



## Histon and Impington Neighbourhood Plan 2020 - 2031

Made (adopted) 20 May 2021



# Foreword

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Neighbourhood Plans were introduced through the Localism Act in 2011 (then referred to as “Neighbourhood Development Plans”). This gives a community the right to develop a plan for their neighbourhood that sets out policies on the development and use of land. Through the development of a Neighbourhood Plan, communities can play a greater role in the development of their area.

Once made, Neighbourhood Plans form part of the statutory development plan and this means that South Cambridgeshire District Council must use our Neighbourhood Plan to determine planning applications. The Plan provides local people with the opportunity to have control over where development should go and how it can benefit the community.

Histon and Impington are thriving villages where people value the rural feel, the wealth of amenities and being part of a community that is inclusive and diverse. The community wants to have a say in how land is used within the parish, how the villages develop and how to retain what is important to the community. We are situated close to Cambridge, an area where growth has been promoted and there is a need for increased housing as the population and the economy grows. People clearly told us through the consultation that retaining the villages’ distinctive identity and not becoming a suburb of Cambridge is a priority.

The Histon and Impington Neighbourhood Plan has been developed by and with the community. It has been produced by the Histon and Impington Neighbourhood Plan Team, led by Histon and Impington Parish Council, using the views and ideas of those living, working and other stakeholders with an interest in the community.

The results of the Histon and Impington Neighbourhood Plan “Big Community” survey, public consultations and workshops have all sought to ensure that the plan accurately reflects the aspirations of the community. The Team listened and consulted on a wide range of issues in order to achieve a plan that details how we see our community developing. Every effort has been made to ensure that the views and policies contained in this document reflect those of the majority of Histon and Impington residents.

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# Acronyms and Abbreviations

BAP	Biodiversity Action Plan
CCG	Clinical Commissioning Group (namely Cambridgeshire and Peterborough CCG)
CIL	Community Infrastructure Levy
CLT	Community Land Trust
CPERC	Cambridgeshire and Peterborough Environmental Records Centre
CQC	Care Quality Commission
GP	General Practitioner
H&I	Histon and Impington
HE	Highways England
IDT	A14 Integrated Delivery Team
IVC	Impington Village College
HM	Her Majesty's (as in "Government")
NP	Neighbourhood Plan
NPPF	National Planning Policy Framework (February 2019 version)
PC	Parish Council (of Histon & Impington)
PCSO	Police community support officer
PVAA	Protected Village Amenity Area
SCDC	South Cambridgeshire District Council
SME	Small and medium enterprises
SPD	Supplementary Planning Document
VDG	Village Design Guide

# Glossary

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active facade	The arrangement where the doors and habitable rooms of a dwelling overlook the street, thereby creating connectivity.
Basic Conditions	Neighbourhood plans must meet certain ‘basic conditions’ and other legal requirements, as set out in Paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 (as amended), before they can come into force.
Big Community Survey	A community-wide survey aimed at engaging with people who live, work, study or have an interest in the Histon and Impington area to inform development of the Neighbourhood Plan.
Commercial Core	The area of shops, services and community uses on and close to the High Street identified on Map 11 “ <i>HIM06 - Histon &amp; Impington Commercial Core Policy Area</i> ”.
community	The people living and working in Histon and Impington together with, should the context require, the buildings, facilities and infrastructure that makes this possible.
community project	An action led or initiated by the Parish Council to investigate and implement as appropriate suggestions arising from the community engagement for this Plan. Some community projects are incorporated in the Plan’s Policies.
development framework	<p>This defines the area within which development is ordinarily permitted subject to compliance with the applicable, prevailing local and national planning policies.</p> <p>Local Plan Paragraph 2.50 notes “<i>The development frameworks define where policies for the built-up areas of settlements give way to policies for the countryside</i>” – see: <a href="https://www.scambs.gov.uk/media/12527/3-chapter-2-spatial-strategy.pdf">https://www.scambs.gov.uk/media/12527/3-chapter-2-spatial-strategy.pdf</a> .</p> <p>The development framework for Histon &amp; Impington is identified in the Local Plan Adopted Policies Map: <a href="https://www.scambs.gov.uk/media/12464/inset-58-histon-impington.pdf">https://www.scambs.gov.uk/media/12464/inset-58-histon-impington.pdf</a></p>
development plan	The overarching term for the plans setting down planning policies that are used in determining planning applications. The development plan comprises <i>The Local Plan</i> and <i>The Neighbourhood Plan</i> .

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Examiner	An appropriately qualified and experienced independent person appointed by the planning authority to assess whether the <i>Neighbourhood Plan</i> is compliant with the relevant legislation and regulations and is in all other regards suitable for adoption as a neighbourhood plan.
exception sites	See “ <i>rural exception site</i> ” below.
Fen Edge	This can refer to any settlement on the edge of the East Anglian fens. Locally, Fen Edge specifically refers to a collection of five villages: Cottenham, Landbeach, Rampton, Waterbeach and Willingham.
Green Belt	Land which is subject to planning restrictions. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.
Guided Busway	A transport corridor, comprising guide tracks solely for buses on the line of the former Cambridge to St Ives railway. There is a maintenance road / public footway cum cycleway alongside. The Guided Busway forms part of <i>The Busway</i> network (see below).
Histon & Impington	The community or the settlement of the two villages.
Histon and Impington	The two villages, of Histon and of Impington.
Histon & Impington Village Design Guide Supplementary Planning Document	A document which complements this Plan, providing guidance on specific design issues including existing village character, landscape, appropriate design in the village centres, residential design (extensions, alterations and new build) and materials. (It is anticipated that this will be adopted in 2020.)
Histon and Impington Neighbourhood Planning Team	The team comprising Parish Councillors, other residents and stakeholders which prepared the Neighbourhood Plan.
Level 4 qualification	One of the nine qualification levels used to describe educational attainment in England, Wales and Northern Ireland ( <a href="https://www.gov.uk/what-different-qualification-levels-mean/list-of-qualification-levels">https://www.gov.uk/what-different-qualification-levels-mean/list-of-qualification-levels</a> ).

Local Plan	<p>A document prepared by the local planning authority setting down planning policies used in determining planning applications.</p> <p>See “<i>The Local Plan</i>” below.</p>
neighbourhood area	<p>The area to which a <i>neighbourhood plan</i> applies. For Histon and Impington this comprises the part of the administrative area of the Histon and Impington Parish Council that lies north of the A14.</p>
Neighbourhood Plan	<p>The document in which a community’s shared vision for its neighbourhood and the shape of the development and growth of the local area is set out (<a href="https://www.gov.uk/guidance/neighbourhood-planning--2#what-is-neighbourhood-planning">https://www.gov.uk/guidance/neighbourhood-planning--2#what-is-neighbourhood-planning</a> ).</p> <p>A neighbourhood plan sets down planning policies that are used in determining planning applications.</p> <p>A neighbourhood plan forms part of the statutory development plan and sits alongside <i>The Local Plan</i> prepared by the local planning authority.</p> <p>In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004</p>
Neighbourhood Development Plan	<p>An alternative term for <i>Neighbourhood Plan</i> (see above). For practical purposes, the terms are interchangeable.</p>
Non-designated Heritage Assets	<p>These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets.</p> <p>See: <a href="https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#non-designated-heritage-assets">https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#non-designated-heritage-assets</a> and <a href="https://historicengland.org.uk/advice/hpg/has/locallylistedhas/">https://historicengland.org.uk/advice/hpg/has/locallylistedhas/</a></p>
Plan	<p><i>Neighbourhood Plan</i></p>
Plan Area	<p>The same as <i>neighbourhood area</i>. For Histon and Impington this comprises the part of the administrative area of the Histon and Impington Parish Council that lies north of the A14.</p>
Policy	<p>A statement setting down criteria against which planning applications are determined.</p> <p>The <i>Neighbourhood Plan</i> policies complement and rank alongside the policies set down in <i>The Local Plan</i>.</p>

Policy Area	The area in which a Policy is deemed to be effective as identified on a map within this Plan.
Protected Village Amenity Area	A planning concept defined in the Local Plan Policy NH/11 (Protected Village Amenity Areas) where development will not be permitted within or adjacent to such an area if it would have an adverse impact on the character, amenity, tranquillity or function of the village.
Restricted Streets	Term used to define where certain parking provision restrictions apply as set down in Policy HIM05.
Rural Exception Site	A location where development is permitted outside the <i>Settlement Boundary</i> for affordable housing under the Local Plan's policies.
Settlement Boundary	The boundary defining the <i>development framework</i> for a settlement, within which development is ordinarily permitted subject to compliance with the applicable, prevailing local and national planning policies.
Supplementary Planning Document	A document intended to expand upon policy or provide further details to policies. In the context of this Plan, the Supplementary Planning Documents would be in support of <i>The Local Plan</i> (see below).
The Busway	A network of bus routes linking Cambridge with Peterborough and Royston. The routes include two sections of guide tracks with a maintenance road / public footway / bridleway cum cycleway alongside: the <i>Guided Busway</i> (see above).
The Local Plan	The South Cambridgeshire Local Plan ( <a href="https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/">https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/</a> ).
	The South Cambridgeshire Local Plan, which was adopted by South Cambridgeshire District Council on 27 September 2018, sets out the planning policies and land allocations to guide the future development of the district up to 2031.
the parish	The area comprising the villages of Histon and Impington as falling within the jurisdiction of the Histon and Impington Parish Council.  While the two parishes of Impington and Histon continue to be recognised, they are regarded as a single settlement for planning purposes

# Contributors to this document

The Histon & Impington Neighbourhood Plan has been prepared by a Team drawn from the community. Many people and organisations have contributed, giving time and information. The Team are very grateful for this support. Those involved directly in preparing this and earlier versions of the Plan are:

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# Summary

Following an open meeting in October 2013 seeking the community's views on what was important for those living and working in Histon and Impington, a Neighbourhood Planning Team has been engaging with the community.

Through professionally run focus groups and a community-wide survey in 2016 (receiving over 2 000 responses – see Section 3) a vision for the evolution of the villages in the coming years was developed (Section 4). In summary this vision is:

Histon & Impington is and will continue to be a cohesive, single community with a special character next to but separate from Cambridge.

The diversity of the community will be maintained, embracing the many village characteristics, providing employment opportunities (including currently in a business park and an industrial site) and sustaining a popular high street.

The community will be 'sustainable' and 'resilient' with the necessary physical and social infrastructure. As far as it can, Histon & Impington will look after itself, providing opportunities for people of all ages and abilities to live well.

The Green Belt will be protected. There will be no large-scale housing developments; acknowledging this, the community gives high importance to there being housing for those on lower incomes.

It will be a welcoming, diverse, inclusive and tolerant community.

Histon & Impington will be a community which recognises its heritage and remains rooted in it, but also embraces the advantages that technology can bring to deliver the different elements of this vision.

Six priorities of importance to the community emerged from the various consultations:

Priority		Intent
Priority 1	Essential Character	To protect the essential character (the 'village character') of the community.
Priority 2	Successful Economy	To encourage the growth and success of the retail, leisure and other commercial businesses of the villages.
Priority 3	Vibrant Community	To ensure the villages' community infrastructure (clubs and societies, open spaces and events) develops and adapts to emerging and changing demographic needs.
Priority 4	Getting Around	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.
Priority 5	Safe, Secure and Successful	To support the community in continuing to make the villages safe, secure, supportive and welcoming for all.
Priority 6	Housing for All	To ensure a sufficient supply of sustainable and high-quality housing (including affordable homes and small and larger units which address changing demographic demand) within the villages.

The Neighbourhood Plan was drafted around these priorities. The Plan formulation was underpinned by these principles, which also came from the community engagement:

Principle		Intent
Principle 1	Digital Village	Utilising the best available technology to the advantage of all.
Principle 2	Sustainable Community	Making sure that whatever we do contributes to tomorrow's community.
Principle 3	Diverse and Inclusive	Offering everyone the opportunity to live in and / or contribute to Histon & Impington.
Principle 4	Heritage and Design	Being mindful of our history and preserving our memories.

In October / November 2018 a formal consultation with the community and statutory stakeholders was undertaken on the Plan. Adjustments were subsequently made to account for feedback received. The Plan's policies (Section 5), and their relationship to the priorities and principles, are:

Policy	Priorities						Principles			
	Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
HIM01 High Quality Design – Residential Development	✓✓✓		✓	✓	✓	✓	✓	✓		✓
HIM02 Interesting Buildings	✓✓✓		✓			✓		✓		✓
HIM03 Size, Scale and Location of New Housing	✓✓✓		✓	✓	✓	✓		✓	✓	✓
HIM04 The Windmill	✓✓✓		✓					✓		✓
HIM05 Parking Provision for Cars and Cycles	✓✓✓		✓	✓				✓		✓
HIM06 Commercial Core	✓	✓✓✓	✓	✓	✓		✓	✓		✓
HIM07 The School Hill Site	✓	✓✓✓	✓	✓	✓	✓	✓	✓		✓
HIM08 The Jam Factory	✓	✓✓✓		✓	✓	✓	✓	✓		✓
HIM09 Vision Park	✓	✓✓✓		✓	✓		✓	✓		
HIM10 School Hill Garden	✓		✓✓✓		✓			✓		
HIM11 Local Green Space	✓		✓✓✓		✓			✓		
HIM12 Important Natural Habitats	✓		✓✓✓		✓			✓		
HIM13 Maximising Recreational Space	✓		✓✓✓		✓			✓		
HIM14 Walking and Cycling Routes	✓	✓	✓	✓✓✓	✓			✓		
HIM15 A14 Mitigation Sites	✓		✓		✓✓✓			✓		
HIM16 The Infant School Site	✓		✓		✓✓✓	✓	✓	✓		✓
HIM17 Station Site	✓		✓			✓✓✓	✓	✓	✓	✓

Key: ✓✓✓  
✓

Policy plays major role in responding to Priority or Principle  
Policy also responds to Priority or Principle.  
Shading used for emphasis.

There are several issues identified during the consultations that are of concern to the community but which cannot be addressed in full through a neighbourhood plan (Section 6). 'Projects' which complement the Plan or address other matters that have been identified in preparing the Plan, are summarised in Section 7.

# 1. Introduction

1.1. This document is the Neighbourhood Plan for Histon and Impington. The Histon and Impington Neighbourhood Planning Team has prepared the Neighbourhood Plan to establish a vision of the future of the villages. It comprises one part of the development plan for the neighbourhood area for 2018-2031, the other part being the South Cambridgeshire Local Plan.

1.2. The background data and evidence on which this Plan is based are listed in Appendix I.

1.3. Each section of the plan covers a different topic. The Policies are in Section 5 where they are presented along with the justification for the policy in the supporting text. These are the Policies against which planning applications will be assessed.

Section 1	Introduction
Section 2	Context
Section 3	The Big Community Survey
Section 4	Vision and Priorities
Section 5	Policies
Section 6	Other issues not addressed by this Plan
Section 7	Projects
Section 8	Plan monitoring and delivery
Appendices	

1.4. This document will be reviewed and updated as part of the Plan monitoring process and formally reviewed at least as often as once every 5 years.

## Why Should Histon and Impington have a Neighbourhood Plan?

1.5. There is real benefit in local people creating a plan that allows them to reflect the priorities identified by the community for their particular area. As that plan will have legal weight when planning decisions are made, it is a proactive approach to help deliver the vision the community has for Histon & Impington.

1.6. The Plan has been written by local people who have detailed knowledge of our community. They are people who have lived in the community for many years along with those who are newer residents who come with fresh ideas and also business owners who may have a particular perspective. This will lead to better planning decisions based on detailed and accurate information about the area, set in the context of policies that work for our community.

1.7. The South Cambridgeshire Local Plan (the Local Plan) provides the strategic context for our neighbourhood plan. In the Local Plan, Histon and Impington has been designated as a Rural Centre<sup>1</sup>. Policy S/8 – Rural Centres states that:

‘Development and redevelopment without any limit on individual scheme size will be permitted within the development frameworks of Rural Centres, as defined on the Policies Map, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.’<sup>2</sup>

1.8. The development framework referred to in Local Plan Policy S/7<sup>3</sup> is a boundary – the Settlement Boundary (see Map 7) – in which the built environment of the Community lies<sup>4</sup>. Whilst the policy should prevent Histon and Impington from spreading out and merging with Cambridge, the Community still considers itself vulnerable to too much development. This would risk the loss of our villages’ character and identity and reduce the already insufficient amount of open space.

1.9. Now the Plan has secured the consent of local people via a referendum, the community will be in a position to benefit from 25% of the Community Infrastructure Levy (CIL) arising from any development that takes place in the Plan Area<sup>5</sup> This can be used for community projects that support the vision and aims in the Plan. Additionally, CIL monies can act as leverage on a range of other public funds and programmes providing a platform for community investment.

## Plan Area

1.10. South Cambridgeshire District Council, as the local planning authority, designated the Histon & Impington Neighbourhood Area in September 2014 to enable the Plan to be prepared.

1.11. Map 1 shows the boundary of the Neighbourhood Plan Area. It excludes Kings Meadow and that part of Impington south west of the A14/B1049 junction which will be a part of the Darwin Green development (see Map 2 below). The Plan Area includes much Green Belt land north, west and east of the community.

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<sup>1</sup> South Cambridgeshire Local Plan was adopted on 27 September 2018 (<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/> )

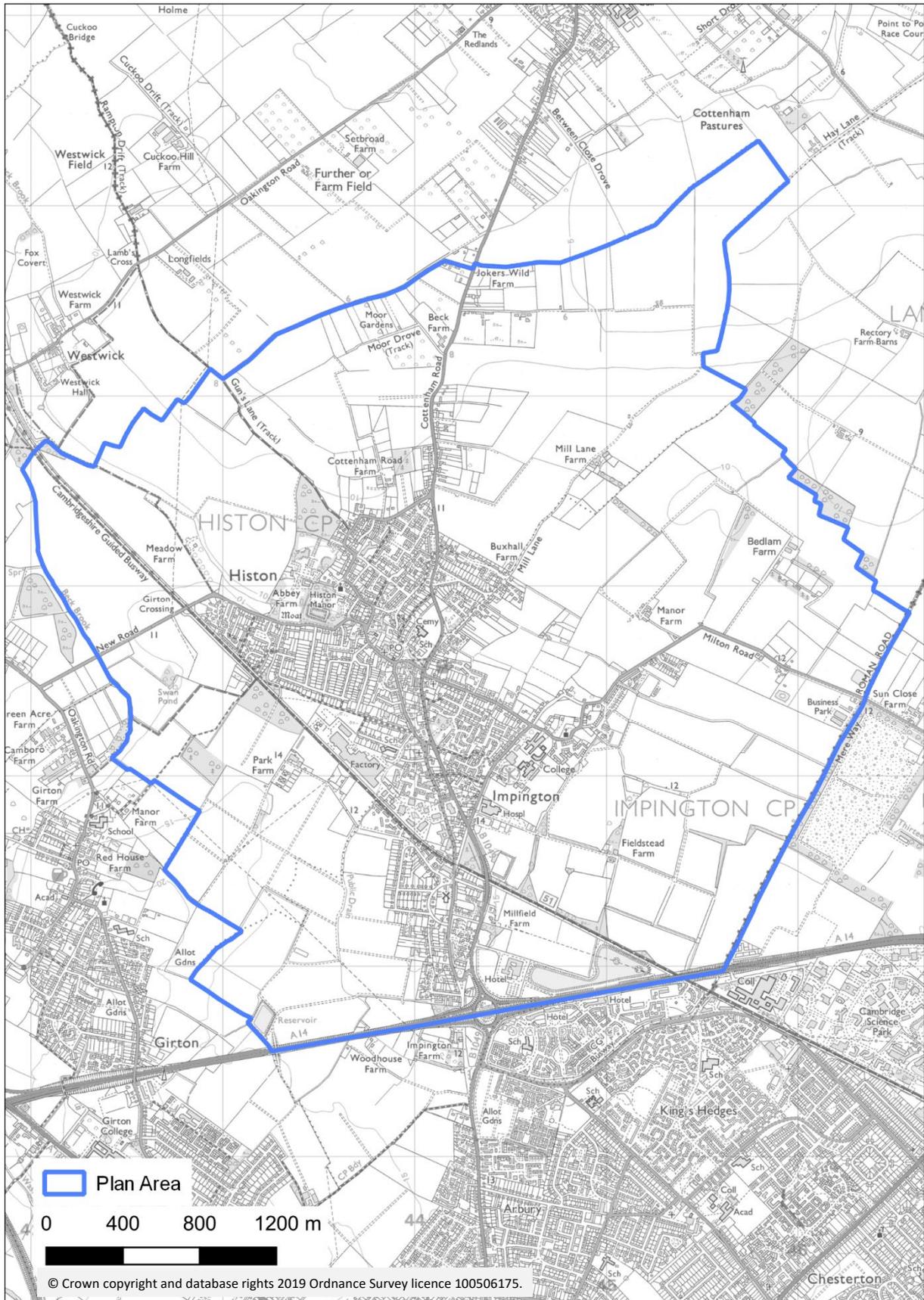
<sup>2</sup> <https://www.scambs.gov.uk/media/12527/3-chapter-2-spatial-strategy.pdf>

<sup>3</sup> <https://www.scambs.gov.uk/media/12527/3-chapter-2-spatial-strategy.pdf>

<sup>4</sup> <https://www.scambs.gov.uk/media/12464/inset-58-histon-impington.pdf>

<sup>5</sup> South Cambridgeshire District Council do not have a formal CIL strategy at present

Map 1: The Plan Area



## Plan Preparation Process

1.12. In October 2013 the Parish Council held an open meeting to introduce the idea of a Neighbourhood Plan for the area and to find out what was important to people living and working in the villages. The Neighbourhood Planning Team, led by the Parish Council, was established later that year and work began.

1.13. The role of the Neighbourhood Planning Team has been to act as facilitator to enable local residents, business owners and members of community groups to have input into the Plan's preparation. The Group has also received support and advice from planning officers at South Cambridgeshire District Council.

1.14. Grant funding was secured which paid for a professional research company, Enventure, which ran focus groups and a community-wide survey in 2016. Over 2 000 responses were received and the careful analysis of the survey resulted in the formulation of the main objectives and priorities for the community.

1.15. Draft policies were prepared and consulted on in September 2017. This resulted in modifications prior to sharing the draft Neighbourhood Plan with South Cambridgeshire District Council.

1.16. A full consultation with residents on the draft Neighbourhood Plan was then undertaken over a six-week period (October 1st to November 16th, 2018). At the same time, various statutory bodies, as defined in Neighbourhood Planning Regulations, were also consulted. This exercise is known as the "Pre-Submission Consultation" or the "Regulation 14 Consultation".

1.17. All comments received have been reviewed and taken into account. For some Policies, workshops were held with consultation respondees to further understand points raised. The Plan has been amended accordingly.

1.18. The revised Plan and its supporting documents were submitted to South Cambridgeshire District Council in June 2019 when a further six-week consultation took place after which the District Council arranged for the independent examination of the Plan.

1.19. The District Council appointed an appropriately qualified and experienced person as an independent Examiner in consultation with the Parish Council. Following examination of the Neighbourhood Plan, on 9 March 2020 the Examiner issued a report to the District Council and Neighbourhood Planning body (in our case, the Parish Council) which concluded that, subject to the policy modifications set out in the report, the Plan meets the Basic Conditions. The Examiner recommended that the Plan, once modified, proceeds to Referendum on the basis it has met the relevant legal requirements. The Examiner also considered that the Referendum should take place only within the designated neighbourhood area.

1.20. This document incorporates these modifications.

1.21. These modifications were to ensure the Neighbourhood Plan complied with the legal "Basic Conditions" (see Section 2), including improving clarity to remove ambiguity. Modifications were also introduced to avoid duplication with policies in

South Cambridgeshire District Council's Local Plan<sup>6</sup>. The Examiner removed two policies from the Neighbourhood Plan for such reasons (with policies subsequently being renumbered to run consecutively).

1.22. There was also some subsequent / consequential updating of text as the version put to the Referendum was prepared. This text has remained unchanged in this document other than in limited places where it is clarified that this is the "Made" version of the Plan (eg in the Sub-title, Introduction and footers). In addition, some changes to the formatting were made to aid accessibility.

1.23. Approval was given by South Cambridgeshire District Council on 10 June 2020 for the Plan to proceed to Referendum. Due to the Covid-19 pandemic, the Referendum (organised by the District Council) was delayed to 6 May 2021. Therefore, some information in the Neighbourhood Plan may have been superseded and will require updating when the Plan is reviewed.

1.24. Everyone on the electoral role for Histon and Impington living within the Plan Area (Map 1) was entitled to vote. (The turnout on the day was 51.24%.) As 90.74% of recorded votes were in favour, and as anything above 50% votes in favour meets the minimum requirement, the local planning authority is required to bring the Plan into force.

## **Histon & Impington Village Design Guide**

1.25. In parallel with the formulation of this Plan, the Histon & Impington Village Design Guide Supplementary Planning Document (SPD) has been developed. It is anticipated that this document will be adopted by South Cambridgeshire District Council in 2020. It updates and supersedes earlier design guidance work undertaken and published, in 2018, alongside the pre-submission version of the Plan.

1.26. The Histon & Impington Village Design Guide SPD seeks to capture how the Community sees the villages, what people would like to improve over time, and how new development can make a significant contribution to the villages and their unique qualities. In particular, the Village Design Guide SPD seeks to reflect local aspirations for innovative and contemporary design that is appropriate to the villages' setting and expands the richness of the local built environment, of which the community is proud.

1.27. The Histon & Impington Village Design Guide SPD complements this Plan, providing guidance on specific design issues including existing village character, landscape, appropriate design in the village centres, residential design (extensions, alterations and new build) and materials.

## **The Maps**

1.28. The maps in this document, and the information therein, have been derived from a variety of sources.

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<sup>6</sup> <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>

- The data has been used “as is” in good faith. Efforts were made to transcribe data, including polygon boundaries, accurately onto the maps; however, no representation is made that this is free from errors or omissions.
- No line or marking on the maps should be construed as representing or defining ownership or other legal right.

All maps are subject to © Crown copyright. With the exception of Maps 3 and 4 showing the development history of the villages, all maps are subject to database rights 2019 Ordnance Survey 100506175

1.29. In producing the maps, the following approach has been used:

- All maps are orientated with north at the top of the map.
- Maps preferentially show the whole settlement area. Where greater resolution is required for clarity, an enlarged area is shown with the location identified in an inset.
- Where specific sites are shown in relation to a Policy, the map has been scaled to show all affected sites.
- The sites considered for the “Vibrant Community” policies in Section 5 have been given a unique, location specific identifier which is the same for all policies. For simplicity, the “V” prefix (see Table 4) is omitted in the maps.

## Purpose

1.30. The primary purpose of a Neighbourhood Plan is related to the use and development of land within a community and its role in determining planning applications within the Plan Area.

1.31. The purpose of this Neighbourhood Plan is to:

- Set out a framework to guide community members, the local authority and developers on how the community wishes to manage and control future development in the Plan Area.
- Record the heritage, community and environmental (including green spaces) assets that the community wishes to preserve.
- Set out a vision for the future of the community.
- Establish an action plan that provides the community with a plan to improve facilities, services and the environment in accordance with the community’s vision for sustainable growth in the Plan Area.

### Thanks to:

- The many residents, business owners and other interested parties who have contributed views and ideas in the development of the Plan.
- The Neighbourhood Planning Team which has devoted many hours over several years to ensure that the Plan came to fruition, along with the many people who assisted the group, and who willingly gave their time and expertise.
- Our thanks too, go to the District Council Planning officers who gave their support and guidance in the making of this Plan.
- Rachel Hogger of Modicum Planning Ltd for her significant, patient and expert advice.

## 2. Context

### National and Local Planning Policy

2.1. Neighbourhood Planning was introduced by the Localism Act 2011 and is recognised in the National Planning Policy Framework (NPPF). The NPPF is periodically updated; this Plan refers to the February 2019 version<sup>7</sup>. Neighbourhood Plans, if passed by an independent examination and supported in a local referendum, must become part of the legal planning framework for the area covered by the Plan.

2.2. The Neighbourhood Plan must satisfy the following Basic Conditions<sup>8</sup>:

- The policies are appropriate having regard to national planning policies and advice (e.g. the NPPF and ministerial statements issued by the Secretary of State).
- The policies are in general conformity with the strategic policies in the Local Plan.
- The Plan is compatible with or otherwise not in breach of EU obligations.
- The Plan contributes towards the achievement of sustainable development.
- The Plan is not likely to have a significant effect on a European site for the conservation of habitats and species.

2.3. The Neighbourhood Plan sets out a number of policies to govern development and land use within Histon and Impington for the period 2019 – 2031. These policies should be read alongside national policies and South Cambridgeshire District Council planning policies that apply within the Plan Area.

2.4. In the case of Histon and Impington, the Plan must be in general conformity with the Local Plan<sup>9</sup> which is also to run until 2031. The Local Plan, approved on 27 September 2018, has provided the strategic context for the development of this Neighbourhood Plan.

### The Parish and Villages

2.5. Histon and Impington are villages situated just north of Cambridge, separated from the city by a major route to the east coast, the A14, and surrounded by Green Belt. The City of Cambridge boundary is approximately 1.7 miles from Histon High Street.

2.6. Histon and Impington are two formerly distinct villages that have become increasingly intertwined over time and in 2012 the two separate Parish Councils

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<sup>7</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>8</sup> NPPF Paragraph 37.

<sup>9</sup> <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/> .

combined to provide one administrative council that serves both villages. Whilst the two parishes continue to be recognised (Map 2), they are regarded as a single settlement for planning purposes.

