

Record count: 73

Chapter 1-3

67929

Comment

Respondent: Marine Management Organisation

Summary:

As these works do not fall between mean high water levels, and are nowhere near marine activities, we feel this is not our area to comment.

Attachments: None

67933

Comment

Respondent: Forestry Commission England

Summary:

The Forestry Commission does not have resources to respond to Neighbourhood plans. If ancient woodland within your boundary Forestry Commission has prepared joint standing advice with Natural England on ancient woodland and veteran trees. This advice is a material consideration for planning decisions across England.

The Standing Advice website will provide you with links to Natural England's Ancient Woodland Inventory, assessment guides and other tools to assist you in assessing potential impacts. The assessment guides sets out a series of questions to help planners assess the impact of the proposed development on the ancient woodland.

Attachments: None

67935

Comment

Respondent: Natural England

Summary:

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made. Natural England does not have any specific comments on this draft neighbourhood plan.

However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan

Attachments: 67935 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted67935.pdf>

Date: 27 June 2019
Our ref: 286295
Your ref: Histon & Impington Neighbourhood Plan



[Redacted]

[Redacted]

BY EMAIL ONLY

Dear [Redacted]

Public Consultation on Histon & Impington Neighbourhood Plan

Thank you for your consultation on the above dated 19 June 2019 .

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Natural England does not have any specific comments on this draft neighbourhood plan.

However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.

For any further consultations on your plan, please contact: [Redacted]

Yours sincerely

[Redacted]

Annex 1 - Neighbourhood planning and the natural environment: information, issues and opportunities

Natural environment information sources

The [Magic](http://magic.defra.gov.uk/)¹ website will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: **Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, National Parks (England), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey base map) and Sites of Special Scientific Interest (including their impact risk zones)**. Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available [here](#)².

Priority habitats are those habitats of particular importance for nature conservation, and the list of them can be found [here](#)³. Most of these will be mapped either as **Sites of Special Scientific Interest**, on the Magic website or as **Local Wildlife Sites**. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites.

National Character Areas (NCAs) divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found [here](#)⁴.

There may also be a local **landscape character assessment** covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online.

If your neighbourhood planning area is within or adjacent to a **National Park** or **Area of Outstanding Natural Beauty (AONB)**, the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website.

General mapped information on **soil types** and **Agricultural Land Classification** is available (under 'landscape') on the [Magic](http://magic.defra.gov.uk/)⁵ website and also from the [LandIS website](http://www.landis.org.uk/)⁶, which contains more information about obtaining soil data.

Natural environment issues to consider

The [National Planning Policy Framework](#)⁷ sets out national planning policy on protecting and enhancing the natural environment. [Planning Practice Guidance](#)⁸ sets out supporting guidance.

Your local planning authority should be able to provide you with further advice on the potential impacts of your plan or order on the natural environment and the need for any environmental assessments.

¹ <http://magic.defra.gov.uk/>

² <http://www.nbn-nfbr.org.uk/nfbr.php>

³ <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

⁴ <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making>

⁵ <http://magic.defra.gov.uk/>

⁶ <http://www.landis.org.uk/index.cfm>

⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/807247/NPPF_Feb_2019_revised.pdf

⁸ <http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/>

Landscape

Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland or dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness.

If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.

Wildlife habitats

Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (listed [here](#)⁹), such as Sites of Special Scientific Interest or [Ancient woodland](#)¹⁰. If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for.

Priority and protected species

You'll also want to consider whether any proposals might affect priority species (listed [here](#)¹¹) or protected species. To help you do this, Natural England has produced advice [here](#)¹² to help understand the impact of particular developments on protected species.

Best and Most Versatile Agricultural Land

Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural land in preference to that of a higher quality in line with National Planning Policy Framework para 171. For more information, see our publication [Agricultural Land Classification: protecting the best and most versatile agricultural land](#)¹³.

Improving your natural environment

Your plan or order can offer exciting opportunities to enhance your local environment. If you are setting out policies on new development or proposing sites for development, you may wish to consider identifying what environmental features you want to be retained or enhanced or new features you would like to see created as part of any new development. Examples might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Think about how lighting can be best managed to encourage wildlife.
- Adding a green roof to new buildings.

⁹<http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

¹⁰ <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

¹¹ <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

¹² <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

¹³ <http://publications.naturalengland.org.uk/publication/35012>

You may also want to consider enhancing your local area in other ways, for example by:

- Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community.
- Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision.
- Identifying green areas of particular importance for special protection through Local Green Space designation (see [Planning Practice Guidance on this](#) ¹⁴).
- Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks, changing hedge cutting timings and frequency).
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore).

¹⁴ <http://planningguidance.planningportal.gov.uk/blog/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space/local-green-space-designation/>

67936

Comment

Respondent: National House Building Council

Summary:

Thank you for your email and apologies for the delay in our response.

We have been informed that this would be a planning issue and not something that the NHBC would be involved with.

We are sorry that we cannot assist you in this instance.

Attachments: None

67938**Comment****Respondent:** South Cambridgeshire District Council**Summary:**

General overarching comments on Plan

Concerns about lack of overarching Policies map - suggested site specific designations that could be included

Concerns about some maps in Plan

Need for clearer supporting text to some policies

How Village Design Guidance SPD has been included. Some site specific comments

Question regarding the Vision

Chapter 5 very long - consider separate chapters. Paragraph numbering could confuse.

Attachments: 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -
[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted 67938-67946,
68080, 68083, 68087-68090, 68092-68094, 68097-68104.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted%2067938-67946,68080,68083,68087-68090,68092-68094,68097-68104.pdf)
67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -
[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946, 68080,
68083, 68087-68090, 68092-68094, 68097-68104 Appendix 1.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946,68080,68083,68087-68090,68092-68094,68097-68104%20Appendix%201.pdf)

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL
RECORD OF EXECUTIVE / CHIEF OFFICER DECISION**

This form should be used to record key and other decisions made by individual Portfolio Holders and key decisions made by Chief Officers. The contact officer will ensure that the signed and completed form is given to Democratic Services as soon as reasonably practicable after the decision has been taken.

Unless permission has been obtained from the Chairman of Council and the Chairman of the Scrutiny and Overview Committee that this decision be treated as a matter of urgency under Rule 12.19 of the Scrutiny and Overview Committee Procedure Rules, this decision will come into force, and may then be implemented, on the expiry of five working days after the publication of the decision, unless called in under Rule 7 of the Budget and Policy Framework Procedure Rules or Rule 12 of the Scrutiny and Overview Committee Procedure Rules.

Portfolio	Planning
Subject Matter	Histon & Impington Neighbourhood Plan - response to consultation on the submission plan
Ward(s) Affected	Histon & Impington
Date Taken	15 July 2019
Contact Officer	[REDACTED]
Key Decision?	No
In Forward Plan?	No – delegated decision for Lead Cabinet Member for Planning
Urgent?	Decision must be made by 31 July 2019

Purpose / Background	
Purpose	
1.	The purpose of this report is to agree the Council's response to the public consultation on the submission version of the Histon & Impington Neighbourhood Plan. The consultation runs for 6 weeks from 19 June until 31 July 2019.
Background	
2.	The two parishes of Histon and Impington are treated as one community and since 2012 a grouped Parish Council has been in place. Histon & Impington Parish Council decided to prepare a Neighbourhood Plan for this community to provide a more locally focussed set of policies for their parish. An application to designate that part of Histon & Impington north of the A14 of their parish as a Neighbourhood Area was submitted to SCDC in June 2014. It was considered that the area of Impington south of the A14 had very different needs and requirements which could not successfully be captured in a Neighbourhood Plan covering all parts of the parishes. The Histon & Impington Neighbourhood Area was designated on 9 September 2014.
3.	Officers provided informal comments on earlier drafts of the Neighbourhood Plan ahead of the formal pre-submission consultation process.
4.	A Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) screening was undertaken on a draft version of the Neighbourhood Plan, and a screening determination was published in October 2018.

5. Pre-submission public consultation on the draft Neighbourhood Plan was undertaken by the Parish Council from 1 October until 16 November 2018. Officers provided a formal response to the consultation, providing constructive comments about the Neighbourhood Plan to assist the neighbourhood plan group with finalising the Neighbourhood Plan.
6. On 3 June 2019, Histon & Impington Parish Council submitted their Neighbourhood Plan to SCDC. Officers have confirmed, as set out in the Legal Compliance Check for the Neighbourhood Plan that the submitted version of the Neighbourhood Plan and its accompanying supporting documents comply with all the relevant statutory requirements at this stage of plan making. Public consultation on the submitted Neighbourhood Plan is therefore being undertaken between 19 June and 31 July 2019.
7. Officers, in conjunction with Histon & Impington Parish Council, are in the process of selecting and appointing an independent examiner to consider this Neighbourhood Plan. All comments submitted during the public consultation on the submission version of the Neighbourhood Plan will be provided to the examiner for their consideration.

Considerations

8. The Histon & Impington Neighbourhood Plan has been prepared by Histon & Impington Parish Council to provide planning policies for development in the area, with the aim of providing greater clarity when determining planning applications in the area. The Neighbourhood Plan includes 19 planning policies that cover a range of issues including:
 - (i) Protecting the essential character of the community
 - (ii) Encouraging the growth and success of the retail, leisure and commercial businesses of the villages;
 - (iii) Ensuring the villages community infrastructure develops and adapts to emerging and changing demographic needs;
 - (iv) Developing a network of sustainable, accessible transport links within and around the villages;
 - (v) Supporting the community in continuing to make the villages safe, secure, supportive and welcoming to all;
 - (vi) Ensuring a sufficient supply of sustainable and high-quality housing within the villages.
9. To successfully proceed through its examination to a referendum, a Neighbourhood Plan must meet a number of tests known as the 'Basic Conditions'. These tests are different to the tests of soundness that a Local Plan must meet. The Basic Conditions are set out in national planning guidance and are summarised as follows:
 - (a) having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the Neighbourhood Plan;
 - (b) the making of the Neighbourhood Plan contributes to the achievement of sustainable development;
 - (c) the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area;
 - (d) the making of the Neighbourhood Plan does not breach, and is otherwise compatible with, EU obligations; and
 - (e) prescribed conditions are met in relation to the Neighbourhood Plan, including that the making of the neighbourhood plan is not likely to have a significant effect on a European wildlife site or a European offshore marine site either alone or in combination with other plans or projects.

- (f) the making of the neighbourhood development plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.

Our Neighbourhood Planning Toolkit includes Guidance Note 11 (What are the Basic Conditions and How to Meet Them), which sets out further details on each of the Basic Conditions. When a Neighbourhood Plan is submitted to the local planning authority it must be accompanied by a Basic Conditions Statement that sets out how the Parish Council considers that their Neighbourhood Plan meets the Basic Conditions.

10. When considering a Neighbourhood Plan, the examiner will assess whether or not the Neighbourhood Plan meets the Basic Conditions. When an examiner recommends that the Neighbourhood Plan should proceed to referendum (if it meets the Basic Conditions, with or without modifications), the examiner's report must also set out whether the referendum area should be extended beyond the neighbourhood area. Comments made during the current consultation on the submission version of the Neighbourhood Plan, which will be provided to the examiner for their consideration, should therefore address whether the submitted Neighbourhood Plan meets the Basic Conditions and can also address whether the referendum area should be extended beyond the neighbourhood area.
11. SCDC is fully supportive of Parish Councils bringing forward Neighbourhood Plans for their areas, including Histon & Impington Parish Council's decision to prepare a Neighbourhood Plan, and officers have been supporting the Parish Council in the plan's preparation. The Council's proposed response to this public consultation on the submission version of the Neighbourhood Plan (as set out in Appendix 1) reiterates and supplements comments made previously by officers, both formally during the pre-submission consultation and informally on earlier versions of the plan, where they remain relevant and appropriate.
12. SCDC is supportive of the aims of the Histon & Impington Plan and our comments are intended to help the Plan to be successful at examination as well as delivering policies that are clear in their meaning and are unambiguous in their interpretation. SCDC recognise the achievement of Histon & Impington PC in reaching this stage of submitting their Plan to us for examination.
13. SCDC considers that a number of the policies in the submission version of the Neighbourhood Plan, would need to have some amendments made to them for the Plan to be capable of meeting the Basic Conditions. These concerns are set out in the proposed response (see Appendix 1).
14. If the examiner is minded to recommend that the Neighbourhood Plan should proceed to referendum, the Council does not feel that the referendum area needs to be extended beyond the Neighbourhood Area as the planning policies included in the plan would not have a substantial, direct or demonstrable impact beyond the parish.

Declaration(s) of Interest

Record below any relevant interest declared by any executive Member consulted or by an officer present in relation to the decision.

None

Dispensation(s)

In respect of any conflict(s) of interest declared above, record below any dispensation(s)

granted by the Council's Monitoring officer or Civic Affairs Committee.
None

Consultation
Record below all parties consulted in relation to the decision.
Ward Councillors

Other Options Considered and Reasons for Rejection
The option of not sending a response from SCDC was rejected as this Council has a duty to provide advice and assistance to groups preparing neighbourhood plans.

Final decision	Reason(s)
To agree the response from SCDC set out at Appendix 1	The response is intended to provide the independent examiner with SCDC's comments on the Histon & Impington Neighbourhood Plan.

Signed	Name (CAPITALS)	Signature	Date
Lead Cabinet Member for Planning	██████████		
Lead Officer	██████████		

Further Information
Appendix 1: SCDC response to the Histon & Impington Submission Neighbourhood Plan

Appendix 1

South Cambridgeshire District Council's response to the consultation on the submission Histon & Impington Neighbourhood Plan

1. South Cambridge District Council (SCDC) is taking the opportunity to provide the examiner of the Histon & Impington Neighbourhood Plan with the local planning authority's comments on the submission version of the plan.
2. SCDC has worked with Histon & Impington Parish Council (PC) as they have been preparing their plan. There have been a number of meetings with the neighbourhood plan team to discuss the plan as it has evolved. SCDC has provided constructive comments to the team at these meetings followed up by detailed notes to assist them in their plan making.
3. SCDC is supportive of the aims of the Histon & Impington Plan and our comments are intended to help the Plan to be successful at examination as well as delivering policies that are clear in their meaning and are unambiguous in their interpretation. SCDC recognise the achievement of Histon & Impington PC in reaching this stage of submitting their Plan to us for examination.
4. The comments we have made on the Plan are provided in two sections
 - A. General overarching comments about particular issues that relate to the Plan as a whole
 - B. Comments which highlight particular/key issues with policies where it might be helpful if the plan were amended.

A - General overarching comments

Policies Map and Tables

5. Although it is acknowledged that a single Policies Map is not a requirement for a Neighbourhood Plan, SCDC considers that, for complex Plans like Histon & Impington, such a map helps in providing clarity to those policies that include site allocations and site-specific issues. The Plan would be easier to read and understand if a comprehensive Policies Map were included for the whole of the Plan Area with a more detailed "inset" or "insets" for the central areas where there are a number of policy designations. For example, the map 13 on page 80 (Vision Park) has a number of "interesting buildings" adjoining the policy site. Having them identified on the same map will help the users of the Plan understand the potential constraints on future development proposals on the Vision Park.
6. It would be helpful for the future users of the Plan if there was a comprehensive Policies Map. These users are unlikely to have a detailed knowledge of the villages and particular sites mentioned in the Plan. It would help to tell the story of the Plan and provide an overview of what is proposed in the Plan.
7. The NPIERS guidance¹ on examinations also mentions the importance of mapping in a neighbourhood plan. It sets out that the qualifying body should check the following prior to submitting a Plan to the local planning authority (Page 29):

¹ NPIERS Guidance to service users and examiners - <https://www.rics.org/globalassets/rics-website/media/upholding-professional-standards/regulation/drs/drs-services/npiers-planning-guidance-to-service-users-and-examiners-rics.pdf>

1.7.2. *Plans should be supported by clear mapping, including:*

- *Accurate delineation of the boundaries of the plan*
- *The boundaries of any site allocations, and designations made in the plan (preferably including street names).*

8. Within the Plan in paragraph 1.21 there are caveats included about the accuracy of all the maps included in the document. The boundaries shown on all the maps must be clear as they will be used to identify site specific policies and allocations. It is not appropriate to include these caveats on the accuracy of these maps as they will have legal standing once the Plan is made and part of the development plan for South Cambridgeshire.
9. In particular, we feel it would be helpful if site specific designations in the following policies were illustrated on a Proposals Map:
- a) Policy HIM02 Interesting buildings (Non- designated heritage assets)?
 - b) Policy HIM04 The Windmill
 - c) Policy HIM06 Commercial Core
 - d) Policy HIM07 The School Hill Site
 - e) Policy HIM08 The Jam Factory
 - f) Policy HIM09 Vision Park
 - g) Policy Him10 Bypass Farm
 - h) Policy HIM11 School Hill Garden
 - i) Policy HIM12 Local Green Space
 - j) Policy HIM13 Important Natural Habitats
 - k) Policy HIM14 Maximising Recreational Space
 - l) Policy HIM15 Walking and Cycling Routes?
 - m) Policy HIM16 A14 Mitigation Sites
 - n) Policy HIM17 The Infant School Site
 - o) Policy HIN19 Station site
10. SCDC has concerns about some maps included in the Plan. As follows:
- Map 7- shows walkable neighbourhoods but fails to identify the commercial centres which are the foci.
 - Map 8 – is not detailed enough to be able to identify each of the designated interesting buildings. Although the buildings have been annotated on this map it is still not clear where each building is and its curtilage – in the evidence documents relating to interesting buildings there are no more detailed maps to identify the property boundary and its significance.
 - Map 9- For clarity, map 9 should clearly show the distances referenced in the policy and the supporting text (i.e. 75m, 100m and 400m), so applicants can clearly see what zone their proposal falls into.
 - Map 12 - It is indicated in the paragraph that the green separation is identified as 'F' on Map 12. It is presumed that the green separation is an area. By representing this on the map as a distinct point it is not clear what the extent of the area is.
 - Map 12 - It would be beneficial to illustrate in broad terms on this map where the greenways, green separation and proposed housing could be located. This would help clarify the requirements of the policy. Also for those that do not know the parish which direction the High Street is and the Community Orchard, Manor Field as these are mentioned in the policy.

- Map 14 – It would have helped the understanding of the policy if this map had indicated, in broad terms, where a sports hall could be located and the car parking. It could also have illustrated where a safe cycle link could be from the village. This would enhance the policy and provide certainty for local residents that might be impacted by such proposals.
- Map 16 - There needs to be an explanation in the key to the map that the numbers on the map reference each Local Green Space
- Map 17 - Whilst supporting the aim of this map to show the ecological connectivity and the network that exists throughout the neighbourhood area there may have been value by making it clear on this map that the LGS and PVAA designations are shown as other non-important natural habitat areas. As shown, it confuses the reader as to what these areas are and that not all these areas are included – Even a school playing field as a green space would provide connectivity between other more biodiversity rich areas.
- Map 20 & 21 - By having two maps identifying different routes around and within the villages there is not a clear idea of what is proposed. Would one map have been a simpler solution? The Plan indicates that the 'aspirational' routes are not prescriptive but by being shown on an OS map following particular routes they imply a firmer designation. An arrow pointing in the direction of where a route may be desired could have been a better way of showing the future objectives.
- Map 22 - In identifying these sites on a map and providing boundary lines adjacent to the A14 there needs to be care that this does not impact within the red line of the current A14 improvement scheme. It is not clear that the parish council has consulted Highways England as part of the pre-submission consultation concerning these boundaries.

11. The maps and tables throughout the Plan are clearly labelled with cross referencing to policies – this is to be welcomed. However, some maps have had additional information added to them to identify buildings or specific areas which are named in the supporting text but have not been included in the key to the relevant map.
- a) Map 11 – A to E showing particular buildings
 - b) Map 12 – F showing green separation

Supporting text / Justification for policies

12. There are a number of instances where criteria included within policies are not explained or justified in the supporting text. It is apparent that a considerable and worthwhile amount of work has been carried out to gather evidence as identified by the number of supporting evidence documents. However, it would help the Plan user if the salient points were summarised within the supporting text for each policy. Inclusion of such information would help to tell the story more clearly of why policies are included in the Plan and the reason for particular criteria requirements.

Village Design Guide Supplementary Planning Document (VDG SPD)

13. The preparation of the draft VDG has run in parallel with development of the Histon & Impington Neighbourhood Plan. This has been recognised within the Plan (paragraph 1.18 – 1.20). The VDG is a Supplementary Planning Document developed as design-focused tool to guide all new development in the villages supporting design policies in the Local Plan. The consultation on the draft is running parallel with that of the Submission Neighbourhood Plan. The VDG will be adopted by SCDC following consideration of any representations received during the consultation. There are a number of specific sites with policies in the Plan where design guidance is included in

the draft SPD. It would be beneficial if for these site-specific policies mention was made that design guidance in the draft SPD should be taken into account.

- a) Policy HIM06 Commercial Core
- b) Policy HIM07 The School Hill Site
- c) Policy HIM19 Station Site

The Vision

14. Reference is made in the vision statement to the “population... approaching 10,000”. The 2011 population of the villages was 8,700 which suggests quite significant amount of growth over that period. Is that what is desired/deliverable in the villages given that there are no allocations for housing in the Neighbourhood Plan? SCDC has suggested that this wording be removed to avoid confusion.

The Policy section and Paragraph numbering

15. Section 5 remains a very long chapter which has grown from the pre-submission version of around 75 pages to 110 pages in the submission. The paragraph numbering now goes up to 5.258. This is very long, and it would help the reader and usability of the Plan if there were separate chapters for the policies under each of the seven Priority Areas.
16. The following section sets out SCDC’s comments for each policy highlighting only the key issues where it may be helpful to amend the wording of the policy for clarity of meaning.

Chapter 5 – Policies Priority: Essential Character

17. Policy HIM01 High Quality Design – Residential Development
 - a) SCDC supports the aim of this policy to embed within a policy the guidance provided in the Histon & Impington Village Design Guide Supplementary Planning Document (VDG SPD).
 - b) It would have been helpful if this policy had applied to other new buildings that could have the potential for significantly greater impact than a dwelling. For example, new commercial units in or on the edge of the village centre would not be covered by this policy in the Plan. SCDC had suggested that in reviewing the policy it could have included other forms of development.
 - c) It may have helped the reader of the Plan if more information about the Village Design Guide had been included in the supporting text to this policy.
 - d) SCDC would question why some of the policies relating to parking and layout are not also applicable to 2-10 units? Should there be more generic for all, than size specific?
 - e) There are some terms that may need further explanation that may be explained in the VDG? e.g. What is a ‘Building for Life assessment’ or an ‘active façade’. What is meant by designing in safe outdoor play in playgrounds? ‘Building for Life’ is now called ‘Building for Life 12’ and it would be expected that the checklist would either be linked from the Plan or included as an Appendix? <http://www.builtforlifelifehomes.org/go/building-for-life-12>. The term ‘active frontages’ is the term used by SCDC urban design team – is this the same as an active façade? These terms need to be defined clearly to be implementable.
 - f) Bullet point 2 refers to ‘poor quality or little architectural interest’. This could be ambiguous and open to interpretation.

- g) For ease of use SCDC would find it more helpful if the policy wording was ordered in development size, extensions and single units, 2-9 units and over 10.

18. Policy HIM02 Interesting buildings (Non-designated heritage assets)

- a) SCDC supports this policy and would suggest that the title of it be amended to align naming with a future aspiration that SCDC has to compile a local list for the district – suggested additional words – ‘Non-designated heritage assets of local interest’.
- b) SCDC has some concerns at the selection process for identifying interesting buildings. The criteria for selection is set out in the supporting text and whilst it is referenced as being consistent with Section 7 of Historic England’s Guidance Note; the criteria is overly simplified and in SCDC’s opinion would not be sufficient to withstand scrutiny, were it to be used as a sole evidence base for designating a building as a non-designated heritage asset in the decision making process. SCDC Local Heritage List would use the Historic England guidance.

It is explained that the list has been developed by the Village Society, but it is unclear what qualifications they have to make such judgements which could lead to challenge and difficulty in giving weight to the policy. Whilst details of the process for selecting and ratifying new entries, including details of the panel are provided, it would be beneficial to have further information regarding the nomination/ assessment process, as this is not sufficiently explained at present.

For the ‘list’ to have sufficient weight to be viewed in the planning process, SCDC consider that the terminology, criteria and selection process should more closely align with existing guidance published by Historic England. This should be clearly set out in the supporting text to the policy. This could then align with a future SCDC Local Heritage List.

- c) Whilst the current identified buildings are annotated on Map 8 it is not clearly stated what the mechanism will be to ensure that users of the Plan will be using the most up-to-date list, what the democratic process will be for approving that list and the mechanism for consulting on amendments/ additions. SCDC suggest that any amendments to this list of identified buildings as a result of the annual review should be part of a review of the Plan. This would then allow an opportunity for consulting on the list and certainty that it is part of the Plan.
- d) In the third sentence mention is made of the SCDC Planning Portal – this term is not used by SCDC to describe its website relating to planning matters. It is suggested that the link be made to the Histon & Impington Neighbourhood Plan webpage to host this list alongside the neighbourhood plan?
- e) Would suggest that the fourth sentence should reflect commonly used terms for the consideration of impact on heritage assets, such as: ‘Proposals for any works that would lead to harm or substantial harm to a non-designated heritage asset should be supported by detailed analysis of the asset that demonstrates the wider public benefit of the proposal.
- f) Buildings which are considered curtilage listed do not need to be included in the list and should be removed. The ‘Old Church School façade’ entry should be amended to include the whole building; however, the

description should specify that the north façade is the reason for interest in this building.

