design development, there appears to be a partial conflict of the land identified for proposed housing site HAR 27 and the land take which has been identified as being required for EWR. However, EWR's design development work remains ongoing and EWR will look to explore opportunities to refine the extent of the land that is required for EWR, so that any partial conflict can be reduced, or potentially eliminated, so as to avoid any impact on the proposed housing allocation.</p> <p>Further details of EWR's design development will be published as part of the next stage of consultation for EWR. EWR Co therefore advises that an additional bullet point is added to the wording of draft Policy HAR 27 to take account of this potential conflict with EWR, as set out in underlined text below:</p> | Noted. Map title amended to make this clearer.                 |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response  |
|----------------|------------------------|---|--|
|                |                        | <p>Policy HAR 27: Station Road (SIG Roofing site) Residential development that helps to meet Harston specific housing needs as identified in Chapter 10 of this plan and as part of Policy HAR 24 'Harston and Newton Community Primary School' will in principle be supported on land at Station Road (see Map 23) subject to:</p> <ul style="list-style-type: none"> <li>• The proposal meeting the exceptional circumstances set out for Green Belt land in the NPPF 2023.</li> <li>• Compliance with other policies in this plan.</li> <li>• Liaison and agreement with East West Rail Co to ensure that the boundary and layout of any future housing scheme takes account of any land within the allocation which may be required for the delivery of East West Rail.</li> </ul> <p>Note: This means smaller homes suitable for those looking for their first home and homes suitable for families with children or affordable homes that meet the needs of local people whose needs are not met by the market.</p> |  |
|                | <b>HAR28</b>           | <b>Land at 131 High Street</b>  |  |
| S10 TSF?       |                        | <p>Initial comments on land at 131 High Street Harston:</p> <ol style="list-style-type: none"> <li>i. The access to serve the proposed number of dwellings must be at least 5m wide, to allow two average sized domestic vehicles to pass each other wholly off the adopted public highway. Looking at the site this should not be too difficult to achieve.</li> <li>ii. The site will also require inter vehicle visibility splays of 2.4m x 70m from both sides of the access onto the A10, again as this section of the carriageway is straight and the shared use facility</li> </ol>  | Noted and agree better vehicle visibility display would be needed. |

| Consultee ref.                                 | Para/ policy/pg number                                   | Theme Comment  | Harston PC response  |
|--|--|--|--|
|  |  | <p>is quite wide there should not be too much difficulty achieving these splays.</p> <p>iii. There will also be a requirement for inter vehicle visibility splays to the shared use path (cycles are vehicles). These should be 2.4m x 25m and the 25m must be measured along the back of the shared use path. These may be difficult to achieve, as they appear to intersect third party land.</p>  |  |
| S9 SCDC  | HAR28  | <p>69.This site is part within the development framework boundary and partly outside. As it does not lie in the development framework boundary it would be a better site for Affordable Housing, although it is not clear if this site is wanted for 100% Affordable Housing.</p> <p>70.Is the site likely to be available during the Plan period and is it deliverable? The access track appears to be very narrow, and it is likely that additional land from adjoining homes/BP garage would be required to deliver visibility splays and to ensure that two-vehicles could pass when using the access.</p> <p>71.It would appear that the access would be immediately adjacent to a signalled crossing. We recommend continued discussions with the County Highways Department to address their views on the proposal.</p> | <p>Land available in next 4-5 years</p> <p>See highways comments above</p> |
|  |  | <b>Section 3</b>   |  |
| S10<br>Education Place<br>Planning and Capital | Community Project 3 Safer Streets (paragraph 15.11) p118 | Paragraph 15.11 states that “The council also supports the proposal in the AECOM report to remove parking restrictions outside the primary school” . The County Council has concerns regarding dangers that may arise from increased motor traffic with increased risk to the safety of parents and children around the school. This concern is shared by the Head Teacher of the school. It should also be noted that this will encourage parents   | Noted. Paragraph has been amended to increase clarity.                     |

| Consultee ref. | Para/ policy/pg number | Theme Comment   | Harston PC response         |
|----------------|------------------------|---|-----------------------------|
| Programme Team |                        | taking children to school by private car, which conflicts with the County Council's objective of encouraging children to attend school on foot or by bicycle.   |                             |
|                |                        | <b>Appendices</b>   |                             |
| S9 SCDC        | appendices             | <p>87.The supporting Harston Design Guidance and Codes document provides a reliable overview of Harston's existing heritage, landscape, movement network and built form. This provides a rationale for the identification of overriding design objectives, which informs HAR1 and other Neighbourhood Plan policies.</p> <p>88.It is encouraged that a general review of the Appendices is carried out to check grammar, spelling, font size and style, and formatting, including the use of headers and footers. In order to improve accessibility for users, we suggest not using grey text, italic fonts, or sentences in capital letters. Throughout the document there are several grammar checks (red wavy lines) left in the document these should be removed.</p> | <p>Noted.</p> <p>Noted.</p> |