2.7. The villages have a rural feel being surrounded by countryside to the east, west and north. They sit between the vibrant city of Cambridge to the south and Cottenham to the north, a village which is described locally as being on the Fen Edge. Histon and Impington are categorised by the National Office for Statistics as 'Suburbs and Small Towns: Commuter Suburbs' but the area has its roots in a tradition of agriculture and food processing, and its rural feel belies its proximity to Cambridge.

2.8. The South Cambridgeshire Village Capacity Study (1998) described the setting for Histon and Impington as a very flat and low-lying open landscape, containing irregularly shaped arable fields, subdivided by occasional hedgerows and a network of drainage ditches. The A14 and the proximity of the northern edge of Cambridge provide a semi-urban landscape to the south.

2.9. The B1049 bisects the villages from north to south and provides a direct route to Cambridge. The former Cambridge-St Ives railway, now the Guided Busway, bisects the community from east to west.

## **A Brief History**

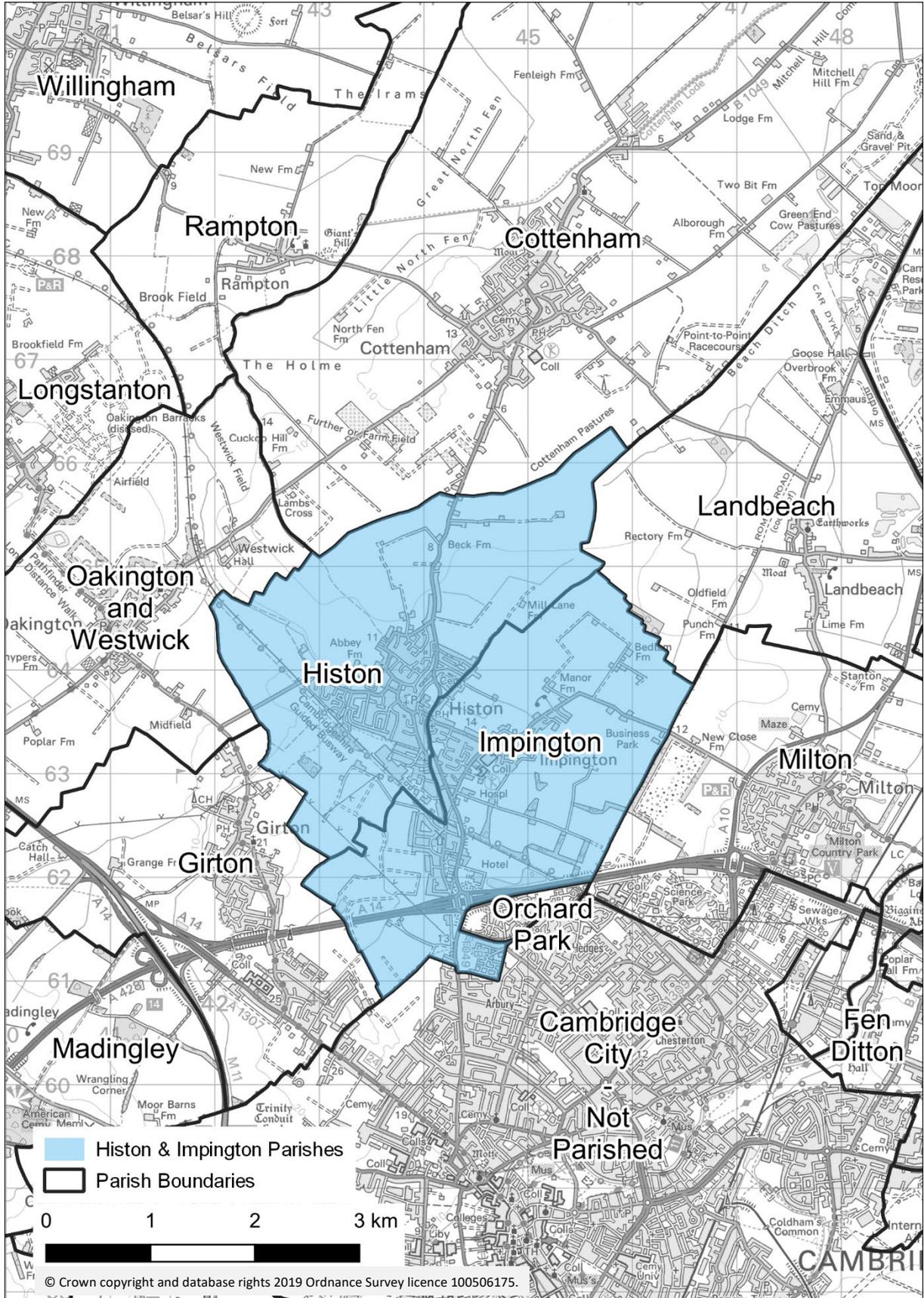
2.10. Archaeological finds include evidence of Iron Age, Saxon and Roman settlements. By 1066 the villages were well established. In the early Middle Ages, Histon was one of the largest villages in the county. The parishes were mainly agricultural until market gardening and fruit growing developed in the mid-19th century.

2.11. Some buildings survive from the Tudor period and there are many heritage buildings that are worthy of preservation, including the Impington Windmill built in 1806, Histon Manor which dates back to the 17<sup>th</sup> century and the old station building.

2.12. The development of the railway and the success of businesses such as Unwins Seeds and Chivers Jams brought employment and prosperity to the area. Chivers opened in 1875 and by 1895 was Europe's first large scale commercial canner. The Chivers family owned a substantial amount of land in the area which they farmed and grew fruit to supply the factory. By 1939 the company owned most of the large farms and estates in Histon and Impington. The 1980s saw the demolition of the old Chivers Jam Factory and Vision Park, an employment area consisting mostly of offices, was built on land at the front of the site. A new factory, now owned by the Hain Daniels Group, was built at the rear and remains today. The railway closed in 1970.

2.13. The population was about 1 000 by 1851. It stayed at about that level for the rest of the century, avoiding the decline experienced by most rural parishes in the county mainly because of the Chivers Jam Factory. The factory contributed to a steady growth in population in the early 20<sup>th</sup> century, there being 1 700 inhabitants in 1931. After 1945, when much housing was built for people who worked in Cambridge, numbers increased rapidly, and had reached 6 400 in Histon and Impington together by 1981.

## Map 2: The Parish Boundaries



## Historic Development

2.14. In the 18<sup>th</sup> century dwellings were scattered throughout the villages, concentrated around what is now known as The Green, High Street and also Church Street. This pattern persisted through the 19<sup>th</sup> century (Map 3). The built-up area was greatly extended between 1901 and 1939 in areas such as Saffron Road, Narrow Lane, Mill Lane and Home Close (Map 4). The number of houses doubled from 1 200 in 1951 to almost 2 400 in 1981<sup>10</sup>. By 1986 almost the entire area between Cottenham Road, the railway, and Impington Park was built over, with ribbon development extending further north, south, and east on the roads to Cottenham, Cambridge, and Milton. This largely remains the form of the settlement to this day (Map 5).

2.15. A business park, Vision Park, on part of the former Chivers Jam Factory site provides almost 2 000, mostly office-based jobs.

## Histon and Impington Villages Today

2.16. Histon & Impington is a vibrant and diverse community with an excellent range of services and facilities including a nursery, primary and secondary school, a wide range of shops and employment opportunities. The main facilities are shown on Map 6.

## Population

2.17. The data in the following table is for the Plan Area. It has been extracted from the Census 2011 data for the whole ward. The increase in population from 2001 to 2011 was 749 people (10%).

2.18. The population data shows that the community loses young people when they leave for university or pursue careers elsewhere but many young adults with families move into the community. 41% of the population were aged between 30 and 59. Approximately 73% of the population were under 60 years old. There has been a change in population over the period 2001 to 2011 with fewer, older people and more, younger people living in the community.

2.19. The comparisons with England as a whole and South Cambridgeshire as a whole show that the Plan Area follows a similar pattern to the region and country with a few exceptions; the Plan Area has a noticeably higher proportion of people aged over 75 and fewer aged 0 -4.

2.20. People living here generally experience good health: 7 575 individuals out of a total of 7 866 described themselves as having very good, good, or fair health.

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<sup>10</sup> British History online resource [www.british-history.ac.uk](http://www.british-history.ac.uk) .

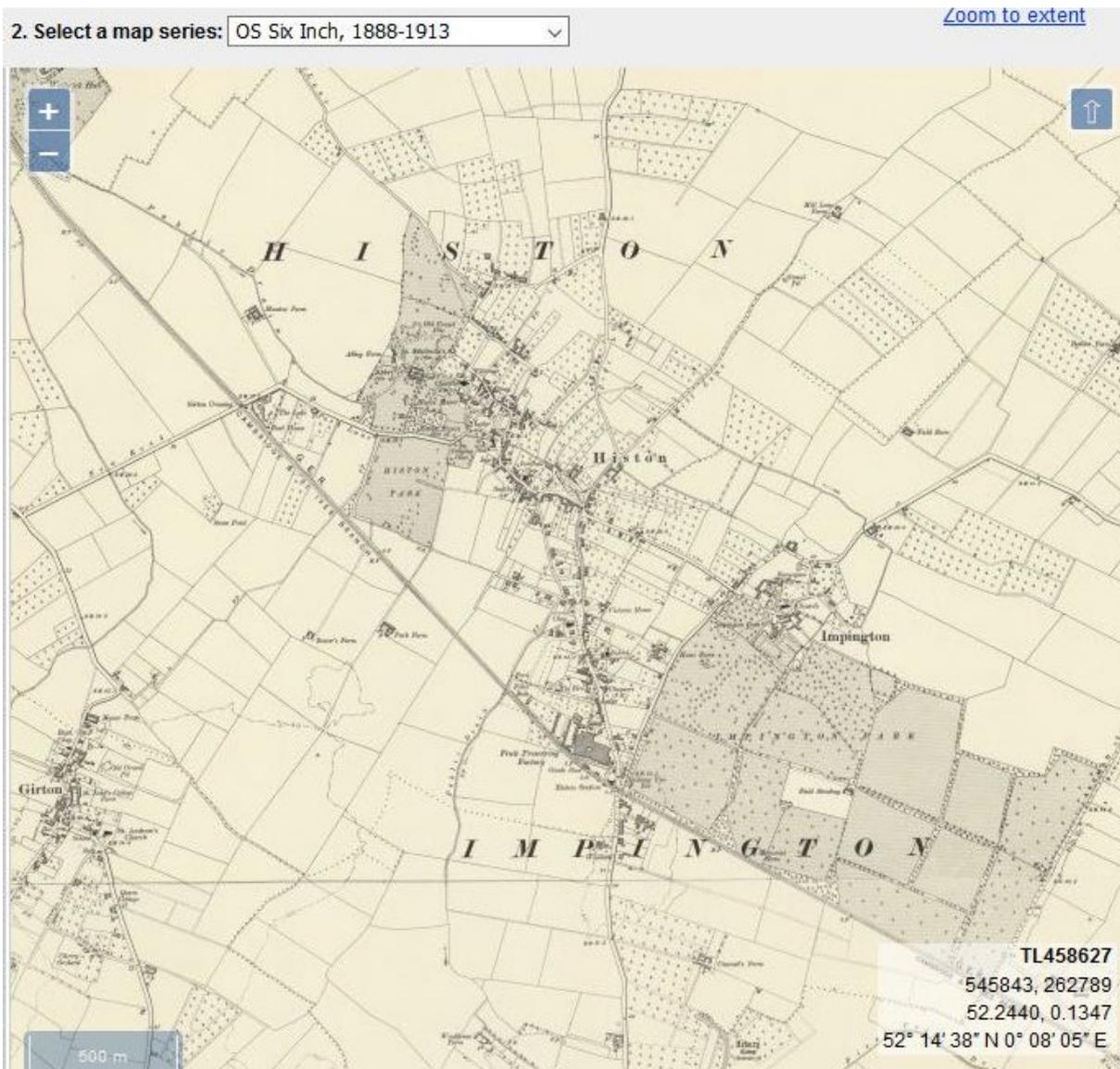
Age range	Population Histon and Impington 2011 (Plan Area)		Proportion in:	
	Number	Proportion	England	South Cambridgeshire
0-4	386	4.9%	6.3%	6.3%
5-7	272	3.5%	3.4%	3.7%
8-9	160	2.0%	2.2%	2.4%
10-14	506	6.4%	5.8%	6.1%
15	99	1.3%	1.2%	1.3%
16-17	218	2.8%	2.5%	2.5%
18-19	146	1.9%	2.6%	2.0%
20-24	352	4.5%	6.8%	4.8%
25-29	383	4.9%	6.9%	5.4%
30-44	1 521	19.3%	20.6%	21.5%
45-59	1 712	21.8%	19.4%	20.8%
60-64	525	6.7%	6.0%	6.6%
65-74	688	8.7%	8.6%	8.8%
75-84	573	7.3%	5.5%	5.5%
85-89	217	2.8%	1.5%	1.5%
90 & over	108	1.4%	0.8%	0.8%
<b>All ages</b>	<b>7 866</b>	<b>100.0%</b>		

2.21. Histon and Impington has a high proportion of people working in highly skilled professions. Of those aged 16-74 in employment, approximately 47% described themselves as either in a higher or intermediate managerial / administrative / professional job or in a supervisory / junior manager / administrative / professional role. 34.2% describe themselves as having a Level 4 or higher qualification<sup>11</sup>.

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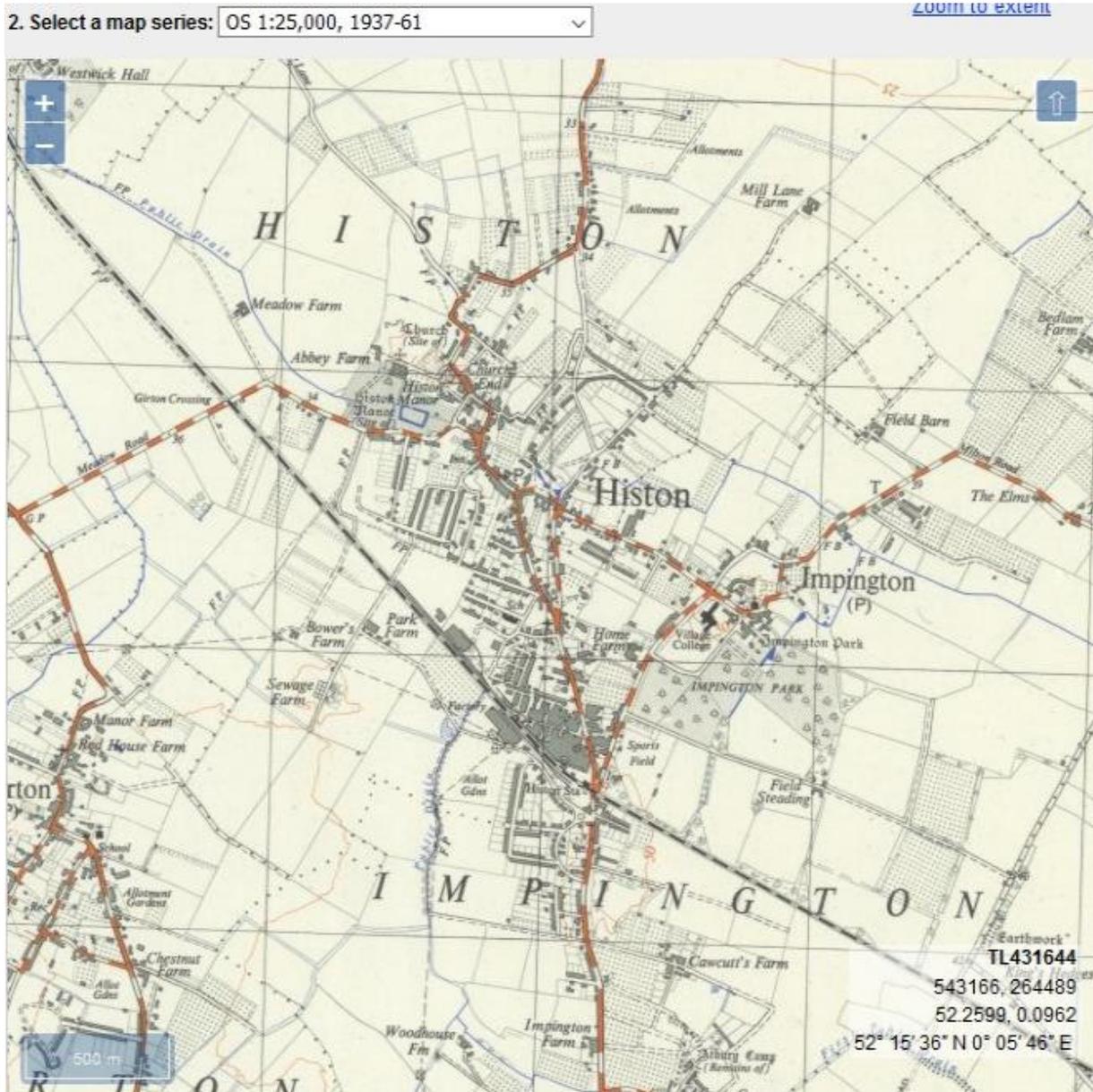
<sup>11</sup> UK Census 2011.

### Map 3: The Villages: 1888 to 1913



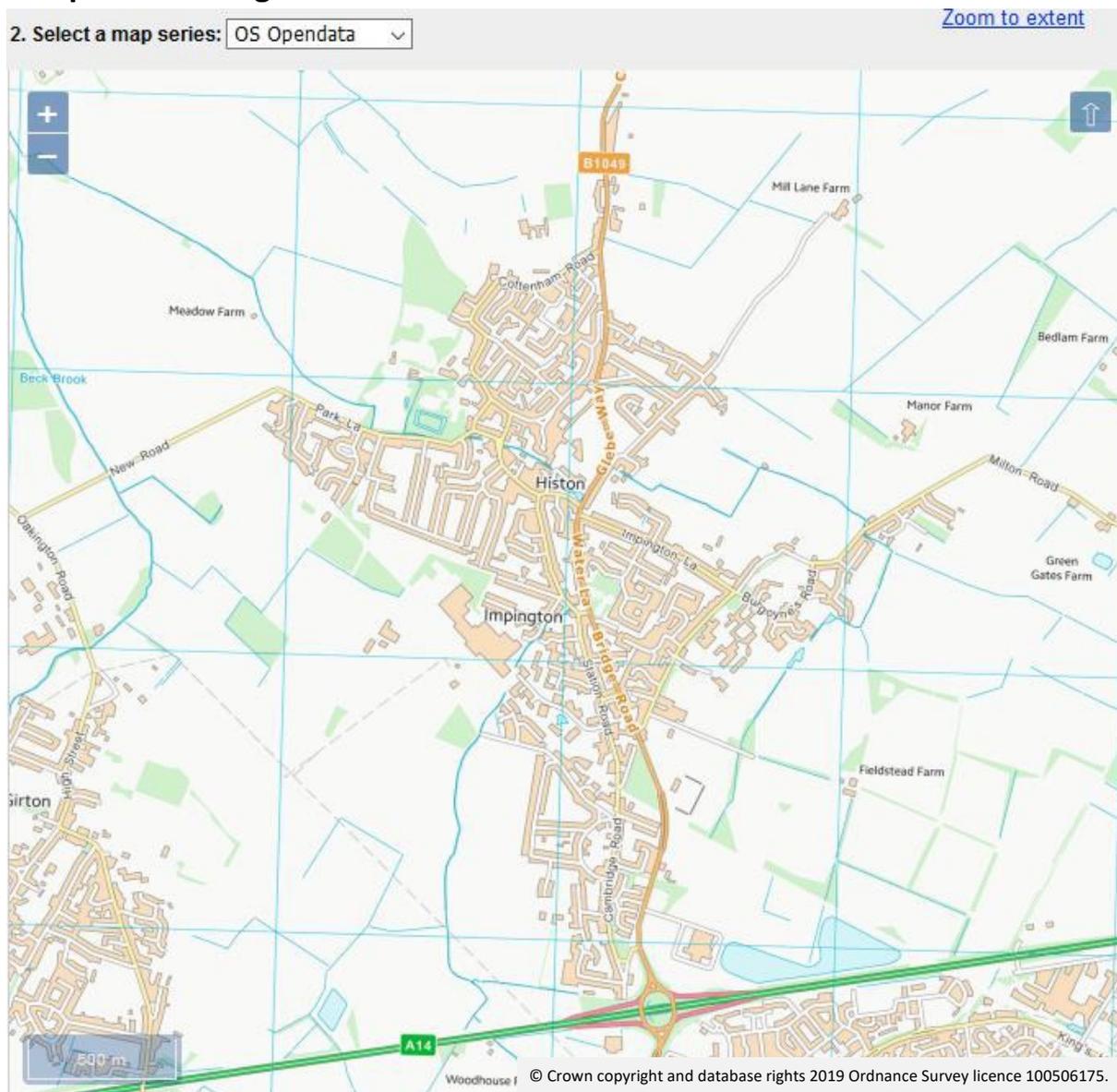
Source: Ordnance Survey

## Map 4: The Villages: 1937 - 1961



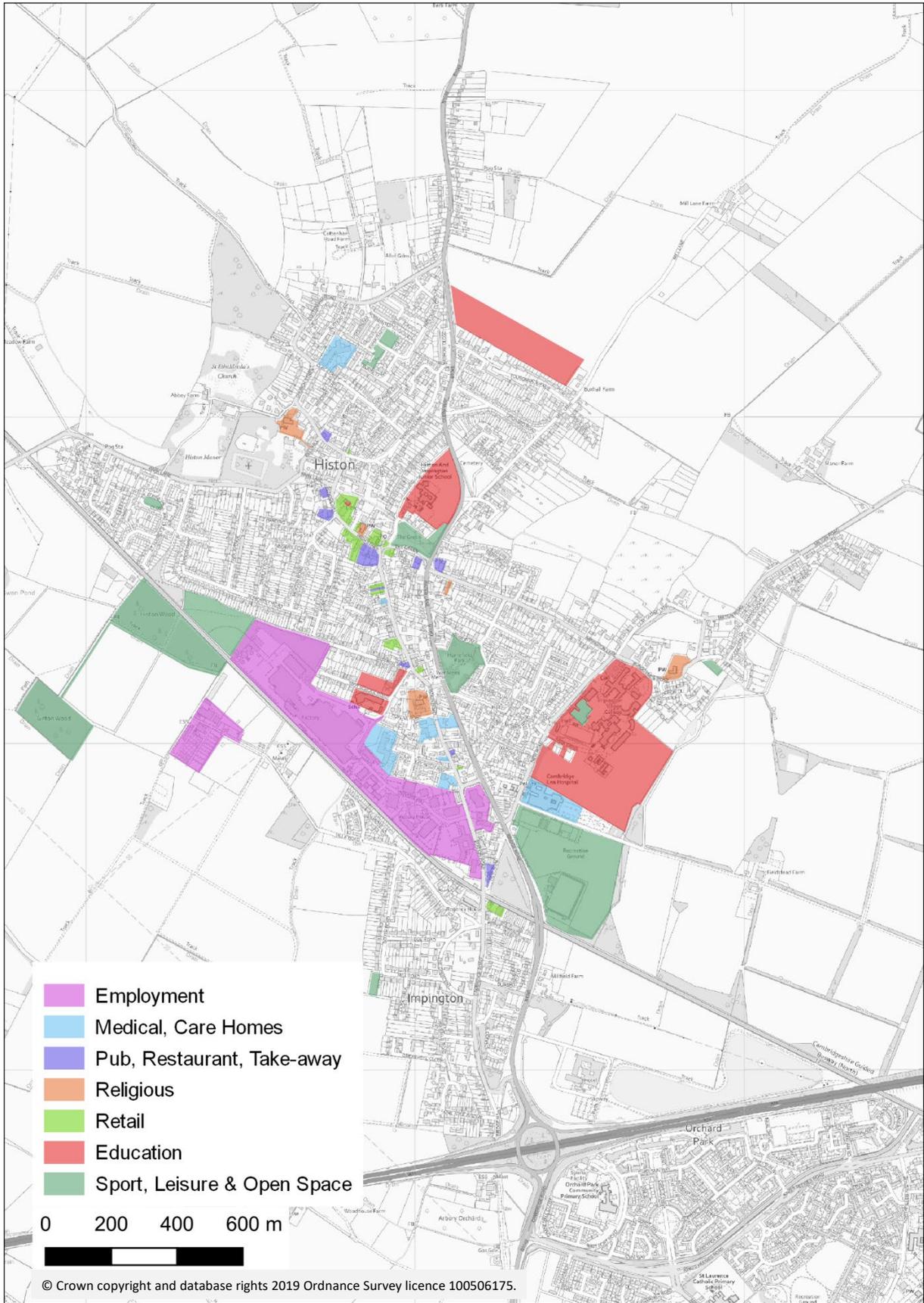
Source: Ordnance Survey

## Map 5: The Villages: 2017



Source: Ordnance Survey

**Map 6: Main Facilities in the Plan Area**



## Employment and Unemployment

2.22. There is a high level of employment for residents living in the community.

All residents	Proportion (%)
Economically active	54.0
<i>Of which:</i>	
Full-time employee	31.0
Part-time employee	11.6
Self employed	7.8
Full-time student	1.9
Unemployed	1.7

Source: Office for National Statistics. 2011 Ward Labour Market Profile E36001847: Histon and Impington<sup>12</sup>.

## Local Infrastructure

2.23. The villages are served by numerous shops and small businesses including two supermarkets, a bicycle shop, two hairdressers and a barber, butchers, bakers, gift shop and a post office. Other facilities include a GP surgery, two dentist surgeries, two pharmacies, a Spire hospital, solicitors' offices, estate agents, a bank, a building society, a petrol station, four cafes and five churches. Facilities are good but there is limited capacity at the GP surgery due to the age of the building. There are also six pubs (which provide a range of dining options), two restaurants and two take-aways. Several churches offer community facilities and the Recreation Ground provides a play park along with sports pitches. The Impington Village College (IVC) sports centre includes gym facilities and a swimming pool.

2.24. Currently there is an Early Years Centre, Infant School, Junior School and a Secondary School that has an International Sixth Form. Due to the increase in population, a new school is being built to increase the overall primary school provision to 1 050 pupils.

2.25. Most homes are within 800m of one of two community centres (Map 7):

- The Post Office in the High Street, Histon
- The Busway stop in Impington<sup>13</sup>.

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<sup>12</sup>

<https://www.nomisweb.co.uk/reports/lmp/ward2011/1140852535/report.aspx?town=Histon#ls>

<sup>13</sup> There is the opportunity to interchange with the Cottenham-Cambridge bus route here.

## Public Transport

2.26. The villages are served with a regular bus service into Cambridge or north to Cottenham. Peak time services extend to Chatteris and March. Twice a week there is a day time service to Ely. The IVC has school buses serving Milton and Cambridge.

2.27. The Busway provides transport into Cambridge and beyond, including to the nearest major hospital, Addenbrooke's and the two railway stations, and going north west to the St Ives and Huntingdon areas and on to Peterborough.

## Walking and Cycling

2.28. 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 (see Section 3 below) in 2016 were in favour of improved cycle paths.

## Local Businesses

2.29. Vision Park, located in the south west of the community, has a diverse range of businesses and provides employment for 2 000 people. A further 400 people are employed at the Hain Daniel factory (formerly the Chivers Jam Factory).

2.30. Yell.com lists over 260 businesses that are based in Histon or Impington.

## Local Employment

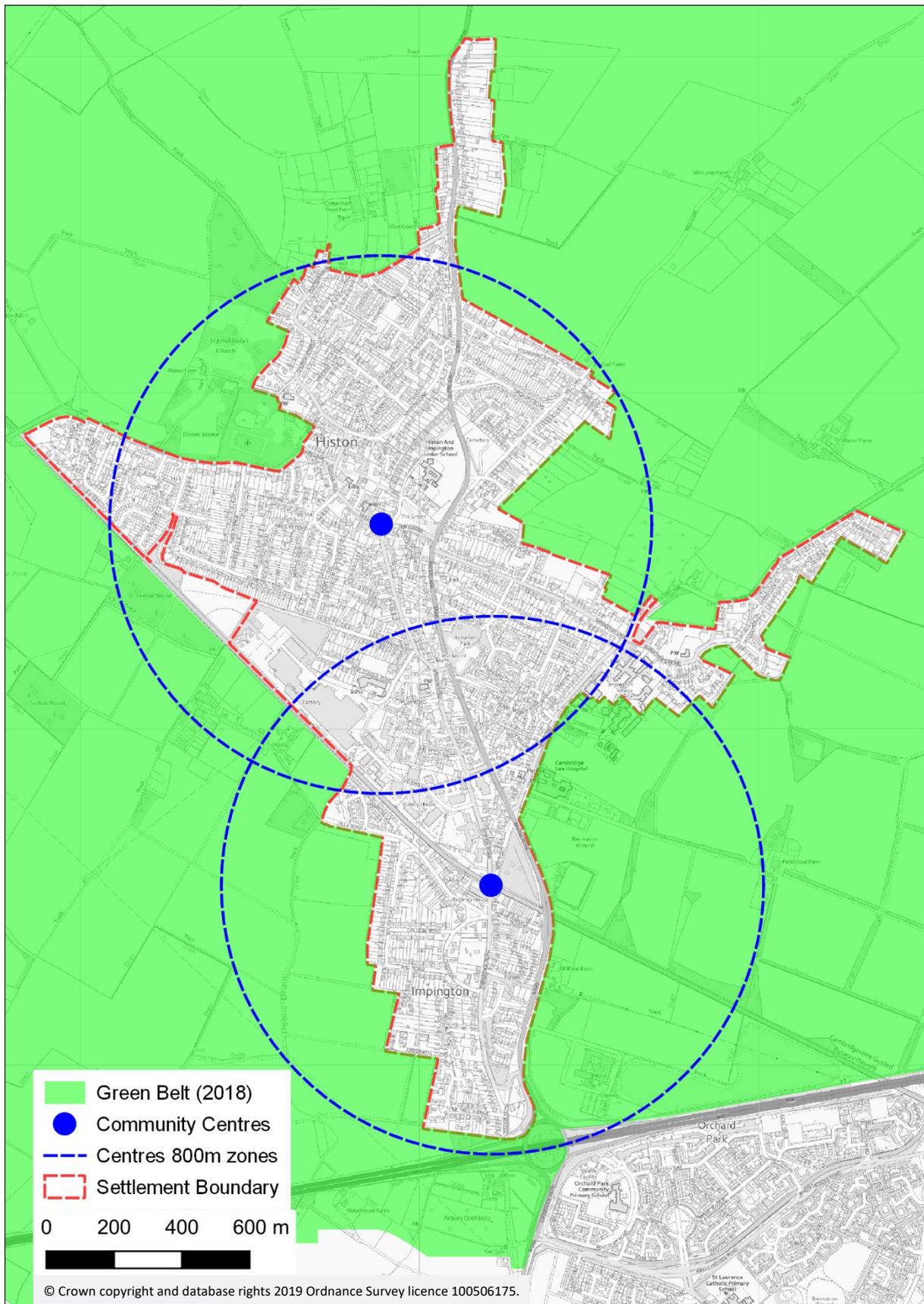
2.31. In addition to the local businesses mentioned above, other major employers include IVC and the primary schools, Spire Hospital, The Holiday Inn and several care homes. There are also a significant number of people employed in the retail sector and a further number of home workers. Approximately 3 500 people are employed locally across all categories.