19. Policy HIM03 Size, Scale and Location of New Housing

- a) Outside of the development framework in this area is Green Belt and apart from exception sites until the review of the local plan there is unlikely to be development proposed in this area and therefore the second paragraph in this policy is not required as it would seem to be supporting other development in the Green Belt.
- b) The third paragraph of the policy concerning the level of infrastructure is repeating the requirements of a Local Plan policy – Policy SC/4: Meeting Community Needs. This policy sets out the services and facilities required for new development within the district.
- c) It will be for the review of the next local plan for the area to consider whether there should be any changes to the Cambridge Green Belt which could allow for development in the Plan area. This local plan is to be a joint plan with Cambridge City. This Plan does not need to consider whether developments may take place in the future within what is now Green Belt and by indicating a maximum size of 50 units it could be seen to be supporting any development coming forward at a future date up to this scale of development which may not be the intention of the parish council within their Plan. The fourth paragraph in this policy could be deleted. SCDC would suggest that the figure should also be removed from the supporting text as this may create a higher target for developers to aspire to within the villages.
- d) Due to changes in national guidance following the examination the Local Plan policy on affordable housing was amended in the adoption version to say sites of 11 units or higher is expected to deliver 40% affordable housing. The supporting text to this policy still retains 'over 10' which means that it is no longer conforming with the Local Plan policy.

20. Policy HIM04 The Windmill

- a) SCDC welcomes the policy to preserve the future of the windmill. The policy states that it will be the Molen Biotoop method that is to be used to assess the impact of future development on the wind flow in the area. SCDC is not aware of alternative methods to do such an assessment however considers that if an alternative means of measuring subsequently proves to be more useful the policy is committed to one method to be successful. E.g. mentioning Molen Biotoop method in the policy. SCDC considers that the policy would benefit if rather than stating an actual type that it states that a recognised method will be used.
- b) An issue for SCDC, as the local planning authority, will be how to implement this policy. Who will be advising planners (and potentially applicants) on the application of the Molen Biotoop method and are there the skills, experience and resources to do this? The Neighbourhood Plan suggests that implementation of the policy would be overseen by Conservation officers –are they familiar with application of the Molen Biotoop methodology? If SCDC has not got sufficient skills in house, then the question is for each application that needs an assessment carried out, will we need to engage with an independent advisor to verify the reports?

21. Policy HIM05 Parking Provision for cars and cycles

- a) It would have assisted the understanding of this policy if the definition of what a “restricted street” that is included at the bottom of Table 2 were to appear earlier in this section within the supporting text to the policy. Currently this explanation is in the Plan after the policy and therefore does not make for easy reading. There does not appear to be a dimension included to explain what constitutes ‘narrow’ for the definition of a restrict street.
- b) There is a conflict of interest with encouraging more parking in the commercial core (Policy HIM06) and this policy which is restricting it; there is a finite amount of land available.
- c) It would be beneficial to show these restricted streets on a map for those that do not have a local knowledge of the villages.
- d) The Plan refers to Figure 11 having the indicative parking standards in the Local Plan – it is Figure 12 in the Local Plan.
- e) SCDC has ongoing concerns about this policy which includes a requirement for all new development (including change of use) to provide parking within their curtilage albeit that there is recognition that this may not always be appropriate. This is placing severe restrictions on the ability for new commercial business uses (including retail) to be able to operate in the commercial core. Such a requirement could have an impact on other objectives e.g. design, heritage. More car parking will impact on the character and layout of places. This could result in unintended consequences with frontages dominated by parking particularly where terraces are proposed. This also precludes shared unallocated parking areas to provide a more efficient parking solution. A design led approach as advocated in the Local Plan could be adopted. This policy will push parking into the street in front of dwellings therefore created a car dominated space. The policy should state where parking can be achieved or point to the Village Design Guide SPD, District Design Guide 2010 or similar guidance (Manual for Streets) as well as where it shouldn't be placed i.e. to the side of structures, within structures as appropriate to the site.
- f) The policy's consideration of garage dimensions could be confusing as it sets a particular size for driveway and type of door - it may have been simpler to say that the driveway is suitable for a standard vehicle to park on rather than stating it should be 5m long. 4x4 cars are often longer 5.5m.
- g) The dimensions for a garage included in this Plan are smaller than that included in the Local Plan Policy TI/3. Would this allow sufficient space for the wider shape of new cars? The District Design Guide refers to garages in Chapter 6 – the adequate size being a minimum of 3.3 x 6.0m with additional allowance of 1.0m at the end or 650-750cm at the side to allow for cycles. (<https://www.scambs.gov.uk/media/6683/adopted-design-guide-spd-final-chapters-4-5-6.pdf>) the Cambridge Local Plan page 427(<https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf>) sets out dimensions for useable garages including circulation space; the dimensions given in this Plan are too small.
- h) For parking spaces how would it be determined whether the space was for a car or van?
- i) Publicly accessible charging points for electric vehicles will only be provided to meet demand but there could be latent demand for such facilities.
- j) In the cycle parking section, the Sheffield or Rounded A stand is specifically mentioned which by putting within a policy could be inflexible if

other alternative stands are appropriate at a future date. Other more bespoke solutions may be more in keeping with the context.

- k) The fourth bullet point in the cycle section states that cycle parking should be 'Covered, fit for purpose and attractive'. This could be ambiguous as it does not state that such facilities should be designed to fit into the character of their local area.
- l) SCDC has not had sight of the evidence base for the additional cycle provision for different activities and classes as provided in table 3? SCDC is concerned about the implications of land requirements which may have detrimental effects to the overall design. Large areas of cycle parking need careful consideration.

Chapter 5 Policy Priority: Successful Economy

22. Policy HIM06 Commercial Core

- a) The second bullet point mentions the glossary to the NPPF for main town centre uses. SCDC consider that it would be helpful to include these uses in the supporting text to the policy / in the policy.
- b) The second sentence of this policy mentions the Plan supporting proposals that 'diversity and enhance' the range of shops etc. SCDC thinks that these terms are very open and could catch everything which may not be the intension of the parish council.
- c) SCDC consider that the fourth and fifth bullet points are outside the scope of a neighbourhood plan so should be deleted. There is very limited land available to achieve this.
- d) This policy could have made reference to the impact of signage and advertising which can make a significant impact upon the character of the locality and street scene. A criterion could have been added to consider a high standard of quality and design within the commercial core.
- e) This policy appears to be driven by increasing parking provision which would be detrimental to the street scene rather than creating a good public realm which is a space that is people friendly as advocated by a walkable neighbourhood; well landscaped and defined areas for pedestrians and cyclists, including opportunities to enhance the street scene with trees.
- f) The draft Village Design Guidance SPD considers this whole area. It would strengthen the policy and provide wider consideration for the future public realm within the core area if reference was made to the VDG – '...that the policy be informed by the design guidance included in the Histon & Impington Village Design Guide SPD and any documents which supersede this.

23. Policy HIM07 The School Hill Site

- a) It would be helpful if the town centre uses referred to in the first bullet point in the policy were included in the supporting text to the policy and within the policy wording to assist the user of the Plan to fully understand the policy.
- b) It is not usual to use a term such as 'thoughtful' public realm strategy plan. The supporting paragraphs refer to requiring a "high quality" public realm. Consideration should be given as to whether the requirement is used in the policy.
- c) This policy would have benefited from having design criteria included in it. Such criteria could have set out how the area would be enhanced by the development of this site and how it would fit into the High Street / character of the local area.

- d) It should be noted that there is a current planning application on this site – S/1793/19/FL being considered by SCDC.
- e) The draft Village Design Guidance SPD considers this site. It would strengthen the policy if reference was made to the VDG – ‘...that the policy be informed by the design guidance included in the Histon & Impington Village Design Guide SPD and any documents which supersede this.

24. Policy HIM08 The Jam Factory

- a) There is an arrow on Map 12 which states ‘High Street’. This is presumably indicating that “improve direct and safe access” to the High Street is via Home Close which is bullet point one of the policy. There is no key to explain this on the map. The road already has pavements either side and it is therefore not clear what improvements could be achieved as a result of the development of this site as a result of this policy.
- b) It is not apparent from the wording in the policy how “small-scale” residential development could be accommodated on this site. The opening line of the policy seeks to maintain or increase the level of employment. It also seeks to retain the open area between the site and Home Close. As such, there would not appear to be any opportunities for acceptable small-scale residential development that would have acceptable amenity given the manufacturing use of the site.
- c) It would help if Map 12 illustrated in broad terms on this map where the greenways, green separation and proposed housing could be located. This would help clarify the requirements of the policy
- d) This area would benefit from a design framework or brief which sets out a spatial design strategy. This would enable community involvement throughout the process, including scoping ideas with the aim of creating a set the design parameters for developers. This would be required as part of the development and planning process.

Chapter 5 Policy Priority - Vibrant Community

25. There are several policies relating to protecting open space within the Plan. SCDC considers that it would have helped the user of the Plan to have one comprehensive map showing all the different designations proposed in the Plan and those included in the Local Plan for the villages. Consideration could have been given to including a Green Infrastructure / Green Corridor strategy with a policy in the Plan to prepare such a scheme. Table 4 does list all the open spaces referenced in the plan, but a list does not show how they may be spatially linked together. This could have helped identify where there are gaps in this network and the importance of green corridors in and around the two villages. Whilst recognising that Map 17 has been added to the Submission version of the Plan it does not include all the green space policies for the villages.

26. Policy HIM10 Bypass Farm

- a) This site is allocated in the new Local Plan. The safeguarding element of the policy is a repeat the policy of the adopted Local Plan and could have been deleted.
- b) There are a number of criteria included in the policy relating to the facility with % figures attached to them – it is not clear how these figures were decided upon and whether they are reasonable. There does not appear to be evidence to support and justify them.
 - i. Building space is no more than 2% of the total –

- ii. Car parking is not more than 4% -
- iii. Cycle provision – 120 spaces
- c) The final criterion looks to provide a safe and direct off-road access, but it is not clear whether this access is achievable.
- d) SCDC consider that it would help the user of the Plan if Map 14 showing the site could indicate, in broad terms, where a sports hall could be located and the car parking. It could also illustrate where a safe cycle link could be from the village. This would enhance the policy and provide certainty for local residents that might be impacted by such proposals.
- e) SCDC consider that a design brief outlining the spatial parameters could help explain the policy.

27. Policy HIM11 School Hill Garden

- a) SCDC welcomes this policy but suggests it could be more clearly worded if the following wording had been used ... 'In accordance with Policy NH/11 in the adopted Local Plan this site is designated as a PVAA'
- b) It may have been simpler if Map 15 had showed only the new PVAA rather than all those within the villages.

28. Policy HIM12 Local Green Space

- a) SCDC welcomes this policy but suggests it could be more clearly worded if the following wording had been used..... 'In accordance with Policy NH/12 in the adopted Local Plan these sites are designated as LGS' The sites could then be listed within the policy.
- b) Particular sites designated:
 - i. V4 north Buxhall Farm: This site is adjacent to the area that is to be developed for a new primary school. SCDC had asked the parish council to liaise with the County Council to ensure that the requirement for the development of the school had been allowed for in designating this LGS. Once a LGS is included in a made neighbourhood plan it does not allow for flexibility of its boundary and can only be reviewed as part of the review of a neighbourhood plan or local plan. SCDC in designating LGS in the Local Plan had a principle whereby it did not identify school playing fields as this could cause problems in the future if a school wished to expand. Should this have been proposed as a PVAA to allow for flexibility?
 - ii. V14 Infant school field: SCDC has similar concerns regarding designating this as a LGS if it impacts on the future development of the school. Should this have been proposed as a PVAA to allow for flexibility?
 - iii. V33 Cawcutt's Lake and adjacent land: It is unclear from the description given in Table 4 the boundaries of this site. It would appear to have a number of separate areas which are not contiguous. Map 16 needs to clearly show a precise boundary line for this LGS. As shown currently it would appear that this site comprises of a number of parcels of land. Do they all have the same character? Would this LGS benefit from being considered as more than one area and would all meet the tests for LGS? SCDC has concerns that the boundaries of these areas may overlap with the red line boundary of the DCO for the A14 upgrading scheme being carried out by Highways England. Once within a made neighbourhood plan a LGS designation would have an impact on any future development works alongside the A14.

29. Policy HIM13 Important Natural Habitats

- a) Table 6 sets out a schedule of all the important natural habitats. SCDC welcomes the evidence of this detailed assessment but considers that it would be better placed in an evidence document rather than within the Plan.
- b) Particular sites designated:
 - i. V33 Calcutt's Lake and adjacent land: It is not clear why it has been necessary to include this area within the protection of this policy as it already is within the Green Belt and is proposed as LGS.
 - ii. V33 & V34: SCDC has concerns that it is not clear on Map 18 which parcels of land belong to which of these two sites. It would appear that some parts of the sites are within the red line boundary of the DCO of the A14 upgrading scheme. Although this is stated in Table 4 for V34ii) SCDC is confused by the boundaries. Map 18 needs to have clear boundary lines so there is no doubt to the user of the Plan as to the exact extent of each site. Having separate parcels of land is very confusing.

30. Policy HIM14 Maximising Recreational Space

- a) SCDC considers that the management initiative set out in the second paragraph of this policy is beyond the scope of policy planning and could be deleted;
- b) It is not clear how a green linkage will be established as there is no explanation in the supporting text to the policy. It would help the user of the Plan if it were to be illustrated on Map 19.
- c) The policy does not need to include the final section as the Local Plan has policies to consider this (Policy SC/8: Protection of Existing Recreation Areas, Playing Fields, Allotments and Community Orchards and Policy NH/8: Mitigating the impact of development in and adjoining the Green Belt). If this section is retained SCDC suggests that it be reworded. ' .. schemes that encroach on the playing field will be assessed in respect of the level of harm to the playing field'.

Chapter 5 Policy Priority -Getting Around

31. Policy HIM15 Walking and Cycling Routes

- a) Whilst the policy is entitled walking and cycling routes it would appear from table 7 and Maps 20 & 21 that these concentrate on existing walking routes and bridleways for horse riders or are some cycle paths? It would need local knowledge to understand the linkages. Are the cycle paths along main highways? Given that safer cycling links was a top answer in the parish's Big Community Survey it is not clear from the policy and supporting text how this Plan makes a difference.
- b) The draft Village Design Guide SPD has highlighted the importance of connecting the villages with the countryside – the policy could include mention of the VDG and its guidance.
- c) A map showing desire lines (direct linkages) might assist, when considering this that explains where people want to travel and which routes need linking. Maps at different scales (within and outside the village) showing existing cycle and footpath routes (including along highways) with annotations explaining key centres where people want to go may assist this process i.e. direct routes to the city centre/ shopping/ health provision/ employment and education centres. This would help show where linkages could be made.

Chapter 5 Policy Priority - Safe, Secure and Successful

32. Policy HIM16 A14 mitigation sites

- a) Some of the sites listed in green infrastructure in the policy are already protected as LGS or are within the Green Belt. Much of the land is within the Green Belt and SCDC is unclear what development may come forward within these areas to the south of the parish that would contribute towards environmental enhancement work of the green infrastructure.
- b) There is no recognition in the policy that as part of the major works on the A14 Highways England will be carrying out two for one replanting on land alongside the A14.
- c) Particular sites designated
 - i. See comments made for Policy HIM12 LGS and HIM13INF relating to sites V33 and 34
 - ii. V32 South Cambridge Road Wood and Fields: Part of this site appears to be within the red boundary line of the DCO for the A14 scheme. It is worth mentioning in the Plan that Highways England is in discussion with the local community for a planting scheme on the eastern part of the site as part of mitigation.

33. Policy HIM17 The Infant School Site

- a) SCDC welcomes that the Plan has considered the future of this building for community use particularly for the provision of health facilities. There is no specific time scale included in the policy wording if the health facility does not come forward other than stating '...*If during the Plan period it becomes evident..*' SCDC considers that it would reduce the risk of the building remaining empty if a time scale is set for safeguarding of say 10 years to allow for the preferred use to be achieved. It would then allow for other uses as set out in the policy to come forward after this time.
- b) The current criteria in the policy are exclusively related to transport needs and it is a missed opportunity to not have mentioned design criteria. How would any redevelopment of the site impact on the character of the local area? Would the parish council wish to retain all of the existing buildings as it has been identified as an 'Interesting Building (site 26)? This fact is mentioned in paragraph 5.123 but not how this may impact on the future development of the site. This policy could mention the Village Design Guide to provide guidance for the design of development in this site.
- c) Alternatively, this area would benefit from a design framework or brief which sets out a spatial design strategy. This would enable community involvement throughout the process, including scoping ideas with the aim of creating a set the design parameters for developers. This would be required as part of the development and planning process.

Chapter 5 Policy Priority – Housing for all

34. Policy HIM18 Meeting Local Needs – Housing mix

- a) It is not clear whether this policy applies to housing developments of all scales.
- b) It is not clear whether this policy does anything more than the Local Plan Policy H/9 Housing Mix – if it does not it could be deleted.

35. Policy HIM19 Station Site

- a) The first section of this policy can be deleted as it repeats the adopted policy in the Local Plan – Policy E/8 Mixed-use development in Histon & Impington Station area.

- b) Additional requirements have been included in the policy to that of the Local Plan Policy E/8. Bullet 2 indicates a through footpath/cycleway to allow access to Vision Park – was this indicated in the Policy HIM14 and shown on the relevant map? It would help the user of the Plan if this was illustrated on Map 24.
- c) The draft Village Design Guidance SPD considers this site. It would strengthen the policy if reference was made to the VDG – ‘...that the policy be informed by the design guidance included in the Histon & Impington Village Design Guide SPD and any documents which supersede this.
- d) Alternatively, this area would benefit from a design framework or brief which sets out a spatial design strategy. This would enable community involvement throughout the process, including scoping ideas with the aim of creating a set the design parameters for developers. This would be required as part of the development and planning process.

68118

Support

Respondent: Mr CEDRIC FOSTER

Summary:

I totally support all the contents of this neighbourhood plan.

I congratulate everyone involved in getting to this final stage.

Attachments: 68118 - <https://egov.scambs.gov.uk/Idf/HistonImpingtonNPscannedrepsJuly2019/Redacted68118.pdf>

Histon & Impington Neighbourhood Plan

For office use only

Agent number:

Representor number: 28815

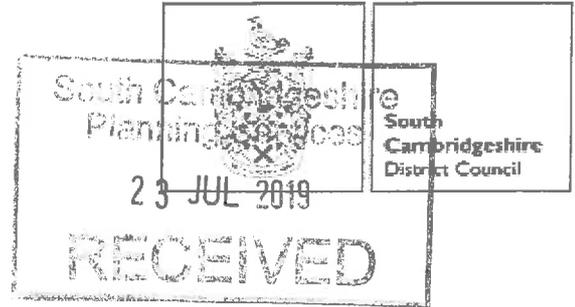
Representation number: 68118

Response Form

This form has two parts to complete (please use black ink):

PART A – Your Details

PART B – Your Response



If you need any further information or assistance in completing this form please contact the Planning Policy Team on: 01954 713183 or neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Wednesday 31 July 2019.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/ Information will be used by South Cambridgeshire District Council and Histon & Impington Parish Council solely in relation to the Histon & Impington Neighbourhood Plan. Comments, including names, will be available to view on the Council's website. Full comments including addresses will also be available to view on request.

By submitting this response form you are agreeing to these conditions.

The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'. Do you wish to be kept informed of future stages of the Histon & Impington Neighbourhood Plan?

Please tick: Yes No

PART A – Your Details

Please note that we cannot register your comments without your details.

Name:	[REDACTED]	Agent's name:	
Name of organisation: (if applicable)		Name of Agent's organisation: (if applicable)	
Address:	[REDACTED]	Agent's Address:	
Postcode:	[REDACTED]	Postcode:	
Email:	[REDACTED]	Email:	
Tel:	[REDACTED]	Tel:	

Signature:	[REDACTED]	Date:	[REDACTED]
------------	------------	-------	------------

If you are submitting the form electronically, no signature is required.

PART B – Your Response

What part of the Neighbourhood Plan do you have comments on?

Policy or Paragraph Number (Please state)

all

Do you Support, Object or have Comments?
(Please tick)



SUPPORT



OBJECT



COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan.

If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph.

If you consider that the referendum boundary should be extended please outline your reasons.

I totally support all the contents of this Neighbourhood Plan.

I congratulate everyone involved in getting to this final stage.

Summary of Comments:

If your comments are longer than 100 words, please summarise the main issues raised.

Well done to all concerned.

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 31 JULY 2019 AT:

POST: Planning Policy Team, South Cambridgeshire District Council, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

EMAIL: neighbourhood.planning@scambs.gov.uk

68119

Comment

Respondent: Cambridgeshire County Council

Summary:

Cambridgeshire Lead Local Flood Authority is surprised at lack of detail on flood risk and drainage in Plan.

Plan should strive to promote SuDS - an approach to manage surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site. Significant advantages over conventional piped drainage systems in reducing flood risk.

Variety of SuDS techniques available means that virtually any development should be able to include a scheme based around these principles.

Attachments: 68119 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted68119.pdf>

Histon & Impington Neighbourhood Plan

For office use only

Agent number:

Representor number:

Representation number:



South
Cambridgeshire
District Council

Response Form

This form has two parts to complete (please use black ink):

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Planning Policy Team on: 01954 713183 or neighbourhood.planning@scamb.gov.uk

All comments must be received by 5pm on Wednesday 31 July 2019.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scamb.gov.uk/planning-policy-privacy-notice/ Information will be used by South Cambridgeshire District Council and Histon & Impington Parish Council solely in relation to the Histon & Impington Neighbourhood Plan. Comments, including names, will be available to view on the Council's website. Full comments including addresses will also be available to view on request.

By submitting this response form you are agreeing to these conditions.

The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'. Do you wish to be kept informed of future stages of the Histon & Impington Neighbourhood Plan?

Please tick: Yes No

PART A – Your Details

Please note that we cannot register your comments without your details.

Name:	<input type="text"/>	Agent's name:	<input type="text"/>
Name of organisation: (if applicable)	<input type="text"/>	Name of Agent's organisation: (if applicable)	<input type="text"/>
Address:	<input type="text"/>	Agent's Address:	<input type="text"/>
Postcode:	<input type="text"/>	Postcode:	<input type="text"/>
Email:	<input type="text"/>	Email:	<input type="text"/>
Tel:	<input type="text"/>	Tel:	<input type="text"/>

Signature:

Date:

If you are submitting the form electronically, no signature is required.

PART B – Your Response

What part of the Neighbourhood Plan do you have comments on?	
Policy or Paragraph Number (Please state)	General
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> SUPPORT <input type="checkbox"/> OBJECT <input checked="" type="checkbox"/> COMMENT

Reason for SUPPORT, OBJECT or COMMENT:
Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph.
If you consider that the referendum boundary should be extended please outline your reasons.
Cambridgeshire Lead Local Flood Authority (LLFA) is surprised at the lack of detail on flood risk and drainage in the Histon and Impington Neighbourhood Plan. The Plan should strive to further promote sustainable drainage techniques (SuDS). SuDS are an approach to managing surface water run-off which seeks to mimic natural drainage systems and retain water on or near the site as opposed to traditional drainage approaches which involve piping water off site as quickly as possible. SuDS offer significant advantages over conventional piped drainage systems in reducing flood risk by attenuating the rate and quantity of surface water run-off from a site, promoting groundwater recharge, and improving water quality and amenity. The variety of SUDS techniques available means that virtually any development should be able to include a scheme based around these principles.

Summary of Comments:
If your comments are longer than 100 words, please summarise the main issues raised.
Flood Risk and Drainage

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 31 JULY 2019 AT:

POST: Planning Policy Team, South Cambridgeshire District Council, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

EMAIL: neighbourhood.planning@scambs.gov.uk

68120

Comment

Respondent: National Grid

Summary:

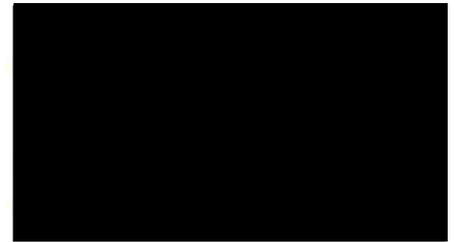
Specific Comments

An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high pressure gas pipelines.

National Grid has identified that it has no record of such apparatus within the Neighbourhood Plan area.

Attachments: 68120 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted68120.pdf>

Planning Policy Team
SCDC
Camborne Business Park
Cambourne
Cambridge
CB23 6EA



18 July 2019

Dear Sir / Madam

**Histon & Impington Neighbourhood Plan Consultation
SUBMISSION ON BEHALF OF NATIONAL GRID**

National Grid has appointed [REDACTED] to review and respond to development plan consultations on its behalf. We are instructed by our client to submit the following representation with regards to the above Neighbourhood Plan consultation.

About National Grid

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales and National Grid Electricity System Operator (NGESO) operates the electricity transmission network across the UK. The energy is then distributed to the eight electricity distribution network operators across England, Wales and Scotland.

National Grid Gas plc (NGG) 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.

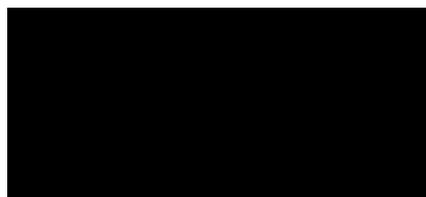
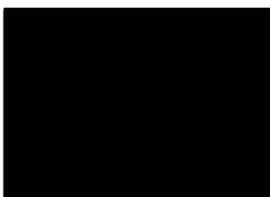
National Grid previously owned part of the gas distribution system known as 'National Grid Gas Distribution limited (NGGDL). Since May 2018, NGGDL is now a separate entity called 'Cadent Gas'.

To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect National Grid's assets.

Specific Comments

An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high-pressure gas pipelines.

National Grid has identified that it has **no record** of such apparatus within the Neighbourhood Plan area.



Electricity Distribution

The electricity distribution operator in South Cambridge District Council is UK Power Networks. Information regarding the transmission and distribution network can be found at: www.energynetworks.org.uk

Appendices - National Grid Assets

Please find attached in:

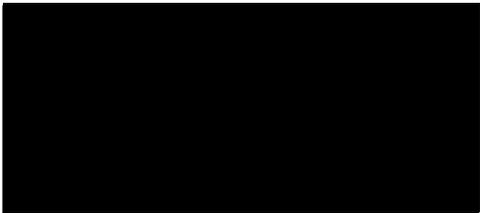
- Appendix 1 provides a map of the National Grid network across the UK.

Please remember to consult National Grid on any Neighbourhood Plan Documents or site-specific proposals that could affect our infrastructure. We would be grateful if you could add our details shown below to your consultation database.



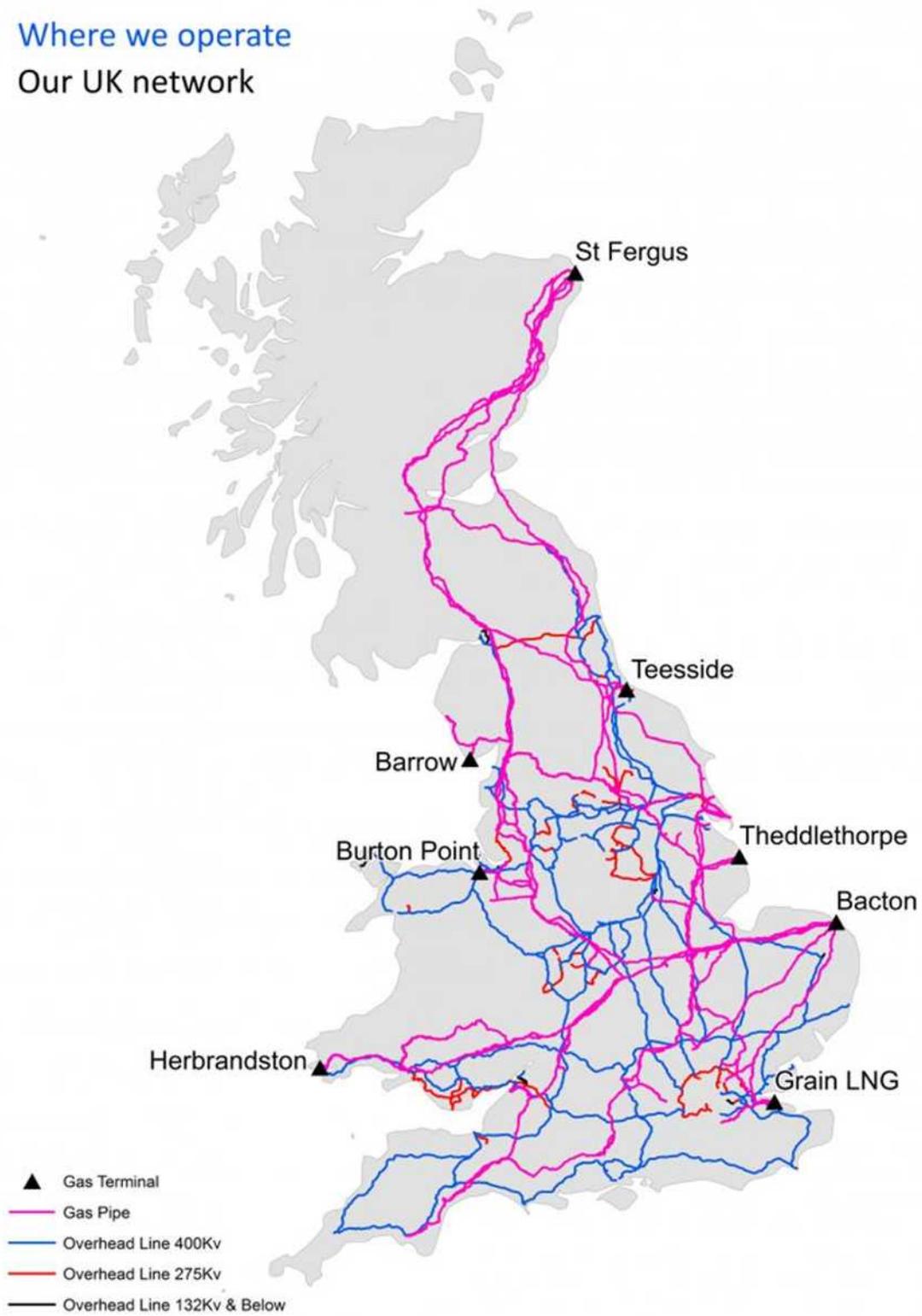
I hope the above information is useful. If you require any further information, please do not hesitate to contact me.

Yours faithfully



APPENDIX 1: NATIONAL GRID'S UK NETWORK

Where we operate
Our UK network



68121

Support

Respondent: Anglian Water Services Limited

Summary:

Support the whole plan.

We note the comments made by the Parish Council in respect of our comments on Policy HIM11 of the Pre-Submission Plan. Anglia Water does not wish to make any further comments in respect of the designated Local Green Spaces.

Attachments: 68121 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted68121.pdf>

Histon & Impington Neighbourhood Plan

For office use only

Agent number:

Representor number:

Representation number:



South
Cambridgeshire
District Council

Response Form

This form has two parts to complete (please use black ink):

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Planning Policy Team on: 01954 713183 or neighbourhood.planning@scams.gov.uk

All comments must be received by 5pm on Wednesday 31 July 2019.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scams.gov.uk/planning-policy-privacy-notice/ Information will be used by South Cambridgeshire District Council and Histon & Impington Parish Council solely in relation to the Histon & Impington Neighbourhood Plan. Comments, including names, will be available to view on the Council's website. Full comments including addresses will also be available to view on request.

By submitting this response form you are agreeing to these conditions.

The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'. Do you wish to be kept informed of future stages of the Histon & Impington Neighbourhood Plan?

Please tick: Yes No

PART A – Your Details

Please note that we cannot register your comments without your details.

Name:	[REDACTED]	Agent's name:	
Name of organisation: (if applicable)	Anglian Water Services Ltd	Name of Agent's organisation: (if applicable)	
Address:	[REDACTED]	Agent's Address:	
Postcode:	[REDACTED]	Postcode:	
Email:	[REDACTED]	Email:	
Tel:	[REDACTED]	Tel:	

Signature:

[REDACTED]

Date:

26th July 2019

If you are submitting the form electronically, no signature is required.

PART B – Your Response

What part of the Neighbourhood Plan do you have comments on?	
Policy or Paragraph Number (Please state)	Whole plan
Do you Support, Object or have Comments? (Please tick)	<input checked="" type="checkbox"/> SUPPORT <input type="checkbox"/> OBJECT <input type="checkbox"/> COMMENT

Reason for SUPPORT, OBJECT or COMMENT:
Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph.
If you consider that the referendum boundary should be extended please outline your reasons.
We note the comments made by the Parish Council in respect of our comments on Policy HIM11 of the Pre-submission Plan. Anglian Water does not wish to make any further comments in respect of the designated Local Green Spaces.

Summary of Comments:
If your comments are longer than 100 words, please summarise the main issues raised.

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 31 JULY 2019 AT:

POST: Planning Policy Team, South Cambridgeshire District Council, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA

EMAIL: neighbourhood.planning@scambs.gov.uk

68122

Comment

Respondent: Historic England

Summary:

We welcome the production of this neighbourhood plan, but do not wish to provide detailed comments at this time. We would refer you to any previous comments submitted at Regulation 14 stage.

Attachments: 68122 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted68122.pdf>



Historic England

[REDACTED]
South Cambridgeshire District Council
By Email

[REDACTED]
Our ref: PL00486984

26 July 2019

Dear Ms Hunt

Ref: Histon and Impington Neighbourhood Plan Regulation 16 Consultation

Thank you for inviting Historic England to comment on the Regulation 16 Submission version of the Histon and Impington Neighbourhood Plan.

We welcome the production of this neighbourhood plan, but do not wish to provide detailed comments at this time. We would refer you to any previous comments submitted at Regulation 14 stage, and for any further information to our detailed advice on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here:

<https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/>

I would be grateful if you would notify me if and when the Neighbourhood Plan is made by the district council. To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed NP, where we consider these would have an adverse effect on the historic environment.

Please do contact me, either via email or the number above, if you have any queries.

Yours sincerely,

[REDACTED SIGNATURE]

CC:



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk





Historic England



24 BROOKLANDS AVENUE, CAMBRIDGE, CB2 8BU

Telephone 01223 582749
HistoricEngland.org.uk



Historic England is subject to both the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any Information held by the organisation can be requested for release under this legislation.

68167

Comment

Respondent: British Horse Society

Summary:

Suggested amendments to the Plan to include equestrians

Attachments: 68167-68174 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174.pdf>
68167-68174 OS Map - [https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174 OS map.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174%20OS%20map.pdf)
68167-68174 NP Maps - [https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174 NP maps.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174%20NP%20maps.pdf)

Histon and Impington Neighbourhood Plan Consultation

This response is on behalf of Barton & District Bridleways Group

27.07.19

Please find below amendments to the Plan to include equestrians.

Page xi The Busway....public footpath cum cycleway alongside the Guided busway.

The path alongside the Guided Busway is in fact a Bridleway from Cambridge to St Ives and is therefore also accessible to equestrians.

Page S2, Priority 4 ...To develop a network of sustainable, accessible transport links within and around the villages to create safe and inviting routes for all and especially for pedestrians and cyclists.

Active Travel includes horse riding therefore 'horse riding' should be included along with cycling and walking. It should therefore read pedestrians, cyclists and horse riders.

Page 16, Section 2.28 Walking & Cycling...Many residents enjoy being able to walk to the many facilities within the villages. Cycling is also preferred by many and 59% of respondents to the Big Community Survey in 2016 were in favour of improved cycle paths.

There are also many horse riders in the villages and had the question been asked whether they would like to see improved equestrian access I am sure they would also have responded in favour. Horse riders are happy to share paths with walkers and cyclists, as we do on the bridleways.

Page 23, Section 4 **Vision and Priorities,**

4.2 (and 4.23) Any look to the future, as this Neighbourhood Plan does, must recognise the issues that underlie this satisfaction together with enduring concerns. These are:

Maintaining the roads, cycleways and footways.

There is no mention of maintaining Public Rights of Way. This should also be included.

4.34

Develop and maintain a network of footpaths and cycleways within the community.

Paths should be Non Motorised User (NMU) paths to include walkers, cyclists, horse riders and other users.

Support the development of cycleways linking the community with adjacent villages and with Cambridge.

The bridleway network is fragmented and measures should be taken to address this. This should be seen as an opportunity to help join up the fragmented network.

The statement also implies that only cyclists will be included. This is unacceptable and it should also include walkers, horse riders and other NMUs.

The County Council's Rights of Way Improvement Plan (ROWIP) Statement of Action 2/5, which states that the County Council will consider measures that establish and enhance access to the Public Rights of Way network to facilitate health and well-being objectives, and Statement of Action 5/3, which sets out that the County Council will seek to deliver an improved bridleway network to enable greater safety of users and enhanced enjoyment.

Page 33, Priority 4 Getting Around.

Priority 4 ...To develop a network of sustainable, accessible transport links within and around the villages to create safe and inviting routes for all and especially for pedestrians and cyclists.

This should also include equestrians and read: especially for pedestrians, cyclists and horse riders.

Page 35, Section 5 Priorities, 5.7

This guide is guided by 4 fundamental principles, one of which is Sustainable Community. This is related in a broad community interest in improving biodiversity, maximising energy efficiency and the use of renewable, and enabling safe and easy walking and cycling.

Active Travel includes horse riding therefore 'horse riding' should be included along with cycling and walking. It should therefore read walking, cycling and horse riding.

Page 79 Policy

Should read 'Cyclists to and from the bridleway alongside the Guided Busway.' It is not a cycleway, but a bridleway which is an NMU path.

Page 83 Vibrant Community

5.129 Residents in the plan area make use of the following green infrastructure resources:

Areas of green spaces outside the village envelope but well connected via walking routes from the villages centres. Connections should be made available to horse riders and cyclists as well as walkers.

There should be inclusion for all, not just certain user groups.

The rural footpath network comprising both footpath and permissive paths. There is no mention here of bridleways and byways. It should read the Rights of Way network.

Walking and cycling routes which provide connections between areas of green infrastructure and to and from residential areas. There are also many livery stables and horse riders in Histon who make use of any green areas of infrastructure that they can access. Horse riding should also be added to the users of local routes.

5.131 Vibrant Community Policies

Protect and seek to enhance the walking and cycling route network.

It is unacceptable that horse riders are not included in this policy.

The Cambs RoWIP (Rights of Way Improvement Plan) states that the bridleway network is inadequate, fragmented and in need of improvement. Every shared pedestrian / cycle path further fragments that network.

Page 90, 5.136 Bypass Farm

Safe and direct off-road pedestrian/cyclist access is provided.

Why are horse riders not included in this access? Is there a legitimate reason to exclude them?

Page 118, 5.188 **Walking & Cycling Routes** This title should be changed to add Equestrians Policy HIM15–

Requires development proposals to design in walking and cycling links to provide easy access to existing walking and cycling routes. And horse riding/horse riders.

Seeks to protect and enhance the network of walking and cycling routes. And horse riding.

Context and reasoned justification

5.191 The Community is surrounded by the green belt and although there are many public footpaths and permissive footpaths to the west, this is not replicated in other directions. This limits opportunities for leisure walking and access to nature.

5.192 It is furthermore noted that communities with high levels of walking and cycling are healthier as a result of the direct physical activity and of the increased opportunities for social engagement and access to nature. Horse riding also should be included here. Many horse riders are women, and particularly older women, who might otherwise not take exercise. Horse riding is also good for mental health and relieving stress.

Intent

5.193. When new development happens in the Plan Area, we wish for walking and cycling routes to be designed in so that: **Horse riding should be included here.**

(i) The users of the development can easily access the existing network of walking and cycling routes in the community and **Horse riding should be included here.**

(ii) Where possible, walking and cycling opportunities for the wider communities are enhanced. **Horse riding should be included here.**

Development proposals shall:

Incorporate, where applicable, easy and safe walking and cycling routes or linkages so as to maximise opportunities for convenient non-vehicular access to one or more of the two village centres. **Horse riding should be included here.**

Where possible, enhance walking and cycling routes for the wider community. **Horse riding should be included here.**

Where applicable, opportunities will be sought for new or improved walking and cycling routes in line with the walking and cycling routes shown in Maps 20 and 21. **Horse riding should be included here.**

5.195 Application, evidence and links/map

In addition to the provision of easy and safe walking routes and cycling routes or linkages as a component of development activities, the Policy seeks new or improved Walking and cycling routes as shown in maps 20 and 21 and summarised in Table 6: Schedule of Walking and Cycling routes.

Horse riding should be included in the narrative here, wherever there are references to walking and cycling routes.

Table 7: HIM15 Schedule of Walking and cycling routes. **Horse riding should be included here.**

HIM19 Station Site

Page 142 Encourages the development of a connection through the site to Vision Park for cyclists and pedestrians.

Page 143 A through footpath /cycleway to allow access to Vision Park should be provided.

Horse riders should not be excluded from these routes as they could provide important connections, particularly as the Guided Bus Bridleway runs at the back of Vision Park.

POLICIES

P2 Creation of a more extensive cycle path network. PC to ensure that all new development includes new cycle paths. PC will also explore options for creating new paths in partnership with landowners.

Horse riders should be included in any new paths created. At Cambourne there was a perimeter bridleway created around the new development. This is also planned for Bourne Airfield village.

P15 Ensuring footways, cycle paths and roads remain in an acceptable condition. PC to work with relevant owners/authorities to ensure footways/footpaths, cycle paths and roads are adequately maintained so they are safe to use as intended and are in good repair.

This should include all Public Rights of Way, rather than just footpaths. Bridleways, byways etc should also be included.

P16 Explore opportunities to extend footpath network. PC to engage with landowners with a view to securing permissive rights on their properties.

This should be the PROW network and not limited to footpaths. Horse riders, as a vulnerable road user, should be included on these paths, also to help with the fragmented bridleway network. Other villages such as Madingley, Over, Swavesey have comprehensive plans to extend the PROW network, including creating new bridleways and upgrading footpaths to bridleways.

Village Design Guide

Page 10, 5.1 Improve access and provide additional pedestrian connections between the village and the countryside. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

Page 11, 6.4 There should be strong emphasis on cycling routes. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

Page 13, 7.5b Links and opportunities for extending the cycle connections should be provided, especially cycling through the sites to encourage cycling to Cambridge and Vision Park. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

REASONS TO INCLUDE EQUESTRIANS in the HIMNP and VDG

- In 2017 the equestrian industry excluding the racing industry, contributed £4.3bn to the economy and is the second largest rural employer.
- The equestrian industry relies on a network of safe, off road access to the countryside.
- It was established at a Cambridgeshire County Council Planning meeting that, with good design, it costs no more to provide access for equestrians.
- Horses safely and happily share paths less than 3m wide all over the country.
- No report ever of any injury to a third party on any RoW by a horse.
- The Cambs RoWIP (Rights of Way Improvement Plan) states that the bridleway network is inadequate, fragmented and in need of improvement. Every shared pedestrian / cycle path further fragments that network.
- The majority of cyclists are male (78% : Sustrans) whereas the majority of horse riders are female (BHS).
- Horse riding has mental and physical health benefits. Older women particularly participate in this activity, where they may not otherwise exercise.
- Horse riders are a vulnerable road user, in the same way as walkers and cyclists.

Equestrian accident statistics

In the UK the period November 2010 to March 2019 road incidents involving horses :

43 humans died

315 horses died

3757 incidents were reported to the British Horse Society (BHS) although it is believed that this represents only 10% of the actual incidents.

The East of England is one of the regions with the highest accident rate.

Cambridgeshire County Council has a Local Transport Policy (LTP), which sets out their transport objectives, policies and strategy for the county. A sister document of the LTP is the Rights of Way Improvement Plan (ROWIP). The County Council updated its ROWIP in 2016 in line with the Countryside and Rights of Way Act 2000. You may wish to consult this document when drafting policies dealing with Non-Motorised Users (NMU) and the Public Rights of Way network.

<https://cambridgeshire.gov.uk/residents/travel-road-and-parking/transport-plans-and-policies/local-transport-plan>

Particular interest should be given to Policies SOA1 'Making the Countryside More Accessible', SOA2 'A Safer Activity', SOA3 '57,000 New homes', SOA4 'Knowing what's out there', SOA5 'Filling in the Gaps', and SOA8 'A Better Countryside Environment' – all of which include the need for access for equestrians.

ROUTES (maps 20 and 21 are attached, along with an OS map of the area with the routes from maps 20/21 shown, Horse rider's wish list of routes and showing where horses are stabled locally).

The aspirational routes on Maps 20 and 21 of NP

Route A from A14 old NIAB farm road into the back of Impington, near the Windmill.

This would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways.

Route B from Mill Lane Farm northwards.

This would be a very useful route for equestrians as it would link up to the Landbeach permissive access paths (Ref 31/PF01). There are horses kept a livery at Mill Lane Farm on this route.

Route C from A14 old NIAB farm road into the back of Impington, near the Jam Factory.

Similar to route A, this would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways. This route would also link up to the Guided Bus bridleway. There are many horse kept at livery close to the routes of C and E.

Route D from route C near NIAB motorway bridge to Impington Hotel.

An important link for equestrians as it links to the Guided Bus bridleway, providing a very desirable circular route for equestrians.

Route E from route C near NIAB motorway bridge to New Road, Impington.

An important link for equestrians as it links to the Guided Bus bridleway, providing a very desirable circular route for equestrians. This route also links with footpath (127/4, 99/1) and bridleway (127/20, 99/16). There are many horse kept at livery close to the routes of C and E.

Route F from the Guided Busway, at Millfield Farm to Milton Road, Manor Farm

This would be a very desirable route at the back of Impington, which along with route G would provide a very desirable circular route for equestrians. It would also provide a circular route and link to the Mere Way Byway (135/3, 162/3), although this would require some roadwork.

Route G (1) from Milton Road, Manor Farm to Meadow Farm on bridleway (127/2)

This route would provide a nice linking route for equestrians from bridleway (127/2) to Guns Lane bridleway (127/5). Along with route F and the Guided Busway this would provide a very desirable circular route for equestrians. There are horses kept a livery at Mill Lane Farm on this route.

Suggested Equestrian Aspirational Routes

Route 1 (part of Route G) from Milton Road, Manor Farm to Meadow Farm on bridleway (127/2)

This route would provide a nice linking route for equestrians from bridleway (127/2) to Guns Lane bridleway (127/5).

Route 2 A route behind Histon Manor and Abbey Farm, which I think is already used by horse riders by permission.

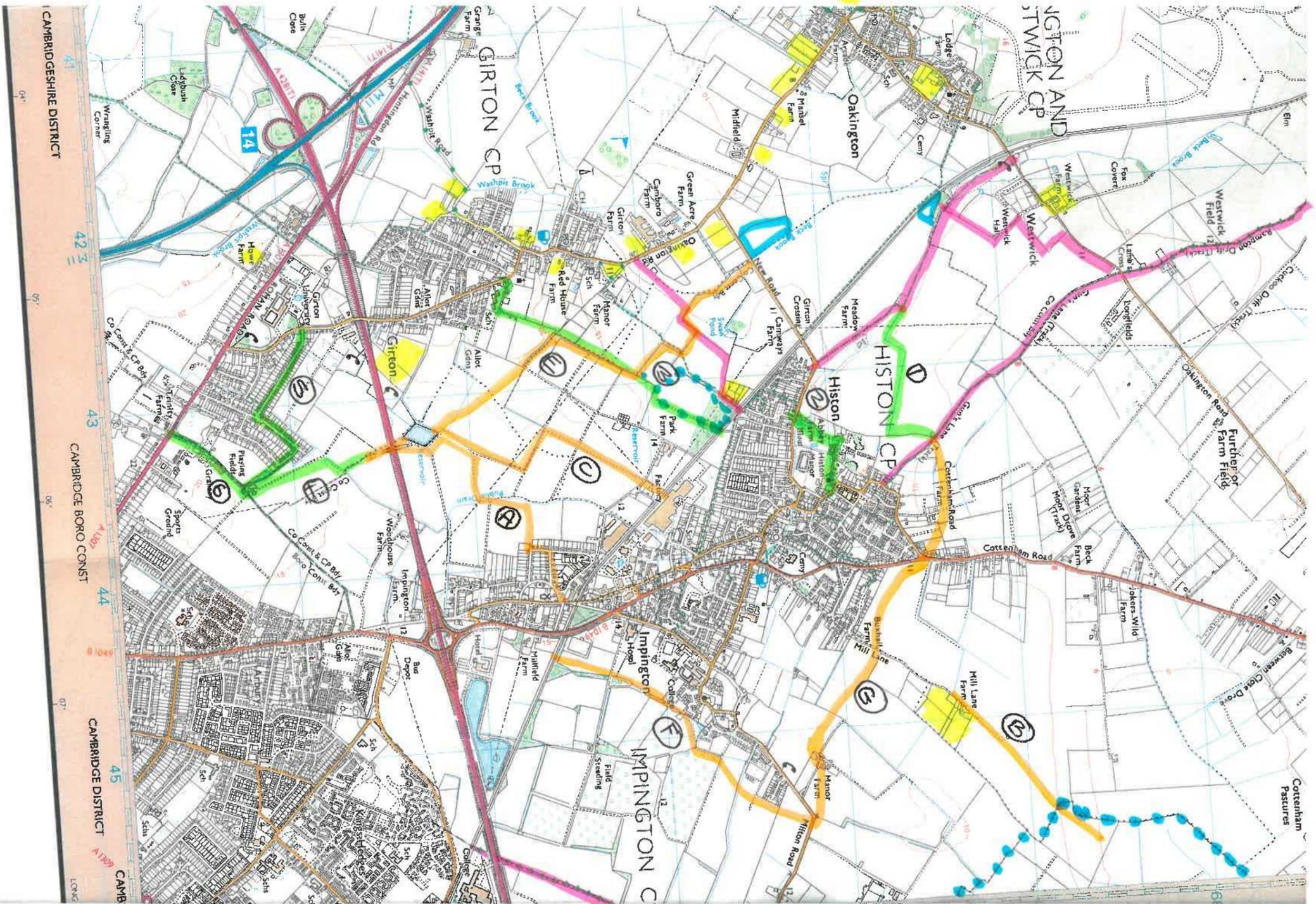
Route 3 Upgrade of Footpath (127/4, 99/1) from Girton to Histon to a bridleway. Part of this route is included in Route E.