## The Green Belt

2.32. Histon and Impington are tightly bounded by Green Belt to the north, west and east (see Map 7). The south of the Plan Area is bounded by a major trunk road, the A14.

2.33. The Green Belt provides a buffer between the neighbouring villages of Cottenham, Oakington, Milton and Girton. There is a narrow strip of Green Belt between the City of Cambridge and Histon and Impington in the south but the openness here has been eroded by the A14 transport corridor.

# Map 7: Histon & Impington Community Centres and Settlement Boundary



2.34. One of the clearest messages arising from the engagement with the community has been the strong support for the principle of keeping the settlement as a separate place with its own identity. The Green Belt is the national planning mechanism for retaining that separate identity from the surrounding villages.

2.35. The five main purposes of the Green Belt, as provided by the NPPF have, in the main, been achieved:

- To check the unrestricted sprawl of large built-up areas
- To prevent neighbouring towns merging into one another
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special character of historic towns, and
- To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

2.36. The NPPF makes clear that the Government attaches great importance to Green Belts and these should only be altered in exceptional circumstances as part of the review of a Local Plan.

2.37. Neighbourhood Plans cannot allocate land for development that is within the Green Belt. This has created a challenge for the Neighbourhood Plan as land was sought to accommodate affordable housing, given the Green Belt runs quite tightly around the built-up area.

2.38. However, the Local Plan proposes some release of Green Belt land including a release of a small parcel of land of 1.21 hectares just north of Impington Lane in the Neighbourhood Plan Area. This release of land will allow for 26 houses at this site.

2.39. Proposed development for land in the Green Belt is covered by the NPPF and policies in the Local Plan.

2.40. The exception site Policy H/11 (for land coming forward for development that is outside the village framework) in the Local Plan states<sup>14</sup> that:

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<sup>14</sup> <https://www.scambs.gov.uk/media/12533/8-chapter-7-housing.pdf>

### **Policy H/11: Rural Exception Site Affordable Housing**

1. Affordable housing developments to meet identified local housing needs on small sites adjoining a development framework boundary will be permitted subject to:

- a. The number, size, design, mix and tenure of affordable homes are confined to, and appropriate to, meeting identified local needs;
- b. The development is of a scale and location appropriate to the size, facilities and character of the settlement;
- c. For sites at settlements within or adjoining the Green Belt, that no alternative sites exist that would have less impact on Green Belt purposes;
- d. That the affordable homes are secured for occupation by those in housing need in perpetuity. Mortgagee in Possession clauses will be allowed where demonstrated to be necessary to enable development to proceed.

2. In order to facilitate the delivery of significant additional affordable housing the Council will consider allowing some market housing on rural exception sites on viability or deliverability grounds.

# 3. The Big Community Survey

## How the Survey was Delivered

3.1. The Neighbourhood Plan Team worked with Enventure, a market research and engagement company, to develop a survey with the aim of engaging with people who live, work, study or have an interest in the Histon and Impington area. Enventure also ran a series of focus groups and interviews with people who live in Histon and Impington and those who own or manage businesses. The focus groups were promoted via posters displayed in the community and through social media.

3.2. In September 2016, the survey was delivered to every address in the community and was also available in shops and other establishments. Individuals were able to respond via an online version or by completing a paper copy and returning the survey directly to Enventure. The survey ran for five weeks.

3.3. In total 2 167 individuals took part in the survey and 31 people took part in focus groups and interviews. A mixed quantitative and qualitative approach was used for the research. The main aim was to ascertain people's likes and dislikes about the community, identify local issues and to understand how they saw the community developing over the next 15 years. This was crucial to the development of the vision, aims and policies in our Neighbourhood Plan.

## Survey Findings

3.4. The majority of survey respondents said they liked the community. Those participating in the focus groups described it as 'diverse', 'comfortable', and 'safe'. Residents felt that the community has much to offer in terms of amenities.

3.5. Key findings include:

- A *high level of satisfaction* with the community: 82% of respondents either liked the community '*a lot*' (53%) or '*a fair bit*' (29%).
- The most commonly chosen adjectives to describe Histon & Impington in 15 years were *friendly*, '*safe*', '*affordable*' and '*attractive*'.
- The top issues causing most concern were '*more traffic*', '*pressure on medical facilities*', and '*affordability of housing*'.
- In response to the question about what single change would improve the community, the top answers were '*traffic management / parking restrictions*', '*safer cycling routes*' and '*better public transport / improved links*'.
- The availability of *medical services* was perceived to be in need of improvement by more than half the respondents (54%).
- 66% of respondents considered that more *affordable* or *starter homes* are needed.
- 44% of respondents *do not agree* with any *more houses* being built on *Green Belt* and 38% are willing to *accept some* new houses as long as there is a significant delivery of affordable houses.

- Almost half of respondents would feel comfortable with allowing the development of *energy projects* on *Green Belt* land.
- In relation to reducing traffic and pollution, 59% said they were in favour of improved *cycle paths* and 55% wanted a *Guided Busway stop* in the *north west* of the community.
- In terms of *supporting businesses* in the community, 20% of business respondents said nothing is needed, 16% said more *parking* and 13% better *broadband / Wi-Fi / mobile* coverage.
- A fifth of respondents said they were keen that Histon & Impington *retained its own identity* and did not become a suburb of Cambridge.

3.6. The survey demonstrated that it is important to the community that Histon & Impington continues to be a friendly, inclusive, desirable place to live, retaining its independent identity and the excellent services and amenities it has. Of equal importance is that it is safe to get around and any potential expansion contributes positively to the community and does not threaten what is so clearly valued by the community. Facilities are generally well thought of but the improvement of medical facilities was highlighted as being needed.

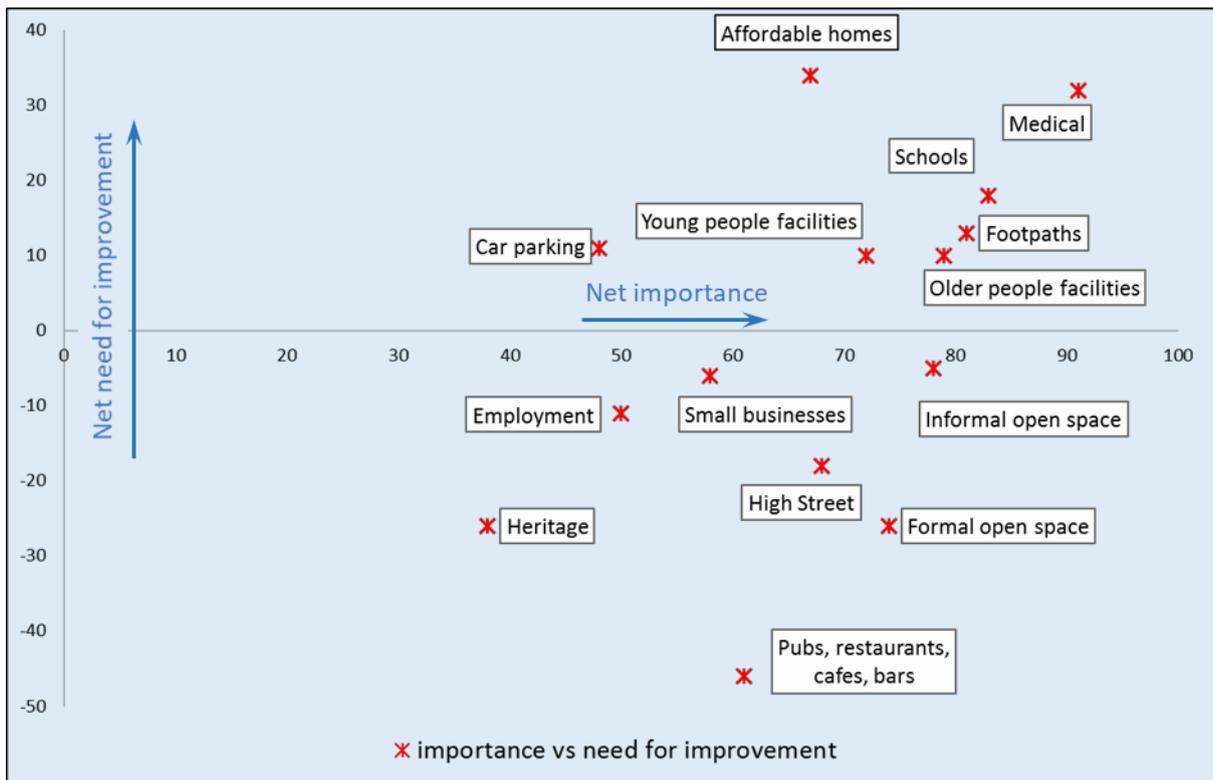
### How the Survey Influenced the Neighbourhood Plan

3.7. The findings from the survey were used to inform this Neighbourhood Plan.

3.8. The following chart is based on the answers to the questions presented in section 4 of the survey, relating to facilities in the community. The horizontal x-axis is the net importance i.e. the difference between the % of people who believe that certain facilities are important and those who do not. The vertical y-axis is the net need for improvement i.e. the difference between the % of people who believe that certain facilities need improvement and those who do not<sup>15</sup>.

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<sup>15</sup> For example, 94% of people said that medical facilities are important and 3% said they were unimportant. This provides a net importance statistic of 91%. Similarly, 54% of people said the medical facilities need to be improved and 22% said that they did not. This provides a net need statistic for improvement of 32%.



3.9. This means that facilities shown in the top right-hand quadrant of the chart are seen as being most important and being most in need of improvement. Note that although all facilities are seen to be important several are not considered to need improvement.

3.10. Respondents to the survey were asked if any facilities had been left out from previous questions.

- The answers related mainly to issues which cannot be addressed by the Neighbourhood Plan such as *public transport* (10%), *road and footpath repairs* (10%) and *traffic calming* (8%).
- However, respondents saw fit to re-emphasise the importance of the *High Street* (5%), *pubs, cafes and restaurants* (4%), *affordable housing* (4%), *sports facilities* (2%) and *schools / child care activities* (1%).

## 4. Vision and Priorities

### Key Issues

4.1. Any survey or consultation with residents of Histon and Impington always indicates considerable satisfaction with the status quo. Residents (and visitors) like the community, they value its 'village character' and they recognise the advantage of being 'next to Cambridge but not a part of it'.

4.2. Any look to the future, as this Neighbourhood Plan seeks to do, must recognise the issues that underlie this satisfaction together with enduring concerns. These are:

- Maintaining the 'village character' of the community
- Providing sufficient (and high quality) healthcare and education
- Supporting older and young people
- Addressing crime and anti-social behaviour
- Tackling the blight of the B1049
- Improving public transport
- Maintaining the roads, Public Rights of Way, cycle paths and footways
- House prices and the shortage of affordable housing.

### Maintaining the 'Village Character' of the Community

4.3. Despite its proximity to Cambridge residents of Histon & Impington identify strongly with the community and cite its '*village character*' as being important. When questioned it is apparent that there are three dimensions to this.

- The visual elements: an attractive, distinctive village green, medieval churches, village pubs, local shops, green spaces
- A programme of activities: including the Feast, Santa's Grotto, the fireworks, multiple sports events
- Its clubs and societies and other networks: the Village Society, the churches, the Scouts, several sports clubs, two choirs; many other groups for a range of activities.

4.4. During the Big Community Survey exercise, focus groups understood that the community would grow but were adamant that as it did so it should maintain its '*village identity*'. In the survey 27% rated '*loss of identity and community*' as a worry for the future.

### Providing Sufficient (and High Quality) Healthcare and Education

4.5. The community is fortunate to have good schools and a CQC rated excellent medical practice.

4.6. There is a shortage of primary school places which is currently being met by temporary accommodation. However, a new school which is being built in 2020 will remove this pressure.

4.7. The medical practice operates from a Victorian building. It is cramped and operating at capacity. It is an unsuitable base from which to support the growing and changing demands of the community. Several GP consulting rooms are on the first floor with no disabled access.

4.8. This Plan will propose that land be made available for the development of a more appropriate medical facility for the future.

4.9. In the Big Community Survey 44% of respondents rated '*pressure on medical facilities*' as a worry for the future. 34% rated '*pressure on school places*' as a worry.

### **Supporting Older and Young People**

4.10. Responsibility for providing the extra care that older and young people need has always been regarded as resting with social services and that means the County Council. However continuing budget cuts have seen funding for this reduced and increasingly the Council is looking to lower tier councils (town, parish and community) and the voluntary sector to fill the gaps in provision that emerge.

4.11. In the Big Community Survey 21% of respondents rated '*pressure(s) on facilities for (both) young and older people*' as worries for the future.

### **Addressing Crime and Anti-Social Behaviour**

4.12. It's fortunate that by national standards Histon & Impington is a low crime community. However, within South Cambridgeshire it is a crime 'hotspot' and this raises perceptions of crime. Police budgets have been reduced and are under continuing pressure and, although the community has been well served by the continued support of PCSOs, it is concerned about the future.

4.13. In the Big Community Survey 30% of respondents rated '*higher crime levels*' as a worry for the future.

### **Tackling the Blight of the B1049**

4.14. The B1049 is one of eight major commuting routes into Cambridge. It is very busy; just south of the bridge over the Guided Busway it carries an average 19 000 vehicles per day<sup>16</sup>. It is especially congested during the morning and evening rush hours.

4.15. The B1049 bisects the community. During the morning rush hour there are standing queues of traffic back from the A14 and northwards from the traffic lights at the crossroads on the Green. On a bad day the former can extend all the way back to The Green and the latter can extend northwards as far as the Settlement Boundary. There is an obvious pollution problem associated with so much traffic.

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<sup>16</sup> Unpublished data provided by Cambridgeshire County Council and measured by Intelligent Data Collection Limited (acting as contractor to the County Council to run annual Northstowe ATC [Automatic Traffic Counters] Survey).

4.16. Because the B1049 bisects the community, many students must cross it to access the IVC on the east side and the Junior and Infant Schools both of which are on the west side. This adds to the problems of the morning rush hour because traffic light patterns must be set to enable these students to cross the road. Impatient driver behaviour sometimes results in drivers not allowing pedestrians to cross the road safely.

4.17. The B1049 was built at a time when there seems to have been less concern about traffic speeds and although most of it now carries a 30mph speed limit the local Speed Watch operation has evidence of many drivers exceeding this.

4.18. In the Big Community Survey 58% of respondents rated '*more traffic*' as a worry for the future. Furthermore 26% rated '*air quality and pollution*' as a worry.

### **Improving Public Transport**

4.19. Histon & Impington is served by the Citi 8 bus service into Cambridge which is operated by Stagecoach. This runs every 20 minutes during working days and less frequently in the evenings and at weekends. In order to maximise access it follows a circuitous route through the community. The service terminates in Cambridge city centre so that passengers wishing to go to Cambridge railway station or to Addenbrooke's Hospital must change buses.

4.20. The Busway also goes through the community and provides connections to Cambridge North railway station (although there is only an hourly service during the day<sup>17</sup>), to Cambridge railway station and Addenbrooke's Hospital. There is only one stop in Histon & Impington and peak-time buses are invariably full when they arrive. Although the City 8 route crosses the Guided Busway route, there is scope for improving the arrangements (physical, ticketing and timetabling) for interchanging between the two.

4.21. There is also a twice weekly service northwards to Ely via Cottenham on the local 110 route.

4.22. The community is in favour of '*direct bus services into Cambridge*' (55%) and of a '*guided bus stop towards (the) northwest of the community*' (51%). In the Big Community Survey 29% of respondents rated '*provision of public transport*' as a worry for the future'.

### **Maintaining the Roads, Cycle Paths and Footways**

4.23. The County Council is responsible for the maintenance of roads, cycle paths and (most) footways. With budget constraints, the thresholds which they apply before effecting repairs are higher than residents would like. It is recognised that badly maintained roads, Public Rights of Way and paths are a safety hazard that contribute

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<sup>17</sup> There is a half-hourly service in the early morning to, and late evening from, Cambridge North station.

adversely to perceptions of the community and the knock-on effect which this might have on crime.

### **House prices and the shortage of affordable housing**

4.24. Cambridge is well known for its high house prices and prices in Histon and Impington are high and out of reach of the less well paid as a result. Simple two bedroomed terrace houses sell for well over £200k. Given that these would be suitable starter homes for young families even these are beyond the reach of families with combined incomes below £40k/year. By comparison teachers, nurses and members of the police force earn less than £30k in their first years of employment. Other essential occupations earn less.

4.25. Although about 13% of the dwellings in the community are social housing, one in four of these comprise sheltered housing. Limited new affordable housing has been provided in recent years (located at Merrington Place and Primrose Lane) because there have been no other significant housing developments to bring such housing forward.

4.26. In the Big Community Survey 38% of respondents rated '*affordability of housing*' as a worry for the future

### **Addressing these issues**

4.27. This Plan has limited ability to address these issues in their entirety and where it cannot this is summarised in Section 6: "Other Issues not addressed by this plan".

4.28. An overarching message from the engagement is the recognition that achieving the outcomes people want for the community requires proactive measures, whether for example to maintain the current village character or to ensure the villages are places with good employment and lifestyle opportunities. The Plan accordingly recognises and embraces the three pillars of sustainability:

- Social equity
- Economic viability
- Environmental protection.

## Vision

4.29. The Neighbourhood Plan is informed by the following vision of the community's future.

- a. Histon & Impington is and will continue to be a cohesive, single community with a special character next to but separate from Cambridge. It is and will be sustainable, resilient and inclusive.
- b. It embraces many village characteristics, a green, flourishing churches, village pubs, green space (both formal and informal). At the same time it is home to a business park and an industrial site which are major employers. There is also a popular high street and its population is approaching ten thousand. It is important that this balance be maintained.
- c. The community will be 'sustainable'. There will be sufficient school places for all who want them and a GP practice which meets the needs of all residents. Although many residents will commute to Cambridge, London and elsewhere, there will be safe and convenient walking, cycling and public transport options. Many will work from home and there will be the infrastructure to support them.
- d. Histon & Impington will be 'resilient'. As far as it can, it will look after itself. It will support the police by minimising opportunities for crime, it will provide its young people with opportunities outside of school, and it will encourage its residents to lead fit and healthy lifestyles and will support them when they become less able.
- e. It will be a diverse, inclusive and tolerant community. It will embrace provision of housing for those with lower incomes, who cannot afford the housing prices which currently prevail. It will welcome all new residents and others who may visit the villages to shop, for education, to work or for any other purpose.
- f. The community is bounded on the south by the A14 and on all other sides by Green Belt. This Green Belt will be protected, with only minimal development - when there will be an associated contribution to community facilities. There will be no large-scale housing developments.
- g. Histon & Impington will be a community which recognises its heritage and remains rooted in it, but at the same time understands the advantages that technology can bring and will leverage this to enable it to deliver the many and disparate elements of this vision.

## Priorities

4.30. Six priorities have emerged as a result of all the early Neighbourhood Plan engagement work. They comprise a necessary and sufficient set which, if addressed, will deliver the community which Histon & Impington residents, and those who visit it, want.

### Priority 1: Essential Character

**To protect the essential character (the ‘village character’) of the community.**

4.31. The Parish Council will address this priority:

Through Neighbourhood Plan policies which:	By working with residents to:
<ul style="list-style-type: none"><li>• Protect the heritage of the community; and</li><li>• Set appropriate design standards for new development.</li></ul>	<ul style="list-style-type: none"><li>• Agree any future updates to the Histon &amp; Impington Village Design Guide SPD.</li></ul>

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### Priority 2: Successful Economy

**To encourage the growth and success of the retail, leisure and other commercial businesses of the villages.**

4.32. The Parish Council will address this priority:

Through Neighbourhood Plan policies which:	By working with residents to:
<ul style="list-style-type: none"><li>• Provide facilities and premises for low tech businesses to develop and thereby respond to the needs of the community (for example through policies which seek to maintain and enhance village centre services and require new development to provide super-fast broadband).</li><li>• Protect the employment base and ensure that the community is an attractive location for businesses (for example, on Vision Park and along Station Road) and their employees.</li></ul>	<ul style="list-style-type: none"><li>• Promote the retail businesses in the High Street and along Station Road and Cambridge Road so that they can best support residents of the community and those who visit and pass through it.</li><li>• Encourage the development and promotion of the pubs, restaurants and cafes within the two villages.</li></ul>

**Priority 3: Vibrant Community**

**To ensure the villages' community infrastructure (clubs and societies, open spaces and events) develops and adapts to emerging and changing demographic needs.**

4.33. The Parish Council will address this priority:

Through Neighbourhood Plan policies which:	By working with residents to:
<ul style="list-style-type: none"><li>• Seek to provide and develop community facilities for residents and others including:<ul style="list-style-type: none"><li>• Formal open space, playing fields and sports facilities</li><li>• Informal open space, open fields, park land and access to the countryside</li><li>• Buildings with community space for activities and entertainment, for use by clubs and societies.</li></ul></li><li>• Protect and develop the facilities we already have in the villages and ensure that they are accessible by all.</li></ul>	<ul style="list-style-type: none"><li>• Support and facilitate community activities and events, for all groups and for all ages.</li><li>• Communicate and provide feedback channels through all forms of media, on what is happening in the villages.</li></ul>

#### Priority 4: Getting Around

**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.**

4.34. The Parish Council will address this priority:

Through Neighbourhood Plan policies which:	By working with residents to:
<ul style="list-style-type: none"><li>• Develop and maintain a network of footpaths and cycle ways within the community, including Non Motorised User (NMU) paths;</li><li>• Support the development of cycle ways linking the community with adjacent villages and with Cambridge; and</li><li>• Ensure that parking is available for those who need to use their cars to travel to and from the community.</li></ul>	<ul style="list-style-type: none"><li>• Engage with bus companies so that they can offer practical alternatives for travel to and from the community; and</li><li>• Be proactive and do what is needed to make the community a safe place within which to travel.</li></ul>

## Priority 5: Safe, Secure and Successful

**To support the community in continuing to make the villages safe, secure, supportive and welcoming for all.**

4.35. The Parish Council will address this priority:

Through Neighbourhood Plan policies which:	By working with residents to:
<ul style="list-style-type: none"><li>• Facilitate provision of necessary land to meet the requirements of health services providers;</li><li>• Maintain or enhance the quality of the built-up environment.</li></ul>	<ul style="list-style-type: none"><li>• Keep all public areas free from litter and graffiti; enhancing those areas we have and increasing provision where possible.</li><li>• Support the formation and continuation of community volunteer groups (such as Neighbourhood Watch and the Enviro- volunteers) and community events (Big Tidy Up).</li><li>• Provide a community information exchange that signposts groups to contact, provides a community calendar for local events, and acts as a two-way flow for consultation and feedback.</li><li>• Use its influence to ensure adequate access to education, health and social care, and spiritual wellbeing for residents of all ages</li><li>• Ensure that the community has sufficient resilience to cope with extremes of weather.</li></ul>

## Priority 6: Housing for All

**To ensure a sufficient supply of sustainable and high-quality housing (including affordable homes and small and larger units which address changing demographic demand) within the villages.**

4.36. The Parish Council will address this priority:

Through Neighbourhood Plan policies which:	By working with residents to:
<ul style="list-style-type: none"><li>• Encourage the provision of 40% affordable housing for all new developments and for a bias towards one-bedroom and two-bedroom units;</li><li>• Support diverse ownership profiles, including privately owned, shared ownership, public and private rented and co-operative models;</li><li>• Encourage self-build and smaller builders to develop sites. This supports local businesses and creates opportunities for innovation and a localised supply chain;</li><li>• Recognise the need for any new housing development to be considered in relation to the capacity of the existing physical, social and transport infrastructure of the community.</li></ul>	<ul style="list-style-type: none"><li>• Identify any suitable rural exceptions site to provide affordable homes for people with a local connection.</li><li>• Understand housing needs within the Plan Area during the plan period.</li></ul>

## Principles

4.37. Four principles have underpinned the plan preparation process throughout.

### Principle 1: Digital Village

#### **Utilising the best available technology to the advantage of all.**

4.38. We are in the digital age and, being close to Cambridge (but not part of it), Histon & Impington has more than its fair share of people either driving or using the digital economy. The community needs to enable this to take place sustainably in both technical (wifi and broadband availability) and social (communal work space and supportive networks) terms.

### Principle 2: Sustainable Community

#### **Making sure that whatever we do contributes to tomorrow's community.**

4.39. Histon & Impington is big enough to think about some measure of self-sufficiency. This includes the balance of employment in the villages and the ability to provide relevant education to our residents at differing stages of their lives. It also embraces the principle of clubs and businesses being able to prosper and not to simply survive short term.

### Principle 3: Diverse and Inclusive

#### **Offering everyone the opportunity to live in and / or contribute to Histon & Impington.**

4.40. Some 14% of Histon & Impington's residents were born outside of the UK. Of course, it is also a community with old and young people, with a range of social backgrounds and occupational skills, some of whom are not engaged 'digitally'. They are all welcome and the community does its best to make sure that they can all enjoy healthy and active lives in the villages.

### Principle 4: Heritage and Design

#### **Being mindful of our history and preserving our memories.**

4.41. We are what we are because of where we came from. We have a heritage of food, both primary production and manufacturing. What used to be the Chivers Jam Factory still manufactures most of the UK's 'sweet spreads' and the Chivers family still farms in the community.

4.42. There are many fine buildings in the community which connect Histon & Impington to its past. These are complemented by more modern buildings which

exemplify good design and the use of modern technology to address the challenges for buildings in the future.

### Matching Plan Priorities and Principles against the key issues

4.43. The diagram below illustrates how the priorities and principle of this Neighbourhood Plan (see summary that follows) relate to the key issues identified.

Key issue	Addressed by this Plan	Priorities						Principles			
		Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
Maintaining the 'village character' of the community	NP	NP	NP	NP			NP		O		O
Providing sufficient (and high quality) healthcare and education	NP	O				NP			O	O	
Supporting older and young people	IA			IA		IA		O	O	O	
Addressing crime and anti-social behaviour	IA				IA				O		
Tackling the blight of the B1049	O				O			O			
Improving public transport	O				O				O	O	
Maintaining the roads, cycle paths and footways	IA				IA				O	O	
House prices and the shortage of affordable housing <sup>18</sup>	NP						NP		O	O	O

Where:

NP	Directly addressed by this <i>Neighbourhood Plan</i>
IA	<i>Indirectly addressed</i> by this Neighbourhood Plan
O	Addressed <i>outside</i> this Neighbourhood Plan

<sup>18</sup> Also addressed by Local Plan, notably Policy H/10.

4.44. A summary of the intent of these Priorities and Principles follows for easy reference.

<b>Priority</b>		<b>Intent</b>
Priority 1	Essential Character	To protect the essential character (the ‘village character’) of the community.
Priority 2	Successful Economy	To encourage the growth and success of the retail, leisure and other commercial businesses of the villages.
Priority 3	Vibrant Community	To ensure the villages' community infrastructure (clubs and societies, open spaces and events) develops and adapts to emerging and changing demographic needs.
Priority 4	Getting Around	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.
Priority 5	Safe, Secure and Successful	To support the community in continuing to make the villages safe, secure, supportive and welcoming for all.
Priority 6	Housing for All	To ensure a sufficient supply of sustainable and high-quality housing (including affordable homes and small and larger units which address changing demographic demand) within the villages.

<b>Principle</b>		<b>Intent</b>
Principle 1	Digital Village	Utilising the best available technology to the advantage of all.
Principle 2	Sustainable Community	Making sure that whatever we do contributes to tomorrow’s community.
Principle 3	Diverse and Inclusive	Offering everyone the opportunity to live in and / or contribute to Histon & Impington.
Principle 4	Heritage and Design	Being mindful of our history and preserving our memories.

## 5. Policies

5.1. This Section presents the planning policies, grouped by dominant priority (marked with heavy gold borders in the diagram below). This diagram illustrates the relationship between each planning policy and the six priorities and four principles.