Route 4 NIAB motorway bridge to Whitehouse Lane Footpath.

Route 5 Whitehouse Lane footpath to Thornton Road Girton.

Route 6 Whitehouse Lane to NIAB motorway bridge, very similar to Route 4.

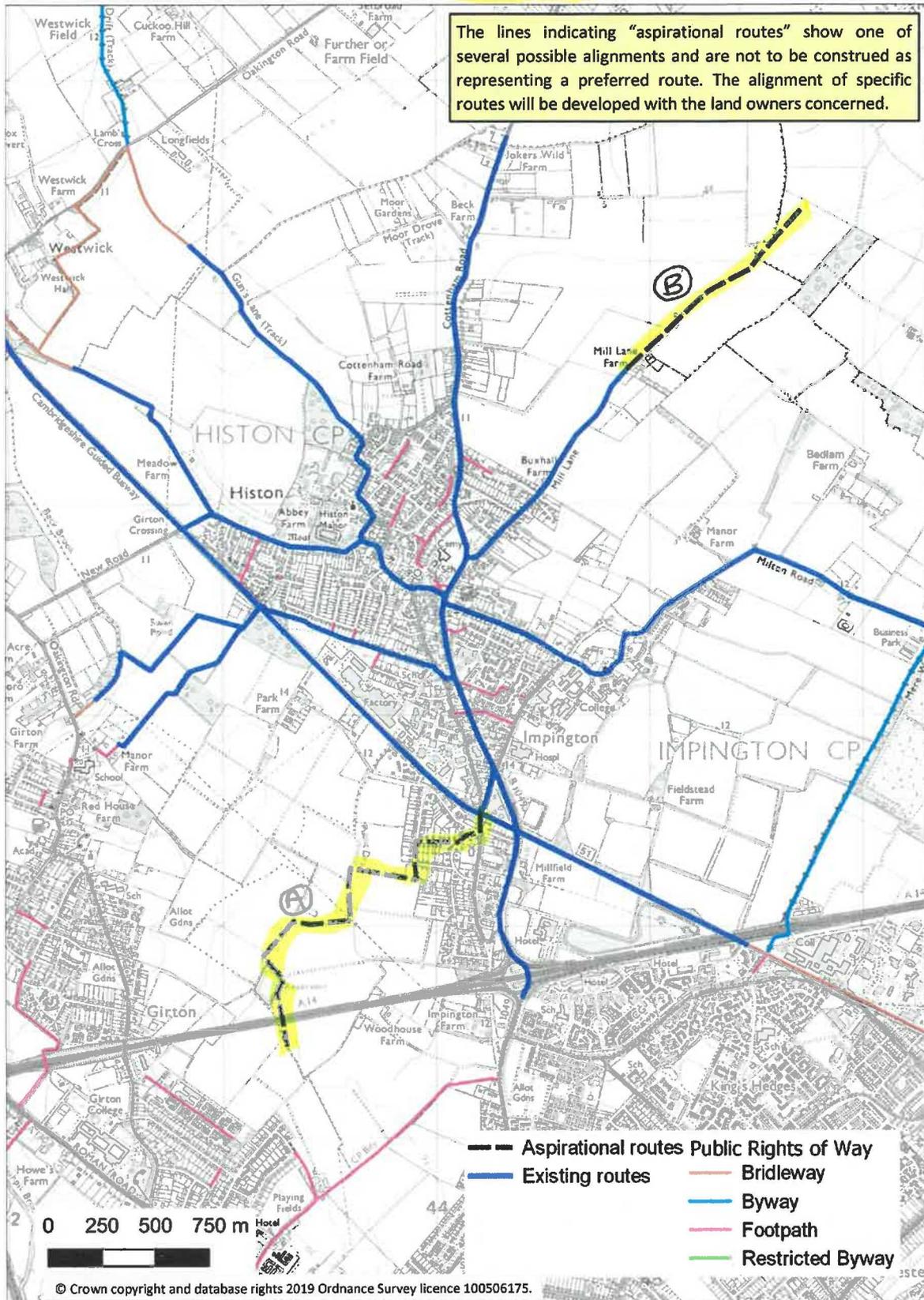
This would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways. This route would also link up to the Guided Bus bridleway.



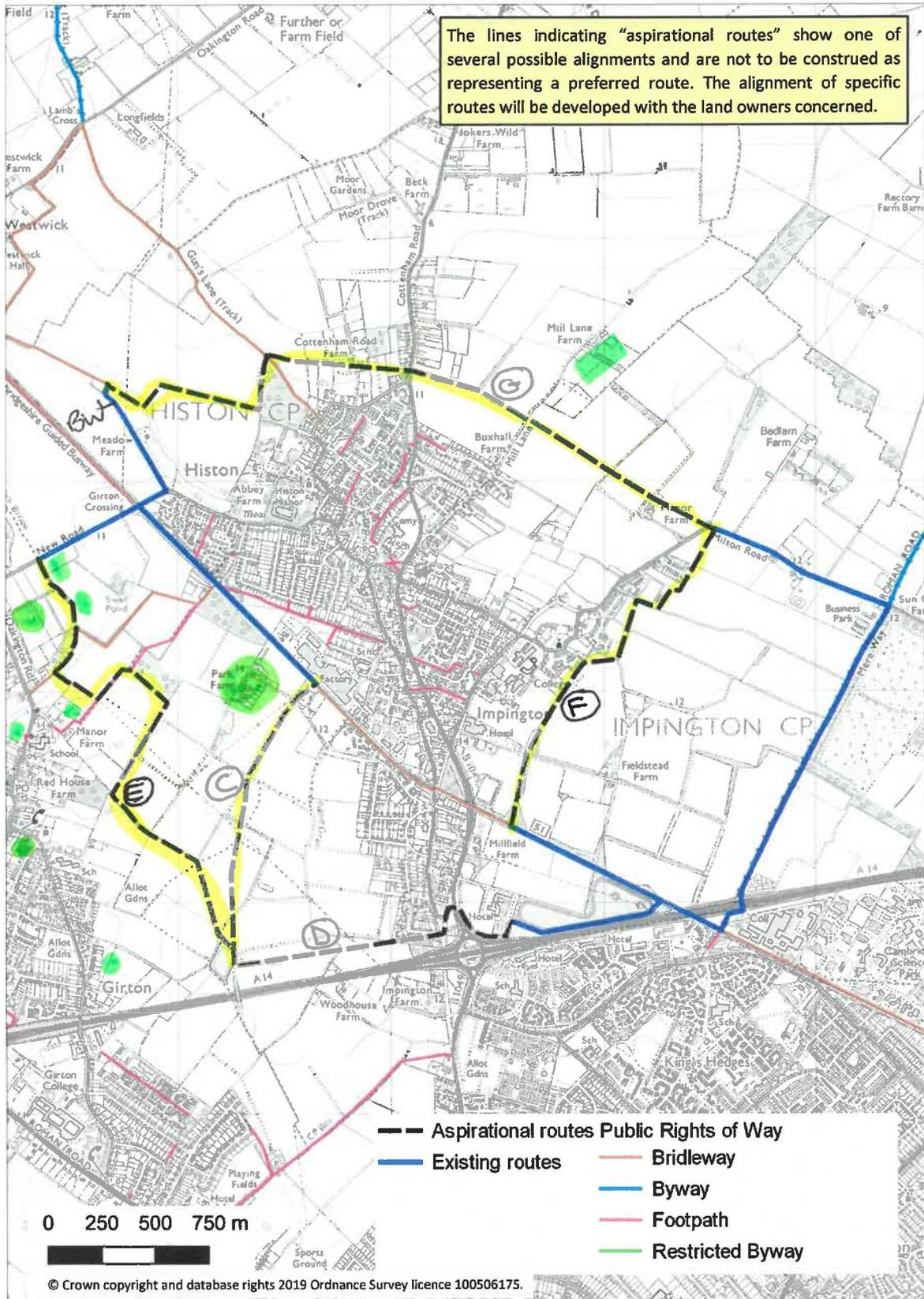
Public Access

- Public Access Footpaths
- Already Bridleway/Byway
- Routes we would like
- HINNP aspirational routes as per map 2021
- Horses kept at livery here!

Map 20 – HIM15 – Walking and Cycling Routes: Radial Routes



Map 21 – HIM15 – Walking and Cycling Routes: Circular Routes



68175

Support

Respondent: British Horse Society

Summary:

On behalf of the British Horse Society, I fully support the comments contained in the response made by Lesley Golding of Barton and District Bridleways Group.
(Representation nos. 68167 - 68174)

Please will you ensure that the needs of equestrians (both riders and carriage drivers) are included in the final Histon and Impington NP.

Attachments: 68175 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68175.pdf>
68175 NP Maps - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68175 NP Maps.pdf>
68175 OS Map - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68175 OS map.pdf>

Histon and Impington Neighbourhood Plan Consultation

This response is on behalf of Barton & District Bridleways Group

27.07.19

Please find below amendments to the Plan to include equestrians.

Page xi The Busway....public footpath cum cycleway alongside the Guided busway.

The path alongside the Guided Busway is in fact a Bridleway from Cambridge to St Ives and is therefore also accessible to equestrians.

Page S2, Priority 4 ...To develop a network of sustainable, accessible transport links within and around the villages to create safe and inviting routes for all and especially for pedestrians and cyclists.

Active Travel includes horse riding therefore 'horse riding' should be included along with cycling and walking. It should therefore read pedestrians, cyclists and horse riders.

Page 16, Section 2.28 Walking & Cycling...Many residents enjoy being able to walk to the many facilities within the villages. Cycling is also preferred by many and 59% of respondents to the Big Community Survey in 2016 were in favour of improved cycle paths.

There are also many horse riders in the villages and had the question been asked whether they would like to see improved equestrian access I am sure they would also have responded in favour. Horse riders are happy to share paths with walkers and cyclists, as we do on the bridleways.

Page 23, Section 4 **Vision and Priorities,**

4.2 (and 4.23) Any look to the future, as this Neighbourhood Plan does, must recognise the issues that underlie this satisfaction together with enduring concerns. These are:

Maintaining the roads, cycleways and footways.

There is no mention of maintaining Public Rights of Way. This should also be included.

4.34

Develop and maintain a network of footpaths and cycleways within the community.

Paths should be Non Motorised User (NMU) paths to include walkers, cyclists, horse riders and other users.

Support the development of cycleways linking the community with adjacent villages and with Cambridge.

The bridleway network is fragmented and measures should be taken to address this. This should be seen as an opportunity to help join up the fragmented network.

The statement also implies that only cyclists will be included. This is unacceptable and it should also include walkers, horse riders and other NMUs.

The County Council's Rights of Way Improvement Plan (ROWIP) Statement of Action 2/5, which states that the County Council will consider measures that establish and enhance access to the Public Rights of Way network to facilitate health and well-being objectives, and Statement of Action 5/3, which sets out that the County Council will seek to deliver an improved bridleway network to enable greater safety of users and enhanced enjoyment.

Page 33, Priority 4 Getting Around.

Priority 4 ...To develop a network of sustainable, accessible transport links within and around the villages to create safe and inviting routes for all and especially for pedestrians and cyclists.

This should also include equestrians and read: especially for pedestrians, cyclists and horse riders.

Page 35, Section 5 Priorities, 5.7

This guide is guided by 4 fundamental principles, one of which is Sustainable Community. This is related in a broad community interest in improving biodiversity, maximising energy efficiency and the use of renewable, and enabling safe and easy walking and cycling.

Active Travel includes horse riding therefore 'horse riding' should be included along with cycling and walking. It should therefore read walking, cycling and horse riding.

Page 79 Policy

Should read 'Cyclists to and from the bridleway alongside the Guided Busway.' It is not a cycleway, but a bridleway which is an NMU path.

Page 83 Vibrant Community

5.129 Residents in the plan area make use of the following green infrastructure resources:

Areas of green spaces outside the village envelope but well connected via walking routes from the villages centres. Connections should be made available to horse riders and cyclists as well as walkers.

There should be inclusion for all, not just certain user groups.

The rural footpath network comprising both footpath and permissive paths. There is no mention here of bridleways and byways. It should read the Rights of Way network.

Walking and cycling routes which provide connections between areas of green infrastructure and to and from residential areas. There are also many livery stables and horse riders in Histon who make use of any green areas of infrastructure that they can access. Horse riding should also be added to the users of local routes.

5.131 Vibrant Community Policies

Protect and seek to enhance the walking and cycling route network.

It is unacceptable that horse riders are not included in this policy.

The Cambs RoWIP (Rights of Way Improvement Plan) states that the bridleway network is inadequate, fragmented and in need of improvement. Every shared pedestrian / cycle path further fragments that network.

Page 90, 5.136 Bypass Farm

Safe and direct off-road pedestrian/cyclist access is provided.

Why are horse riders not included in this access? Is there a legitimate reason to exclude them?

Page 118, 5.188 **Walking & Cycling Routes** This title should be changed to add Equestrians Policy HIM15–

Requires development proposals to design in walking and cycling links to provide easy access to existing walking and cycling routes. And horse riding/horse riders.

Seeks to protect and enhance the network of walking and cycling routes. And horse riding.

Context and reasoned justification

5.191 The Community is surrounded by the green belt and although there are many public footpaths and permissive footpaths to the west, this is not replicated in other directions. This limits opportunities for leisure walking and access to nature.

5.192 It is furthermore noted that communities with high levels of walking and cycling are healthier as a result of the direct physical activity and of the increased opportunities for social engagement and access to nature. Horse riding also should be included here. Many horse riders are women, and particularly older women, who might otherwise not take exercise. Horse riding is also good for mental health and relieving stress.

Intent

5.193. When new development happens in the Plan Area, we wish for walking and cycling routes to be designed in so that: **Horse riding should be included here.**

(i) The users of the development can easily access the existing network of walking and cycling routes in the community and **Horse riding should be included here.**

(ii) Where possible, walking and cycling opportunities for the wider communities are enhanced. **Horse riding should be included here.**

Development proposals shall:

Incorporate, where applicable, easy and safe walking and cycling routes or linkages so as to maximise opportunities for convenient non-vehicular access to one or more of the two village centres. **Horse riding should be included here.**

Where possible, enhance walking and cycling routes for the wider community. **Horse riding should be included here.**

Where applicable, opportunities will be sought for new or improved walking and cycling routes in line with the walking and cycling routes shown in Maps 20 and 21. **Horse riding should be included here.**

5.195 Application, evidence and links/map

In addition to the provision of easy and safe walking routes and cycling routes or linkages as a component of development activities, the Policy seeks new or improved Walking and cycling routes as shown in maps 20 and 21 and summarised in Table 6: Schedule of Walking and Cycling routes.

Horse riding should be included in the narrative here, wherever there are references to walking and cycling routes.

Table 7: HIM15 Schedule of Walking and cycling routes. **Horse riding should be included here.**

HIM19 Station Site

Page 142 Encourages the development of a connection through the site to Vision Park for cyclists and pedestrians.

Page 143 A through footpath /cycleway to allow access to Vision Park should be provided.

Horse riders should not be excluded from these routes as they could provide important connections, particularly as the Guided Bus Bridleway runs at the back of Vision Park.

POLICIES

P2 Creation of a more extensive cycle path network. PC to ensure that all new development includes new cycle paths. PC will also explore options for creating new paths in partnership with landowners.

Horse riders should be included in any new paths created. At Cambourne there was a perimeter bridleway created around the new development. This is also planned for Bourne Airfield village.

P15 Ensuring footways, cycle paths and roads remain in an acceptable condition. PC to work with relevant owners/authorities to ensure footways/footpaths, cycle paths and roads are adequately maintained so they are safe to use as intended and are in good repair.

This should include all Public Rights of Way, rather than just footpaths. Bridleways, byways etc should also be included.

P16 Explore opportunities to extend footpath network. PC to engage with landowners with a view to securing permissive rights on their properties.

This should be the PROW network and not limited to footpaths. Horse riders, as a vulnerable road user, should be included on these paths, also to help with the fragmented bridleway network. Other villages such as Madingley, Over, Swavesey have comprehensive plans to extend the PROW network, including creating new bridleways and upgrading footpaths to bridleways.

Village Design Guide

Page 10, 5.1 Improve access and provide additional pedestrian connections between the village and the countryside. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

Page 11, 6.4 There should be strong emphasis on cycling routes. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

Page 13, 7.5b Links and opportunities for extending the cycle connections should be provided, especially cycling through the sites to encourage cycling to Cambridge and Vision Park. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

REASONS TO INCLUDE EQUESTRIANS in the HIMNP and VDG

- In 2017 the equestrian industry excluding the racing industry, contributed £4.3bn to the economy and is the second largest rural employer.
- The equestrian industry relies on a network of safe, off road access to the countryside.
- It was established at a Cambridgeshire County Council Planning meeting that, with good design, it costs no more to provide access for equestrians.
- Horses safely and happily share paths less than 3m wide all over the country.
- No report ever of any injury to a third party on any RoW by a horse.
- The Cambs RoWIP (Rights of Way Improvement Plan) states that the bridleway network is inadequate, fragmented and in need of improvement. Every shared pedestrian / cycle path further fragments that network.
- The majority of cyclists are male (78% : Sustrans) whereas the majority of horse riders are female (BHS).
- Horse riding has mental and physical health benefits. Older women particularly participate in this activity, where they may not otherwise exercise.
- Horse riders are a vulnerable road user, in the same way as walkers and cyclists.

Equestrian accident statistics

In the UK the period November 2010 to March 2019 road incidents involving horses :

43 humans died

315 horses died

3757 incidents were reported to the British Horse Society (BHS) although it is believed that this represents only 10% of the actual incidents.

The East of England is one of the regions with the highest accident rate.

Cambridgeshire County Council has a Local Transport Policy (LTP), which sets out their transport objectives, policies and strategy for the county. A sister document of the LTP is the Rights of Way Improvement Plan (ROWIP). The County Council updated its ROWIP in 2016 in line with the Countryside and Rights of Way Act 2000. You may wish to consult this document when drafting policies dealing with Non-Motorised Users (NMU) and the Public Rights of Way network.

<https://cambridgeshire.gov.uk/residents/travel-road-and-parking/transport-plans-and-policies/local-transport-plan>

Particular interest should be given to Policies SOA1 'Making the Countryside More Accessible', SOA2 'A Safer Activity', SOA3 '57,000 New homes', SOA4 'Knowing what's out there', SOA5 'Filling in the Gaps', and SOA8 'A Better Countryside Environment' – all of which include the need for access for equestrians.

ROUTES (maps 20 and 21 are attached, along with an OS map of the area with the routes from maps 20/21 shown, Horse rider's wish list of routes and showing where horses are stabled locally).

The aspirational routes on Maps 20 and 21 of NP

Route A from A14 old NIAB farm road into the back of Impington, near the Windmill.

This would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways.

Route B from Mill Lane Farm northwards.

This would be a very useful route for equestrians as it would link up to the Landbeach permissive access paths (Ref 31/PF01). There are horses kept a livery at Mill Lane Farm on this route.

Route C from A14 old NIAB farm road into the back of Impington, near the Jam Factory.

Similar to route A, this would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways. This route would also link up to the Guided Bus bridleway. There are many horse kept at livery close to the routes of C and E.

Route D from route C near NIAB motorway bridge to Impington Hotel.

An important link for equestrians as it links to the Guided Bus bridleway, providing a very desirable circular route for equestrians.

Route E from route C near NIAB motorway bridge to New Road, Impington.

An important link for equestrians as it links to the Guided Bus bridleway, providing a very desirable circular route for equestrians. This route also links with footpath (127/4, 99/1) and bridleway (127/20, 99/16). There are many horse kept at livery close to the routes of C and E.

Route F from the Guided Busway, at Millfield Farm to Milton Road, Manor Farm

This would be a very desirable route at the back of Impington, which along with route G would provide a very desirable circular route for equestrians. It would also provide a circular route and link to the Mere Way Byway (135/3, 162/3), although this would require some roadwork.

Route G (1) from Milton Road, Manor Farm to Meadow Farm on bridleway (127/2)

This route would provide a nice linking route for equestrians from bridleway (127/2) to Guns Lane bridleway (127/5). Along with route F and the Guided Busway this would provide a very desirable circular route for equestrians. There are horses kept a livery at Mill Lane Farm on this route.

Suggested Equestrian Aspirational Routes

Route 1 (part of Route G) from Milton Road, Manor Farm to Meadow Farm on bridleway (127/2)

This route would provide a nice linking route for equestrians from bridleway (127/2) to Guns Lane bridleway (127/5).

Route 2 A route behind Histon Manor and Abbey Farm, which I think is already used by horse riders by permission.

Route 3 Upgrade of Footpath (127/4, 99/1) from Girton to Histon to a bridleway. Part of this route is included in Route E.

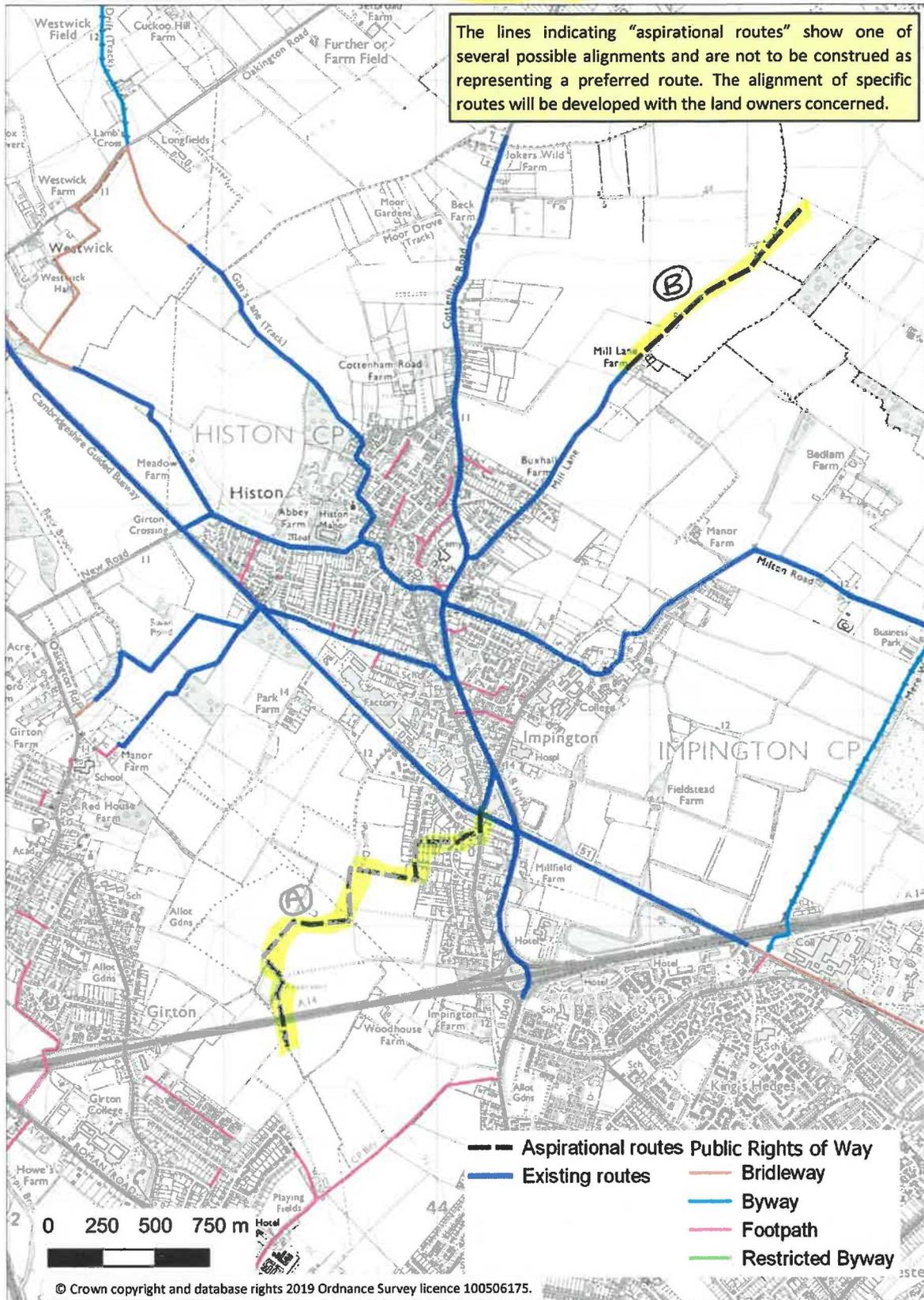
Route 4 NIAB motorway bridge to Whitehouse Lane Footpath.