Policy	Priorities						Principles			
	Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
HIM01 High Quality Design – Residential Development	✓✓✓		✓	✓	✓	✓	✓	✓		✓
HIM02 Interesting Buildings	✓✓✓		✓			✓		✓		✓
HIM03 Size, Scale and Location of New Housing	✓✓✓		✓	✓	✓	✓		✓	✓	✓
HIM04 The Windmill	✓✓✓		✓					✓		✓
HIM05 Parking Provision for Cars and Cycles	✓✓✓		✓	✓				✓		✓
HIM06 Commercial Core	✓	✓✓✓	✓	✓	✓		✓	✓		✓
HIM07 The School Hill Site	✓	✓✓✓	✓	✓	✓	✓	✓	✓		✓
HIM08 The Jam Factory	✓	✓✓✓		✓	✓	✓	✓	✓		✓
HIM09 Vision Park	✓	✓✓✓		✓	✓		✓	✓		
HIM10 School Hill Garden	✓		✓✓✓		✓			✓		
HIM11 Local Green Space	✓		✓✓✓		✓			✓		
HIM12 Important Natural Habitats	✓		✓✓✓		✓			✓		
HIM13 Maximising Recreational Space	✓		✓✓✓		✓			✓		
HIM14 Walking and Cycling Routes	✓	✓	✓	✓✓✓	✓			✓		
HIM15 A14 Mitigation Sites	✓		✓		✓✓✓			✓		
HIM16 The Infant School Site	✓		✓		✓✓✓	✓	✓	✓		✓
HIM17 Station Site	✓		✓			✓✓✓	✓	✓	✓	✓

Key: ✓✓✓  
✓

Policy plays major role in responding to Priority or Principle  
Policy also responds to Priority or Principle.  
Shading used for emphasis.

## Priority: Essential Character

### HIM01 High Quality Design – Residential Development

#### 5.2. This policy in a nutshell:

- Notes the variety in the built environment in Histon and Impington and the absence of a dominant design style.
- Notes the value the community places on good design, environmental sustainability and active neighbourhoods.
- Sets design requirements for residential development and redevelopment within the Plan Area.
- Is informed by and relates to the Histon & Impington Village Design Guide SPD.

#### Context and reasoned justification

5.3. Histon and Impington is a popular place for young families and people employed within the ‘Cambridge economy’ to live. This results in new building, where possible, to increase supply and in modifications to existing buildings to meet changes in demand.

5.4. There is no over-arching community design style to which developers should or must adhere but there is the opportunity for developments to follow good practice. These will thereby contribute to a built environment which is pleasing, inclusive and sustainable and which is sensitive to the opportunities afforded by developing technologies.

5.5. Local Plan Policy NH/4 (Biodiversity)<sup>19</sup> directs that “The built environment should be viewed as an opportunity to fully integrate biodiversity within new development” and that “New development must aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development ...”. It is further noted that the requirement “Where there are grounds to believe that a proposal may affect a Protected Species, Priority Species or Priority Habitat” is not restricted to new developments.

5.6. The Plan Area has neighbourhoods with differing characters, from the thatched roof cottages in the conservation area, to the Chivers worker’s cottages dating from the turn of the last century, through estate design typical of key periods of pre and post war housing design and up to date 21<sup>st</sup> century interpretations of estate development. Each of these character areas and building typologies present opportunities for architects and designers to interpret modern design through careful analysis of the micro and macro context.

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<sup>19</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

5.7. This Plan is guided by four fundamental principles one of which is Sustainable Community. This is reflected in a broad community interest in improving biodiversity, maximizing energy efficiency and the use of renewables, and enabling safe and easy walking and cycling.

5.8. The Histon & Impington Village Design Guide SPD, which is available on the South Cambridgeshire District Council website<sup>20</sup>, provides guidance on a range of design issues which are applicable to residential development including:

- Enhancing access and relationship with the countryside
- Approaches to improve existing residential areas
- Appropriate infill and extensions
- Successfully integrating new development
- Appropriate materials and details
- Examples of designs that would be inappropriate for Histon and Impington.

5.9. The Histon & Impington Village Design Guide SPD updates and supersedes earlier design guidance work undertaken and published alongside previous versions of this Plan.

5.10. The policy requirements set out below are informed by the Histon & Impington Village Design Guide SPD.

### **Intent**

5.11. To encourage thoughtful and imaginative new development and redevelopment of the community's housing stock with a view to it being of high design quality, sustainable and supportive of increasing biodiversity, and responsive to the community's needs both currently and in the future.

5.12. This policy will operate alongside the Local Plan's strategic level design Policy HQ/1: Design Principles<sup>21</sup>.

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<sup>20</sup> <https://www.scambs.gov.uk/villagedesign>

<sup>21</sup> <https://www.scambs.gov.uk/media/12531/6-chapter-5-delivering-high-quality-places.pdf>

## The Policy

### Policy HIM01 High Quality Design – Residential Development

All residential development proposals shall contribute positively to the quality and character of Histon and Impington, as described in the Histon & Impington Village Design Guide SPD<sup>22</sup>, and be informed by the design guidance in that document as well as South Cambridgeshire District Council's Design Guide<sup>23</sup> and any documents which supersede these.

For proposals which result in modifications / extensions to existing dwellings this means:

- Sensitive treatment of boundaries to avoid over-development and adverse impact on street scene character.
- Where the existing building is of high quality or holds significant architectural or historical interest, proposed extensions must not dominate the original building and context. For other buildings, it would be appropriate to consider a contemporary design for an extension that adds quality and interest to the original building.
- Where deep plan forms are created through extensions, designers are encouraged to seek innovative and creative solutions to providing natural light and ventilation.
- A choice of high-quality materials which reflect the existing building or, where appropriate, the context of the wider local area.
- Adhering to the principles set forth in Local Plan Policy NH/4<sup>24</sup>, applying these to modifications / extensions to existing dwellings. This includes but is not limited to: "Opportunities should be taken to achieve positive gain through the form and design of development" and "to maintain, enhance, restore or add to biodiversity".

For newly built single dwellings or small plot developments (including schemes of up to 10 houses) this means that:

- The proposals should be in scale with neighbouring developments.
- Where existing design context is of high design quality, the proposals should seek to be in keeping with it.

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<sup>22</sup> <https://www.scambs.gov.uk/villagedesign> or subsequent revisions.

<sup>23</sup> District Design Guide SPD: <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/district-design-guide-spd/>

<sup>24</sup> <https://www.scambs.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

- Where the existing design context is poor, a new proposal provides an opportunity to strengthen quality and provide a precedent for future development.

For proposals which result in the development of new housing estates (including all schemes of more than 10 dwellings) it is necessary:

- To demonstrate, with a submitted Building for Life 12 assessment<sup>25</sup>, that the proposed development will contribute to achieving sustainable development.
- To 'design in' opportunities for safe outdoor play in playgrounds and on the streets notwithstanding complying with Local Plan Policy SC/7<sup>26</sup> (Outdoor Play Space, Informal Open Space and New Developments).
- To encourage schemes that incorporate, where practical to do so, appropriate energy generation technology (solar PV, solar thermal, heat pumps, wind power etc.) to be energy neutral.
- To encourage schemes that enable the implementation of smart energy technologies to improve energy efficiencies within the home and be innovative in setting standards of design and technology used.

All proposals are expected to:

- Observe high standards of energy efficiency and use of renewables.
- Respond to the needs of residents to manage their waste, access their cycles, park their cars and report their utility usage.
- Provide super high-speed (as a minimum) broadband connections.
- To adopt estate design and layout strategies which prioritise walking and cycling, create permeable, connected, safe communities with links to amenities in the community and to other estates and residential areas.
- To 'design in' active facades where front doors and habitable rooms overlook the street.
- To give careful consideration of car parking so that it does not dominate the street scene.
- To ensure creative use of landscaping, building design and planting that enhances the public realm, creates biodiversity and increases amenity.
- Where appropriate and practical to do so, to use public art to help reinforce a sense of place and community.

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<sup>25</sup> Birkbeck D and Kruczkowski S (2015) Building for Life 12: The sign of a good place to live.

<sup>26</sup> <https://www.scambs.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

Innovative and contemporary design that is appropriate to the village setting, and in line with principles set out in the Histon & Impington Village Design Guide SPD<sup>27</sup>, is encouraged.

### Application, Evidence and Links

5.13. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<b>Map</b>	Not required. The policy refers to the Community in its entirety.
<b>Supporting evidence</b>	This Policy reinforces local and national policy.
<b>Links to local policy</b>	<ul style="list-style-type: none"> <li>• Chapter 5 of the Local Plan<sup>28</sup> (Delivering High Quality Places) and especially Policy HQ/1: Design Principles</li> <li>• Local Plan Policy NH/4: Biodiversity<sup>29</sup></li> <li>• Local Plan Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments<sup>30</sup>.</li> </ul>
<b>Links to national policy</b>	<ul style="list-style-type: none"> <li>• Chapter 12 of the NPPF (Achieving well-designed places)</li> <li>• Paragraph 112 of the NPPF (Chapter 10).</li> </ul>

<sup>27</sup> <https://www.scambs.gov.uk/villagedesign> or subsequent revisions.

<sup>28</sup> <https://www.scambs.gov.uk/media/12531/6-chapter-5-delivering-high-quality-places.pdf>

<sup>29</sup> <https://www.scambs.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

<sup>30</sup> <https://www.scambs.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

**Links to  
Priorities  
and  
Principles**

Priorities						Principles			
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
✓✓✓		✓	✓	✓	✓	✓	✓		✓

- ✓✓✓ Policy plays major role in responding to Priority or Principle
- ✓ Policy also responds to Priority or Principle.

## HIM02 Interesting Buildings (Non-designated Heritage Assets of Local Interest)

### 5.14. This policy in a nutshell:

- Defines buildings which exemplify Histon and Impington's heritage and character and proposes that they are recorded in a list of Interesting Buildings which will be considered as non-designated heritage assets (outside of the national 'listing' system).
- This means that the importance of preserving the importance of these buildings will be considered in the decision-making process.
- Sets out the criteria for identifying an Interesting Building and the process whereby the list will be maintained.

This policy is applicable to planning applications that impact on an Interesting Building (for example a proposal involving changes to the building or adjacent to the building).

### Context and Reasoned Justification

5.15. We are very fortunate that our two villages have a fine portfolio of excellent buildings of character and interest. Several of our buildings are already officially listed and are therefore not the subject of this Policy.

5.16. There are many other buildings in Histon and Impington which are not officially listed but which nonetheless are a part of its heritage and character. The community would be loath to lose them or to see their context damaged. These buildings are defined as 'Interesting Buildings' and should be considered as non-designated heritage assets.

5.17. This Policy does not prohibit or limit the redevelopment of the buildings on the list, but establishes guidelines to enable it to take place without depriving the community of the essential character of these assets.

5.18. The list of Interesting Buildings has been developed by the Histon & Impington Village Society. It includes recent buildings as well as those from previous periods. The list will be maintained by the Parish Council in accordance with the criteria (Paragraph 5.19) and process (Paragraph 5.20) outlined below.

5.19. The list has been compiled with reference to the following criteria. Buildings on the list are either:

- A part of the Community's history
- Of significant architectural quality
- Exemplars of their type
- Significant within the community.

These criteria are a simpler set but are consistent with those given in Section 7 of Historic England's Advice Note 7 for Local Heritage Listing<sup>31</sup>.

5.20. The list is dynamic and will be open to challenge whereby buildings may be added to or taken from it annually according to the following process:

- An announcement will be placed in the HisImp News<sup>32</sup> next following the anniversaries of the referendum approval of this Plan.
- Submissions will be received by the Parish Council.
- A standing committee will consider and determine which submissions should be taken forward. It will invite input from the owners of buildings affected. The committee will comprise:
  - One parish councillor
  - One representative of the Village Society
  - One local architect
  - Two other local residents.
- Any submissions which are endorsed by the committee will be advertised in the manner of a planning application.
- The committee will meet again to decide, taking account of any responses to the advertisement(s) which submissions should be reflected in a revision to the Interesting Buildings list.

This process is consistent with the one outlined in Section 5 of Historic England's Advice Note 7 for Local Heritage Listing<sup>33</sup>.

It is the intention of the Parish Council to review the Plan on a regular basis and Map 8 and the evidence document to support this Policy will be updated when the Plan is reviewed.

5.21. The Village Society has identified the buildings on the current list (below). It contains buildings in accordance with the above criteria. Each building has been photographed and a description of why they are significant has been added. This information is accessible via our Evidence Base (Appendix I).

5.22. The list may include structures which are within the curtilage of nationally listed properties but are not designated through the national listing.

5.23. This Policy applies to all buildings that are on the Interesting Buildings list. The list may be updated in accordance with the criteria and process outlined above. A copy

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<sup>31</sup> <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag018-local-heritage-listing/>

<sup>32</sup> Or the then prevailing equivalent medium for communication within the Community.

<sup>33</sup> <https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/heag018-local-heritage-listing/>

of the prevailing list will be available online at the South Cambridgeshire District Council's website<sup>34</sup>. It will also be available for inspection at the Parish Council Office.

### **Intent**

5.24. The community is proud of its heritage and character and we want to ensure that buildings which exemplify them are not lost or re-developed in a way that would negatively impact on their significance. We want to protect these non-designated heritage assets.

### **The Policy**

#### **Policy HIM02      Interesting Buildings (Non-designated Heritage Assets of Local Interest)**

A list of Interesting Buildings in Histon and Impington shall be maintained. The list will be subject to annual review following the process set down in Paragraph 5.20 when buildings may be added or removed.

The buildings on the prevailing Interesting Buildings list established in accordance with this Policy are identified as non-designated heritage assets.

Until such time as the list is updated by the Parish Council and published on the South Cambridgeshire District Council's website, the list is as shown in Table 1, with the locations identified in Map 8.

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.

Where proposals have any effect on a non-designated heritage asset, a balanced judgement will be applied having regard to the scale of any harm or loss and the significance of the heritage asset.

### **Application, Evidence and Links**

5.25. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

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<sup>34</sup> <https://www.scambs.gov.uk/HistonImpingtonNP>

<b>Map</b>	Map 8																														
<b>Schedule</b>	<p>See Table 1: HIM02 – List of Interesting Buildings (2019).</p> <p>The list will be subject to revision annually following the process set out in “Context and reasoned justification” (Paragraph 5.20) as well as part of the regular review of the Plan.</p> <p>A copy of the prevailing list will be available online at the South Cambridgeshire District Council’s website<sup>35</sup>. It will also be available for inspection at the Parish Council Office.</p>																														
<b>Supporting evidence</b>	<p>This Policy reinforces local policy, especially Local Plan Policy NH/14 referred to below.</p> <p>The reasons for the buildings identified in the “List of Interesting Buildings (2019)” are set out in the document referred to in Appendix I.</p> <p>In the Big Community Survey, “heritage” was given a ‘net importance’ rating of around 40% (Paragraph 3.8 above).</p>																														
<b>Links to local policy</b>	Chapter 6 of the Local Plan <sup>36</sup> (Protecting and Enhancing the Natural and Historic Environment) especially Policy NH/14: Heritage Assets																														
<b>Links to national policy</b>	Paragraph 197 of the NPPF (Chapter 16).																														
<b>Links to Priorities and Principles</b>	<table border="1" data-bbox="448 1151 1362 1541"> <thead> <tr> <th colspan="6">Priorities</th> <th colspan="4">Principles</th> </tr> </thead> <tbody> <tr> <td>Essential Character</td> <td>Successful Economy</td> <td>Vibrant Community</td> <td>Getting Around</td> <td>Safe, Secure and Successful</td> <td>Housing for All</td> <td>Digital Village</td> <td>Sustainable Community</td> <td>Diverse and Inclusive</td> <td>Heritage and Design</td> </tr> <tr> <td>✓✓✓</td> <td></td> <td>✓</td> <td></td> <td></td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td>✓</td> </tr> </tbody> </table> <p>         ✓✓✓ Policy plays major role in responding to Priority or Principle          ✓ Policy also responds to Priority or Principle.       </p>	Priorities						Principles				Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design	✓✓✓		✓			✓		✓		✓
Priorities						Principles																									
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design																						
✓✓✓		✓			✓		✓		✓																						

<sup>35</sup> [www.scambs.gov.uk/HistonImpingtonNP](http://www.scambs.gov.uk/HistonImpingtonNP)

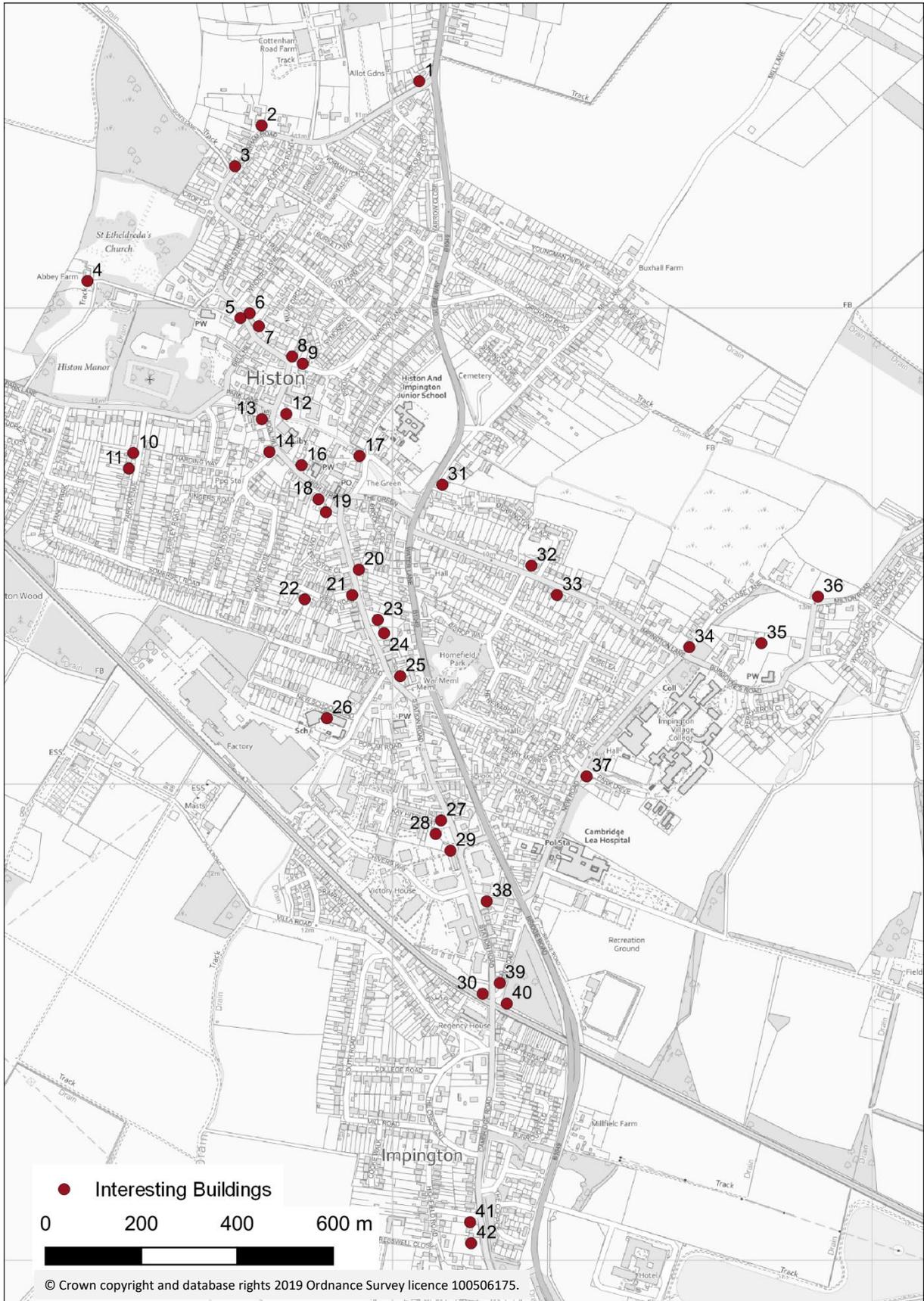
<sup>36</sup> <https://www.scambs.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

**Table 1: HIM02 - List of Interesting Buildings (2019)**

Interesting Buildings in Histon		Interesting Buildings in Impington	
1	93 Cottenham Road, Orchard House	31	20 Glebe Way, Brookside
2	53 Cottenham Road, Primes House	32	45 Impington Lane, Red House
3	39 Cottenham Road	33	46 Impington Lane, Oakdene
4	Park Lane, Abbey Farm	34	1 Clay Close Lane
5	9 Church Street: Victorian slaughter house	35	Burgoyne's House, Burgoyne's Road
6	14 Church Street, Victoria House	36	1 Milton Road, Burgoyne's Farm
7	10 Church Street, Bell Cottage and former blacksmith's forge	37	'Concertina' house and gateway New Road
8	2 Church Street	38	135 Station Road, The Red House
9	3 Narrow Lane, Violet Cottage	39	Station Road, The Railway Vue
10	1 & 3 Park Avenue	40	The railway crossing Keeper's Hut, New Road South,
11	9 & 11 Park Avenue	41	40 Cambridge Road, The Palms
12	14 School Hill, Brook House	42	44 Cambridge Road, Cawcutt's
13	3 School Hill (the north façade is the feature of interest)		
14	27 - 32 High Street, The Red Lion		
15	<i>Not used</i>		
16	28 High Street, Vine Cottage		
17	7 – 10 Lawson Close,		
18	7 High Street, The Barley Mow		
19	1 High Street: the brew house at The Boot		
20	27 Station Road, Grove Cottage		
21	18 Station Road, Mavis Bank		
22	15 West Road, Avondale		
23	45 Station Road, The Old Surgery		
24	47 Station Road, Aldwyck		
25	63 Station Road		
26	3 New School Road; the Infant School		
27	76 Station Road: the former coach house		
28	78 Station Road, The Firs		
29	80 Station Road, Firs Cottage		
30	Histon railway station, Station Road		

Note Building 15 (Wall fronting the High Street of the garden of The Gables, 25 High Street) has been excluded from the List (and Map 8) as South Cambridgeshire District Council has confirmed this is covered by a curtilage listing of a Listed Building.

**Map 8: HIM02 - Interesting Buildings (as of 2019)**



## HIM03 Size, Scale and Location of New Housing

### 5.26. This policy in a nutshell:

- Supports, in principle, new residential proposals within the existing Development Framework (this will be subject to other policy constraints in the Plan Area);
- Notes the importance of such new developments being supportive of the essential character of the community;
- Requires direct, safe walking and cycling access into the community;
- Applies to all residential proposals in the Plan Area.

### Context and Reasoned Justification

5.27. Histon and Impington has limited land suitable for development within the Plan Area because it is tightly constrained by the Green Belt. The Call for Sites assessment in 2011 as part of the Local Plan preparation resulted in eight sites being assessed – see site assessment report published in August 2013<sup>37</sup>.

Of these sites, three were assessed as suitable for housing development and two of these are in the Green Belt. The site outside of the Green Belt was also within the development framework (the Settlement Boundary) and assessed as having a capacity of 51 dwellings. This site was not brought forward as a site allocation but a planning permission has been granted for residential development on this site.

5.28. Informed by the site assessment work, the adopted Local Plan resulted in one housing allocation within Histon and Impington and this is set out in Local Plan Policy H/1d. This policy<sup>38</sup> allocates a 1.21 hectare area of scrub land and improved grassland to the north of Impington Lane<sup>39</sup> for the development of 26 dwellings. The site is completely within the then defined Green Belt.

5.29. With the presence of Green Belt over much of the Plan Area, new housing within the Plan Area is expected to come through infill development or proposals for development in the Green Belt. Proposals for Green Belt development could only happen via releases in the Local Plan, rural exception site housing or through development permitted contrary to Local Plan policies (for example on appeal based on other material considerations). It is not possible for the Neighbourhood Plan to allocate sites in the Green Belt unless the principle of release is already established through the Local Plan.

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<sup>37</sup> <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/strategic-housing-land-availability-assessment-august-2013/>

<sup>38</sup> <https://www.scambs.gov.uk/media/12533/8-chapter-7-housing.pdf>

<sup>39</sup> <https://www.scambs.gov.uk/media/12464/inset-58-histon-impington.pdf>

5.30. There are no obvious opportunities for the development of new housing estates in Histon and Impington because of the tightness of the Green Belt around it. Furthermore, any developments of more than around 50 units are considered to be out of keeping with the way that the built environment has developed over time in the villages.

5.31. Any housing development within the Green Belt should be required to provide for improved public access to open green spaces and walking and cycling routes (see also Policy HIM14).

5.32. The strategy of supporting smaller developments (sites of 50 units or less) is sound because smaller developments:

- Can more easily be integrated into the existing structure and fabric of the villages without detracting from the historic environment.
- Will create more opportunities for affordable housing (sites of 11 units or higher will be expected to deliver 40% affordable housing).
- Provides greater scope for the ageing population to be part of the community whereas delivery through one large estate may result in the older generation being located on the fringe of the village.
- Views into and out of the villages, as identified in the Histon & Impington Village Design Guide SPD, will more likely remain intact.
- Will allow for essential infrastructure to develop alongside increased housing.

5.33. It is important that all proposals are supportive of the essential character of the community. This character, as well described in the Histon & Impington Village Design Guide SPD<sup>40</sup>, embodies:

- A well-defined village community with most (90% plus) development within 800m of the two village centres; compact and surrounded by fields and open countryside.
- A heterogeneous community with no single dominant estate.
- A clear separation from Cambridge and adjacent communities by virtue of the A14 and the Green Belt respectively.

5.34. The Manual for Streets<sup>41</sup> suggests 800 metres as being within easy walking distance for able-bodied adults.

5.35. Infill development within the Settlement Boundary that does not harm the character and setting of the Plan Area will be supported.

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<sup>40</sup> <https://www.scambs.gov.uk/villagedesign>

<sup>41</sup> <https://www.gov.uk/government/publications/manual-for-streets>

## Intent

5.36. To ensure that new development is supportive of Histon & Impington being a single community with ‘village character’ and that its size, scale and location are appropriate to the existing built environment.

## The Policy

### Policy HIM03 Size, Scale and Location of New Housing

New residential development will, in principle, be supported if it is located within the development framework.

For new estates, the Neighbourhood Plan specifies the following requirements:

- Entry to the estate should be no further than 800m, by a safe and direct walking and cycling route, from one of the two Community Centres (see Map 7); and
- The proposal must maintain and, where possible, reinforce Histon and Impington as a single community with village character.

Developments should be designed to enhance or at least to maintain, walking and cycling routes and public access to open green spaces.

## Application, Evidence and Links

5.37. The area of application, evidence for and links to local and national policies and this Plan’s Priorities and Principles are:

<b>Map</b>	Not required. The policy refers to the Community in its entirety. Information on Map 7 is relevant.
<b>Supporting evidence</b>	<ul style="list-style-type: none"><li>• The Big Community Survey results showed that the community supports development of single plots and smaller developments.</li><li>• The majority of survey respondents disagreed with the statement that large developments of 250 or more houses (83%) and medium sized developments of 100 to 250 houses (71%) should be allowed on Green Belt land.</li></ul>
<b>Links to local policy</b>	Not applicable.
<b>Links to national policy</b>	Not applicable.

**Links to  
Priorities  
and  
Principles**

Priorities						Principles			
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
✓✓✓		✓	✓	✓	✓		✓	✓	✓

- ✓✓✓ Policy plays major role in responding to Priority or Principle
- ✓ Policy also responds to Priority or Principle.

## HIM04 The Windmill

### 5.38. This policy in a nutshell:

- Identifies the Windmill in Impington as an important community landmark and notes the interest in it being able to operate as a working mill.
- Notes the constraints to development in its vicinity as a result of existing national and local policies.
- Supports development proposals within the Policy Area provided that they will not lead to a loss of wind to the Windmill; these proposals should include wind reports based on the Molen Biotoop method.

### Context and Reasoned Justification

5.39. The Windmill in Impington is perhaps the most visible and significant historic building in the community. It has been restored and is frequently open to the public. There is broad interest in its protection not just as a building but also as a working mill.

5.40. The Windmill is an excellent and faithfully renovated 18th century mill and is in good working order. The owner intends to complete the renovation to bring the mill back to a full operating condition, with the ability to mill grain.

5.41. The Windmill is a Grade II listed building (LEN: 1127378) and, together with the areas immediately to the west, is in a designated Protected Village Amenity Area (PVAA).

Local Plan Policy NH/11<sup>42</sup> does not permit development ...

... “within or adjacent to these [PVAA] areas if it would have an adverse impact on the character, amenity, tranquillity or function of the village”.

5.42. South Cambridgeshire District Council has long given its support to the restoration of the Windmill. In 1985, it made available a grant for emergency repairs and in 2008 it awarded ‘Best Historic Building Restoration 2007/8’ after the current owner had built and fitted new sails.

5.43. The NPPF supports the conservation of Heritage Assets (Paragraph 185, Chapter 16):

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<sup>42</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

'Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:

a) the desirability of sustaining and enhancing the significance of heritage assets and **putting them to viable uses consistent with their conservation**; ....' {highlights added}.

5.44. The Windmill is in the Crescent where all buildings are subject to a covenant precluding the subdivision of the plots.

5.45. Due to the trees and buildings east of Cambridge Road, the Windmill cannot be operated when the wind has an easterly component. Therefore, further development in this direction has little added impact on its operation. Operation of the Windmill is dependent on wind from the west.

5.46. South Cambridgeshire District Council supports the submission of wind reports for proposals which may affect the operability of the Windmill and the conservation team will resist proposals which may affect its viability.

### **The Molen Biotoop Method**

5.47. There is no established standard in the UK for analysing the wind flow to an existing windmill. Much work has been done on turbines, but these are generally much higher than old windmills and, of course, are generally, deliberately sited in less populated areas. Consequently, there are few sources which show authoritatively what the effect of an obstruction such as a house or a tree has upon the wind flow downstream of the obstacle. Each obstacle produces a wake, similar to that left behind a boat, but governed by different fluid dynamic characteristics. The wakes reduce the effective wind speed downstream. The wakes are not smooth, having vortices shed from the edges of the obstacle and travelling downwind, producing the effect of gustiness. This is referred to as turbulence.

5.48. In the Netherlands there is an established method of assessing the impact of obstacles on the wind flow to windmills. This is referred to as the 'Molen Biotoop' method and is fixed as policy in a large proportion of Dutch planning authorities. The method was first developed in the 1940s and has been tested both in wind tunnels and in the field and has been proven to give a realistic assessment of the effects.

5.49. This method defines how to calculate the effect on the wind flow of an obstacle placed at a distance from a windmill<sup>43</sup>. Guidance on how to apply the Molen Biotoop method is presented in Appendix II.

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<sup>43</sup> <http://www.molenbiotoop.nl/content.php?page=2.2.1>

## **Rationale for the zone where all proposals will need to be tested**

5.50. The zone chosen for HIM04 takes a 400m diameter semi-circle based on the Windmill and to the west. This is a distance referenced in applying the Molen Biotoop method.

5.51. This Policy incorporates what is regarded as best practice in the Netherlands and enables development in the community to take place provided that it would not prejudice its ability to operate as a working mill.

5.52. Compared with the environment when the Windmill was built, development (and tree growth) means that some 75% of the time available for milling (i.e. when the wind blows at above the threshold required to operate one stone) has been lost. Looking at windmills elsewhere, this is the boundary of viability. At 25% of available time, a committed miller can make a windmill self-supporting<sup>44</sup>. Further loss of wind would mean that the Windmill cannot be self-supporting, so would continue to be a drain on its owner's purse or would be lost as a working windmill.

5.53. Noting that development and tree growth to the east of Cambridge Road has already effectively blocked wind from that direction, the focus of the policy will be to the west.

5.54. In practice this means that no development within 100m of the Windmill should be higher than the existing or adjacent buildings and no existing building should be extended upwards to be higher. At distances beyond 100m from the Windmill, development should be allowed provided that it does not affect the wind speed at the Windmill by more than 5% as calculated by the Molen Biotoop method.

5.55. Trees, as well as development, will also have an impact on wind, particularly when in leaf. However, unlike development, trees can be trimmed, with the support of landowners. The Parish Council will work with South Cambridgeshire District Council, residents and other stakeholders to ensure that trees and other vegetation within the 100m zone does not cause significant loss of wind.

5.56. Examples of the application of the Molen Biotoop method are given in Appendix II.

## **Intent**

5.57. We wish to maintain the Windmill as a part of our heritage, not just as a building but as a full working example.

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<sup>44</sup> As, for example, at Fosters Mill in Swaffham Prior (per Templetech Ltd).

## The Policy

### Policy HIM04

### The Windmill

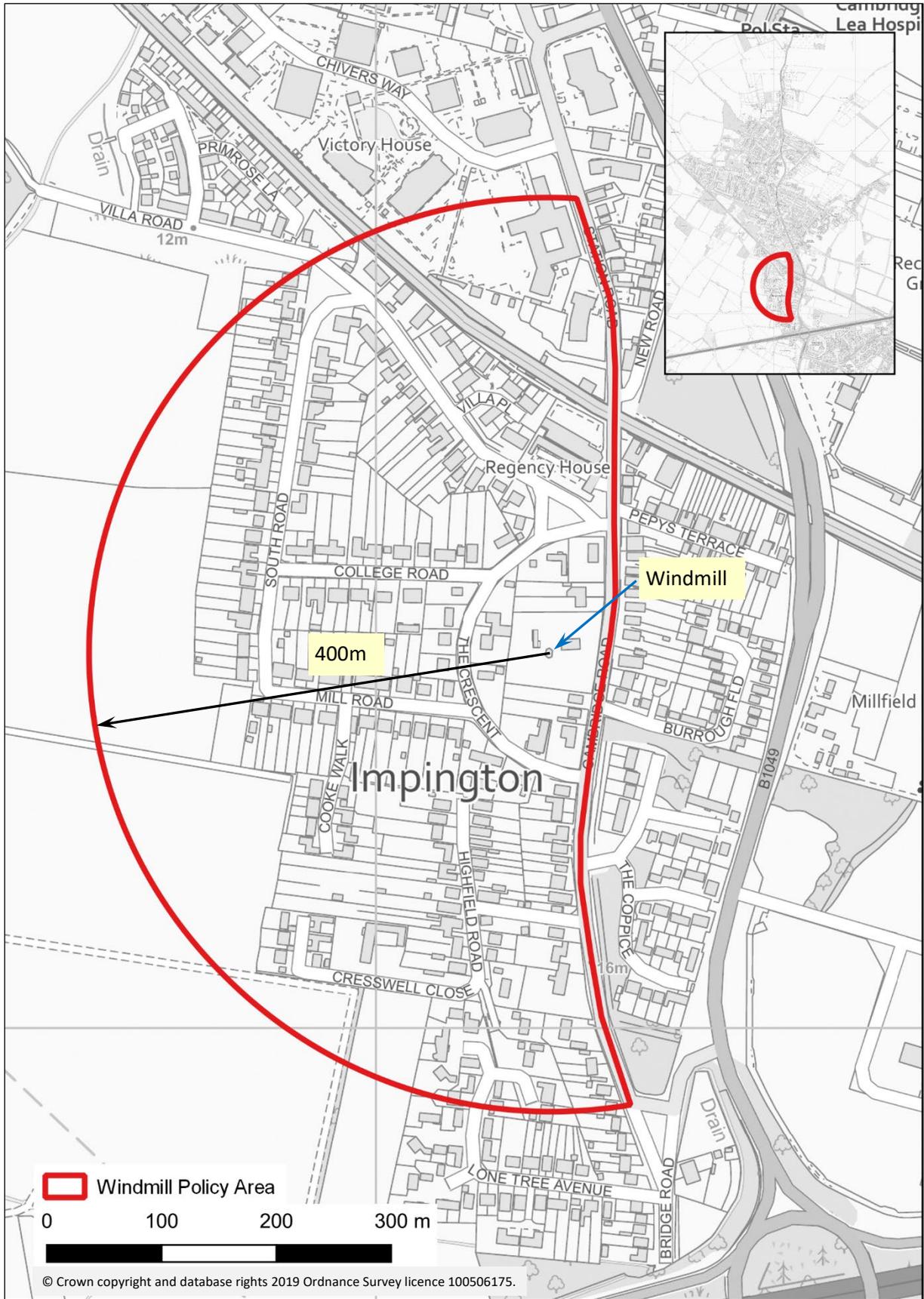
Development proposals in the Policy Area will be supported provided that they would cause no further loss of wind to Impington Mill.

Planning applications relating to new structures in the zone shown on Map 9 shall be accompanied by an assessment that determines whether or not they will materially impact on the wind to the windmill. Such assessments shall be based on the Molen Biotoop method.

## Application, Evidence and Links

5.58. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

Map 9: HIM04 - The Windmill Policy Area



<b>Map</b>	Map 9.																														
<b>Supporting evidence</b>	<p>The Policy complements local and national policies applicable to heritage sites and windmills in particular. The Windmill is Grade II listed.</p> <p>In the Big Community Survey, “heritage” was given a ‘net importance’ rating of around 40% (Paragraph 3.8 above).</p> <p>The methodology identified for assess impact on the Windmill is fixed as policy by many Dutch planning authorities; the methodology is readily accessible<sup>45</sup>.</p>																														
<b>Links to local policy</b>	<ul style="list-style-type: none"> <li>• Local Plan Policy NH/11: Protected Village Amenity Areas<sup>46</sup>.</li> <li>• South Cambridgeshire Local Development Framework Supplementary Planning Document: Listed Buildings; Works to or affecting the setting of. (Adopted July 2009)<sup>47</sup>. Paragraphs 4.41 and 15.20.</li> </ul>																														
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Priorities						Principles																									
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design																						
✓✓✓		✓					✓		✓																						

<sup>45</sup> <http://www.molenbiotoop.nl/>

<sup>46</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

<sup>47</sup> <https://www.scams.gov.uk/media/6690/adopted-listed-buildings-spd.pdf>

## HIM05 Parking Provision for Cars and Cycles

### 5.59. This policy in a nutshell:

- Provides car parking and cycle parking standards in addition to those required by the Local Plan
- Applies to all development proposals in the Plan Area.

### Context and Reasoned Justification

5.60. We recognise that policy is to reduce car *usage*, and we support that. However, car clubs have not been supported or successful in Histon & Impington and we therefore have to accept that car ownership is the norm at present.

5.61. In addition, as reported by the Office for National Statistics<sup>48</sup> a growing number of young people (aged 20-34) continue to (or return to) live with their parents. They are likely to want, or need, a car of their own.

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

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

5.63. We also note that whilst properties may be provided with a garage (for one or more vehicles) these may not be counted towards the provision (therefore requiring additional replacement parking space) where:

- The garage itself is too narrow for modern cars
- Where the access to the garage is compromised or too difficult for regular use

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<sup>48</sup> <http://bit.ly/2KR2Umi>

- The garage provides inadequate storage space for car and other essentials (bicycles, gardening, DIY etc)
- The associated house itself has inadequate storage space / kitchen space (laundry, freezer, etc) therefore requiring garage space as an essential alternative.

5.64. Manual for Streets surveys<sup>49</sup> indicate a maximum garage usage for parking of just 45%, and a minimum of 36%. In a study undertaken for Essex County Council by Mouchel<sup>50</sup> the reported figure was just 22%.

5.65. Furthermore, we recognise that trades and crafts people may need a van rather than just a car, and therefore that provision (certainly on larger developments) should be made for safe and secure parking of such vehicles.

5.66. To support the policy to reduce car usage, we recognise that alternative means of transport must be made more attractive. Having safe and secure cycling parking at both ends of a cycle journey is one way of making it easier for people to consider making journeys by bicycle.

5.67. Local Plan Policy TI/3 (Parking Provision) requires parking provision to be provided in accordance with indicative standards provided in Figure 11 of that document. The policy also requires cycle parking to be provided to at least the minimum standards set out in Figure 11. In Histon & Impington, we consider cycle provision should take into account the needs of visitors and our standards therefore apply additional cycle requirements to those set by the District. Cambridge City Council, in their 2018 Local Plan<sup>51</sup> include cycle parking standards for residents, employees and visitors.

5.68. Histon & Impington is within easy cycling distance of Cambridge and has a level of cycling more comparable to that of the city than to most of the rural villages within South Cambridgeshire. It is therefore more appropriate to meet City rather than South Cambridgeshire cycle parking standards for developments within Histon & Impington.

5.69. The growth in use of cargo and trailer bicycles, which are often bulky, long and may be used for transporting children and heavy items is noted, as is the growth in the use of electric bikes. The latter create the opportunity for the less physically mobile to cycle.

## **Intent**

5.70. The purpose of this Policy is to provide parking provision standards for cars and cycles which new development must adhere to. The Policy supports the standards set by South Cambridgeshire District Council for car parking provision but provides a

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<sup>49</sup> <https://tinyurl.com/yym3uo7q> page 109.

<sup>50</sup> <https://tinyurl.com/y2u2xgs3> page 9.

<sup>51</sup> <https://tinyurl.com/y4xkftmn>

different approach with regard to on and off curtilage parking appropriate to the context of the Plan Area.

5.71. The Policy also supports the standards set by South Cambridgeshire District Council for cycle parking but incorporates additional requirements for cycle parking.

## The Policy

### Policy HIM05 Parking Provision for Cars and Cycles

In addition to the indicative car parking standards and the minimum cycle parking standards set out in Local Plan Policy T1/3 and Figure 11 the following requirements must also be met. In doing so, due reference shall be made to provisions of the District Design Guide<sup>52</sup> and the Histon & Impington Village Design Guide SPD 2020<sup>53</sup>.

Moreover, car and cycle parking in and around both the Commercial Core and Station Site shall be provided so as to complement Policies HIM06 and HIM17 to support the vibrancy and vitality of these areas.

#### Car Parking

Indicative car parking standards are set out in Table 3 (see also Figure 11 of the Local Plan).

On **restricted streets**, as identified in Table 2 and Map 10, all parking provision (including for visitors, customers and any business vehicles) must be provided off the running carriageway, unless the specific development proposal in question is not likely to have any adverse impact on amenity, the passage of buses and service vehicles, or road safety through the creation of additional on-street parking.

#### On non-restricted streets

- Off the running carriageway parking must be provided wherever possible
- Limited visitor / customer parking on street may be acceptable where it is not likely to have any adverse impact on amenity, the passage of buses and service vehicles, or road safety.

Parking provision shall take into account the needs of the disabled; business provision should include the necessary parking provision for blue badge holders.

Provision for visitor parking at residential properties shall be made.

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<sup>52</sup> <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/district-design-guide-spd/>

<sup>53</sup> <https://www.scambs.gov.uk/villagedesign>

### **Dimensions:**

**Garage** - minimum size to be that included in the adopted Local Plan<sup>54</sup>. The driveway should be of a sufficient size to accommodate an average sized car whilst allowing for the garage door to be opened.

**Parking spaces** - cars, minimum size 5m x 2.5m; vans<sup>55</sup>, minimum size 7.5m x 3.5m. Developer to specify within a proposal where a parking space will be required for a van.

**Blue badge parking space, off street** - minimum size 5m x 2.5m plus additional 1.2m width.

### **Electric vehicles:**

Residential properties shall be constructed so as to facilitate the installation of necessary charging points in garages and / or drives. Publicly accessible parking shall provide charging points to meet demand.

### **Cycle Parking**

Minimum cycle parking standards are set out in Table 3 (see also Figure 11 of the Local Plan).

Safe and secure cycle parking shall be provided for residents, visitors / customers and employees. Specifically, cycle parking shall be:

- *Conveniently sited* - All residential cycle parking shall be sited in a manner that encourages the use of a cycle as the first choice for short trips.
- *Accessible and easy to use* - The facilities provided shall be easy to use by all members of the community at all life stages, ideally without the need to lift or drag the cycle to park it.
- *Safe and Secure* - Cycle parking must always be secure and give cyclists the confidence that their cycle will still be there when they return. The location should help users feel personally secure with good lighting and natural surveillance.
- *Covered, fit for purpose, attractive* and designed to *fit into the character* of their local area.

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<sup>54</sup> <https://www.scams.gov.uk/media/12536/11-chapter-10-sustainable-transport-and-infrastructure.pdf>

<sup>55</sup> Mercedes Sprinter up to 7.345m, Ford Transit up to 6.4m long.

The space between cycle stands and the positioning of stands must allow for ease of use and access and not put cyclists in conflict with either pedestrians or vehicles. Cycle racks or stands shall not be inferior to the design and dimensions provided in the Cambridge City Council Cycle Parking Guide For New Residential Developments<sup>56</sup>.

- The stands shall give the security and stability that is no less than that provided by Sheffield or Rounded A stands.
- Stands shall be not less than 1 000mm apart.
- In recognition of the growing use of cargo and trailer bicycles<sup>57</sup> that are bulky and may be over 2.5m in length, appropriate provision for the safe parking of bicycles of this size shall be made.

### **General**

The standards stated in Table 3 take precedence over the indicative car parking provision and minimum cycle parking provision standards given in Figure 11 of the Local Plan.

## **Application, Evidence and Links**

5.72. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

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<sup>56</sup> <https://tinyurl.com/y22bnxxb>

<sup>57</sup> For example <https://tinyurl.com/yxjuw8tr>

<b>Map</b>	The policy refers to the Community in its entirety. Restricted streets are identified on Map 10.																														
<b>Schedule</b>	<ul style="list-style-type: none"> <li>Table 2: HIM05 - Parking Provision for Cars and Cycles: (i) Restricted Streets</li> <li>Table 3: HIM05 - Parking Provision for Cars and Cycles: (ii) Parking Provision Requirements</li> </ul>																														
<b>Supporting evidence</b>	<p>In the Big Community Survey, traffic management / parking restrictions and safer cycling routes were in the top answers to the question about what single change would improve the community. Car parking had a net importance of about 50% with a plus 10% net need for improvement.</p> <p>This Policy supports the Local Plan Policy through specific additional requirements that recognise the pressures on the road network of the villages and the level and nature of cycling within the Community.</p> <p>In respect of the latter, the Policy draws on the Cambridge City Council Cycle Parking Guide for New Residential Developments<sup>58</sup> as being equally relevant to the villages.</p>																														
<b>Links to local policy</b>	Local Plan Policy TI/3: Parking Provision and Figure 11 (Parking Provision) to which the Policy refers.																														
<b>Links to national policy</b>	Paragraphs 105 and 104 (d) of the NPPF (Chapter 9).																														
<b>Links to Priorities and Principles</b>	<table border="1" data-bbox="445 1223 1362 1619"> <thead> <tr> <th colspan="6">Priorities</th> <th colspan="4">Principles</th> </tr> </thead> <tbody> <tr> <td>Essential Character</td> <td>Successful Economy</td> <td>Vibrant Community</td> <td>Getting Around</td> <td>Safe, Secure and Successful</td> <td>Housing for All</td> <td>Digital Village</td> <td>Sustainable Community</td> <td>Diverse and Inclusive</td> <td>Heritage and Design</td> </tr> <tr> <td>✓✓✓</td> <td></td> <td>✓</td> <td>✓</td> <td></td> <td></td> <td></td> <td>✓</td> <td></td> <td>✓</td> </tr> </tbody> </table> <p>         ✓✓✓ Policy plays major role in responding to Priority or Principle          ✓ Policy also responds to Priority or Principle.       </p>	Priorities						Principles				Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design	✓✓✓		✓	✓				✓		✓
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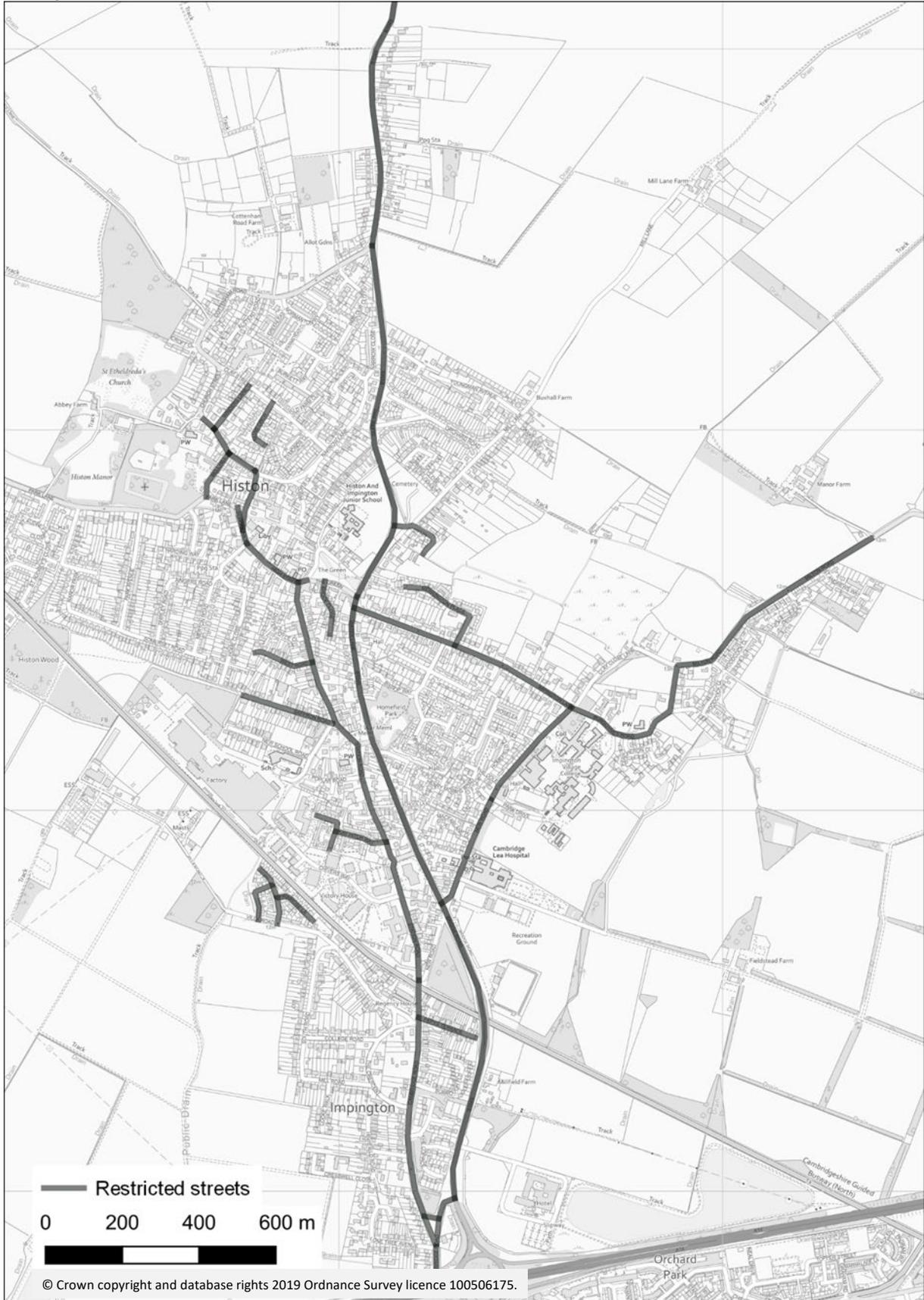
<sup>58</sup> [https://www.cambridge.gov.uk/media/2537/cycleparkingguide\\_std.pdf](https://www.cambridge.gov.uk/media/2537/cycleparkingguide_std.pdf)

**Table 2: HIM05 - Parking Provision for Cars and Cycles: (i) Restricted Streets**

<b>Histon</b>	<b>Impington</b>
Ambrose Way	Bridge Road
Bell Hill	Burgoyne's Road
Brook Close	Cambridge Road
Church Street	Impington Lane
Cottenham Road (B1049)	Merrington Place
Glebe Way	Milton Road
High Street	New Road
Kay Hitch Way	Pepys Terrace
Nuns Orchard	Primrose Lane
Saffron Road	Water Lane
School Hill	
Station Road	
West Road	
Winders Lane	
Windmill Lane	

See Paragraph 5.62 for explanation of “**restricted streets**”.

# Map 10: HIM05 – Restricted Streets



**Table 3: HIM05 - Parking Provision for Cars and Cycles: (ii) Parking Provision Requirements**

This Schedule is to be read in conjunction with Local Plan Figure 11 (Chapter 10), which it supplements. Note the additional provision for visitors who cycle.

Use Class / nature of activity	Indicative Car Parking Provision (all areas refer to gross floor area)	Notes	Minimum Cycle Parking Provision (all areas refer to gross floor area)	Additional Cycle Parking Provision for Visitors
<b>Retail and Financial Services</b>				
<b>A2: Financial and professional services</b>				To include some visitor parking.
<b>Food and Drink</b>				
<b>A4: Pubs and bars</b>	1 space per 5m <sup>2</sup>	The provision of food for consumption on the premises is a constant feature of what used to be termed “pubs”, and therefore the same parking standards should be applied as for restaurants.	1 space per 10m <sup>2</sup>	
<b>A: Sui Generis</b> (including shops selling / displaying motor vehicles, taxi / car hire business, petrol filling stations)			On merit. Some secure cycle parking provision for hire businesses.	

Use Class / nature of activity	Indicative Car Parking Provision (all areas refer to gross floor area)		Notes	Minimum Cycle Parking Provision (all areas refer to gross floor area)	Additional Cycle Parking Provision for Visitors
<b>Business</b>					
<b>Communal Accommodation</b>					
<b>C1: Hotels</b> (including hotels, boarding and guest houses)				1 space per 2 members of staff working at the same time, plus 2 spaces for every 10 guest bedrooms.	
<b>C2: Residential Institutions</b> (nursing/convalescent homes)	1 space per residential staff plus 1 space per 3 bed spaces, plus <i>reserved</i> space for an ambulance.				1 visitor space for every 10 residents.
<b>C3: Residential Dwellings</b>	Bedrooms	Spaces	Additional provision may be needed for visitors, service vehicles, salesmen.		To include visitor parking commensurate with the scale and nature of the housing development.
	1	1.5			
	2	2			
	3 / 4	3			
	5 or more	4			
<b>C4 Houses in multiple occupation</b>	1 space per two bed spaces.			1 space per bedroom.	

Use Class / nature of activity	Indicative Car Parking Provision (all areas refer to gross floor area)	Notes	Minimum Cycle Parking Provision (all areas refer to gross floor area)	Additional Cycle Parking Provision for Visitors
<b>Community Facilities</b>				
<b>D1: Non-residential institutions</b> (pre-schools, crèches and nurseries)				1 visitor space per 5 children.
<b>D1: Non-residential institutions</b> (primary & secondary schools)			A rate of 50% for pupils over 5, and 75% for pupils over 12 years; plus 1 space for every 2 members of staff.	
<b>D1: Non-residential institutions</b> (non-residential colleges)			University development / higher education: 100% for the maximum number of students using the building at any one time, plus 1 space for every 2 members of staff.	
<b>D1: Non-residential institutions</b> (health centres and clinics)			2 spaces per consulting room, plus 1 space for every 3 staff.	

## Priority: Successful Economy

### HIM06 Commercial Core

#### 5.73. This policy in a nutshell:

- Identifies the area of shops, services and community uses on and close to the High Street as the Commercial Core.
- Is supportive of new development proposals which will maintain or increase the existing range and diversity of shops, services and community facilities.
- Resists the loss of shops, services and community facilities in the Commercial Core at ground floor level.
- Resists the loss of car parking spaces associated with shops, services and community uses in the Commercial Core and encourages initiatives to enhance the current provision.
- Is applicable to all development proposals that come forward in the Commercial Core Policy Area.

#### Context and Reasoned Justification

5.74. It is not possible to legislate for success, but this Policy is proposed to make it as easy as possible for the High Street area to continue to be successful and flourish. This area is an essential part of the sustainable community which is Histon & Impington and it must be nurtured and supported. This Policy sets out the principles which would allow development without reducing the retail and leisure contribution to the community.

5.75. Note for the purpose of this Policy, the High Street is defined to include The King William IV public house (the King Bill) and the Chop Shop on Church Street, the Rose & Crown public house and the Phoenix at the eastern end of The Green and the businesses along Station Road between the High Street and Dwyer Joyce Close.

5.76. The High Street is home to two convenience stores, five pubs, two coffee shops and two restaurants, a library, a bank, a bakery, a post office and several independent stores. It is well used by residents and by people from outside who use it both for day-to-day shopping and for its specialist 'destination' stores. There are also several houses and flats and a sheltered living scheme.

5.77. To quote from the consultation, the High Street is an essential part of '*what makes Histon & Impington special*'.

#### **Improving the Organisation of Car Parking in the Commercial Core and Maximising Opportunities to Connect Parking Spaces**

5.78. There is limited freely available parking space to serve the High Street. There is some on-street parking (alongside The Green, outside The Barley Mow and outside Tesco) and a public car park down the side road next to number 28 High Street. There

are also shoppers' car parks at Tesco and behind several other businesses and patrons' only car parks at the pubs. There are parking controls in place at one of the pubs.

5.79. At peak times all the publicly accessible spaces are occupied and this is exacerbated by some being used for all day parking. There is some evidence of people parking on the public car park and then using the bus to commute into Cambridge.

5.80. We think the current situation could be improved if private customer car parks (e.g. designated car parking for specific shops) are used more efficiently (with fewer vacant spaces) and the extent to which commuters use car park spaces all day is reduced, so increasing the provision of essential short-term parking for retail and business customers.

### **Retail outlets outside the Commercial Core**

5.81. There are other shops, services and community uses in the Plan Area, but outside the Commercial Core, which are also highly valued by the community. They provide opportunities for social engagement and are essential components of a sustainable community. The Local Plan however is considered adequate in protecting these and it is not considered appropriate to have a separate policy in the Neighbourhood Plan regarding these. The Local Plan Policy SC/3: Protection of Village Services and Facilities<sup>59</sup> resists proposals which would result in the loss of village services including village pubs, shops, post offices, banks and building societies, community buildings and meeting places, or health facilities.

5.82. However, Policy HIM17 in this Plan is also relevant since it includes policy wording specific to the protection of village services in the former station area.

### **Intent**

5.83. We wish to retain the retail offering in the High Street in terms of the number and range of businesses and other amenities which are present. Residential uses also play an important role in the commercial core by creating the vitality and diversity that supports economic and social activity. New residential uses above ground floor level are therefore encouraged.

5.84. We are not averse to redevelopment because there is a need for more off-street parking and for improvements to the street scene.

5.85. The Policy refers to main town centre uses which is defined in the glossary of the NPPF (see footnote in the Policy which lists these uses).

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<sup>59</sup> <https://www.scams.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

## The Policy

### Policy HIM06 Commercial Core

The area shown in Map 11 is designated as the Histon & Impington Commercial Core. This Policy will be informed by the design guidance included in the Histon & Impington Village Design Guide SPD<sup>60</sup> and any documents which supersede this.

Proposals within the Histon & Impington Commercial Core (as defined), that diversify and enhance the range of local shops, services and community facilities and create jobs strengthening the vitality and viability of the village centre are supported, subject to all the following applying:

- Provision of bicycle parking and allocated car parking in line with Policy HIM05.
- The proposals are for retail and other use categories (as defined in the Glossary to the NPPF under “main town centre uses”<sup>61</sup>) that support and strengthen the existing diverse nature of the High Street.
- Maintaining easy, safe and efficient access for large delivery vehicles, as appropriate.