Route 5 Whitehouse Lane footpath to Thornton Road Girton.

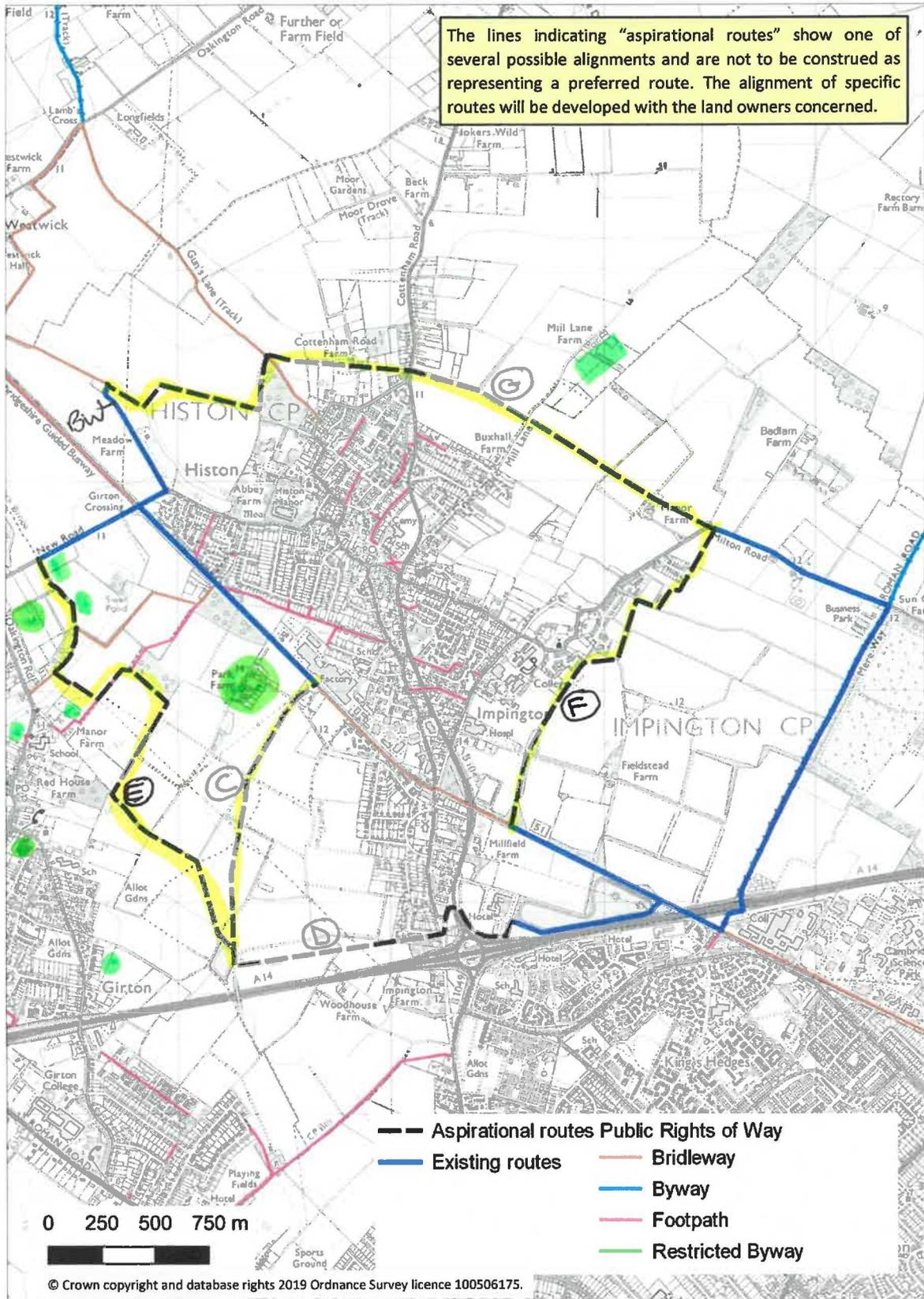
Route 6 Whitehouse Lane to NIAB motorway bridge, very similar to Route 4.

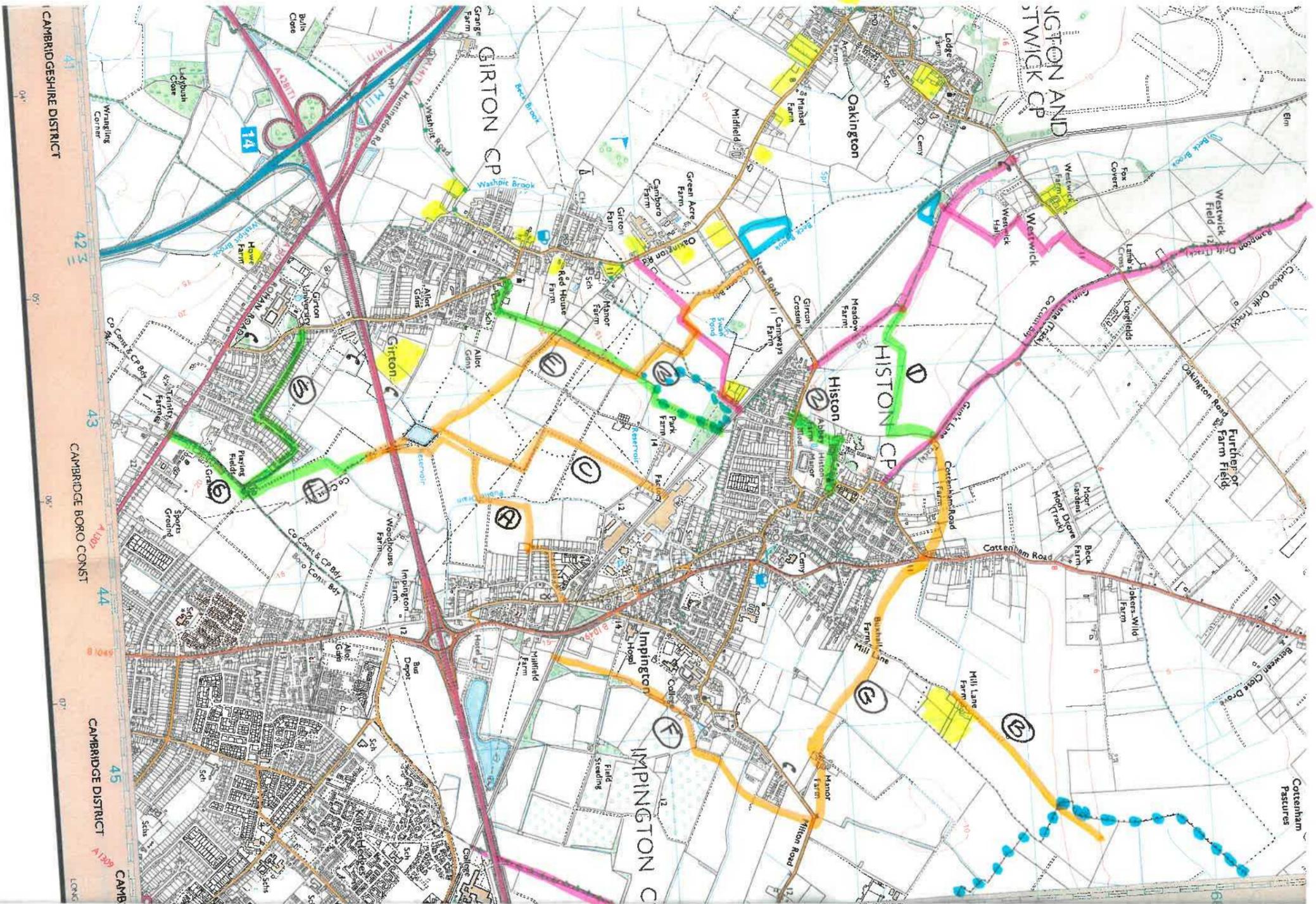
This would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways. This route would also link up to the Guided Bus bridleway.

Map 20 – HIM15 – Walking and Cycling Routes: Radial Routes



Map 21 – HIM15 – Walking and Cycling Routes: Circular Routes





Public Access

- Public Access Footpaths
- Already Bridleway/Byway
- Routes we would like
- HIMNP aspirational routes as per map 2021
- Horses kept at livery here!

68188

Support

Respondent: Histon & Impington Parish Council

Summary:

Support Neighbourhood Plan

Attachments: 68188 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted68188.pdf>

Histon & Impington Neighbourhood Plan

For office use only

Agent number:

Representor number:

Representation number:



South
Cambridgeshire
District Council

Response Form

This form has two parts to complete (please use black ink):

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Planning Policy Team on: 01954 713183 or neighbourhood.planning@scamb.gov.uk

All comments must be received by 5pm on Wednesday 31 July 2019.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scamb.gov.uk/planning-policy-privacy-notice/ Information will be used by South Cambridgeshire District Council and Histon & Impington Parish Council solely in relation to the Histon & Impington Neighbourhood Plan. Comments, including names, will be available to view on the Council's website. Full comments including addresses will also be available to view on request.

By submitting this response form you are agreeing to these conditions.

The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'. Do you wish to be kept informed of future stages of the Histon & Impington Neighbourhood Plan?

Please tick: Yes No

PART A – Your Details

Please note that we cannot register your comments without your details.

Name:	<input type="text"/>	Agent's name:	<input type="text"/>
Name of organisation: (if applicable)	<input type="text"/>	Name of Agent's organisation: (if applicable)	<input type="text"/>
Address:	<input type="text"/>	Agent's Address:	<input type="text"/>
Postcode:	<input type="text"/>	Postcode:	<input type="text"/>
Email:	<input type="text"/>	Email:	<input type="text"/>
Tel:	<input type="text"/>	Tel:	<input type="text"/>

Signature:

Date:

If you are submitting the form electronically, no signature is required.

68203

Comment

Respondent: Katie Ackermann

Summary:

Guided Busway is continually referred to and cycleway/pedestrians. This is a bridleway and therefore accessible to horse riders.

Frequently ride through Histon - no mention of horse riders in report - many of cyclists and pedestrians.

Horse riders are vulnerable road users, and would prefer to avoid traveling on roads - only made possible with access to safe and suitable off road tracks (NMU paths). Horse riders forgotten in village planning - most vulnerable. Horse riders have access to roads, byways and bridleways - horse riders allowed access to cyclists on bridleways and there has been no report of injury to a third party by a horse.

Many bridleways/byways split by ever-growing road structure - no choice but to travel on busy roads. Number of deaths shows important to provide safe routes for equestrians.

Please do reconsider the wording used throughout this report to consider bridleways and equestrians.

Attachments: Histon and Impington Neighbourhood Plan Consultation.pdf - <https://scambis.oc2.uk/a/sd8rs>

The Guided Busway is continually referred to and cycleway/pedestrians. This is a bridleway and therefore accessible to horse riders.

I frequently ride through Histon and there is no mention of horse riders in the report even though there are many mentions of cyclists and pedestrians.

Horse riders are vulnerable road users, and most of us, where possible, prefer to avoid traveling on the roads - this is only made possible with access to safe and suitable off road tracks (NMU paths – Non Motorised User). We seem to constantly be forgotten about in village planning though we are the most vulnerable. Horse riders have access to roads, byways and bridleways - horse riders allowed access to cyclists on bridleways and there have been no reports of injury to a third party by a horse.

Often it is hard to ride out as so many of the bridleways/byways have been split by the ever-growing road structure so we have no choice but to travel on busy roads with cars who don't pass appropriately. There has been a number of deaths (315 horses, 43 humans – November 2010-March 2019) which shows how important it is to provide safe routes for equestrians.

Please do reconsider the wording used throughout this report (cycleways should be referred to as NMU paths or bridleways, and anything mentioning access to walking/cycling routes should include equestrians).

Chapter 4 Vision and Priorities

68168

Comment

Respondent: British Horse Society

Summary:

Suggested amendments to the Plan to include equestrians

Attachments: 68167-68174 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174.pdf>
68167-68174 OS Map -
[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174 OS map.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174%20OS%20map.pdf)
68167-68174 NP Maps -
[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174 NP maps.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174%20NP%20maps.pdf)

Histon and Impington Neighbourhood Plan Consultation

This response is on behalf of Barton & District Bridleways Group

27.07.19

Please find below amendments to the Plan to include equestrians.

Page xi The Busway....public footpath cum cycleway alongside the Guided busway.

The path alongside the Guided Busway is in fact a Bridleway from Cambridge to St Ives and is therefore also accessible to equestrians.

Page S2, Priority 4 ...To develop a network of sustainable, accessible transport links within and around the villages to create safe and inviting routes for all and especially for pedestrians and cyclists.

Active Travel includes horse riding therefore 'horse riding' should be included along with cycling and walking. It should therefore read pedestrians, cyclists and horse riders.

Page 16, Section 2.28 Walking & Cycling...Many residents enjoy being able to walk to the many facilities within the villages. Cycling is also preferred by many and 59% of respondents to the Big Community Survey in 2016 were in favour of improved cycle paths.

There are also many horse riders in the villages and had the question been asked whether they would like to see improved equestrian access I am sure they would also have responded in favour. Horse riders are happy to share paths with walkers and cyclists, as we do on the bridleways.

Page 23, Section 4 **Vision and Priorities,**

4.2 (and 4.23) Any look to the future, as this Neighbourhood Plan does, must recognise the issues that underlie this satisfaction together with enduring concerns. These are:

Maintaining the roads, cycleways and footways.

There is no mention of maintaining Public Rights of Way. This should also be included.

4.34

Develop and maintain a network of footpaths and cycleways within the community.

Paths should be Non Motorised User (NMU) paths to include walkers, cyclists, horse riders and other users.

Support the development of cycleways linking the community with adjacent villages and with Cambridge.

The bridleway network is fragmented and measures should be taken to address this. This should be seen as an opportunity to help join up the fragmented network.

The statement also implies that only cyclists will be included. This is unacceptable and it should also include walkers, horse riders and other NMUs.

The County Council's Rights of Way Improvement Plan (ROWIP) Statement of Action 2/5, which states that the County Council will consider measures that establish and enhance access to the Public Rights of Way network to facilitate health and well-being objectives, and Statement of Action 5/3, which sets out that the County Council will seek to deliver an improved bridleway network to enable greater safety of users and enhanced enjoyment.

Page 33, Priority 4 Getting Around.

Priority 4 ...To develop a network of sustainable, accessible transport links within and around the villages to create safe and inviting routes for all and especially for pedestrians and cyclists.

This should also include equestrians and read: especially for pedestrians, cyclists and horse riders.

Page 35, Section 5 Priorities, 5.7

This guide is guided by 4 fundamental principles, one of which is Sustainable Community. This is related in a broad community interest in improving biodiversity, maximising energy efficiency and the use of renewable, and enabling safe and easy walking and cycling.

Active Travel includes horse riding therefore 'horse riding' should be included along with cycling and walking. It should therefore read walking, cycling and horse riding.

Page 79 Policy

Should read 'Cyclists to and from the bridleway alongside the Guided Busway.' It is not a cycleway, but a bridleway which is an NMU path.

Page 83 Vibrant Community

5.129 Residents in the plan area make use of the following green infrastructure resources:

Areas of green spaces outside the village envelope but well connected via walking routes from the villages centres. Connections should be made available to horse riders and cyclists as well as walkers.

There should be inclusion for all, not just certain user groups.

The rural footpath network comprising both footpath and permissive paths. There is no mention here of bridleways and byways. It should read the Rights of Way network.

Walking and cycling routes which provide connections between areas of green infrastructure and to and from residential areas. There are also many livery stables and horse riders in Histon who make use of any green areas of infrastructure that they can access. Horse riding should also be added to the users of local routes.

5.131 Vibrant Community Policies

Protect and seek to enhance the walking and cycling route network.

It is unacceptable that horse riders are not included in this policy.

The Cambs RoWIP (Rights of Way Improvement Plan) states that the bridleway network is inadequate, fragmented and in need of improvement. Every shared pedestrian / cycle path further fragments that network.

Page 90, 5.136 Bypass Farm

Safe and direct off-road pedestrian/cyclist access is provided.

Why are horse riders not included in this access? Is there a legitimate reason to exclude them?

Page 118, 5.188 **Walking & Cycling Routes** This title should be changed to add Equestrians Policy HIM15–

Requires development proposals to design in walking and cycling links to provide easy access to existing walking and cycling routes. And horse riding/horse riders.

Seeks to protect and enhance the network of walking and cycling routes. And horse riding.

Context and reasoned justification

5.191 The Community is surrounded by the green belt and although there are many public footpaths and permissive footpaths to the west, this is not replicated in other directions. This limits opportunities for leisure walking and access to nature.

5.192 It is furthermore noted that communities with high levels of walking and cycling are healthier as a result of the direct physical activity and of the increased opportunities for social engagement and access to nature. Horse riding also should be included here. Many horse riders are women, and particularly older women, who might otherwise not take exercise. Horse riding is also good for mental health and relieving stress.

Intent

5.193. When new development happens in the Plan Area, we wish for walking and cycling routes to be designed in so that: **Horse riding should be included here.**

(i) The users of the development can easily access the existing network of walking and cycling routes in the community and **Horse riding should be included here.**

(ii) Where possible, walking and cycling opportunities for the wider communities are enhanced. **Horse riding should be included here.**

Development proposals shall:

Incorporate, where applicable, easy and safe walking and cycling routes or linkages so as to maximise opportunities for convenient non-vehicular access to one or more of the two village centres. **Horse riding should be included here.**

Where possible, enhance walking and cycling routes for the wider community. **Horse riding should be included here.**

Where applicable, opportunities will be sought for new or improved walking and cycling routes in line with the walking and cycling routes shown in Maps 20 and 21. **Horse riding should be included here.**

5.195 Application, evidence and links/map

In addition to the provision of easy and safe walking routes and cycling routes or linkages as a component of development activities, the Policy seeks new or improved Walking and cycling routes as shown in maps 20 and 21 and summarised in Table 6: Schedule of Walking and Cycling routes.

Horse riding should be included in the narrative here, wherever there are references to walking and cycling routes.

Table 7: HIM15 Schedule of Walking and cycling routes. **Horse riding should be included here.**

HIM19 Station Site

Page 142 Encourages the development of a connection through the site to Vision Park for cyclists and pedestrians.

Page 143 A through footpath /cycleway to allow access to Vision Park should be provided.

Horse riders should not be excluded from these routes as they could provide important connections, particularly as the Guided Bus Bridleway runs at the back of Vision Park.

POLICIES

P2 Creation of a more extensive cycle path network. PC to ensure that all new development includes new cycle paths. PC will also explore options for creating new paths in partnership with landowners.

Horse riders should be included in any new paths created. At Cambourne there was a perimeter bridleway created around the new development. This is also planned for Bourne Airfield village.

P15 Ensuring footways, cycle paths and roads remain in an acceptable condition. PC to work with relevant owners/authorities to ensure footways/footpaths, cycle paths and roads are adequately maintained so they are safe to use as intended and are in good repair.

This should include all Public Rights of Way, rather than just footpaths. Bridleways, byways etc should also be included.

P16 Explore opportunities to extend footpath network. PC to engage with landowners with a view to securing permissive rights on their properties.

This should be the PROW network and not limited to footpaths. Horse riders, as a vulnerable road user, should be included on these paths, also to help with the fragmented bridleway network. Other villages such as Madingley, Over, Swavesey have comprehensive plans to extend the PROW network, including creating new bridleways and upgrading footpaths to bridleways.

Village Design Guide

Page 10, 5.1 Improve access and provide additional pedestrian connections between the village and the countryside. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

Page 11, 6.4 There should be strong emphasis on cycling routes. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

Page 13, 7.5b Links and opportunities for extending the cycle connections should be provided, especially cycling through the sites to encourage cycling to Cambridge and Vision Park. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

REASONS TO INCLUDE EQUESTRIANS in the HIMNP and VDG

- In 2017 the equestrian industry excluding the racing industry, contributed £4.3bn to the economy and is the second largest rural employer.
- The equestrian industry relies on a network of safe, off road access to the countryside.
- It was established at a Cambridgeshire County Council Planning meeting that, with good design, it costs no more to provide access for equestrians.
- Horses safely and happily share paths less than 3m wide all over the country.
- No report ever of any injury to a third party on any RoW by a horse.
- The Cambs RoWIP (Rights of Way Improvement Plan) states that the bridleway network is inadequate, fragmented and in need of improvement. Every shared pedestrian / cycle path further fragments that network.
- The majority of cyclists are male (78% : Sustrans) whereas the majority of horse riders are female (BHS).
- Horse riding has mental and physical health benefits. Older women particularly participate in this activity, where they may not otherwise exercise.
- Horse riders are a vulnerable road user, in the same way as walkers and cyclists.

Equestrian accident statistics

In the UK the period November 2010 to March 2019 road incidents involving horses :

43 humans died

315 horses died

3757 incidents were reported to the British Horse Society (BHS) although it is believed that this represents only 10% of the actual incidents.

The East of England is one of the regions with the highest accident rate.

Cambridgeshire County Council has a Local Transport Policy (LTP), which sets out their transport objectives, policies and strategy for the county. A sister document of the LTP is the Rights of Way Improvement Plan (ROWIP). The County Council updated its ROWIP in 2016 in line with the Countryside and Rights of Way Act 2000. You may wish to consult this document when drafting policies dealing with Non-Motorised Users (NMU) and the Public Rights of Way network.

<https://cambridgeshire.gov.uk/residents/travel-road-and-parking/transport-plans-and-policies/local-transport-plan>

Particular interest should be given to Policies SOA1 'Making the Countryside More Accessible', SOA2 'A Safer Activity', SOA3 '57,000 New homes', SOA4 'Knowing what's out there', SOA5 'Filling in the Gaps', and SOA8 'A Better Countryside Environment' – all of which include the need for access for equestrians.

ROUTES (maps 20 and 21 are attached, along with an OS map of the area with the routes from maps 20/21 shown, Horse rider's wish list of routes and showing where horses are stabled locally).

The aspirational routes on Maps 20 and 21 of NP

Route A from A14 old NIAB farm road into the back of Impington, near the Windmill.

This would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways.

Route B from Mill Lane Farm northwards.

This would be a very useful route for equestrians as it would link up to the Landbeach permissive access paths (Ref 31/PF01). There are horses kept a livery at Mill Lane Farm on this route.

Route C from A14 old NIAB farm road into the back of Impington, near the Jam Factory.

Similar to route A, this would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways. This route would also link up to the Guided Bus bridleway. There are many horse kept at livery close to the routes of C and E.

Route D from route C near NIAB motorway bridge to Impington Hotel.

An important link for equestrians as it links to the Guided Bus bridleway, providing a very desirable circular route for equestrians.

Route E from route C near NIAB motorway bridge to New Road, Impington.

An important link for equestrians as it links to the Guided Bus bridleway, providing a very desirable circular route for equestrians. This route also links with footpath (127/4, 99/1) and bridleway (127/20, 99/16). There are many horse kept at livery close to the routes of C and E.

Route F from the Guided Busway, at Millfield Farm to Milton Road, Manor Farm

This would be a very desirable route at the back of Impington, which along with route G would provide a very desirable circular route for equestrians. It would also provide a circular route and link to the Mere Way Byway (135/3, 162/3), although this would require some roadwork.

Route G (1) from Milton Road, Manor Farm to Meadow Farm on bridleway (127/2)

This route would provide a nice linking route for equestrians from bridleway (127/2) to Guns Lane bridleway (127/5). Along with route F and the Guided Busway this would provide a very desirable circular route for equestrians. There are horses kept a livery at Mill Lane Farm on this route.

Suggested Equestrian Aspirational Routes

Route 1 (part of Route G) from Milton Road, Manor Farm to Meadow Farm on bridleway (127/2)

This route would provide a nice linking route for equestrians from bridleway (127/2) to Guns Lane bridleway (127/5).

Route 2 A route behind Histon Manor and Abbey Farm, which I think is already used by horse riders by permission.