Furthermore, developers will be expected to explore opportunities (engaging as appropriate with local stakeholders such as the Parish Council) to:

- Improve the organisation of car parking on the site (for example by increasing accessibility to off street parking spaces whilst also protecting the interests of local businesses).
- Connect parking spaces across adjacent sites through joint working with neighbouring property owners.

New housing development that replaces rather than supplements the existing retail accommodation shall not be supported. New residential uses, in particular 1 or 2 bedroom dwellings above ground floor shall be supported.

Proposals which lead to the loss of main town centre uses at ground floor level or that lead to a loss of car parking associated with main town centre uses will not be supported.

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<sup>60</sup> <https://www.scambs.gov.uk/villagedesign>

<sup>61</sup> NPPF Glossary (2019) – Main town centre uses: retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**Map 11: HIM06 - Histon & Impington Commercial Core Policy Area**



## Application, Evidence and Links

5.86. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<b>Map</b>	Map 11.																														
<b>Supporting evidence</b>	<p>In the Big Community Survey the High Street rated a 'net importance' of about 70% (Paragraph 3.8). Both 'pubs, restaurants, cafes, bars' and 'Small businesses' rated about 60% net importance. The survey indicated satisfaction with the villages' provision: the Policy is aimed at retaining the retail offering in the High Street in line with recognising the importance given to the area in the survey responses.</p> <p>Car parking rated 50% net importance in the survey, and a net 10% 'need for improvement'. 16% of respondents said more parking was needed for 'supporting businesses'.</p> <p>The Policy complements the Local Plan's policies (see below).</p>																														
<b>Links to local policy</b>	Local Plan Policy SC/3: Protection of Village Services and Facilities <sup>62</sup>																														
<b>Links to national policy</b>	Chapter 7 of the NPPF (Ensuring the vitality of town centres)																														
<b>Links to Priorities and Principles</b>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="6" style="background-color: #f2f2f2;">Priorities</th> <th colspan="4" style="background-color: #e6e6e6;">Principles</th> </tr> <tr> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Essential Character</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Successful Economy</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Vibrant Community</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Getting Around</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Safe, Secure and Successful</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Housing for All</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Digital Village</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Sustainable Community</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Diverse and Inclusive</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Heritage and Design</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td>✓✓✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td></td> <td>✓</td> <td>✓</td> <td></td> <td>✓</td> </tr> </tbody> </table> <p>           ✓✓✓ Policy plays major role in responding to Priority or Principle            ✓ Policy also responds to Priority or Principle.         </p>	Priorities						Principles				Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design	✓	✓✓✓	✓	✓	✓		✓	✓		✓
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✓	✓✓✓	✓	✓	✓		✓	✓		✓																						

<sup>62</sup> <https://www.scams.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

## HIM07 The School Hill Site

### 5.87. This policy in a nutshell:

- Identifies a site currently home to Tesco Express, Histon Library, some retail units (including an Indian restaurant) as an opportunity for retail-led redevelopment. A planning application for the site was approved in December 2019<sup>63</sup>
- Notes its proximity to the St Andrews Centre and the Red Lion and two other heritage assets (see Policy HIM02).
- Requires the re-provision of similar shops and the library.
- Allows for residential uses above ground floor.
- Recognises the possibility for creating a vibrant mixed-use development of an appropriate scale to address the existing public space and make use of the Brook as a site asset.
- Applies to the site marked on Map 12.

### Context and Reasoned Justification

5.88. This site is a key part of the High Street. It is an example of 1960s development and, in its present form, is an inefficient use of the site.

5.89. This Policy recognises that redevelopment is a possibility and sets out a framework whereby this could take place to the advantage of both the community and a developer.

5.90. The School Hill Site is at the western end of the High Street and includes a Tesco Express, Histon Library, an Indian restaurant, a pop-up florist and, at present, two vacant units formed around an under-utilised green space (the School Hill Green<sup>64</sup>). There is significant, but unstructured and uncontrolled, parking. The site is bounded at its rear by the Brook. The buildings on the site are single-storey and date from the 1960s.

5.91. Adjacent to the site are several facilities and features which in combination sets a potential framework for a vibrant social and commercial hub centred on the public open space:

- The site is adjacent to 14 Brook House [identified as “A” in Map 12], an Interesting Building (Policy HIM02), and faces a Grade II Listed Building, The Gables and its garden wall [B].
- To the west of the site is the School Hill Garden [C] to which Policy HIM10 applies.
- The site also faces the key High Street and community assets of the St. Andrews Centre [D] and the Red Lion pub [E] (see Map 6 and Policy HIM06).

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<sup>63</sup> Application reference is S/1793/19/FL

<sup>64</sup> The School Hill Green, which is on part of the School Hill site, is a separate open space to the School Hill Garden to which Policy HIM10 applies.

5.92. Continued presence on this site of the existing business mix, including especially a substantial convenience store, is important. It enables people to do most of their shopping locally thereby reducing or avoiding travel to stores in other locations. It is also of benefit to residents by providing an opportunity to walk and for social engagement.

5.93. Improving the relationship between the ground floor commercial uses and the adjacent open space will enhance the School Hill Green as a social amenity. Better spatial connection, with shops fronting the green on all sides, has the potential to create a high-quality public area. It will also improve natural surveillance and security, as will potential residential use of an upper floor 'living over the shop'. With the additional assets of the library and retail presence, the site has the possibility to create an exciting, mixed use social hub for the High Street<sup>65</sup>.

5.94. Design guidance, including an indicative layout for this site, is provided in the Histon & Impington Village Design Guide SPD.

### **Intent**

5.95. We wish to retain the School Hill Site for retail activity.

5.96. However, we believe that it is a site with more potential and would like to see it redeveloped to improve its spatial quality, building quality and parking footprint. Proposals to add a second floor of one-bedroom and two-bedroom flats will be supported, including some affordable properties, subject to the conditions set out in the Policy.

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<sup>65</sup> A planning application for the site (application reference S/1793/19/FL), was approved in December 2019. Policy HIM07 was in a draft form at the time.

## The Policy

### Policy HIM07      The School Hill Site

The site shown on Map 12 is identified as a development opportunity site where the following would be supported:

- Retail-led redevelopment incorporating other main town centre uses (as defined in the Glossary to the NPPF<sup>66</sup>).
- Residential uses, in particular one- and two-bedroom flats, some of which are affordable, are considered appropriate above ground floor level on this site.

The policy will be informed by the design guidance included in the Histon & Impington Village Design Guide SPD and any document which supersedes this.

Any redevelopment should also:

- Improve the relationship of the buildings with the associated green space and surrounds with a high-quality public realm strategy plan.
- Recognise the prominent site location and reinforce the potential for a social hub, supporting adjacent uses such as the St Andrews Centre and the Red Lion pub.
- Recognise the proximity of Brook House and The Gables (including its garden wall) together with the School Hill Garden.
- Improve the organisation and layout of customer car parking on site.
- Enable safe and easy access for large delivery vehicles.
- Retain the current level of commercial space.
- Integrate the Brook as part of a public realm design strategy.

Development of housing on the site that reduces the current commercial space shall not be supported.

## Application, Evidence and Links

5.97. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

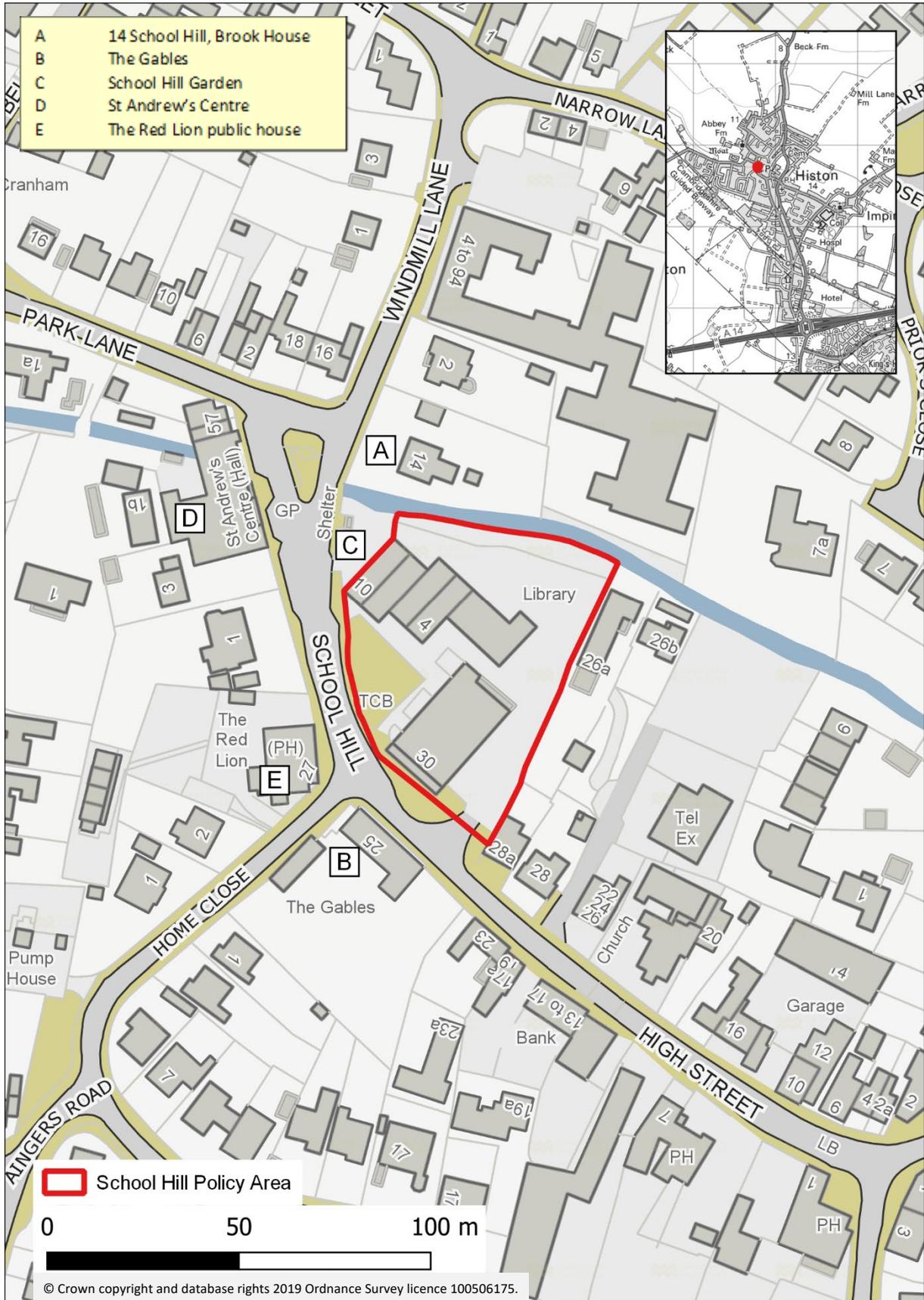
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<sup>66</sup> NPPF Glossary (2019) – Main town centre uses: retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

<b>Map</b>	Map 12.																														
<b>Supporting evidence</b>	<p>In the Big Community Survey the High Street rated a ‘net importance’ of about 70% (Paragraph 3.8). Both ‘pubs, restaurants, cafes, bars’ and ‘Small businesses’ rated about 60% net importance. The survey indicated satisfaction with the villages’ provision: the Policy is aimed at retaining the retail offering in the High Street, underpinning Policy HIM06, and is in line with recognising the importance given to the High Street area in the survey responses.</p> <p>Car parking rated 50% net importance in the survey, and a net 10% ‘need for improvement’.</p> <p>The Policy complements the Local Plan’s policies (see below).</p>																														
<b>Links to local policy</b>	Local Plan Policy SC/3: Protection of Village Services and Facilities <sup>67</sup>																														
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<sup>67</sup> <https://www.scams.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

**Map 12: HIM07 - The School Hill Site Policy Area**



## HIM08 The Jam Factory

### 5.98. This policy in a nutshell:

- Safeguards the existing Jam Factory site as an employment site.
- Notes the value of the current green separation from Home Close and the need for this separation to be retained.
- Promotes the development of connections to, and through the site.
- Allows, in exceptional circumstances, residential uses where homes will meet the needs of older persons or those in need of affordable housing where the homes are also built to high accessibility standards.
- Applies to the site marked on Map 13.

### Context and Reasoned Justification

5.99. The Chivers business drove the development of the community in the 19<sup>th</sup> and first half of the 20<sup>th</sup> centuries. Although the family still farms locally, the manufacturing business has changed owners. Over time, the business has been rationalised so that the current modern jam factory is all that now remains. It is possible that the current or future owners will decide to cease jam production on the site. This Policy does its best to provide guidance so that if this occurs, decisions can also be made in the best interests of the community.

5.100. The Jam Factory on Chivers Way is a link to Histon's past when it belonged to the Chivers family who farmed and manufactured food products, including jams, in the village. Today it is run by Hain Daniel and is the UK's largest jam factory. It employs about 450 people including a significant number from the community and occupies a site of 10 hectares.

5.101. Local employment on this site has contributed to the sustainability of the Plan Area, helping to match jobs to people seeking employment. Specifically, the site provides employment to individuals with different skills, from machine operators to the more desk-based knowledge and scientific work in the factory area (and elsewhere on Vision Park).

5.102. The community is clear that having a range of job opportunities available locally is highly desirable and the contribution to the local economy is valued. Many workers shop, eat and drink locally thus contributing to the vibrancy of the local economy.

5.103. If the current business were to vacate the site and no other business came forward to the factory as a manufacturing facility, it should be redeveloped to complement Vision Park and provide work-spaces for businesses emerging from Cambridge's knowledge-based and high-tech environments. However, this would lead to the loss of 'blue collar' employment opportunities and consideration should also be given to providing opportunities for artisan / workshop / craft / trade employment.

5.104. The site has been in existence as a manufacturing site for over a hundred years and is well placed for its purpose due to its location with access to good transport links.

5.105. There is currently a green separation between the factory site and housing along Home Close. This provides a barrier between the factory area and the residential area which helps to screen the factory and its operational activities from the housing and assists with noise reduction. In addition, this green separation, being largely undisturbed, contributes to biodiversity locally and connects ecologically with adjacent land to the west, including the adjacent Community Orchard [identified as “F” in Map 13].

5.106. Provided the overarching employment-related objectives for this site are met, in exceptional circumstances provision of some housing may be supported provided that this is limited to homes that meet the needs of older persons or those in need of affordable housing. It is noted that affordability of housing was one of the top issues of concern in the responses to the Big Community Survey (Section 3).

### **Intent**

5.107. To retain the Jam Factory site primarily as an employment site because it makes a critical contribution to the sustainability of the community.

5.108. Development of part of the site for housing will be supported in exceptional circumstances:

- Where all the homes will meet the needs of older persons or those in need of affordable housing, subject to the homes being built to high accessibility standards
- Provided there is no loss in the overall level of employment.

5.109. It is intended that a green separation between the factory site and housing along Home Close is retained.

5.110. Any development will improve connections for pedestrians and cyclists to and through the site.

## The Policy

### Policy HIM08      The Jam Factory

Land shown on Map 13 is safeguarded for employment use.

Proposals for development on the site will be supported where they maintain or increase the current levels of employment, and where residential amenity in the adjacent residential areas is maintained, unless it can be demonstrated that the site is no longer viable for employment uses. A key consideration in any proposal is the biodiversity value of the site, especially the western part of the site which is ecologically linked with the adjacent land to the west.

Where applicable opportunities will be sought to:

- Improve direct and safe access for pedestrians to and from the High Street and the Guided Busway stop and for cyclists to and from the cycleway alongside the Guided Busway.
- Improve cycle parking provision and car parking provision in line with standards set out in Policy HIM05.
- Include 'greenways' open to members of the public to walk through from Chivers Way to the Community Orchard on Manor Park Field and to the High Street.

A green separation between the employment site and Home Close shall be retained.

Subject to residential uses not prejudicing the primary employment use of this site, small scale residential development will be supported on this site where all the following apply:

- The proposed homes are suitable for independent living and built to the accessible and adaptable dwellings (M4(2) standard).
- It meets an identified housing need in the area (e.g. suitable for older people seeking to downsize into or affordable housing units meeting the needs of those with a local connection).
- The residential amenity of existing and future occupiers of homes not being adversely affected by neighbouring employment uses.

## Application, Evidence and Links

5.111. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

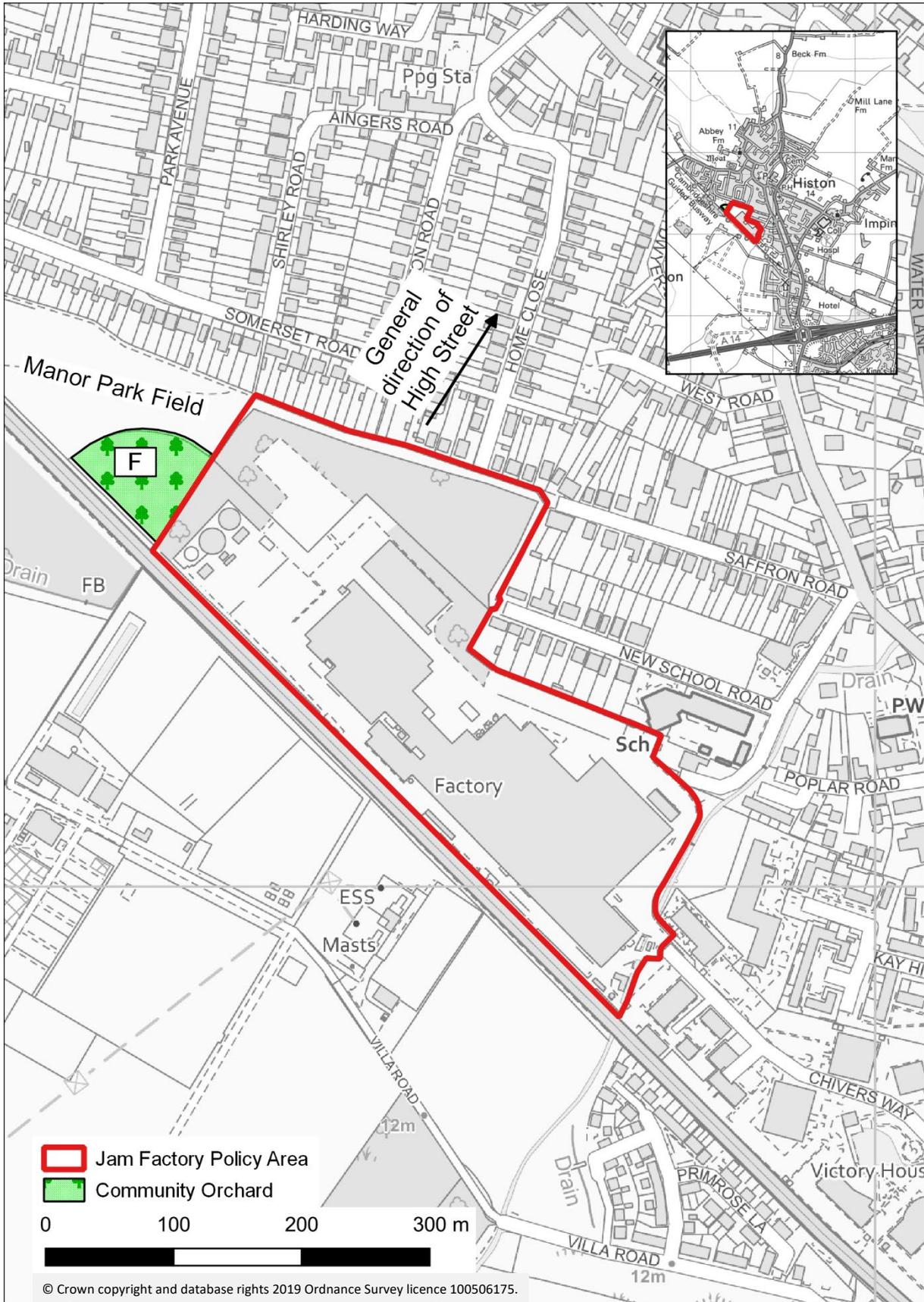
<b>Map</b>	Map 13.																														
<b>Supporting evidence</b>	In the Big Community Survey, 'employment' had a 'net importance' of 50%. At minus 10%, there was no significant demand for improving employment opportunities (though equally the survey indicates that only a small reduction in employment opportunities would lead to a positive need for improvement). This Policy is focused on retaining as a minimum current levels of employment on this site – an action consistent with the survey responses, including the overarching high level of satisfaction with the existing form and facilities of the villages. The survey also identified a 40% need for improvement in the provision of affordable homes (at 70% net importance) as well as a need to improve footpath provision (at 80% net importance).																														
<b>Links to local policy</b>	<ul style="list-style-type: none"> <li>Local Plan Policy S/8: Rural Centres<sup>68</sup>.</li> <li>Local Plan Policy E/14: Loss of Employment Land to Non-Employment Uses<sup>69</sup>.</li> <li>Local Plan Policy NH/4: Biodiversity<sup>70</sup></li> </ul>																														
<b>Links to national policy</b>	Paragraphs 83 and 84 of the NPPF (Chapter 6).																														
<b>Links to Priorities and Principles</b>	<table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th colspan="6">Priorities</th> <th colspan="4">Principles</th> </tr> </thead> <tbody> <tr> <td>Essential Character</td> <td>Successful Economy</td> <td>Vibrant Community</td> <td>Getting Around</td> <td>Safe, Secure and</td> <td>Housing for All</td> <td>Digital Village</td> <td>Sustainable Community</td> <td>Diverse and Inclusive</td> <td>Heritage and Design</td> </tr> <tr> <td>✓</td> <td>✓✓✓</td> <td></td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td></td> <td>✓</td> </tr> </tbody> </table> <p>         ✓✓✓ Policy plays major role in responding to Priority or Principle          ✓ Policy also responds to Priority or Principle.       </p>	Priorities						Principles				Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design	✓	✓✓✓		✓	✓	✓	✓	✓		✓
Priorities						Principles																									
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design																						
✓	✓✓✓		✓	✓	✓	✓	✓		✓																						

<sup>68</sup> <https://www.scambsgov.uk/media/12527/3-chapter-2-spatial-strategy.pdf>

<sup>69</sup> <https://www.scambsgov.uk/media/12534/9-chapter-8-building-a-strong-and-competitive-economy.pdf>

<sup>70</sup> <https://www.scambsgov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

**Map 13: HIM08 - The Jam Factory Policy Area**



## HIM09 Vision Park

### 5.112. This policy in a nutshell:

- Safeguards Vision Park as an employment site.

### Context and Reasoned Justification

5.113. This site is a business park built on parts of the former Chivers factory. The site provides major employment in the area and enjoys good transport links because of its proximity to the Guided Busway which now connects it directly to Cambridge North station.

5.114. It is possible that the current or future owners of this site will wish to redevelop it in the future. This Policy provides guidance on furthering such interests in the context of this also safeguarding the interests of the community.

5.115. For the purpose of this Policy, this site also includes the offices on both sides of Station Road between the Guided Busway and Chequers Road.

5.116. Note that there is a retail (café) site on Vision Park. The Vision Park business park together with the nearby offices on Station Road is home for many businesses and other enterprises. These include small and medium enterprises (SMEs), branches of large national and multinationals companies and the main offices of global organisations. There is also a recently established care home, Bramley Court.

5.117. Vision Park is conveniently served by The Busway, the Citi 8 bus and the park is within walking distance of the High Street.

5.118. Vision Park employs some 2 000 people and thereby contributes directly to the economy of the community.

5.119. Vision Park is currently fully occupied. This demonstrates a need for such accommodation in an area where the economy is thriving.

5.120. Design guidance including an indicative layout for this site is provided in the Histon & Impington Village Design Guide SPD.

### Intent

5.121. We wish to safeguard primary use of the Vision Park site for employment because as such it contributes to the sustainability of the community.

5.122. The alternative, redevelopment for housing, is untenable because of the demand which it would place on local amenities, utilities and transport links.

## The Policy

### Policy HIM09 Vision Park

Land shown on Map 14 is safeguarded for employment use.

Development proposals to improve or increase business accommodation will be supported where they maintain or increase the current level of employment on the site.

Where applicable, opportunities will be sought to improve direct and safe access for both:

- Pedestrians to and from the High Street and the Guided Busway stop
- Cyclists to and from the cycleway, footway and bridleway alongside the Guided Busway.

## Application, Evidence and Links

5.123. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<b>Map</b>	Map 14.
<b>Supporting evidence</b>	In the Big Community Survey, 'employment' had a 'net importance' of 50%. At minus 10%, there was no significant demand for improving employment opportunities (though equally the survey indicates that only a small reduction in employment opportunities would lead to a positive need for improvement). This Policy is focused on retaining, as a minimum, current levels of employment on this site – an action consistent with the survey responses, including the overarching high level of satisfaction with the existing form and facilities of the villages. The survey also found 59% in favour of improved cycle paths as well as a need to improve footpath provision (the latter at 80% net importance).
<b>Links to local policy</b>	<ul style="list-style-type: none"> <li>• Local Plan Policy S/8: Rural Centres<sup>71</sup>.</li> <li>• Local Plan Policy E/14: Loss of Employment Land to Non-Employment Uses<sup>72</sup>.</li> </ul>
<b>Links to national policy</b>	Paragraphs 83 and 84 of the NPPF (Chapter 6).

<sup>71</sup> <https://www.scambs.gov.uk/media/12527/3-chapter-2-spatial-strategy.pdf>

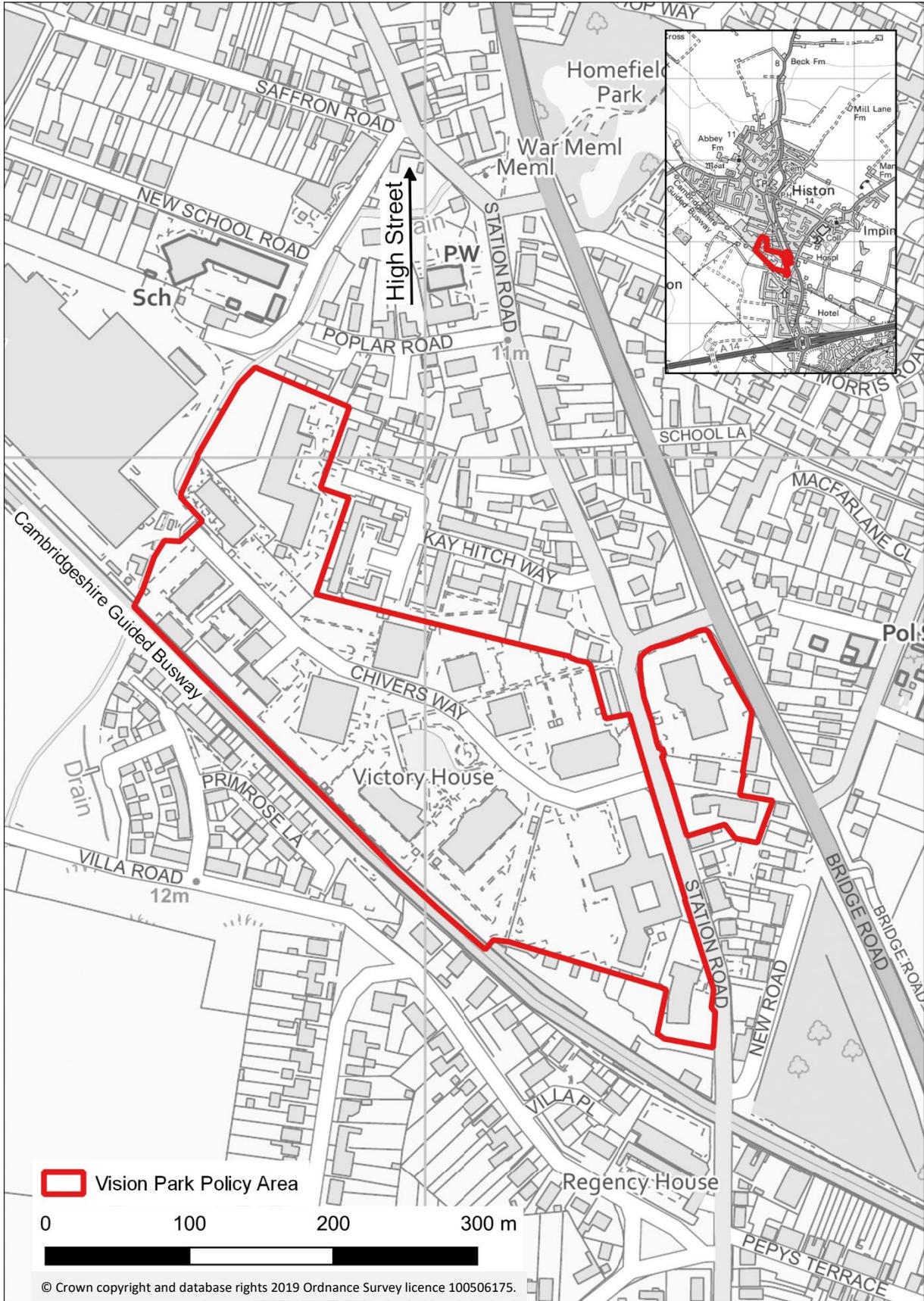
<sup>72</sup> <https://www.scambs.gov.uk/media/12534/9-chapter-8-building-a-strong-and-competitive-economy.pdf>

**Links to  
Priorities  
and  
Principles**

Priorities						Principles			
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
✓	✓✓✓		✓			✓	✓		

- ✓✓✓ Policy plays major role in responding to Priority or Principle
- ✓ Policy also responds to Priority or Principle.