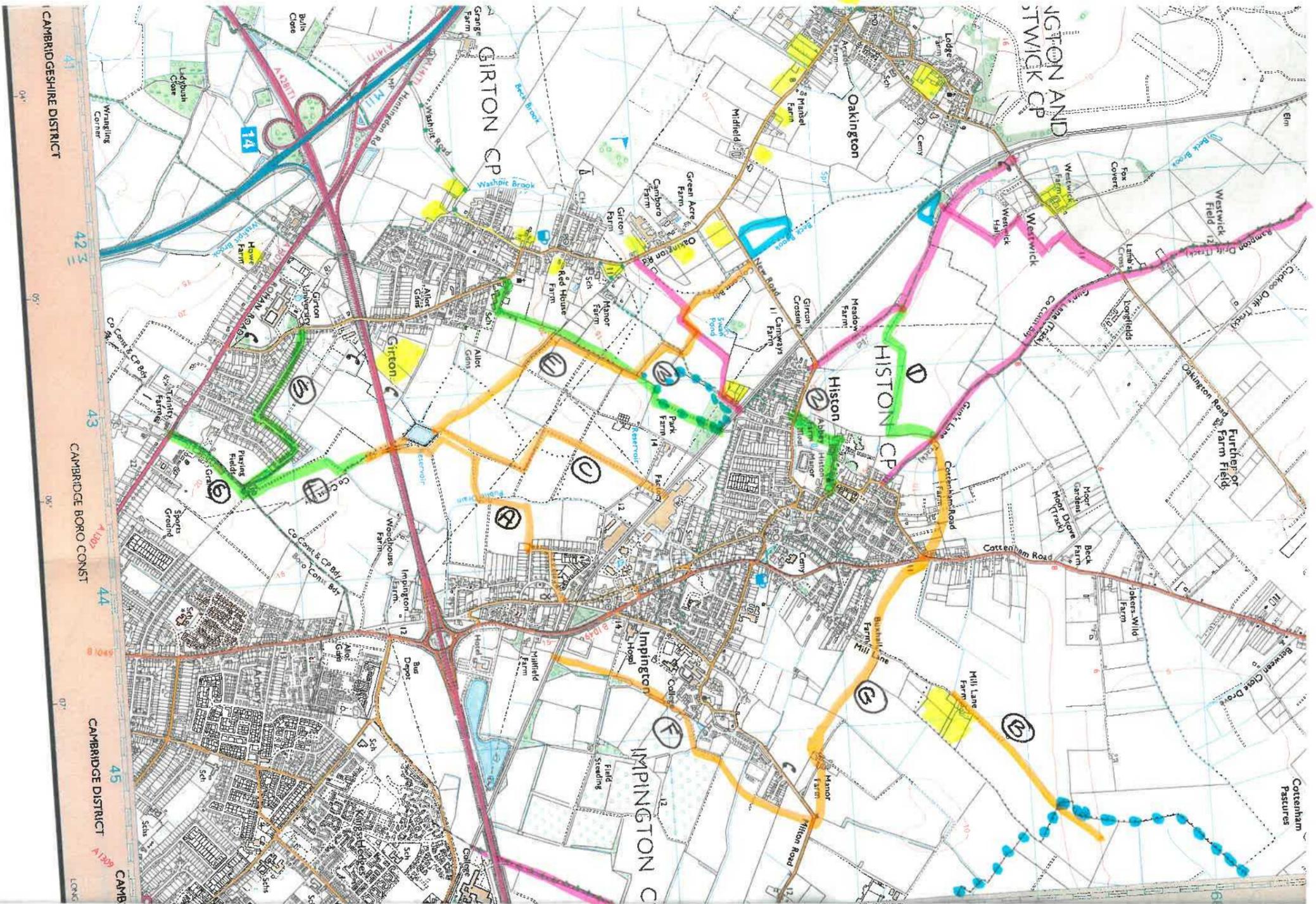
Route 3 Upgrade of Footpath (127/4, 99/1) from Girton to Histon to a bridleway. Part of this route is included in Route E.

Route 4 NIAB motorway bridge to Whitehouse Lane Footpath.

Route 5 Whitehouse Lane footpath to Thornton Road Girton.

Route 6 Whitehouse Lane to NIAB motorway bridge, very similar to Route 4.

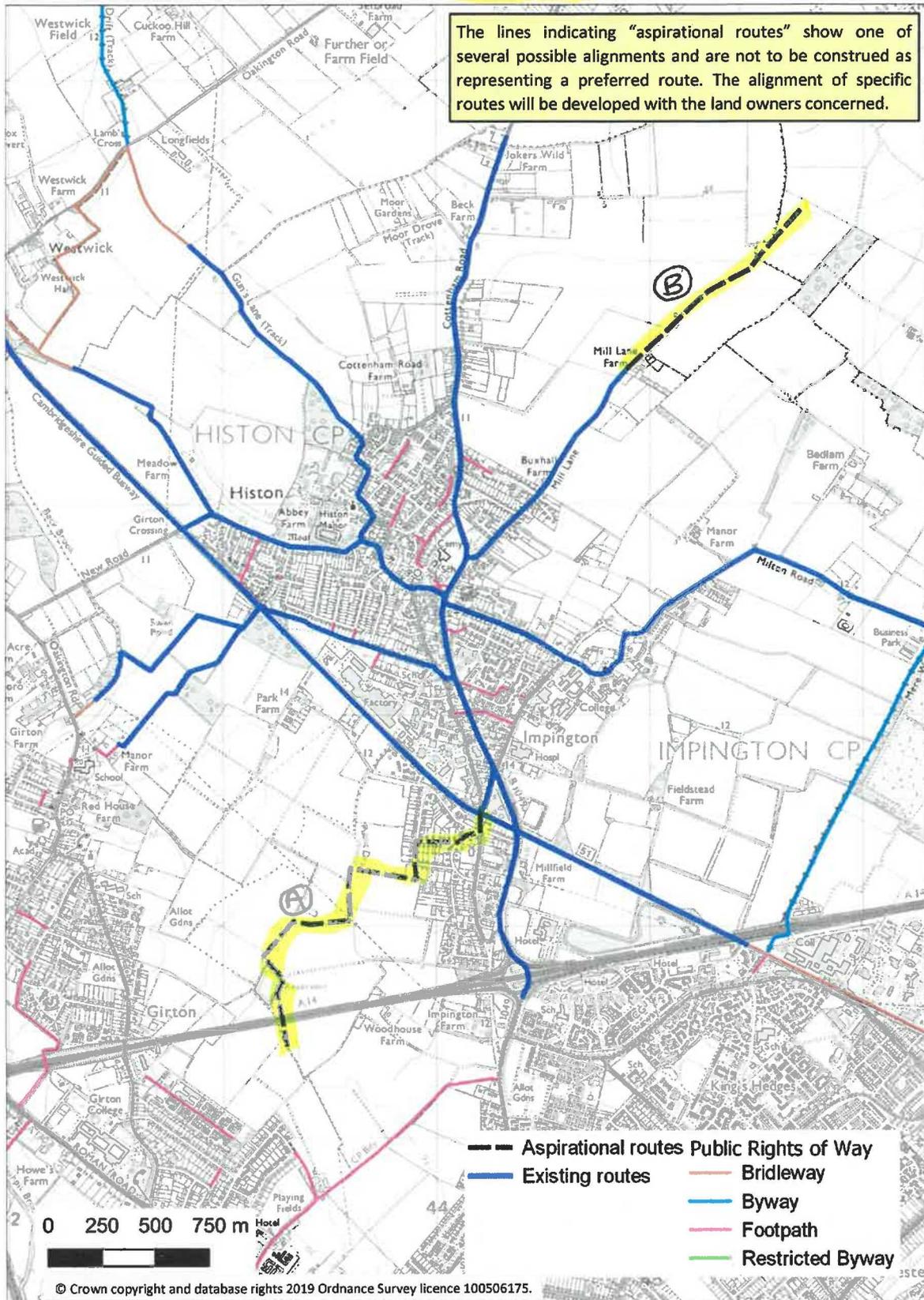
This would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways. This route would also link up to the Guided Bus bridleway.



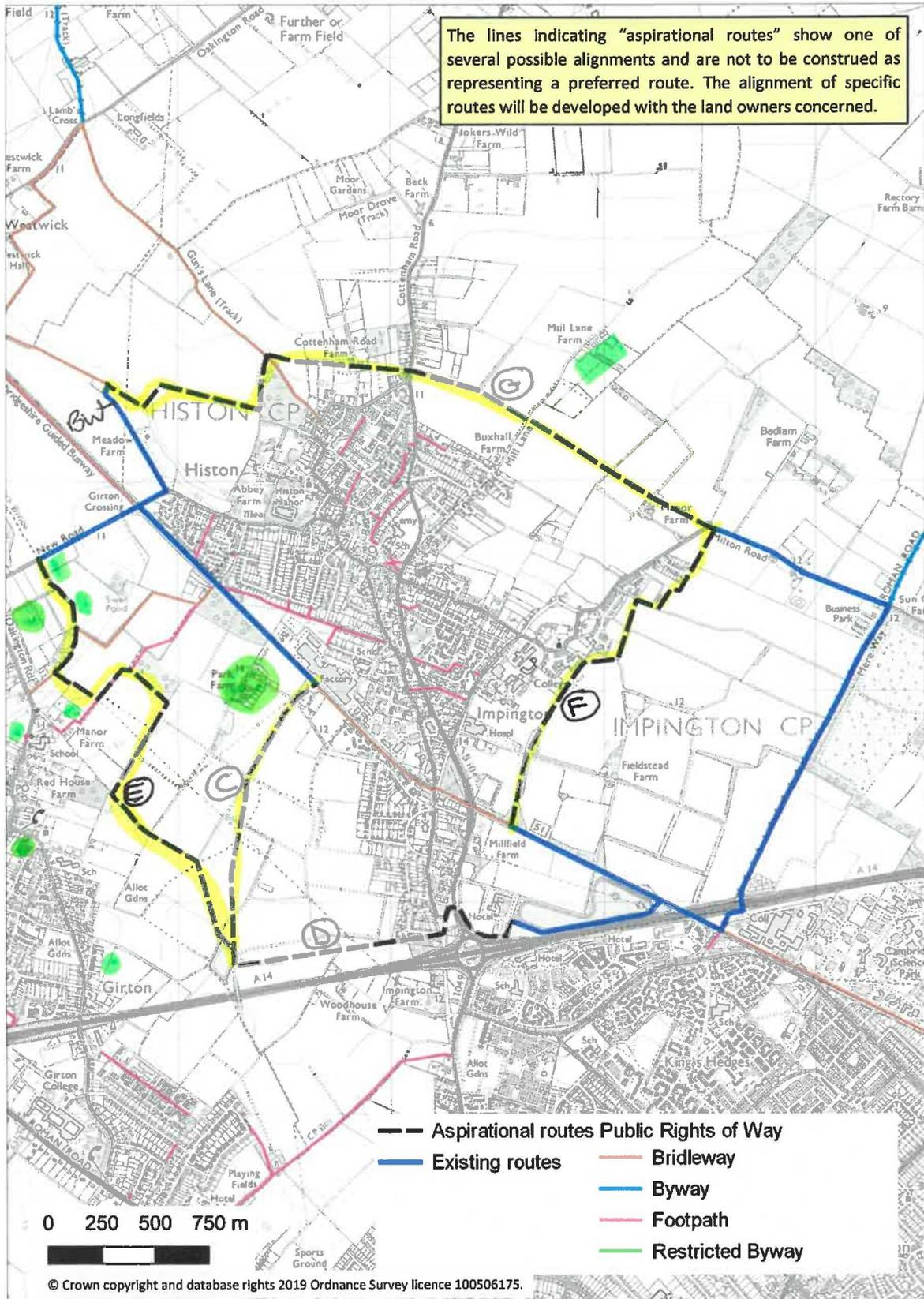
Public Access

- Public Access Footpaths
- Already Bridleway/Byway
- Routes we would like
- HINMP aspirational routes as per map 2021
- Horses kept at livery here!

Map 20 – HIM15 – Walking and Cycling Routes: Radial Routes



Map 21 – HIM15 – Walking and Cycling Routes: Circular Routes



68214

Comment

Respondent: Catherine Boyce

Summary:

I would like our vision to also include a commitment to clean air / reduced air pollution and to reducing greenhouse emissions (reducing climate impact) for a healthy community.

This could inform a number of decisions including:

- 1) Enforcement of no idling of cars, coaches or buses anywhere near our nurseries or schools
- 2) Access routes to schools and nurseries are designed in a way that encourages walking or cycling and avoids exposing children to air pollution
- 3) I support the focus on better cycle routes
- 4) New development should be assessed in terms of air quality / climate impact

Attachments: None

Chapter 5 POLICIES / Essential Character Policies HIM01-05

67736

Comment

Respondent: Pedallers N Bailey

Summary:

5.69 – As a user of a bike trailer for my two children I've found recently that, due to barriers at the end of foot/cycle paths towards the infants school, these are unpassable. Can we make sure that barriers are placed in a way which do not prevent cycle passage.

Attachments: None

67737

Support

Respondent: Cambridgeshire Police

Summary:

Creating safe and attractive places by designing-out opportunities for crime and antisocial behaviour through the incorporation of physical and management measures will help to minimise the risk of crime. New development should be built to the Police preferred minimum security standard of Secured by Design. Developers should, at an early stage, seek advice from Cambridgeshire Police Designing out Crime officers, based at Police Headquarters - to ensure that the principles of Secured by Design are met to create a safe and secure environment in and around the villages.

Attachments: None

67939

Comment

Respondent: South Cambridgeshire District Council

Summary:

Policy HIM01 High Quality Design - Residential Development

- a) Supports aim of policy to embed guidance in Histon & Impington Village Design Guide SPD.
- b) Helpful if policy applied to other new buildings that could have potential for significantly greater impact than a dwelling.
- c) May have helped reader of Plan if more about Village Design Guide in supporting text.
- d) Why some of policies relating to parking and layout not also applicable to 2-10 units? More generic for all, than size specific?
- e) Some terms need explanation. e.g. 'Building for Life assessment'; 'active façade'. What is meant by designing in safe outdoor play in playgrounds?
- f) Bullet point 2 refers to 'poor quality or little architectural interest'. Ambiguous and open to interpretation.
- g) For ease of use more helpful if policy wording was ordered in development size.

Attachments: 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -

[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted%2067938-67946,68080,68083,68087-68090,68092-68094,68097-68104.pdf)

67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -

[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 Appendix 1.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946,68080,68083,68087-68090,68092-68094,68097-68104%20Appendix%201.pdf)

67940

Comment

Respondent: South Cambridgeshire District Council

Summary:

Policy HIM02 Interesting buildings (Non-designated heritage assets)

- a) Supports policy. Suggest title be amended 'Non-designated heritage assets of local interest'.
- b) Concerns at the selection process for identifying interesting buildings.
- c) Concerns on process for updating list. Suggest this done as part of review of Plan.
- d) Third sentence mentions SCDC Planning Portal - not term used by SCDC to describe its website
- e) Suggest changes to fourth sentence
- f) Buildings which are considered curtilage listed do not need to be included in the list and should be removed.

Attachments: 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -

[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted%2067938-67946,68080,68083,68087-68090,68092-68094,68097-68104.pdf)

67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -

[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 Appendix 1.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946,68080,68083,68087-68090,68092-68094,68097-68104%20Appendix%201.pdf)

67941

Comment

Respondent: South Cambridgeshire District Council

Summary:

Policy HIM03 Size, Scale and Location of New Housing

- a) Outside development framework in this area is Green Belt and apart from exception sites until review of local plan unlikely to be development proposed in area. Second paragraph not required.
- b) Third paragraph concerning level of infrastructure is repeating the requirements of a Local Plan policy - Policy SC/4.
- c) For review of next local plan to consider any changes to Cambridge Green Belt. Fourth paragraph could be deleted and supporting text amended.
- d) Supporting text to policy needs amending to reflect change of wording in affordable housing policy in Local Plan.

Attachments: 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -

[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted%2067938-67946,68080,68083,68087-68090,68092-68094,68097-68104.pdf)

67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -

[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 Appendix 1.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946,68080,68083,68087-68090,68092-68094,68097-68104%20Appendix%201.pdf)

67942

Comment

Respondent: South Cambridgeshire District Council

Summary:

Policy HIM04 The Windmill

a) Welcomes policy to preserve the future of windmill. Policy states Molen Biotoop method to be used to assess impact. Are there alternative methods to do such an assessment?

b) Possible issue for SCDC, as the local planning authority, as to how it will implement this policy.

Attachments: 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -

[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted%2067938-67946,68080,68083,68087-68090,68092-68094,68097-68104.pdf)

67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -

[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 Appendix 1.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946,68080,68083,68087-68090,68092-68094,68097-68104%20Appendix%201.pdf)

67943

Comment

Respondent: South Cambridgeshire District Council**Summary:**

Policy HIM05 Parking Provision for cars and cycles

- a) Need to clearly define "restricted street"
- b) Conflict of interest with encouraging more parking in commercial core and this policy which restricts it
- c) Map to show restricted streets?
- d) Plan refers to Figure 11 in Local Plan - should be Figure 12.
- e) Concerns about requirement for all new development (including change of use) to provide parking within their curtilage. Placing severe restrictions on ability for new commercial business uses (including retail) to operate in commercial core.
- f) Concerns about garage dimensions.
- g) Dimensions for garage smaller than those in Local Plan Policy TI/3.
- h) How to determine whether space was for a car or van?
- i) Latent demand for publicly accessible charging points for electric vehicles?
- j) Alternative cycle stands to Sheffield or Rounded A stand?
- k) Fourth bullet point in cycle section 'Covered, fit for purpose and attractive'. Ambiguous.
- l) Evidence for additional cycle provision for different activities and classes as provided in table 3?

Attachments: 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -
[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/Redacted%2067938-67946,68080,68083,68087-68090,68092-68094,68097-68104.pdf)
 67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 -
[https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946, 68080, 68083, 68087-68090, 68092-68094, 68097-68104 Appendix 1.pdf](https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/67938-67946,68080,68083,68087-68090,68092-68094,68097-68104%20Appendix%201.pdf)

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL
RECORD OF EXECUTIVE / CHIEF OFFICER DECISION**

This form should be used to record key and other decisions made by individual Portfolio Holders and key decisions made by Chief Officers. The contact officer will ensure that the signed and completed form is given to Democratic Services as soon as reasonably practicable after the decision has been taken.

Unless permission has been obtained from the Chairman of Council and the Chairman of the Scrutiny and Overview Committee that this decision be treated as a matter of urgency under Rule 12.19 of the Scrutiny and Overview Committee Procedure Rules, this decision will come into force, and may then be implemented, on the expiry of five working days after the publication of the decision, unless called in under Rule 7 of the Budget and Policy Framework Procedure Rules or Rule 12 of the Scrutiny and Overview Committee Procedure Rules.

Portfolio	Planning
Subject Matter	Histon & Impington Neighbourhood Plan - response to consultation on the submission plan
Ward(s) Affected	Histon & Impington
Date Taken	15 July 2019
Contact Officer	[REDACTED]
Key Decision?	No
In Forward Plan?	No – delegated decision for Lead Cabinet Member for Planning
Urgent?	Decision must be made by 31 July 2019

Purpose / Background	
Purpose	
1.	The purpose of this report is to agree the Council's response to the public consultation on the submission version of the Histon & Impington Neighbourhood Plan. The consultation runs for 6 weeks from 19 June until 31 July 2019.
Background	
2.	The two parishes of Histon and Impington are treated as one community and since 2012 a grouped Parish Council has been in place. Histon & Impington Parish Council decided to prepare a Neighbourhood Plan for this community to provide a more locally focussed set of policies for their parish. An application to designate that part of Histon & Impington north of the A14 of their parish as a Neighbourhood Area was submitted to SCDC in June 2014. It was considered that the area of Impington south of the A14 had very different needs and requirements which could not successfully be captured in a Neighbourhood Plan covering all parts of the parishes. The Histon & Impington Neighbourhood Area was designated on 9 September 2014.
3.	Officers provided informal comments on earlier drafts of the Neighbourhood Plan ahead of the formal pre-submission consultation process.
4.	A Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) screening was undertaken on a draft version of the Neighbourhood Plan, and a screening determination was published in October 2018.

5. Pre-submission public consultation on the draft Neighbourhood Plan was undertaken by the Parish Council from 1 October until 16 November 2018. Officers provided a formal response to the consultation, providing constructive comments about the Neighbourhood Plan to assist the neighbourhood plan group with finalising the Neighbourhood Plan.
6. On 3 June 2019, Histon & Impington Parish Council submitted their Neighbourhood Plan to SCDC. Officers have confirmed, as set out in the Legal Compliance Check for the Neighbourhood Plan that the submitted version of the Neighbourhood Plan and its accompanying supporting documents comply with all the relevant statutory requirements at this stage of plan making. Public consultation on the submitted Neighbourhood Plan is therefore being undertaken between 19 June and 31 July 2019.
7. Officers, in conjunction with Histon & Impington Parish Council, are in the process of selecting and appointing an independent examiner to consider this Neighbourhood Plan. All comments submitted during the public consultation on the submission version of the Neighbourhood Plan will be provided to the examiner for their consideration.

Considerations

8. The Histon & Impington Neighbourhood Plan has been prepared by Histon & Impington Parish Council to provide planning policies for development in the area, with the aim of providing greater clarity when determining planning applications in the area. The Neighbourhood Plan includes 19 planning policies that cover a range of issues including:
 - (i) Protecting the essential character of the community
 - (ii) Encouraging the growth and success of the retail, leisure and commercial businesses of the villages;
 - (iii) Ensuring the villages community infrastructure develops and adapts to emerging and changing demographic needs;
 - (iv) Developing a network of sustainable, accessible transport links within and around the villages;
 - (v) Supporting the community in continuing to make the villages safe, secure, supportive and welcoming to all;
 - (vi) Ensuring a sufficient supply of sustainable and high-quality housing within the villages.
9. To successfully proceed through its examination to a referendum, a Neighbourhood Plan must meet a number of tests known as the 'Basic Conditions'. These tests are different to the tests of soundness that a Local Plan must meet. The Basic Conditions are set out in national planning guidance and are summarised as follows:
 - (a) having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the Neighbourhood Plan;
 - (b) the making of the Neighbourhood Plan contributes to the achievement of sustainable development;
 - (c) the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area;
 - (d) the making of the Neighbourhood Plan does not breach, and is otherwise compatible with, EU obligations; and
 - (e) prescribed conditions are met in relation to the Neighbourhood Plan, including that the making of the neighbourhood plan is not likely to have a significant effect on a European wildlife site or a European offshore marine site either alone or in combination with other plans or projects.

- (f) the making of the neighbourhood development plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.

Our Neighbourhood Planning Toolkit includes Guidance Note 11 (What are the Basic Conditions and How to Meet Them), which sets out further details on each of the Basic Conditions. When a Neighbourhood Plan is submitted to the local planning authority it must be accompanied by a Basic Conditions Statement that sets out how the Parish Council considers that their Neighbourhood Plan meets the Basic Conditions.

10. When considering a Neighbourhood Plan, the examiner will assess whether or not the Neighbourhood Plan meets the Basic Conditions. When an examiner recommends that the Neighbourhood Plan should proceed to referendum (if it meets the Basic Conditions, with or without modifications), the examiner's report must also set out whether the referendum area should be extended beyond the neighbourhood area. Comments made during the current consultation on the submission version of the Neighbourhood Plan, which will be provided to the examiner for their consideration, should therefore address whether the submitted Neighbourhood Plan meets the Basic Conditions and can also address whether the referendum area should be extended beyond the neighbourhood area.
11. SCDC is fully supportive of Parish Councils bringing forward Neighbourhood Plans for their areas, including Histon & Impington Parish Council's decision to prepare a Neighbourhood Plan, and officers have been supporting the Parish Council in the plan's preparation. The Council's proposed response to this public consultation on the submission version of the Neighbourhood Plan (as set out in Appendix 1) reiterates and supplements comments made previously by officers, both formally during the pre-submission consultation and informally on earlier versions of the plan, where they remain relevant and appropriate.
12. SCDC is supportive of the aims of the Histon & Impington Plan and our comments are intended to help the Plan to be successful at examination as well as delivering policies that are clear in their meaning and are unambiguous in their interpretation. SCDC recognise the achievement of Histon & Impington PC in reaching this stage of submitting their Plan to us for examination.
13. SCDC considers that a number of the policies in the submission version of the Neighbourhood Plan, would need to have some amendments made to them for the Plan to be capable of meeting the Basic Conditions. These concerns are set out in the proposed response (see Appendix 1).
14. If the examiner is minded to recommend that the Neighbourhood Plan should proceed to referendum, the Council does not feel that the referendum area needs to be extended beyond the Neighbourhood Area as the planning policies included in the plan would not have a substantial, direct or demonstrable impact beyond the parish.

Declaration(s) of Interest

Record below any relevant interest declared by any executive Member consulted or by an officer present in relation to the decision.

None

Dispensation(s)

In respect of any conflict(s) of interest declared above, record below any dispensation(s)

granted by the Council's Monitoring officer or Civic Affairs Committee.
None

Consultation
Record below all parties consulted in relation to the decision.
Ward Councillors

Other Options Considered and Reasons for Rejection
The option of not sending a response from SCDC was rejected as this Council has a duty to provide advice and assistance to groups preparing neighbourhood plans.

Final decision	Reason(s)
To agree the response from SCDC set out at Appendix 1	The response is intended to provide the independent examiner with SCDC's comments on the Histon & Impington Neighbourhood Plan.

Signed	Name (CAPITALS)	Signature	Date
Lead Cabinet Member for Planning	██████████		
Lead Officer	██████████		

Further Information
Appendix 1: SCDC response to the Histon & Impington Submission Neighbourhood Plan

Appendix 1

South Cambridgeshire District Council's response to the consultation on the submission Histon & Impington Neighbourhood Plan

1. South Cambridge District Council (SCDC) is taking the opportunity to provide the examiner of the Histon & Impington Neighbourhood Plan with the local planning authority's comments on the submission version of the plan.
2. SCDC has worked with Histon & Impington Parish Council (PC) as they have been preparing their plan. There have been a number of meetings with the neighbourhood plan team to discuss the plan as it has evolved. SCDC has provided constructive comments to the team at these meetings followed up by detailed notes to assist them in their plan making.
3. SCDC is supportive of the aims of the Histon & Impington Plan and our comments are intended to help the Plan to be successful at examination as well as delivering policies that are clear in their meaning and are unambiguous in their interpretation. SCDC recognise the achievement of Histon & Impington PC in reaching this stage of submitting their Plan to us for examination.
4. The comments we have made on the Plan are provided in two sections
 - A. General overarching comments about particular issues that relate to the Plan as a whole
 - B. Comments which highlight particular/key issues with policies where it might be helpful if the plan were amended.