**Map 14: HIM09 – Vision Park Policy Area**



## Priority: Vibrant Community

### Context to Community Policies

5.124. Public open spaces are vital for mental and physical health and well-being, community cohesion, nature observation and study, cultural identity, education and recreation, as well as for their biodiversity and ecosystem services, such as flood alleviation.

5.125. Histon & Impington has an extreme shortfall of such spaces relative to the South Cambridgeshire District Council minimum standards (see table). Provision in the southern part of the Community is particularly poor.

Category of open space	Minimum standard (ha per 1 000 people)	H&I area (ha)	Surplus / deficit relative to minimum standard (ha)	Ranking in South Cambridgeshire in terms of hectares of surplus / deficit
Outdoor sport space	1.6	6.27	-7.19	<b>104/104</b> i.e. biggest deficit in hectares
Allotment	0.4 allotment and community orchard combined	10.31 <sup>(a)</sup>	+ 8.05 (6.95 allotments plus 1.1 orchard)	<b>2/104</b> (second to Cottenham)
Community orchards	Included in Allotment number above	1.1	Included in Allotment number above	<b>3/8</b> (96 villages have no orchard at all)
Formal and informal play area for children	0.4 formal plus 0.4 informal	1.3	-5.43	<b>104/104</b> i.e. biggest deficit in hectares
Other informal open space	0.4	No data?	No data?	No data?

Table based on data for 104 villages in the South Cambridgeshire Recreation and Open Space Study<sup>73</sup>, 2013

- a. Data for Histon & Impington quoted includes 5.76 ha of allotments located south of the A14 (outside the Plan Area) plus a further 1.63 ha of allotment which do not exist in 2020. There is only 2.92 ha of allotments in the Plan Area in 2020.

<sup>73</sup> <https://www.scamb.gov.uk/media/10290/recreation-open-space-study-2013.pdf>

5.126. Hitherto residents have overcome this deficiency impacting on their health and quality of life by making full use not only of the remaining open spaces within the Settlement Boundary but also of Green Belt land around the villages, including both publicly and privately-owned land<sup>74</sup>.

5.127. Because version 2.0 of the Plan included policies and other content relating to the community's open spaces which were not present in version 1.0 a specific channel of consultation was implemented to ensure that these had the support of residents and other stakeholders. This consultation ran on 5 Saturday mornings late in 2018 outside Tesco in Histon.

5.128. During this consultation people were asked about their use of and interest in the community's open spaces and its results inform policies HIM11, HIM12 and HIM13 and are reported in the Consultation document.

5.129. Residents in the Plan Area make use of the following green infrastructure resources:

- Areas of open space within the built-up area of the village such as the village green
- Areas of green spaces outside the village envelope but well connected via walking routes from the village centres
- The Rights of Way network
- The rural footpath network comprising both formal and permissive paths
- Walking and cycling routes which provide connections between areas of green infrastructure and to and from residential areas.

5.130. Most green infrastructure resources have biodiversity value but there are some areas within the Plan Area where the biodiversity value is especially significant and this is recognised in the Plan.

5.131. The "Vibrant Community" policies:

- Seek to secure additional open space provision for the Plan Area in order to address the existing shortfall.
- Identify and protect the open spaces which are demonstrably special to our community through Local Green Space designation.
- Identify and protect other important areas by adding to the Protected Village Amenity Areas identified in the Local Plan.
- Strengthen protection of the villages' principal spaces for formal recreation.
- Identify areas in the Plan Area which have important biodiversity value. These are identified as Important Natural Habitats and the plan seeks to maintain and

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<sup>74</sup> Residents are conscious of the limited public green space and, as evidenced in the consultations, strongly favour protecting the existing spaces currently in formal and informal use in and around the villages.

enhance their biodiversity value. Some proposed Local Green Spaces are also identified as Important Natural Habitats, reflecting the fact that biodiversity is one of their significant values.

- Protect and seek to enhance the walking and cycling route network.
- Maximise the synergies and connections between recreational networks and biodiversity. Ecologically connected natural habitats are more diverse and sustainable and inter-connected green areas offer more varied and attractive recreational opportunities.
- Through all the above, achieve a more secure future for priority open spaces in and around the villages, thereby fostering good health and well-being.

5.132. Some of the sites that are covered in this Section are located in the Green Belt or have existing Local Plan designations attached to them. The policies in this Section are not intended to affect those Local Plan designations in any way.

5.133. Several sites have more than one open space-related designation attached them. To ease clarity, Table 4 lists each site that is covered in this Section and shows what policy designations apply.

5.134. Sites have also been identified which contribute to ‘A14 mitigation’ and these are covered by Policy HIM15 “A14 Mitigation Sites”.

**Table 4: List of Open Spaces**

Site name, location and description		Local Plan Designation	Neighbourhood Plan Designation			
			Local Green Space	PVAA added by this Plan	Important Natural Habitat	A14 mitigation site
V1	<b>Bypass Farm.</b> Field at the northern edge of the Community east of the B1049	Green Belt; Special Policy Area				
V2	<b>Croft Close Set Aside</b> North-west edge of village. Site is between Gun’s Lane and the Abbey Farm <sup>75</sup> .	Green Belt			INH	
V3	<b>Greenleas (Farmstead Close) Community Space</b> – an open space serving the Greenleas estate.	No designation	LGS			
V4	<b>Northern Buxhall Farm.</b> Northern half of Buxhall Farm (12 ha) plus strip joining it to Cottenham Road.	Green Belt	LGS		INH	

<sup>75</sup> Croft Close Set Aside lies just north of the site of the former St Etheldreda’s Church: see <https://magic.defra.gov.uk/MagicMap.aspx>

Site name, location and description		Local Plan Designation	Neighbourhood Plan Designation			
			Local Green Space	PVAA added by this Plan	Important Natural Habitat	A14 mitigation site
V5	<b>Rowley's Field.</b> North-west edge of village: Rowley's Field and adjoining Horse Chestnut field on Meadow Farm	Green Belt; It is aligned along an Important Countryside Frontage	LGS		INH	
V6	<b>St Audrey's Close Community Centre Green</b> Open green space, just west of the Community Centre and surrounded by a loop of St Audrey's Close.	No designation	LGS			
V7	<b>School Hill Garden</b> (also known as Manorial Waste). Area to the west and south of the small shops on the High Street, lying to the east of School Hill.	No designation		PVAA		
V8	<b>Histon &amp; Impington Junior School playing fields.</b> Playing fields adjacent to the school in the heart of Histon.	Protected Village Amenity Area				
V9	<b>Cemetery</b>	Protected Village Amenity Area	LGS			
V10	<b>Histon Village Green.</b> The existing village green in the heart of the village	Protected Village Amenity Area; Conservation Area				
V11	<b>Equipped play area next to village green</b>	Protected Village Amenity Area; Part is within Conservation Area				

Site name, location and description		Local Plan Designation	Neighbourhood Plan Designation			
			Local Green Space	PVAA added by this Plan	Important Natural Habitat	A14 mitigation site
V12	<p><b>Manor Park Field and Histon Wood.</b> This is a cluster of contiguous pieces of land, lying either side of the Busway. They depend on each other for their high biodiversity and recreational values, so should be considered as a single unit. The cluster comprises:</p> <ul style="list-style-type: none"> <li>• Manor Park Field (including Histon and Impington Community Orchard),</li> <li>• Histon Wood, the scrub triangle (NE of Histon Wood) and</li> <li>• The St Audrey's Close woodland (running NE between Manor Park Field and St Audrey's Close).</li> </ul>	Histon Wood is in the Green Belt. The other plots to the east of the Guided Busway are not in the Green Belt	LGS		INH	
V13	<p><b>Girton Wood.</b> The woodland between Histon and Girton together with the hedgerow running north to Histon Wood, connected to each village via hedgerows and public footpaths.</p>	Green Belt	LGS		INH	
V14	<p><b>Infant School Field.</b> Field on New School Road associated with H&amp;I Infant School.</p>	Protected Village Amenity Area	LGS			
V15	<p><b>Peace Memorial.</b> Lies between Water Lane and Station Road, opposite Homefield Park.</p>	Conservation Area				
V16	<p><b>Homefield Park.</b> Existing park between Water Lane and Hereward Close.</p>	Protected Village Amenity Area; Conservation Area				
V17	<p><b>Woodland beside New Road / Impington Lane junction.</b> Woodland, including adjacent lawns, in IVC grounds between school buildings and roads.</p>	Protected Village Amenity Area				
V18	<p><b>Clay Close Lane Pocket Park.</b> Pocket Park bounded by Clay Close Lane and Burgoyne's Road.</p>	Two sides are aligned along an Important Countryside Frontage; Conservation Area				

Site name, location and description		Local Plan Designation	Neighbourhood Plan Designation			
			Local Green Space	PVAA added by this Plan	Important Natural Habitat	A14 mitigation site
V19	<b>Doctor's Close (also called 'Doctor's Close Pocket Park')</b> . Northern corner of field at Doctors Close, opposite St Andrew's, Impington, plus adjacent field and small lake.	Green Belt; The southern edge of Burgoyne's Road / Doctor's Close is designated an Important Countryside Frontage; Conservation Area				
V20	<b>IVC playing fields.</b> Playing fields to the east of Impington Village College.	Green Belt	Site specific <a href="#">Policy HIM13</a> applies			
V21	<b>Primrose Lane playground</b>	No designation				
V22	<b>Crossing-Keeper's Copse.</b> Triangular copse from Crossing-Keeper's Hut to Bridge Road.	Protected Village Amenity Area; Special Policy Area	LGS		INH	
V23	<b>Recreation Ground.</b> To the East of New Road and Bridge Road. This site includes the Football Ground.	Green Belt	Site specific <a href="#">Policy HIM13</a> applies			
V24	<b>South Road Playground.</b> Owned by Parish Council	No designation	LGS			
V25	<b>Impington Windmill and surrounds</b>	Protected Village Amenity Area	Site specific <a href="#">Policy HIM04</a> applies			
V26	<b>Impington Coppice.</b> Woods from southern end of Cambridge Road up to Burrough Field.	Protected Village Amenity Area	LGS		INH	
V27	<b>Fields north of Cawcutt's Lake</b> including the Holiday Inn field.	Green Belt				A14
V28	<b>Western Woodland on Fieldstead Farm.</b> Woodland and hedgerows south and east of the Histon football ground, and alongside the road to Fieldstead Farm buildings.	Green Belt			INH	

Site name, location and description		Local Plan Designation	Neighbourhood Plan Designation			
			Local Green Space	PVAA added by this Plan	Important Natural Habitat	A14 mitigation site
V29	<b>Central Woodland on Fieldstead Farm.</b> Woodland and hedgerows south and southeast of Fieldstead Farm buildings plus woodland immediately north of the farm buildings.	Green Belt			INH	A14
V30	<b>Eastern Woodland on Fieldstead Farm.</b> Network of woodland and hedgerows running in an arc east of Fieldstead Farm buildings, reaching but not including Mere Way.	Green Belt				A14
V31	<b>A14 western section.</b> Land west of the B1049 and adjacent to the A14.	Green Belt				A14
V32	<b>Southern Cambridge Road Wood and Fields.</b> Fields and woodland abutting the north-west quadrant of the A14 / B1049 roundabout, including wooded traffic island in Cambridge Road.	Protected Village Amenity Area				A14
V33	<b>Cawcutt's Lake and adjacent land.</b> The site includes Cawcutt's lake and the fields (and a piece of woodland) between the Holiday Inn and the A14/B1049 that does not fall within the Development Consent Order Boundary for the A14 Cambridge to Huntingdon Improvement Scheme currently being implemented (as shown on the Scheme's Drawing Number A14-ARP-ZZ-00-DR-Z-00226 Rev 0).	Green Belt	LGS		INH	A14

Site name, location and description		Local Plan Designation	Neighbourhood Plan Designation			
			Local Green Space	PVAA added by this Plan	Important Natural Habitat	A14 mitigation site
V34	<b>Land alongside the A14/B1049 near the interchange (north east quadrant).</b> The site comprises: (i) all green areas up to the edge of the concrete, tarmac or other material forming the B1049, A14 access ramp and A14 roadway, adjacent walkways and ancillary structures, to the north east of the A14/B1049 interchange that lies south and west of site V33, together with (ii) the fields between the Holiday Inn / Cawcutt's Lake and the A14/B1049 which fall within the Development Consent Order Boundary for the A14 Cambridge to Huntingdon Improvement Scheme.	Green Belt			INH	A14

5.135. One site, Northern Buxhall Farm (V4), commands special interest despite first appearances to the casual observer. Its interest and value are described in the following Box.

### **Buxhall Farm: its place in our community**

Buxhall Farm lies in Green Belt on the northern fringe of Histon. Here the Green Belt, among other aspects and in line with NPPF policy, serves to safeguard the countryside from encroachment and to preserve the village's rural setting and its special character as a community still closely connected with farming and the countryside. The southern part of the Farm is within 800m of the "community centre" at Histon Post Office (see Section 2). Arable and livestock farming is currently practised.

A new school is being built in the southernmost field. This Neighbourhood Plan designates as Local Green Space - and also Important Natural Habitat - the field north of the school, up to the field boundary just south of the farm buildings and includes an access corridor to Cottenham Road. This 12-hectare field and surrounding hedgerows and ditches are the part of Buxhall Farm most treasured by the community, as we will describe in this Box.

The area affords ready experience of open countryside for residents living north of Histon Village Green, whether accessed along Mill Lane, or from Cottenham Road / Glebe Way (including from across the B1049). The site contributes to the rural character and the settlement's linkage with its agricultural heritage.

In the consultation on people's views about proposed Local Green Spaces, Buxhall Farm was the third most popular site in the Plan Area. Responses revealed how important Buxhall Farm is for people's well-being, both mental and physical. As one person said, "there is nowhere else in the community quite like it".

Until recently much used permissive paths served the area; Cambridgeshire County Council as owner has rescinded the formal permission but – thankfully - has not prevented access; signage indicating permissive footpaths remained in situ.

The sense of being in "real countryside" is central to the site's worth to the community. A visit to Buxhall allows villagers to escape from the more urban setting within the Settlement Boundary and experience a connection to farming and to nature.

Importantly, there has never been public access into the fields away from the boundaries; this contributes to the wealth of farmland birds which use the site, such as the ground-nesting skylarks. It allows walkers to experience, not far from their doorsteps, the larks' iconic singing, or in winter to come upon flocks of yellowhammers. Such birds – both in drastic decline in the UK - are ingrained in our popular culture. Retaining this link in an increasingly urbanised world has immeasurable value.

Surrounding the north part of Buxhall Farm the hedgerows and ditches define where people walk. With verdant growth in summer, and in some years, thick undergrowth, these are important wildlife habitats, complementing the fields. They are a place of refuge and provide breeding sites for all manner of species. Given the wealth of wildlife, including a variety of red-listed birds, the area is proposed as an Important Natural Habitat in the Plan.

The importance of the site to the community goes well beyond its value for wildlife. It is sufficiently close to many homes in the north of the settlement, together with being a compact site, for people to feel they can obtain a meaningful break in green surroundings even when their time is very limited. Its tranquillity contributes to individual wellbeing: its agricultural setting allows a retreat, however brief, from the rush of modern living. Whether just to contemplate the wide East Anglian skies, the wildlife, or the views across the landscape as far as Ely cathedral, this part of Buxhall Farm has a particular importance to the community.

Looking to the future, the building of the school will provide a fantastic opportunity for village students not only to observe and feel connection with nature in their day-to-day lives but also to understand our villages' history and where food comes from. In an era of disconnection from the natural world and crisis in student mental health, this is really an extraordinary opportunity to be grasped and put at the heart of the school design and planning.

## HIM10 School Hill Garden

### 5.136. This policy in a nutshell:

- Identifies School Hill Garden (site V7) as an important space in the centre of the community which should be protected
- Designates School Hill Garden as a Protected Village Amenity Area.

### Context and Reasoned Justification

5.137. School Hill Garden (site V7, which is also known as the Manorial Waste) is adjacent to the School Hill site (see Policy HIM07). It sits behind a bus stop and is adjacent to the Brook. It provides a walk through from the High Street to the car park at the back of the School Hill site. There is a shelter (the “youth shelter”) at the rear of the site.

5.138. This site provides amenity value to the community and it is proposed to designate it as a Protected Village Amenity Area (PVAA) as defined in the Local Plan Policy NH/11<sup>76</sup>.

5.139. Other areas in the village have already been designated in the South Cambridgeshire Local Plan as PVAAs and they are identified on the Local Plan Adopted Policies Map<sup>77</sup>. This Policy adds to the PVAAs benefitting the community.

5.140. PVAAs are open spaces which are of value to a community but which don't quite meet the criteria of a Local Green Space (see Policy HIM11) as specified in Paragraph 100 of the NPPF. PVAA designations are only found within village development frameworks. Development will not be permitted within or adjacent to a PVAA if it would have an adverse impact on the character, amenity, tranquillity or function of the village.

### Intent

5.141. We wish to recognise and protect the School Hill Garden by designating it as a PVAA.

### The Policy

#### Policy HIM10 School Hill Garden

In accordance with Policy NH/11 in the adopted Local Plan, School Hill Garden (site V7) is designated as a Protected Village Amenity Area as shown on Map 15.

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<sup>76</sup> <https://www.scamb.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

<sup>77</sup> <https://www.scamb.gov.uk/media/12464/inset-58-histon-impington.pdf>

## Application, Evidence and Links

5.142. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<b>Map</b>	<p>Map 15 shows the School Hill Garden.</p> <p>The Map also shows the PVAAs in the Plan Area that are designated through the Local Plan.</p>																														
<b>Supporting evidence</b>	<p>The Big Community Survey demonstrated the Community values its open spaces (with a net importance of 75 to 80% for formal and informal spaces). The 'village character' was also valued highly.</p> <p>The survey also identified a net need (of plus 10%) for improvement of the 'young people's facilities' (and 70% net importance).</p> <p>This site has both a youth shelter and through its open situation, contributes to creating the village character of the School Hill area. Retaining and protecting this site, which sits within the Commercial Core (Policy HIM06), is fully aligned with the Community's vision and stated desires.</p>																														
<b>Links to local policy</b>	<p>Local Plan policies<sup>78</sup>:</p> <ul style="list-style-type: none"> <li>• Policy NH/6 Green Infrastructure</li> <li>• Policy NH11 Protected Village Amenity Areas</li> </ul>																														
<b>Links to national policy</b>	<p>Chapter 8 of the NPPF (Promoting healthy and safe communities).</p>																														
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<sup>78</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

# Map 15: HIM10 – School Hill Garden Policy Area



## HIM11 Local Green Space

### 5.143. This policy in a nutshell:

- Designates important open spaces as Local Green Spaces.
- Development, other than that needed to complement the primary function of the Local Green Space, will not be allowed on these spaces.

### Context and Reasoned Justification

5.144. The NPPF allows communities to identify and protect green areas of particular importance to them and to designate them as Local Green Spaces (LGS). This is reiterated in the Local Plan Policy NH/12<sup>79</sup>, which stresses the requirement for such spaces to be demonstrably special to a local community. An LGS designation is the strongest level of protection that can be given to an area of open land: development is not normally permitted.

5.145. Paragraph 100 of the NPPF stipulates that an LGS designation can be used where a space is:

- In reasonably close proximity to the community it serves
- Demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife
- Local in character and is not an extensive tract of land.

5.146. Guidance on what constitutes an extensive tract of land notes<sup>80</sup> "... blanket designation of open countryside adjacent to settlements will not be appropriate. In particular, designation should not be proposed as a 'back door' way to try to achieve what would amount to a new area of Green Belt by another name".

5.147. Some of the LGS lie within the Green Belt. These are included in this Policy in accordance with the rationale that "... the Local Green Space designation could help to identify areas that are of particular importance to the local community"<sup>81</sup>.

5.148. A three-stage process of LGS identification, analysis / prioritisation and validation was undertaken (Appendix III). The resulting assessment demonstrates the spaces

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<sup>79</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

<sup>80</sup> <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space> - Paragraph: 015 Reference ID: 37-015-20140306; Revision date: 06 03 2014.

<sup>81</sup> <https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space> - Paragraph: 010 Reference ID: 37-010-20140306; Revision date: 06 03 2014

identified in this Policy meet the above required criteria. The evidence for each LGS is in the relevant dossier<sup>82</sup>.

5.149. Given the deficiency of accessible open space, described above (see “Context to Community Policies”), it is not surprising that there is high community demand for protection of their precious green spaces. This was emphasised in the comments made during the community engagement for this Plan<sup>83</sup>. Nevertheless, the assessment set a high bar for compliance with the criteria, ruling out several suggested sites.

5.150. All sites identified by this Policy complied with the NPPF criteria in the following respects:

Characteristic	Compliance approach
Proximity	<p>All the LGS sites are within the Settlement Boundary or situated close to the boundary.</p> <p>They can be, and are, readily reached by walking.</p> <p>Several of the sites draw people not only from adjacent sectors but by foot, bike or car from across the whole settlement – further proof of their special local value.</p>
Demonstrably special to a community	<p>The assessment applied the list of examples in the NPPF and, in some cases, additional values highlighted by the user community:</p> <ul style="list-style-type: none"> <li>• Cultural values (including social and educational)</li> <li>• Other ecosystem services (such as mitigating noise or air pollution)</li> <li>• Connectivity for ecological or recreational purposes.</li> </ul>
Local in character	<p>The assessment, borrowing from other councils, considered:</p> <ul style="list-style-type: none"> <li>• Whether the site feels like it is part of the local area and why</li> <li>• How the site connects (physically, visually, socially) to the community</li> <li>• How large the site is in the context of other fields or groups of fields around it.</li> </ul> <p>No LGS exceeds 20ha, which is an indicative figure adopted by some other councils.</p>
Not extensive	<p>All sites within the Settlement Boundary are unquestionably small.</p> <p>For those on the edge of the villages, the assessment was clear that no LGS site was a back-door way to achieving a new area of Green Belt.</p> <p>LGS sites that are within the Green Belt are just a select few areas of special local importance, constituting a small fraction of the adjacent Green Belt spaces and by no means constitute a "blanket designation of open countryside".</p>

<sup>82</sup> Submitted to SCDC together with this version of the Plan.

<sup>83</sup> Most notably at a stall set up in the High Street over several Saturdays in autumn 2018.

5.151. In short, the assessment<sup>84</sup> set a high bar for a site to be selected as an LGS. The assessment was thorough and the passionate, positive responses in the consultation process leave no doubt that the final set of sites are indeed demonstrably special to the people of Histon & Impington.

5.152. This Policy includes part (only) of the land known as Buxhall Farm (site V4).

- The County Council is building a primary school on the south west corner of the site.
- As the dossier for this LGS explains, the LGS boundaries exclude the southern half of the farm, thereby leaving an ample area for school playing fields. In fact, with school fields being adjacent to the protected space, the LGS will facilitate pupils' direct connection every day to farming, nature and views over the surrounding countryside. Thus, it will be a fabulous asset for the children's education, mental well-being and connection to both nature and to the village's rural character and farming cultural setting.
- These benefits come on top of the value which the LGS already has for many residents, with Buxhall in the top three favourite sites, alongside the Village Green and Manor Park Field (with its community orchard).

### **Intent**

5.153. The Local Green Spaces, as designated in this Policy, will be protected as open spaces due to their special value to the community. The Parish Council will seek agreements with landowners to maximise the community values of the designated areas.

5.154. The Policy is not intended to diminish in any way Permitted Development rights held by statutory undertakers.

### **The Policy**

<b>Policy HIM11</b>	<b>Local Green Space</b>
In accordance with Policy NH/12 <sup>85</sup> in the adopted Local Plan the sites identified in Table 5 and which are identified on Map 16 are designated as Local Green Space.	

### **Application, Evidence and Links**

5.155. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

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<sup>84</sup> Submitted to SCDC together with this version of the Plan.

<sup>85</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

<b>Map</b>	Map 16.																														
<b>Schedule</b>	Table 5: HIM11 - Schedule of Local Green Spaces																														
<b>Supporting evidence</b>	See the Local Green Space assessment accompanying this Plan <sup>86</sup> .																														
<b>Links to local policy</b>	Local Plan policies <sup>87</sup> : <ul style="list-style-type: none"> <li>• Policy NH/4: Biodiversity</li> <li>• Policy NH/6: Green Infrastructure</li> <li>• Policy NH/11: Protected Village Amenity Areas</li> <li>• Policy NH/12: Local Green Spaces.</li> </ul>																														
<b>Links to national policy</b>	Paragraph 100 of the NPPF (Chapter 8).																														
<b>Links to Priorities and Principles</b>	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="6" style="background-color: #f2f2f2;">Priorities</th> <th colspan="4" style="background-color: #e6e6e6;">Principles</th> </tr> <tr> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Essential Character</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Successful Economy</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Vibrant Community</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Getting Around</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Safe, Secure and Successful</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Housing for All</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Digital Village</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Sustainable Community</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Diverse and Inclusive</th> <th style="writing-mode: vertical-rl; transform: rotate(180deg);">Heritage and Design</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td></td> <td>✓✓✓</td> <td></td> <td>✓</td> <td></td> <td></td> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table> <p style="margin-left: 40px;"> ✓✓✓ Policy plays major role in responding to Priority or Principle  ✓ Policy also responds to Priority or Principle. </p>	Priorities						Principles				Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design	✓		✓✓✓		✓			✓		
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<sup>86</sup> Submitted to SCDC together with this version of the Plan.

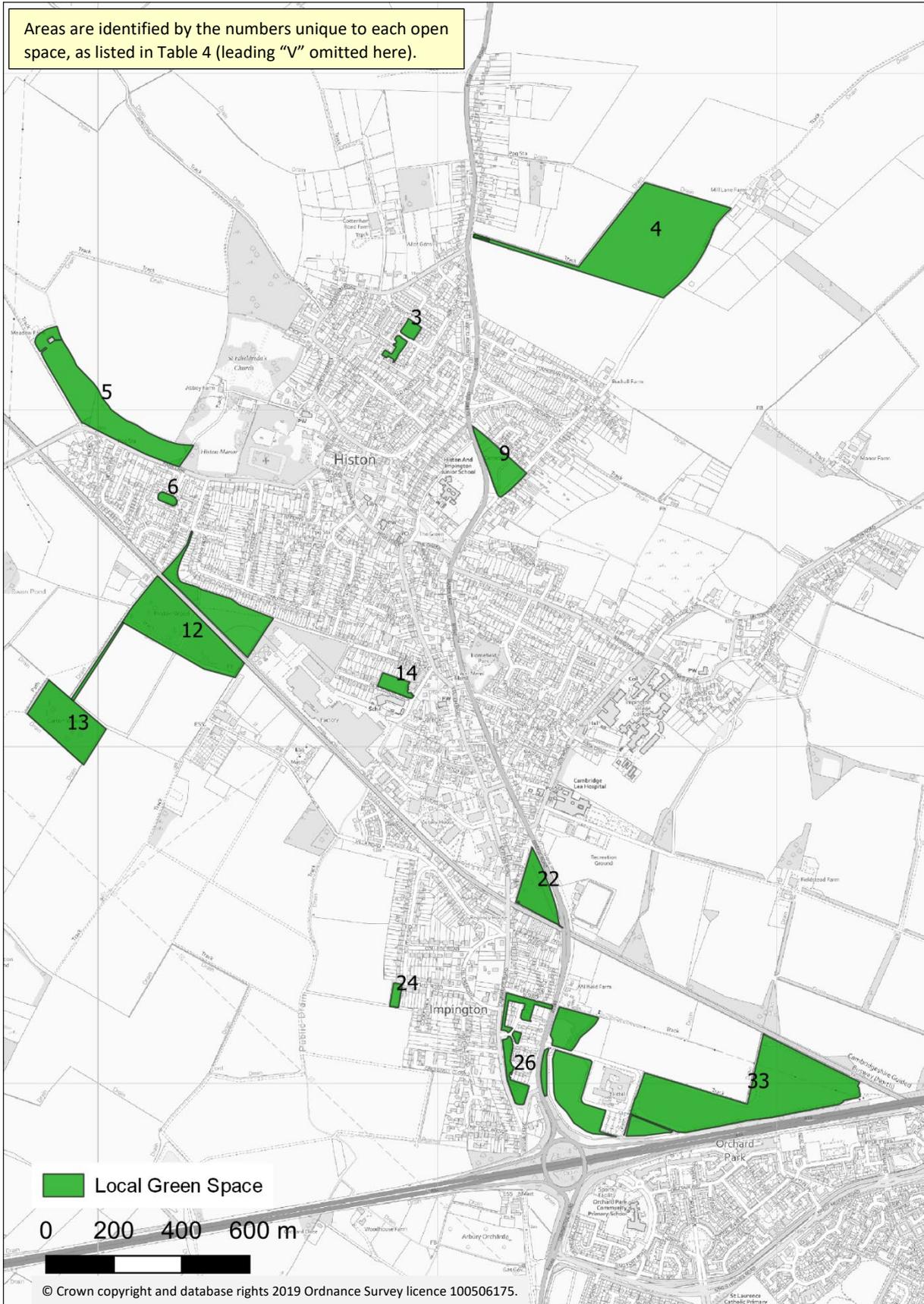
<sup>87</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

**Table 5: HIM11 - Schedule of Local Green Spaces**

V3	Greenleas (Farmstead Close) Community Space
V4	Northern Buxhall Farm
V5	Rowley's Field (Long Meadow)
V6	St. Audrey's Close Community Centre Green
V9	Cemetery
V12	Manor Park Field and Histon Wood
V13	Girton Wood
V14	Infant School Field
V22	Crossing Keeper's Copse
V24	South Road Playground
V26	Impington Coppice
V33	Cawcutt's Lake and adjacent land

# Map 16: HIM11 – Local Green Space Policy Area

Areas are identified by the numbers unique to each open space, as listed in Table 4 (leading "V" omitted here).