A - General overarching comments

Policies Map and Tables

5. Although it is acknowledged that a single Policies Map is not a requirement for a Neighbourhood Plan, SCDC considers that, for complex Plans like Histon & Impington, such a map helps in providing clarity to those policies that include site allocations and site-specific issues. The Plan would be easier to read and understand if a comprehensive Policies Map were included for the whole of the Plan Area with a more detailed "inset" or "insets" for the central areas where there are a number of policy designations. For example, the map 13 on page 80 (Vision Park) has a number of "interesting buildings" adjoining the policy site. Having them identified on the same map will help the users of the Plan understand the potential constraints on future development proposals on the Vision Park.
6. It would be helpful for the future users of the Plan if there was a comprehensive Policies Map. These users are unlikely to have a detailed knowledge of the villages and particular sites mentioned in the Plan. It would help to tell the story of the Plan and provide an overview of what is proposed in the Plan.
7. The NPIERS guidance¹ on examinations also mentions the importance of mapping in a neighbourhood plan. It sets out that the qualifying body should check the following prior to submitting a Plan to the local planning authority (Page 29):

¹ NPIERS Guidance to service users and examiners - <https://www.rics.org/globalassets/rics-website/media/upholding-professional-standards/regulation/drs/drs-services/npiers-planning-guidance-to-service-users-and-examiners-rics.pdf>

1.7.2. *Plans should be supported by clear mapping, including:*

- *Accurate delineation of the boundaries of the plan*
- *The boundaries of any site allocations, and designations made in the plan (preferably including street names).*

8. Within the Plan in paragraph 1.21 there are caveats included about the accuracy of all the maps included in the document. The boundaries shown on all the maps must be clear as they will be used to identify site specific policies and allocations. It is not appropriate to include these caveats on the accuracy of these maps as they will have legal standing once the Plan is made and part of the development plan for South Cambridgeshire.
9. In particular, we feel it would be helpful if site specific designations in the following policies were illustrated on a Proposals Map:
- a) Policy HIM02 Interesting buildings (Non- designated heritage assets)?
 - b) Policy HIM04 The Windmill
 - c) Policy HIM06 Commercial Core
 - d) Policy HIM07 The School Hill Site
 - e) Policy HIM08 The Jam Factory
 - f) Policy HIM09 Vision Park
 - g) Policy Him10 Bypass Farm
 - h) Policy HIM11 School Hill Garden
 - i) Policy HIM12 Local Green Space
 - j) Policy HIM13 Important Natural Habitats
 - k) Policy HIM14 Maximising Recreational Space
 - l) Policy HIM15 Walking and Cycling Routes?
 - m) Policy HIM16 A14 Mitigation Sites
 - n) Policy HIM17 The Infant School Site
 - o) Policy HIN19 Station site
10. SCDC has concerns about some maps included in the Plan. As follows:
- Map 7- shows walkable neighbourhoods but fails to identify the commercial centres which are the foci.
 - Map 8 – is not detailed enough to be able to identify each of the designated interesting buildings. Although the buildings have been annotated on this map it is still not clear where each building is and its curtilage – in the evidence documents relating to interesting buildings there are no more detailed maps to identify the property boundary and its significance.
 - Map 9- For clarity, map 9 should clearly show the distances referenced in the policy and the supporting text (i.e. 75m, 100m and 400m), so applicants can clearly see what zone their proposal falls into.
 - Map 12 - It is indicated in the paragraph that the green separation is identified as 'F' on Map 12. It is presumed that the green separation is an area. By representing this on the map as a distinct point it is not clear what the extent of the area is.
 - Map 12 - It would be beneficial to illustrate in broad terms on this map where the greenways, green separation and proposed housing could be located. This would help clarify the requirements of the policy. Also for those that do not know the parish which direction the High Street is and the Community Orchard, Manor Field as these are mentioned in the policy.

- Map 14 – It would have helped the understanding of the policy if this map had indicated, in broad terms, where a sports hall could be located and the car parking. It could also have illustrated where a safe cycle link could be from the village. This would enhance the policy and provide certainty for local residents that might be impacted by such proposals.
- Map 16 - There needs to be an explanation in the key to the map that the numbers on the map reference each Local Green Space
- Map 17 - Whilst supporting the aim of this map to show the ecological connectivity and the network that exists throughout the neighbourhood area there may have been value by making it clear on this map that the LGS and PVAA designations are shown as other non-important natural habitat areas. As shown, it confuses the reader as to what these areas are and that not all these areas are included – Even a school playing field as a green space would provide connectivity between other more biodiversity rich areas.
- Map 20 & 21 - By having two maps identifying different routes around and within the villages there is not a clear idea of what is proposed. Would one map have been a simpler solution? The Plan indicates that the 'aspirational' routes are not prescriptive but by being shown on an OS map following particular routes they imply a firmer designation. An arrow pointing in the direction of where a route may be desired could have been a better way of showing the future objectives.
- Map 22 - In identifying these sites on a map and providing boundary lines adjacent to the A14 there needs to be care that this does not impact within the red line of the current A14 improvement scheme. It is not clear that the parish council has consulted Highways England as part of the pre-submission consultation concerning these boundaries.

11. The maps and tables throughout the Plan are clearly labelled with cross referencing to policies – this is to be welcomed. However, some maps have had additional information added to them to identify buildings or specific areas which are named in the supporting text but have not been included in the key to the relevant map.
- a) Map 11 – A to E showing particular buildings
 - b) Map 12 – F showing green separation

Supporting text / Justification for policies

12. There are a number of instances where criteria included within policies are not explained or justified in the supporting text. It is apparent that a considerable and worthwhile amount of work has been carried out to gather evidence as identified by the number of supporting evidence documents. However, it would help the Plan user if the salient points were summarised within the supporting text for each policy. Inclusion of such information would help to tell the story more clearly of why policies are included in the Plan and the reason for particular criteria requirements.

Village Design Guide Supplementary Planning Document (VDG SPD)

13. The preparation of the draft VDG has run in parallel with development of the Histon & Impington Neighbourhood Plan. This has been recognised within the Plan (paragraph 1.18 – 1.20). The VDG is a Supplementary Planning Document developed as design-focused tool to guide all new development in the villages supporting design policies in the Local Plan. The consultation on the draft is running parallel with that of the Submission Neighbourhood Plan. The VDG will be adopted by SCDC following consideration of any representations received during the consultation. There are a number of specific sites with policies in the Plan where design guidance is included in

the draft SPD. It would be beneficial if for these site-specific policies mention was made that design guidance in the draft SPD should be taken into account.

- a) Policy HIM06 Commercial Core
- b) Policy HIM07 The School Hill Site
- c) Policy HIM19 Station Site

The Vision

14. Reference is made in the vision statement to the “population... approaching 10,000”. The 2011 population of the villages was 8,700 which suggests quite significant amount of growth over that period. Is that what is desired/deliverable in the villages given that there are no allocations for housing in the Neighbourhood Plan? SCDC has suggested that this wording be removed to avoid confusion.

The Policy section and Paragraph numbering

15. Section 5 remains a very long chapter which has grown from the pre-submission version of around 75 pages to 110 pages in the submission. The paragraph numbering now goes up to 5.258. This is very long, and it would help the reader and usability of the Plan if there were separate chapters for the policies under each of the seven Priority Areas.
16. The following section sets out SCDC’s comments for each policy highlighting only the key issues where it may be helpful to amend the wording of the policy for clarity of meaning.

Chapter 5 – Policies Priority: Essential Character

17. Policy HIM01 High Quality Design – Residential Development
 - a) SCDC supports the aim of this policy to embed within a policy the guidance provided in the Histon & Impington Village Design Guide Supplementary Planning Document (VDG SPD).
 - b) It would have been helpful if this policy had applied to other new buildings that could have the potential for significantly greater impact than a dwelling. For example, new commercial units in or on the edge of the village centre would not be covered by this policy in the Plan. SCDC had suggested that in reviewing the policy it could have included other forms of development.
 - c) It may have helped the reader of the Plan if more information about the Village Design Guide had been included in the supporting text to this policy.
 - d) SCDC would question why some of the policies relating to parking and layout are not also applicable to 2-10 units? Should there be more generic for all, than size specific?
 - e) There are some terms that may need further explanation that may be explained in the VDG? e.g. What is a ‘Building for Life assessment’ or an ‘active façade’. What is meant by designing in safe outdoor play in playgrounds? ‘Building for Life’ is now called ‘Building for Life 12’ and it would be expected that the checklist would either be linked from the Plan or included as an Appendix? <http://www.builtforlifelifehomes.org/go/building-for-life-12>. The term ‘active frontages’ is the term used by SCDC urban design team – is this the same as an active façade? These terms need to be defined clearly to be implementable.
 - f) Bullet point 2 refers to ‘poor quality or little architectural interest’. This could be ambiguous and open to interpretation.

- g) For ease of use SCDC would find it more helpful if the policy wording was ordered in development size, extensions and single units, 2-9 units and over 10.

18. Policy HIM02 Interesting buildings (Non-designated heritage assets)

- a) SCDC supports this policy and would suggest that the title of it be amended to align naming with a future aspiration that SCDC has to compile a local list for the district – suggested additional words – ‘Non-designated heritage assets of local interest’.
- b) SCDC has some concerns at the selection process for identifying interesting buildings. The criteria for selection is set out in the supporting text and whilst it is referenced as being consistent with Section 7 of Historic England’s Guidance Note; the criteria is overly simplified and in SCDC’s opinion would not be sufficient to withstand scrutiny, were it to be used as a sole evidence base for designating a building as a non-designated heritage asset in the decision making process. SCDC Local Heritage List would use the Historic England guidance.

It is explained that the list has been developed by the Village Society, but it is unclear what qualifications they have to make such judgements which could lead to challenge and difficulty in giving weight to the policy. Whilst details of the process for selecting and ratifying new entries, including details of the panel are provided, it would be beneficial to have further information regarding the nomination/ assessment process, as this is not sufficiently explained at present.

For the ‘list’ to have sufficient weight to be viewed in the planning process, SCDC consider that the terminology, criteria and selection process should more closely align with existing guidance published by Historic England. This should be clearly set out in the supporting text to the policy. This could then align with a future SCDC Local Heritage List.

- c) Whilst the current identified buildings are annotated on Map 8 it is not clearly stated what the mechanism will be to ensure that users of the Plan will be using the most up-to-date list, what the democratic process will be for approving that list and the mechanism for consulting on amendments/ additions. SCDC suggest that any amendments to this list of identified buildings as a result of the annual review should be part of a review of the Plan. This would then allow an opportunity for consulting on the list and certainty that it is part of the Plan.
- d) In the third sentence mention is made of the SCDC Planning Portal – this term is not used by SCDC to describe its website relating to planning matters. It is suggested that the link be made to the Histon & Impington Neighbourhood Plan webpage to host this list alongside the neighbourhood plan?
- e) Would suggest that the fourth sentence should reflect commonly used terms for the consideration of impact on heritage assets, such as: ‘Proposals for any works that would lead to harm or substantial harm to a non-designated heritage asset should be supported by detailed analysis of the asset that demonstrates the wider public benefit of the proposal.
- f) Buildings which are considered curtilage listed do not need to be included in the list and should be removed. The ‘Old Church School façade’ entry should be amended to include the whole building; however, the

description should specify that the north façade is the reason for interest in this building.

19. Policy HIM03 Size, Scale and Location of New Housing

- a) Outside of the development framework in this area is Green Belt and apart from exception sites until the review of the local plan there is unlikely to be development proposed in this area and therefore the second paragraph in this policy is not required as it would seem to be supporting other development in the Green Belt.
- b) The third paragraph of the policy concerning the level of infrastructure is repeating the requirements of a Local Plan policy – Policy SC/4: Meeting Community Needs. This policy sets out the services and facilities required for new development within the district.
- c) It will be for the review of the next local plan for the area to consider whether there should be any changes to the Cambridge Green Belt which could allow for development in the Plan area. This local plan is to be a joint plan with Cambridge City. This Plan does not need to consider whether developments may take place in the future within what is now Green Belt and by indicating a maximum size of 50 units it could be seen to be supporting any development coming forward at a future date up to this scale of development which may not be the intention of the parish council within their Plan. The fourth paragraph in this policy could be deleted. SCDC would suggest that the figure should also be removed from the supporting text as this may create a higher target for developers to aspire to within the villages.
- d) Due to changes in national guidance following the examination the Local Plan policy on affordable housing was amended in the adoption version to say sites of 11 units or higher is expected to deliver 40% affordable housing. The supporting text to this policy still retains 'over 10' which means that it is no longer conforming with the Local Plan policy.

20. Policy HIM04 The Windmill

- a) SCDC welcomes the policy to preserve the future of the windmill. The policy states that it will be the Molen Biotoop method that is to be used to assess the impact of future development on the wind flow in the area. SCDC is not aware of alternative methods to do such an assessment however considers that if an alternative means of measuring subsequently proves to be more useful the policy is committed to one method to be successful. E.g. mentioning Molen Biotoop method in the policy. SCDC considers that the policy would benefit if rather than stating an actual type that it states that a recognised method will be used.
- b) An issue for SCDC, as the local planning authority, will be how to implement this policy. Who will be advising planners (and potentially applicants) on the application of the Molen Biotoop method and are there the skills, experience and resources to do this? The Neighbourhood Plan suggests that implementation of the policy would be overseen by Conservation officers –are they familiar with application of the Molen Biotoop methodology? If SCDC has not got sufficient skills in house, then the question is for each application that needs an assessment carried out, will we need to engage with an independent advisor to verify the reports?

21. Policy HIM05 Parking Provision for cars and cycles

- a) It would have assisted the understanding of this policy if the definition of what a “restricted street” that is included at the bottom of Table 2 were to appear earlier in this section within the supporting text to the policy. Currently this explanation is in the Plan after the policy and therefore does not make for easy reading. There does not appear to be a dimension included to explain what constitutes ‘narrow’ for the definition of a restrict street.
- b) There is a conflict of interest with encouraging more parking in the commercial core (Policy HIM06) and this policy which is restricting it; there is a finite amount of land available.
- c) It would be beneficial to show these restricted streets on a map for those that do not have a local knowledge of the villages.
- d) The Plan refers to Figure 11 having the indicative parking standards in the Local Plan – it is Figure 12 in the Local Plan.
- e) SCDC has ongoing concerns about this policy which includes a requirement for all new development (including change of use) to provide parking within their curtilage albeit that there is recognition that this may not always be appropriate. This is placing severe restrictions on the ability for new commercial business uses (including retail) to be able to operate in the commercial core. Such a requirement could have an impact on other objectives e.g. design, heritage. More car parking will impact on the character and layout of places. This could result in unintended consequences with frontages dominated by parking particularly where terraces are proposed. This also precludes shared unallocated parking areas to provide a more efficient parking solution. A design led approach as advocated in the Local Plan could be adopted. This policy will push parking into the street in front of dwellings therefore created a car dominated space. The policy should state where parking can be achieved or point to the Village Design Guide SPD, District Design Guide 2010 or similar guidance (Manual for Streets) as well as where it shouldn't be placed i.e. to the side of structures, within structures as appropriate to the site.
- f) The policy's consideration of garage dimensions could be confusing as it sets a particular size for driveway and type of door - it may have been simpler to say that the driveway is suitable for a standard vehicle to park on rather than stating it should be 5m long. 4x4 cars are often longer 5.5m.
- g) The dimensions for a garage included in this Plan are smaller than that included in the Local Plan Policy TI/3. Would this allow sufficient space for the wider shape of new cars? The District Design Guide refers to garages in Chapter 6 – the adequate size being a minimum of 3.3 x 6.0m with additional allowance of 1.0m at the end or 650-750cm at the side to allow for cycles. (<https://www.scambs.gov.uk/media/6683/adopted-design-guide-spd-final-chapters-4-5-6.pdf>) the Cambridge Local Plan page 427(<https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf>) sets out dimensions for useable garages including circulation space; the dimensions given in this Plan are too small.
- h) For parking spaces how would it be determined whether the space was for a car or van?
- i) Publicly accessible charging points for electric vehicles will only be provided to meet demand but there could be latent demand for such facilities.
- j) In the cycle parking section, the Sheffield or Rounded A stand is specifically mentioned which by putting within a policy could be inflexible if

other alternative stands are appropriate at a future date. Other more bespoke solutions may be more in keeping with the context.

- k) The fourth bullet point in the cycle section states that cycle parking should be 'Covered, fit for purpose and attractive'. This could be ambiguous as it does not state that such facilities should be designed to fit into the character of their local area.
- l) SCDC has not had sight of the evidence base for the additional cycle provision for different activities and classes as provided in table 3? SCDC is concerned about the implications of land requirements which may have detrimental effects to the overall design. Large areas of cycle parking need careful consideration.

Chapter 5 Policy Priority: Successful Economy

22. Policy HIM06 Commercial Core

- a) The second bullet point mentions the glossary to the NPPF for main town centre uses. SCDC consider that it would be helpful to include these uses in the supporting text to the policy / in the policy.
- b) The second sentence of this policy mentions the Plan supporting proposals that 'diversity and enhance' the range of shops etc. SCDC thinks that these terms are very open and could catch everything which may not be the intension of the parish council.
- c) SCDC consider that the fourth and fifth bullet points are outside the scope of a neighbourhood plan so should be deleted. There is very limited land available to achieve this.
- d) This policy could have made reference to the impact of signage and advertising which can make a significant impact upon the character of the locality and street scene. A criterion could have been added to consider a high standard of quality and design within the commercial core.
- e) This policy appears to be driven by increasing parking provision which would be detrimental to the street scene rather than creating a good public realm which is a space that is people friendly as advocated by a walkable neighbourhood; well landscaped and defined areas for pedestrians and cyclists, including opportunities to enhance the street scene with trees.
- f) The draft Village Design Guidance SPD considers this whole area. It would strengthen the policy and provide wider consideration for the future public realm within the core area if reference was made to the VDG – '...that the policy be informed by the design guidance included in the Histon & Impington Village Design Guide SPD and any documents which supersede this.

23. Policy HIM07 The School Hill Site

- a) It would be helpful if the town centre uses referred to in the first bullet point in the policy were included in the supporting text to the policy and within the policy wording to assist the user of the Plan to fully understand the policy.
- b) It is not usual to use a term such as 'thoughtful' public realm strategy plan. The supporting paragraphs refer to requiring a "high quality" public realm. Consideration should be given as to whether the requirement is used in the policy.
- c) This policy would have benefited from having design criteria included in it. Such criteria could have set out how the area would be enhanced by the development of this site and how it would fit into the High Street / character of the local area.

- d) It should be noted that there is a current planning application on this site – S/1793/19/FL being considered by SCDC.
- e) The draft Village Design Guidance SPD considers this site. It would strengthen the policy if reference was made to the VDG – ‘...that the policy be informed by the design guidance included in the Histon & Impington Village Design Guide SPD and any documents which supersede this.

24. Policy HIM08 The Jam Factory

- a) There is an arrow on Map 12 which states ‘High Street’. This is presumably indicating that “improve direct and safe access” to the High Street is via Home Close which is bullet point one of the policy. There is no key to explain this on the map. The road already has pavements either side and it is therefore not clear what improvements could be achieved as a result of the development of this site as a result of this policy.
- b) It is not apparent from the wording in the policy how “small-scale” residential development could be accommodated on this site. The opening line of the policy seeks to maintain or increase the level of employment. It also seeks to retain the open area between the site and Home Close. As such, there would not appear to be any opportunities for acceptable small-scale residential development that would have acceptable amenity given the manufacturing use of the site.
- c) It would help if Map 12 illustrated in broad terms on this map where the greenways, green separation and proposed housing could be located. This would help clarify the requirements of the policy
- d) This area would benefit from a design framework or brief which sets out a spatial design strategy. This would enable community involvement throughout the process, including scoping ideas with the aim of creating a set the design parameters for developers. This would be required as part of the development and planning process.

Chapter 5 Policy Priority - Vibrant Community

25. There are several policies relating to protecting open space within the Plan. SCDC considers that it would have helped the user of the Plan to have one comprehensive map showing all the different designations proposed in the Plan and those included in the Local Plan for the villages. Consideration could have been given to including a Green Infrastructure / Green Corridor strategy with a policy in the Plan to prepare such a scheme. Table 4 does list all the open spaces referenced in the plan, but a list does not show how they may be spatially linked together. This could have helped identify where there are gaps in this network and the importance of green corridors in and around the two villages. Whilst recognising that Map 17 has been added to the Submission version of the Plan it does not include all the green space policies for the villages.

26. Policy HIM10 Bypass Farm

- a) This site is allocated in the new Local Plan. The safeguarding element of the policy is a repeat the policy of the adopted Local Plan and could have been deleted.
- b) There are a number of criteria included in the policy relating to the facility with % figures attached to them – it is not clear how these figures were decided upon and whether they are reasonable. There does not appear to be evidence to support and justify them.
 - i. Building space is no more than 2% of the total –

- ii. Car parking is not more than 4% -
- iii. Cycle provision – 120 spaces
- c) The final criterion looks to provide a safe and direct off-road access, but it is not clear whether this access is achievable.
- d) SCDC consider that it would help the user of the Plan if Map 14 showing the site could indicate, in broad terms, where a sports hall could be located and the car parking. It could also illustrate where a safe cycle link could be from the village. This would enhance the policy and provide certainty for local residents that might be impacted by such proposals.
- e) SCDC consider that a design brief outlining the spatial parameters could help explain the policy.

27. Policy HIM11 School Hill Garden

- a) SCDC welcomes this policy but suggests it could be more clearly worded if the following wording had been used ... 'In accordance with Policy NH/11 in the adopted Local Plan this site is designated as a PVAA'
- b) It may have been simpler if Map 15 had showed only the new PVAA rather than all those within the villages.

28. Policy HIM12 Local Green Space

- a) SCDC welcomes this policy but suggests it could be more clearly worded if the following wording had been used..... 'In accordance with Policy NH/12 in the adopted Local Plan these sites are designated as LGS' The sites could then be listed within the policy.
- b) Particular sites designated:
 - i. V4 north Buxhall Farm: This site is adjacent to the area that is to be developed for a new primary school. SCDC had asked the parish council to liaise with the County Council to ensure that the requirement for the development of the school had been allowed for in designating this LGS. Once a LGS is included in a made neighbourhood plan it does not allow for flexibility of its boundary and can only be reviewed as part of the review of a neighbourhood plan or local plan. SCDC in designating LGS in the Local Plan had a principle whereby it did not identify school playing fields as this could cause problems in the future if a school wished to expand. Should this have been proposed as a PVAA to allow for flexibility?
 - ii. V14 Infant school field: SCDC has similar concerns regarding designating this as a LGS if it impacts on the future development of the school. Should this have been proposed as a PVAA to allow for flexibility?
 - iii. V33 Cawcutt's Lake and adjacent land: It is unclear from the description given in Table 4 the boundaries of this site. It would appear to have a number of separate areas which are not contiguous. Map 16 needs to clearly show a precise boundary line for this LGS. As shown currently it would appear that this site comprises of a number of parcels of land. Do they all have the same character? Would this LGS benefit from being considered as more than one area and would all meet the tests for LGS? SCDC has concerns that the boundaries of these areas may overlap with the red line boundary of the DCO for the A14 upgrading scheme being carried out by Highways England. Once within a made neighbourhood plan a LGS designation would have an impact on any future development works alongside the A14.

29. Policy HIM13 Important Natural Habitats

- a) Table 6 sets out a schedule of all the important natural habitats. SCDC welcomes the evidence of this detailed assessment but considers that it would be better placed in an evidence document rather than within the Plan.
- b) Particular sites designated:
 - i. V33 Calcutt's Lake and adjacent land: It is not clear why it has been necessary to include this area within the protection of this policy as it already is within the Green Belt and is proposed as LGS.
 - ii. V33 & V34: SCDC has concerns that it is not clear on Map 18 which parcels of land belong to which of these two sites. It would appear that some parts of the sites are within the red line boundary of the DCO of the A14 upgrading scheme. Although this is stated in Table 4 for V34ii) SCDC is confused by the boundaries. Map 18 needs to have clear boundary lines so there is no doubt to the user of the Plan as to the exact extent of each site. Having separate parcels of land is very confusing.

30. Policy HIM14 Maximising Recreational Space

- a) SCDC considers that the management initiative set out in the second paragraph of this policy is beyond the scope of policy planning and could be deleted;
- b) It is not clear how a green linkage will be established as there is no explanation in the supporting text to the policy. It would help the user of the Plan if it were to be illustrated on Map 19.
- c) The policy does not need to include the final section as the Local Plan has policies to consider this (Policy SC/8: Protection of Existing Recreation Areas, Playing Fields, Allotments and Community Orchards and Policy NH/8: Mitigating the impact of development in and adjoining the Green Belt). If this section is retained SCDC suggests that it be reworded. ' .. schemes that encroach on the playing field will be assessed in respect of the level of harm to the playing field'.

Chapter 5 Policy Priority -Getting Around

31. Policy HIM15 Walking and Cycling Routes

- a) Whilst the policy is entitled walking and cycling routes it would appear from table 7 and Maps 20 & 21 that these concentrate on existing walking routes and bridleways for horse riders or are some cycle paths? It would need local knowledge to understand the linkages. Are the cycle paths along main highways? Given that safer cycling links was a top answer in the parish's Big Community Survey it is not clear from the policy and supporting text how this Plan makes a difference.
- b) The draft Village Design Guide SPD has highlighted the importance of connecting the villages with the countryside – the policy could include mention of the VDG and its guidance.
- c) A map showing desire lines (direct linkages) might assist, when considering this that explains where people want to travel and which routes need linking. Maps at different scales (within and outside the village) showing existing cycle and footpath routes (including along highways) with annotations explaining key centres where people want to go may assist this process i.e. direct routes to the city centre/ shopping/ health provision/ employment and education centres. This would help show where linkages could be made.

Chapter 5 Policy Priority - Safe, Secure and Successful

32. Policy HIM16 A14 mitigation sites

- a) Some of the sites listed in green infrastructure in the policy are already protected as LGS or are within the Green Belt. Much of the land is within the Green Belt and SCDC is unclear what development may come forward within these areas to the south of the parish that would contribute towards environmental enhancement work of the green infrastructure.
- b) There is no recognition in the policy that as part of the major works on the A14 Highways England will be carrying out two for one replanting on land alongside the A14.
- c) Particular sites designated
 - i. See comments made for Policy HIM12 LGS and HIM13INF relating to sites V33 and 34
 - ii. V32 South Cambridge Road Wood and Fields: Part of this site appears to be within the red boundary line of the DCO for the A14 scheme. It is worth mentioning in the Plan that Highways England is in discussion with the local community for a planting scheme on the eastern part of the site as part of mitigation.

33. Policy HIM17 The Infant School Site

- a) SCDC welcomes that the Plan has considered the future of this building for community use particularly for the provision of health facilities. There is no specific time scale included in the policy wording if the health facility does not come forward other than stating '...*If during the Plan period it becomes evident..*' SCDC considers that it would reduce the risk of the building remaining empty if a time scale is set for safeguarding of say 10 years to allow for the preferred use to be achieved. It would then allow for other uses as set out in the policy to come forward after this time.
- b) The current criteria in the policy are exclusively related to transport needs and it is a missed opportunity to not have mentioned design criteria. How would any redevelopment of the site impact on the character of the local area? Would the parish council wish to retain all of the existing buildings as it has been identified as an 'Interesting Building (site 26)? This fact is mentioned in paragraph 5.123 but not how this may impact on the future development of the site. This policy could mention the Village Design Guide to provide guidance for the design of development in this site.
- c) Alternatively, this area would benefit from a design framework or brief which sets out a spatial design strategy. This would enable community involvement throughout the process, including scoping ideas with the aim of creating a set the design parameters for developers. This would be required as part of the development and planning process.

Chapter 5 Policy Priority – Housing for all

34. Policy HIM18 Meeting Local Needs – Housing mix

- a) It is not clear whether this policy applies to housing developments of all scales.
- b) It is not clear whether this policy does anything more than the Local Plan Policy H/9 Housing Mix – if it does not it could be deleted.

35. Policy HIM19 Station Site

- a) The first section of this policy can be deleted as it repeats the adopted policy in the Local Plan – Policy E/8 Mixed-use development in Histon & Impington Station area.

- b) Additional requirements have been included in the policy to that of the Local Plan Policy E/8. Bullet 2 indicates a through footpath/cycleway to allow access to Vision Park – was this indicated in the Policy HIM14 and shown on the relevant map? It would help the user of the Plan if this was illustrated on Map 24.
- c) The draft Village Design Guidance SPD considers this site. It would strengthen the policy if reference was made to the VDG – ‘...that the policy be informed by the design guidance included in the Histon & Impington Village Design Guide SPD and any documents which supersede this.
- d) Alternatively, this area would benefit from a design framework or brief which sets out a spatial design strategy. This would enable community involvement throughout the process, including scoping ideas with the aim of creating a set the design parameters for developers. This would be required as part of the development and planning process.

68065

Object

Respondent: Vanessa Kelly

Summary:

HIM04 elevates the rights of one private property owner over those of more than 600 others in the village. It is based on false assumptions.

Attachments: None

68169

Comment

Respondent: British Horse Society

Summary:

Suggested amendment to para 5.7 of the Plan to include horse riding.

Attachments: 68167-68174 - <https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174.pdf>
68167-68174 OS Map -
<https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174 OS map.pdf>
68167-68174 NP Maps -
<https://egov.scambs.gov.uk/ldf/HistonImpingtonNPscannedrepsJuly2019/68167-68174 NP maps.pdf>

Histon and Impington Neighbourhood Plan Consultation

This response is on behalf of Barton & District Bridleways Group

27.07.19

Please find below amendments to the Plan to include equestrians.

Page xi The Busway....public footpath cum cycleway alongside the Guided busway.

The path alongside the Guided Busway is in fact a Bridleway from Cambridge to St Ives and is therefore also accessible to equestrians.

Page S2, Priority 4 ...To develop a network of sustainable, accessible transport links within and around the villages to create safe and inviting routes for all and especially for pedestrians and cyclists.

Active Travel includes horse riding therefore 'horse riding' should be included along with cycling and walking. It should therefore read pedestrians, cyclists and horse riders.

Page 16, Section 2.28 Walking & Cycling...Many residents enjoy being able to walk to the many facilities within the villages. Cycling is also preferred by many and 59% of respondents to the Big Community Survey in 2016 were in favour of improved cycle paths.

There are also many horse riders in the villages and had the question been asked whether they would like to see improved equestrian access I am sure they would also have responded in favour. Horse riders are happy to share paths with walkers and cyclists, as we do on the bridleways.

Page 23, Section 4 **Vision and Priorities,**

4.2 (and 4.23) Any look to the future, as this Neighbourhood Plan does, must recognise the issues that underlie this satisfaction together with enduring concerns. These are:

Maintaining the roads, cycleways and footways.

There is no mention of maintaining Public Rights of Way. This should also be included.

4.34

Develop and maintain a network of footpaths and cycleways within the community.

Paths should be Non Motorised User (NMU) paths to include walkers, cyclists, horse riders and other users.

Support the development of cycleways linking the community with adjacent villages and with Cambridge.

The bridleway network is fragmented and measures should be taken to address this. This should be seen as an opportunity to help join up the fragmented network.

The statement also implies that only cyclists will be included. This is unacceptable and it should also include walkers, horse riders and other NMUs.

The County Council's Rights of Way Improvement Plan (ROWIP) Statement of Action 2/5, which states that the County Council will consider measures that establish and enhance access to the Public Rights of Way network to facilitate health and well-being objectives, and Statement of Action 5/3, which sets out that the County Council will seek to deliver an improved bridleway network to enable greater safety of users and enhanced enjoyment.

Page 33, Priority 4 Getting Around.

Priority 4 ...To develop a network of sustainable, accessible transport links within and around the villages to create safe and inviting routes for all and especially for pedestrians and cyclists.

This should also include equestrians and read: especially for pedestrians, cyclists and horse riders.

Page 35, Section 5 Priorities, 5.7

This guide is guided by 4 fundamental principles, one of which is Sustainable Community. This is related in a broad community interest in improving biodiversity, maximising energy efficiency and the use of renewable, and enabling safe and easy walking and cycling.

Active Travel includes horse riding therefore 'horse riding' should be included along with cycling and walking. It should therefore read walking, cycling and horse riding.

Page 79 Policy

Should read 'Cyclists to and from the bridleway alongside the Guided Busway.' It is not a cycleway, but a bridleway which is an NMU path.

Page 83 Vibrant Community

5.129 Residents in the plan area make use of the following green infrastructure resources:

Areas of green spaces outside the village envelope but well connected via walking routes from the villages centres. Connections should be made available to horse riders and cyclists as well as walkers.

There should be inclusion for all, not just certain user groups.

The rural footpath network comprising both footpath and permissive paths. There is no mention here of bridleways and byways. It should read the Rights of Way network.

Walking and cycling routes which provide connections between areas of green infrastructure and to and from residential areas. There are also many livery stables and horse riders in Histon who make use of any green areas of infrastructure that they can access. Horse riding should also be added to the users of local routes.

5.131 Vibrant Community Policies

Protect and seek to enhance the walking and cycling route network.

It is unacceptable that horse riders are not included in this policy.

The Cambs RoWIP (Rights of Way Improvement Plan) states that the bridleway network is inadequate, fragmented and in need of improvement. Every shared pedestrian / cycle path further fragments that network.

Page 90, 5.136 Bypass Farm

Safe and direct off-road pedestrian/cyclist access is provided.

Why are horse riders not included in this access? Is there a legitimate reason to exclude them?

Page 118, 5.188 **Walking & Cycling Routes** This title should be changed to add Equestrians Policy HIM15–

Requires development proposals to design in walking and cycling links to provide easy access to existing walking and cycling routes. And horse riding/horse riders.

Seeks to protect and enhance the network of walking and cycling routes. And horse riding.

Context and reasoned justification

5.191 The Community is surrounded by the green belt and although there are many public footpaths and permissive footpaths to the west, this is not replicated in other directions. This limits opportunities for leisure walking and access to nature.

5.192 It is furthermore noted that communities with high levels of walking and cycling are healthier as a result of the direct physical activity and of the increased opportunities for social engagement and access to nature. Horse riding also should be included here. Many horse riders are women, and particularly older women, who might otherwise not take exercise. Horse riding is also good for mental health and relieving stress.

Intent

5.193. When new development happens in the Plan Area, we wish for walking and cycling routes to be designed in so that: **Horse riding should be included here.**

(i) The users of the development can easily access the existing network of walking and cycling routes in the community and **Horse riding should be included here.**

(ii) Where possible, walking and cycling opportunities for the wider communities are enhanced. **Horse riding should be included here.**

Development proposals shall:

Incorporate, where applicable, easy and safe walking and cycling routes or linkages so as to maximise opportunities for convenient non-vehicular access to one or more of the two village centres. **Horse riding should be included here.**

Where possible, enhance walking and cycling routes for the wider community. **Horse riding should be included here.**

Where applicable, opportunities will be sought for new or improved walking and cycling routes in line with the walking and cycling routes shown in Maps 20 and 21. **Horse riding should be included here.**

5.195 Application, evidence and links/map

In addition to the provision of easy and safe walking routes and cycling routes or linkages as a component of development activities, the Policy seeks new or improved Walking and cycling routes as shown in maps 20 and 21 and summarised in Table 6: Schedule of Walking and Cycling routes.

Horse riding should be included in the narrative here, wherever there are references to walking and cycling routes.

Table 7: HIM15 Schedule of Walking and cycling routes. **Horse riding should be included here.**

HIM19 Station Site

Page 142 Encourages the development of a connection through the site to Vision Park for cyclists and pedestrians.

Page 143 A through footpath /cycleway to allow access to Vision Park should be provided.

Horse riders should not be excluded from these routes as they could provide important connections, particularly as the Guided Bus Bridleway runs at the back of Vision Park.

POLICIES

P2 Creation of a more extensive cycle path network. PC to ensure that all new development includes new cycle paths. PC will also explore options for creating new paths in partnership with landowners.

Horse riders should be included in any new paths created. At Cambourne there was a perimeter bridleway created around the new development. This is also planned for Bourne Airfield village.

P15 Ensuring footways, cycle paths and roads remain in an acceptable condition. PC to work with relevant owners/authorities to ensure footways/footpaths, cycle paths and roads are adequately maintained so they are safe to use as intended and are in good repair.

This should include all Public Rights of Way, rather than just footpaths. Bridleways, byways etc should also be included.

P16 Explore opportunities to extend footpath network. PC to engage with landowners with a view to securing permissive rights on their properties.

This should be the PROW network and not limited to footpaths. Horse riders, as a vulnerable road user, should be included on these paths, also to help with the fragmented bridleway network. Other villages such as Madingley, Over, Swavesey have comprehensive plans to extend the PROW network, including creating new bridleways and upgrading footpaths to bridleways.

Village Design Guide

Page 10, 5.1 Improve access and provide additional pedestrian connections between the village and the countryside. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

Page 11, 6.4 There should be strong emphasis on cycling routes. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

Page 13, 7.5b Links and opportunities for extending the cycle connections should be provided, especially cycling through the sites to encourage cycling to Cambridge and Vision Park. **This should be for all Non Motorised Users NMUs, including equestrians, pedestrians, cyclists and others.**

REASONS TO INCLUDE EQUESTRIANS in the HIMNP and VDG

- In 2017 the equestrian industry excluding the racing industry, contributed £4.3bn to the economy and is the second largest rural employer.
- The equestrian industry relies on a network of safe, off road access to the countryside.
- It was established at a Cambridgeshire County Council Planning meeting that, with good design, it costs no more to provide access for equestrians.
- Horses safely and happily share paths less than 3m wide all over the country.
- No report ever of any injury to a third party on any RoW by a horse.
- The Cambs RoWIP (Rights of Way Improvement Plan) states that the bridleway network is inadequate, fragmented and in need of improvement. Every shared pedestrian / cycle path further fragments that network.
- The majority of cyclists are male (78% : Sustrans) whereas the majority of horse riders are female (BHS).
- Horse riding has mental and physical health benefits. Older women particularly participate in this activity, where they may not otherwise exercise.
- Horse riders are a vulnerable road user, in the same way as walkers and cyclists.

Equestrian accident statistics

In the UK the period November 2010 to March 2019 road incidents involving horses :

43 humans died

315 horses died

3757 incidents were reported to the British Horse Society (BHS) although it is believed that this represents only 10% of the actual incidents.

The East of England is one of the regions with the highest accident rate.

Cambridgeshire County Council has a Local Transport Policy (LTP), which sets out their transport objectives, policies and strategy for the county. A sister document of the LTP is the Rights of Way Improvement Plan (ROWIP). The County Council updated its ROWIP in 2016 in line with the Countryside and Rights of Way Act 2000. You may wish to consult this document when drafting policies dealing with Non-Motorised Users (NMU) and the Public Rights of Way network.

<https://cambridgeshire.gov.uk/residents/travel-road-and-parking/transport-plans-and-policies/local-transport-plan>

Particular interest should be given to Policies SOA1 'Making the Countryside More Accessible', SOA2 'A Safer Activity', SOA3 '57,000 New homes', SOA4 'Knowing what's out there', SOA5 'Filling in the Gaps', and SOA8 'A Better Countryside Environment' – all of which include the need for access for equestrians.

ROUTES (maps 20 and 21 are attached, along with an OS map of the area with the routes from maps 20/21 shown, Horse rider's wish list of routes and showing where horses are stabled locally).

The aspirational routes on Maps 20 and 21 of NP

Route A from A14 old NIAB farm road into the back of Impington, near the Windmill.

This would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways.

Route B from Mill Lane Farm northwards.

This would be a very useful route for equestrians as it would link up to the Landbeach permissive access paths (Ref 31/PF01). There are horses kept a livery at Mill Lane Farm on this route.

Route C from A14 old NIAB farm road into the back of Impington, near the Jam Factory.

Similar to route A, this would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways. This route would also link up to the Guided Bus bridleway. There are many horse kept at livery close to the routes of C and E.

Route D from route C near NIAB motorway bridge to Impington Hotel.

An important link for equestrians as it links to the Guided Bus bridleway, providing a very desirable circular route for equestrians.

Route E from route C near NIAB motorway bridge to New Road, Impington.

An important link for equestrians as it links to the Guided Bus bridleway, providing a very desirable circular route for equestrians. This route also links with footpath (127/4, 99/1) and bridleway (127/20, 99/16). There are many horse kept at livery close to the routes of C and E.

Route F from the Guided Busway, at Millfield Farm to Milton Road, Manor Farm

This would be a very desirable route at the back of Impington, which along with route G would provide a very desirable circular route for equestrians. It would also provide a circular route and link to the Mere Way Byway (135/3, 162/3), although this would require some roadwork.

Route G (1) from Milton Road, Manor Farm to Meadow Farm on bridleway (127/2)

This route would provide a nice linking route for equestrians from bridleway (127/2) to Guns Lane bridleway (127/5). Along with route F and the Guided Busway this would provide a very desirable circular route for equestrians. There are horses kept a livery at Mill Lane Farm on this route.

Suggested Equestrian Aspirational Routes

Route 1 (part of Route G) from Milton Road, Manor Farm to Meadow Farm on bridleway (127/2)

This route would provide a nice linking route for equestrians from bridleway (127/2) to Guns Lane bridleway (127/5).

Route 2 A route behind Histon Manor and Abbey Farm, which I think is already used by horse riders by permission.

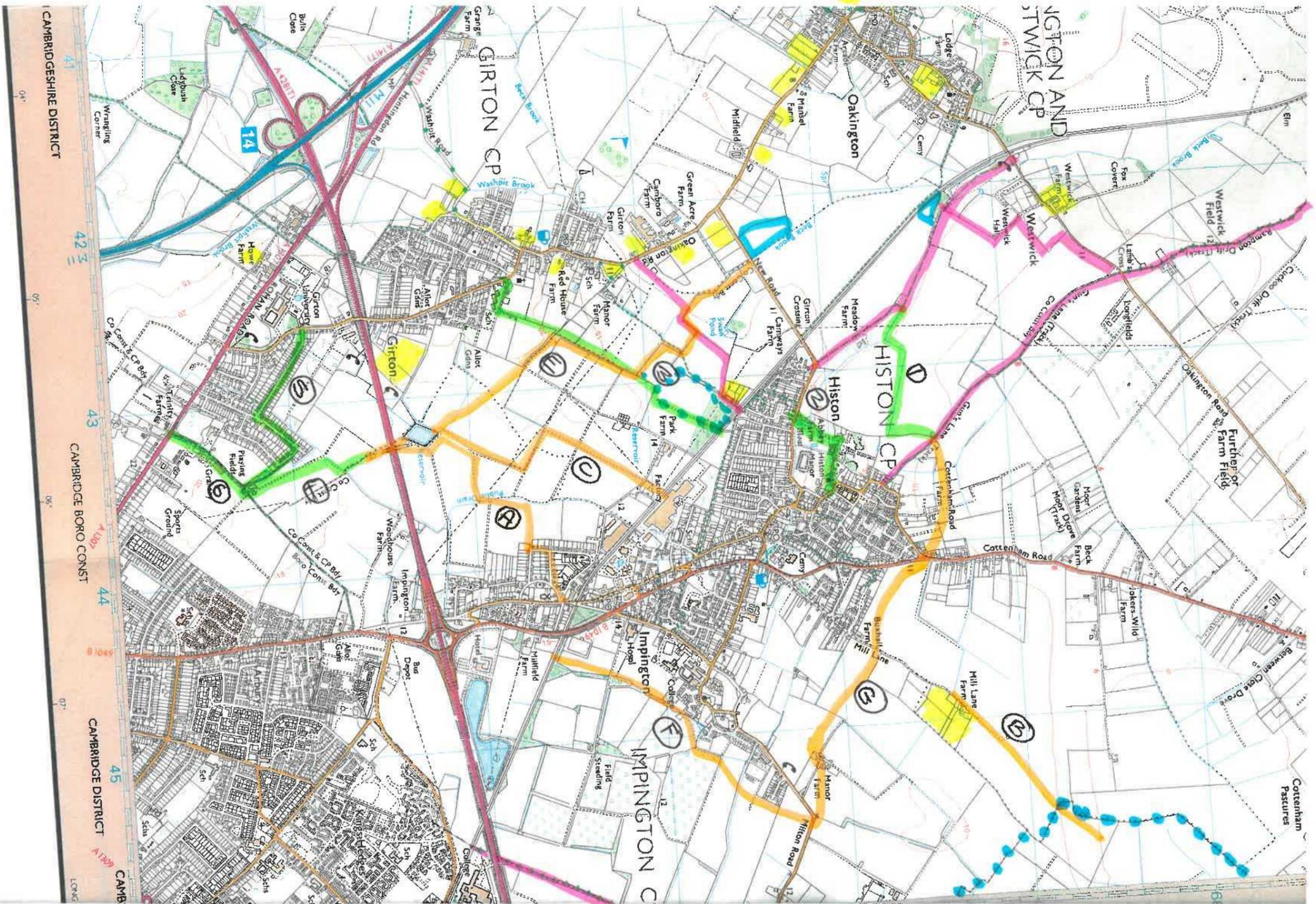
Route 3 Upgrade of Footpath (127/4, 99/1) from Girton to Histon to a bridleway. Part of this route is included in Route E.

Route 4 NIAB motorway bridge to Whitehouse Lane Footpath.

Route 5 Whitehouse Lane footpath to Thornton Road Girton.

Route 6 Whitehouse Lane to NIAB motorway bridge, very similar to Route 4.

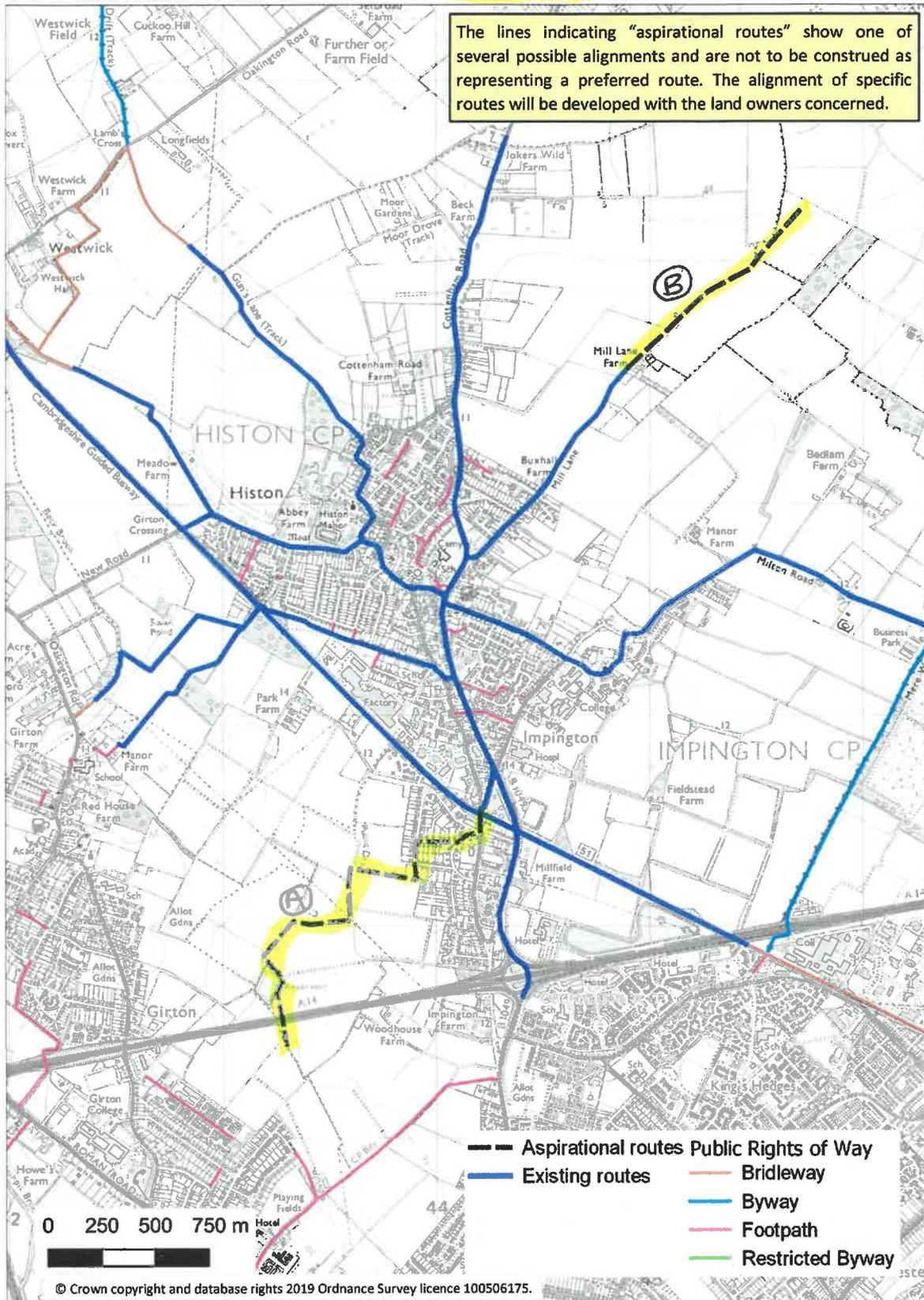
This would be a very useful route for equestrians as it could potentially link up to the Whitehouse Lane to Histon Road footpath, which would provide a link to Eddington. From Eddington, Coton can be easily reached and it would also link to Barton and Comberton Greenways. This route would also link up to the Guided Bus bridleway.



Public Access

- Public Access Footpaths
- Already Bridleway/Byway
- Routes we would like
- HIMNP aspirational routes as per map 2021
- Horses kept at livery here!

Map 20 – HIM15 – Walking and Cycling Routes: Radial Routes



Map 21 – HIM15 – Walking and Cycling Routes: Circular Routes