## HIM12 Important Natural Habitats

### 5.156. This policy in a nutshell:

- Identifies certain existing spaces where particular attention should be paid to maintaining and enhancing biodiversity value through the designation “Important Natural Habitat”.

### Context and Reasoned Justification

5.157. The Local Plan sets down clear measures to sustain and enhance the biodiversity of the District, with Policy NH/4 including this requirement:

‘2. New development must aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures may include creating, enhancing and managing wildlife habitats and networks, and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation. Priority for habitat creation should be given to sites which assist in the achievement of targets in the Biodiversity Action Plans (BAPs) and aid delivery of the Cambridgeshire Green Infrastructure Strategy.’<sup>88</sup>

5.158. Through this Neighbourhood Plan Policy, we wish to identify sites within and around the edges of the villages which are recognised locally as having particularly high value with regard to natural habitat and biodiversity and therefore demand particular attention when considering land use on and around the site.

5.159. This includes areas of farmland with associated ditches and hedges which both provide a mosaic of habitat and ecological connectivity across the Plan Area.

5.160. The Local Plan notes<sup>89</sup> “Farmland is also important for biodiversity whether it is arable or pastoral. South Cambridgeshire .... has a large proportion of open farmland .... This provides an extensive biodiversity resource for the district. ... the farmland of the district in places is under severe stress and this resource needs to be protected”, with Local Plan Policy NH/3 (Protecting Agricultural Land) stating:

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<sup>88</sup> <https://www.scamb.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

<sup>89</sup> Paragraph 6.14: <https://www.scamb.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

‘3. When considering proposals for the change of use or diversification of farmland, particular consideration shall be given to the potential for impact upon Priority Species and Habitats<sup>90</sup>

Note that Priority Species and Habitats are those that are identified within a Biodiversity Action Plan (BAP) and / or the Natural Environment and Rural Communities Act, 2006, Section 41.’

5.161. These considerations were applied in identifying areas to be designated under this Policy:

- The site has biodiversity valued by the Community
- The quality of the biodiversity is established through the presence of Priority Species and Habitats (as defined in the Local Plan) or an assemblage of indicator species
- The site includes a mosaic of valuable habitats
- The site provides habitat connectivity, integrating with the wider landscape-scale connectivity.

5.162. For the purposes of this Policy, maintenance of biodiversity value is to be achieved through retaining key habitat and connectivity components. Reference has been made to the UK Biodiversity Action Plan (BAP) priority habitats<sup>91</sup> as well as to designations shown on Defra’s Magic database<sup>92</sup>, in particular:

- Deciduous woodland (a “Priority Habitat”<sup>93</sup>) / lowland mixed deciduous woodland
- Hedgerows
- Arable field margins.

5.163. Other features which contribute to the habitat mosaic, and which may further enhance the sites’ biodiversity are noted. These include water bodies and semi-natural grassland.

5.164. Particular reference is given to the occurrence of UK BAP Priority Species on sites given the importance of retaining suitable habitat for these species. Cambridgeshire and Peterborough Biodiversity Group<sup>94</sup> “Local Priority Species” and “Additional Species of Interest” are also included, where additional, as are species listed

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<sup>90</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

<sup>91</sup> <http://jncc.defra.gov.uk/page-5706>

<sup>92</sup> <https://magic.defra.gov.uk/>

<sup>93</sup> <https://magic.defra.gov.uk/MagicMap.aspx>

<sup>94</sup> Membership includes Natural England, Cambridgeshire County Council, South Cambridgeshire District Council, Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire, Plantlife, Froglife and RSPB among others.

under Section 41 of the 2006 Natural Environment and Rural Communities (NERC) Act<sup>95</sup>. Data limitations mean that it is predominantly bird species that are currently recognised here. “Red list” Birds of Conservation Concern are also included where these are not on the UK BAP Priority Species and Cambridgeshire and Peterborough Biodiversity Group species lists.

5.165. We note that in its publication “A Green Future: Our 25 Year Plan to Improve the Environment”<sup>96</sup> HM Government’s commitment<sup>97</sup> that “*We will also improve the overall status of declining species groups, such as butterflies and other pollinating insects, birds, bats and wildflowers*”.

5.166. Of particular relevance to the villages, and which the Important Natural Habitat Policy underpins, among HM Government’s commitments in this 25 Year Plan are<sup>98</sup>:

- “Taking action to recover threatened, iconic or economically important species of animals, plants and fungi – for example bees and other pollinating insects”
- “Increasing woodland in England in line with our aspiration of 12% cover by 2060...”.
- “We will look initially at opportunities for nature recovery ... and woodland planting. We will also look at establishing wildflower recovery areas. This would make it easier for people to visit flower-rich meadows, grasslands and heathland close to their homes. These could be linked to new and existing green infrastructure to extend wildlife corridors into towns and cities, and provide opportunities for conserving wildflowers and insect pollinators. We want to see local communities and businesses more involved...”.

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<sup>95</sup> <http://publications.naturalengland.org.uk/publication/4958719460769792>

<sup>96</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/693158/25-year-environment-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf)

<sup>97</sup> Writing in this 25 Year Plan, the Rt Hon Michael Gove MP, Secretary of State, remarks “Respecting nature’s intrinsic value, and the value of all life, is critical to our mission. For this reason we safeguard cherished landscapes from economic exploitation, protect the welfare of sentient animals and strive to preserve endangered woodland and plant life, not to mention the greening of our urban environments”.

<sup>98</sup> Pages 26 and 59 of

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/693158/25-year-environment-plan.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf)

5.167. The 25 Year Plan refers to creating a Nature Recovery Network with particular emphasis on landscape scale actions – where connectivity of sites is fundamental. In identifying sites for inclusion under this Policy, connectivity has been at the forefront of the process (see “Evidence base – Important Natural Habitats and connectivity”<sup>99</sup>). The Policy moreover delivers on protecting [extending] wildlife corridors into the community, supports the drive to increase woodland and aids the recovery of economically important species such as pollinating insects.

### **Intent**

5.168. To recognise, maintain and enhance the biodiversity value of important natural habitats in the Plan Area.

5.169. Where a site is affected by development on the site or from development on adjoining land, measures or contributions (e.g. a scheme of ecological enhancement) may be required where this is needed to avoid or mitigate any impacts.

### **The Policy**

#### **Policy HIM12      Important Natural Habitats**

Maintaining and enhancing the biodiversity within the Plan Area will be supported.

In particular, any development in or affecting the areas identified in Map 17 and Table 6 as Important Natural Habitats shall be undertaken in such a manner that the prevailing biodiversity value for which the site is identified is maintained or enhanced. Regard shall be given to both habitat and the individual species that occur.

### **Application, Evidence and Links**

5.170. The area of application, evidence for and links to local and national policies and this Plan’s Priorities and Principles are:

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<sup>99</sup> <https://www.scams.gov.uk/HistonImpingtonNP/>

<b>Map</b>	Map 17.																														
<b>Schedule</b>	Table 6: HIM12 – Schedule of Important Natural Habitats																														
<b>Supporting evidence</b>	<p>This Policy supports Local Plan policies by identifying areas locally recognised as having valued biodiversity.</p> <p>Only nationally recognised criteria for habitats or species requiring particular protection are applied in identifying suitable sites. These habitats and species are summarised in “Evidence base – Important Natural Habitats and connectivity<sup>100</sup>”. This includes reference to the biodiversity features on Defra’s Magic database<sup>101</sup>.</p>																														
<b>Links to local policy</b>	<p>Local Plan policies<sup>102</sup>:</p> <ul style="list-style-type: none"> <li>• Policy NH/3: Protecting Agricultural Land</li> <li>• Policy NH/4: Biodiversity</li> <li>• Policy NH/6: Green Infrastructure.</li> </ul>																														
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<sup>100</sup> <https://www.scams.gov.uk/HistonImpingtonNP/>

<sup>101</sup> <https://magic.defra.gov.uk/>

<sup>102</sup> <https://www.scams.gov.uk/media/12532/7-chapter-6-built-and-natural-environment.pdf>

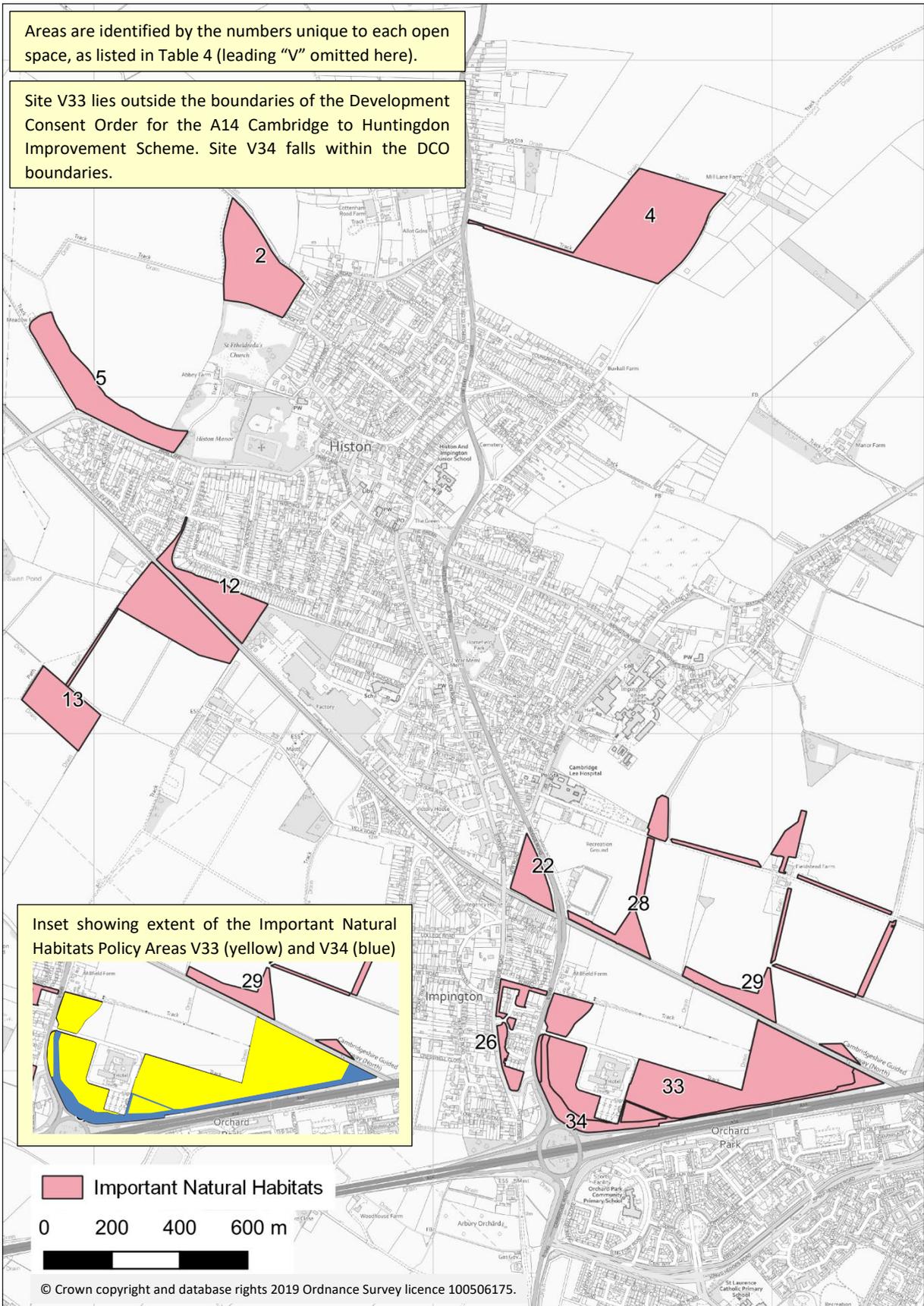
**Table 6: HIM12 – Schedule of Important Natural Habitats**

<b>Location</b>	
V2	Croft Close Set Aside
V4	Northern Buxhall Farm
V5	Rowley's Field (Long Meadow)
V12	Manor Park Field and Histon Wood
V13	Girton Wood
V22	Crossing Keeper's Copse
V26	Impington Coppice
V28	Western Woodland on Fieldstead Farm
V29	Central Woodland on Fieldstead Farm
V33	Cawcutt's Lake and adjacent land
V34	Land alongside the A14/B1049 near the interchange (north east quadrant).

# Map 17: HIM12 – Important Natural Habitats Policy Area

Areas are identified by the numbers unique to each open space, as listed in Table 4 (leading "V" omitted here).

Site V33 lies outside the boundaries of the Development Consent Order for the A14 Cambridge to Huntingdon Improvement Scheme. Site V34 falls within the DCO boundaries.



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## HIM13 Maximising Recreational Space

### 5.171. This policy in a nutshell:

- Safeguards the playing fields at Impington Village College and the Recreation Ground (sites V20 and V23)
- Encourages each to be managed in a manner which maximises their joint availability to the public.

### Context and Reasoned Justification

5.172. The Local Plan Policy SC/8 states that ‘Planning Permission will not be granted for proposals resulting in the loss of land or buildings providing for recreational use, playing fields’<sup>103</sup>.

5.173. The playing fields at IVC (about 6.25 ha) – site V20 – are a valuable community asset but although they are much used by the College they are infrequently open to the public. By contrast those at the Recreation Ground (6.27 ha) – site V23 – are heavily used by several community sports clubs.

5.174. Both sites are in the Green Belt. A part of the fields at the Recreation Ground are furthermore protected by virtue of their being ‘Fields in Trust’.

5.175. According to Local Plan Policy SC/7 there should be 1.6 ha per 1 000 people available for local sport<sup>104</sup>. This equates to about 14 ha in total for the Community. The South Cambridgeshire Recreation and Open Space Study<sup>105</sup> reports a deficit in outdoor sport provision of 7.19 ha for Histon & Impington.

5.176. IVC is a part of the Morris Education Trust which has made it known that it wishes its member schools to be better integrated with the communities which they serve.

5.177. It is acknowledged that Morris Education Trust are developing a proposal to build a special needs school (“The Cavendish School”) in the vicinity of the IVC playing fields, largely on the footprint of existing buildings. It is not the intention of this Plan to constrain this development where a minor encroachment into the Green Belt may be necessary.

5.178. There is a potential green linkage between the two sites owned by a third party.

### Intent

5.179. We wish to protect these two playing fields for recreation use and to encourage them to be managed in a manner which maximises their availability to the public.

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<sup>103</sup> <https://www.scambs.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

<sup>104</sup> <https://www.scambs.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

<sup>105</sup> <https://www.scambs.gov.uk/media/10290/recreation-open-space-study-2013.pdf>

## The Policy

### Policy HIM13 Maximising Recreational Space

The two playing fields shown on Map 18 (V20 and V23) are safeguarded for recreational use in accordance with Local Plan Policy SC/8.

Initiatives which support the management of the two sites in order to maximise their total use for public recreation are encouraged.

Establishment of a green linkage between the two sites will be supported.

Schemes that encroach on the playing field will be assessed in respect of the level of harm to the playing field.

## Application, Evidence and Links

5.180. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<b>Map</b>	Map 18.
<b>Supporting evidence</b>	South Cambridgeshire District Council Recreation and Open Space Study (July 2013) <sup>106</sup> .
<b>Links to local policy</b>	Local Plan policies <sup>107</sup> : <ul style="list-style-type: none"><li>• Policy SC/7: Outdoor Play Space, Informal Open Space and New Development</li><li>• Policy SC/8: Protection of Existing Recreation Areas, Playing fields Allotments and Community Orchards.</li></ul>
<b>Links to national policy</b>	Chapter 8 of the NPPF (Promoting healthy and safe communities).

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<sup>106</sup> [https://www.scambs.gov.uk/media/8999/histon-and-impington\\_0.pdf](https://www.scambs.gov.uk/media/8999/histon-and-impington_0.pdf)

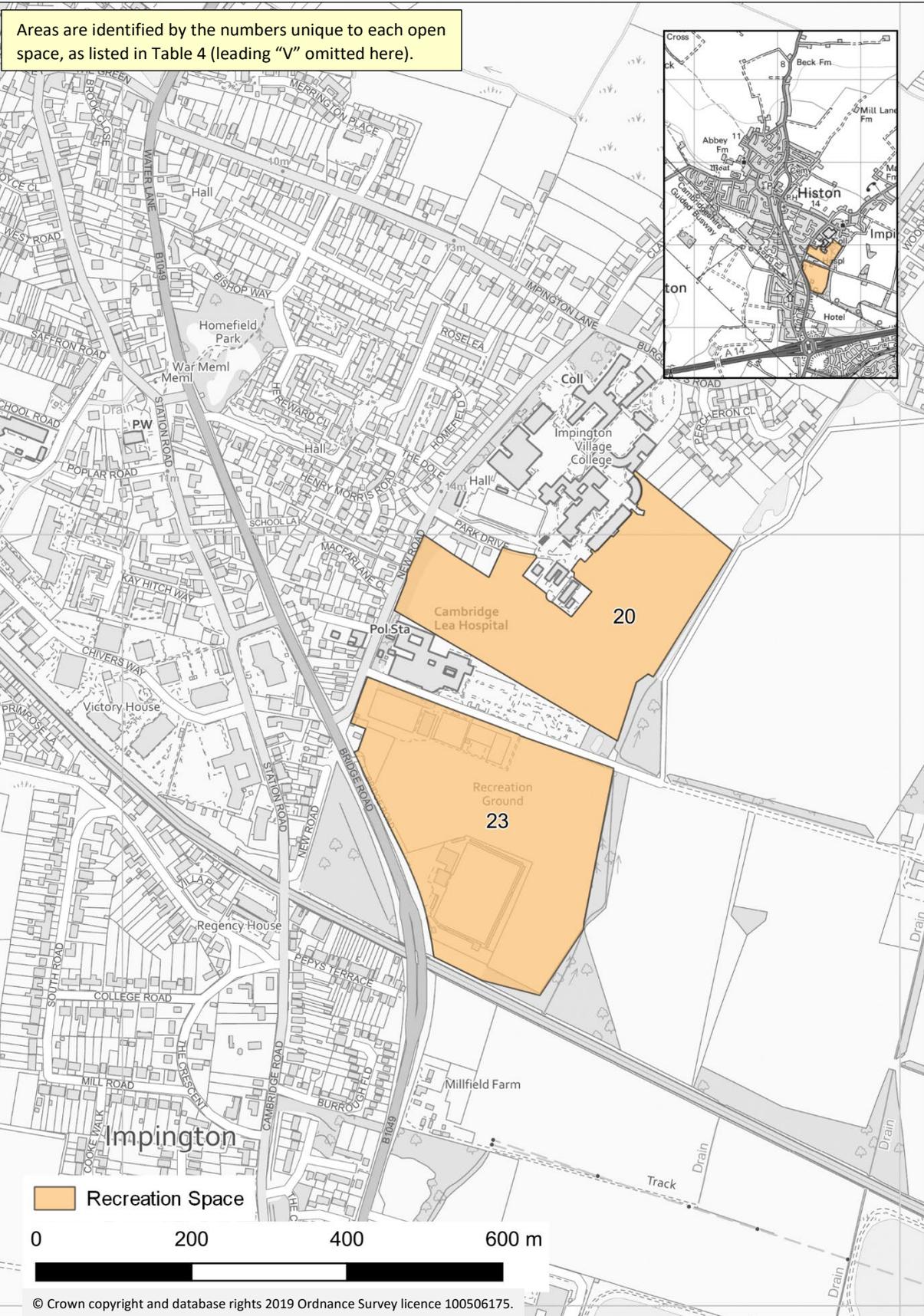
<sup>107</sup> <https://www.scambs.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

**Links to  
Priorities  
and  
Principles**

Priorities						Principles			
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
✓		✓✓✓		✓			✓		

- ✓✓✓ Policy plays major role in responding to Priority or Principle
- ✓ Policy also responds to Priority or Principle.

# Map 18: HIM13 – Maximising Recreational Space Policy Area



## Priority: Getting Around

### HIM14 Walking and Cycling Routes

#### 5.181. This policy in a nutshell:

- Recognises the importance of walking and cycling routes in the Plan Area as a way of accessing key services and green infrastructure in the Plan Area and connecting with Cambridge and other neighbouring communities.
- Requires development proposals to design in walking and cycling links to provide easy access to existing walking and cycling routes.
- Resists proposals which do not allow for easy access to shops and services.
- Seeks to protect and enhance the network of walking and cycling routes.

#### Context and Reasoned Justification

5.182. Histon & Impington is an active and compact community which is also within cycling distance of its main employment destination. It is successful, at least in part, because of the ease with which residents and visitors can walk and cycle within it and cycle to Cambridge and its neighbouring villages.

5.183. Recent developments, however, have seen the emergence of cul-de-sacs and the absence of connections which result in unnecessarily long journeys.

5.184. 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.

5.185. 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.

#### Intent

5.186. When new development happens in the Plan Area, we wish for walking and cycling routes to be designed in so that:

- (i) The users of the development can easily access the existing network of walking and cycling routes in the Community and
- (ii) Where possible, walking and cycling opportunities for the wider Community are enhanced.

5.187. Should proposals come forward which provide opportunities to further enhance the existing network of walking and cycling routes, we wish for these to be fully utilised.

## The Policy

### Policy HIM14 Walking and Cycling Routes

The Policy reflects the importance of connectivity within the villages and connecting the villages with the countryside and neighbouring communities as highlighted in the Histon & Impington Village Design Guide SPD.

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 of the two village centres and other parts of the Community (for example by linking in with the existing footpath network – see radial and circumferential footpath networks in Maps 19 and 20).
- Where possible, enhance walking and cycling routes for the wider community. In particular cul-de-sacs will not be supported unless walking and cycling linkages are designed in so as to ensure good connectivity.

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 19 and 20.

## Application, Evidence and Links

5.188. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<p><b>Map</b></p>	<p>The Policy refers to the Plan Area in its entirety.</p> <p>In addition to the provision of easy and safe walking and cycling routes or linkages as a component of development activities, the Policy seeks new or improved walking and cycling routes as shown in <b>Maps 19 and 20</b> and summarised in Table 7: Schedule of Walking and Cycling Routes.</p> <p>Note that the routing of 'aspirational' routes is not prescriptive; the routes illustrate where there is a need for a connection.</p> <p>Routes are only marked where lying within the Plan Area boundary.</p> <p>Note that some route sections appear as part of both radial and circular routes.</p>
<p><b>Schedule</b></p>	<p>Table 7: HIM14 - Schedule of Walking and Cycling Routes</p>

<b>Supporting evidence</b>	‘Safer cycling routes’ were among the top answers to the Big Community Survey question about what single change would improve the Community; 59% were in favour of improved cycle paths. Footpaths were rated as having a ‘net importance’ of about 80% together with a net plus 10% ‘need for improvement’.
<b>Links to local policy</b>	<p>Local Plan policies:</p> <ul style="list-style-type: none"> <li>• Policy SS/2: Land between Huntingdon Road and Histon Road<sup>108</sup></li> <li>• Policy S/2: Objectives of the Local Plan<sup>109</sup></li> <li>• Policy HQ/1: Design Principles<sup>110</sup></li> <li>• Policy E/17: Conversion or Replacement of Rural Buildings for Employment<sup>111</sup></li> <li>• Policy SC/3: Protection of Village Services and Facilities<sup>112</sup></li> <li>• Policy TI/2: Planning for Sustainable Travel<sup>113</sup>.</li> </ul>
<b>Links to national policy</b>	<p>NPPF:</p> <ul style="list-style-type: none"> <li>• Chapter 8 (Promoting healthy and safe communities)</li> <li>• Chapter 9 (Promoting sustainable transport).</li> </ul>

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<sup>108</sup> <https://www.scambs.gov.uk/media/12737/4-chapter-3-strategic-sites.pdf>

<sup>109</sup> <https://www.scambs.gov.uk/media/12527/3-chapter-2-spatial-strategy.pdf>

<sup>110</sup> <https://www.scambs.gov.uk/media/12531/6-chapter-5-delivering-high-quality-places.pdf>

<sup>111</sup> <https://www.scambs.gov.uk/media/12534/9-chapter-8-building-a-strong-and-competitive-economy.pdf>

<sup>112</sup> <https://www.scambs.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

<sup>113</sup> <https://www.scambs.gov.uk/media/12536/11-chapter-10-sustainable-transport-and-infrastructure.pdf>

**Links to  
Priorities  
and  
Principles**

Priorities						Principles			
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
✓	✓	✓	✓✓✓	✓			✓		

- ✓✓✓ Policy plays major role in responding to Priority or Principle
- ✓ Policy also responds to Priority or Principle.

**Table 7: HIM14 - Schedule of Walking and Cycling Routes**

**A Radial Routes**

Direction	End-point	Nominal route	Owner or access status	Surface	Status
North	Cottenham	B1049 / local roads	Public highway	Hard	Complete
Northeast	Landbeach	Mill Lane	Various	Hard	Incomplete
East	Milton	Butt Lane	Public highway	Hard	Complete
Southeast	Science Park	Guided Busway	Public bridleway	Hard	Complete
South southeast	Orchard Park	Guided Busway	Public bridleway	Hard	Complete
South	Cambridge & Orchard Park	B1049 / local roads	Public highway	Hard	Complete
South southwest	Darwin Green	NIAB	NIAB		Aspirational
Southwest	Girton	Existing public footpaths and parallel bridleway <sup>(a)</sup>	Public footpath and bridleway	Soft	Both complete
West	Oakington & Westwick	Guided Busway Bridleway past Meadow Farm	Public bridleways	Hard	Complete
				Soft	Complete
Northwest	Rampton	Gun's Lane	Public bridleway	Soft	Complete

Note:(a) There is also a footpath from the southern corner of Girton Wood towards Girton recreation ground.

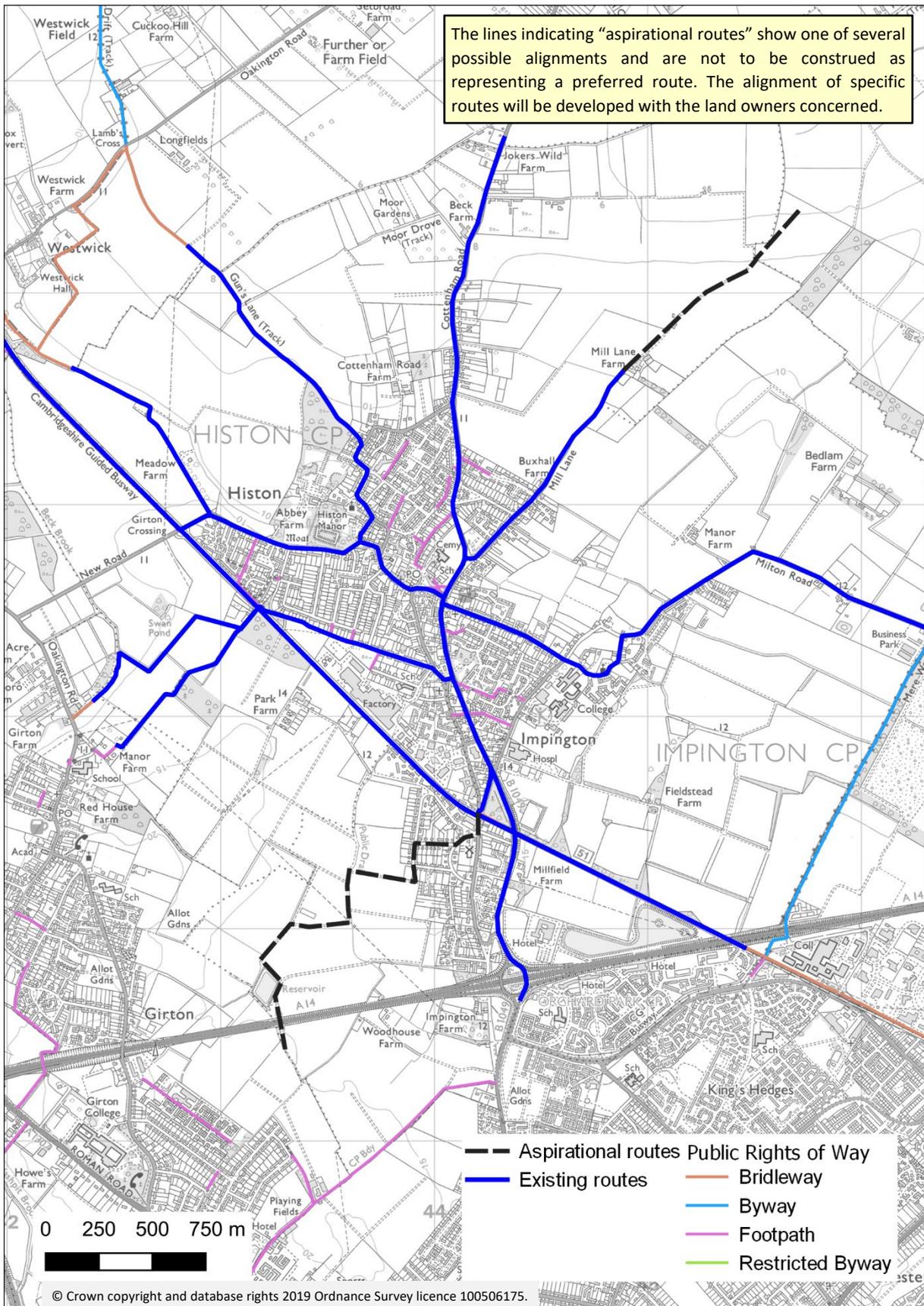
CCC denotes Cambridgeshire County Council; NIAB denotes National Institute of Agricultural Botany.

## B Circular Routes

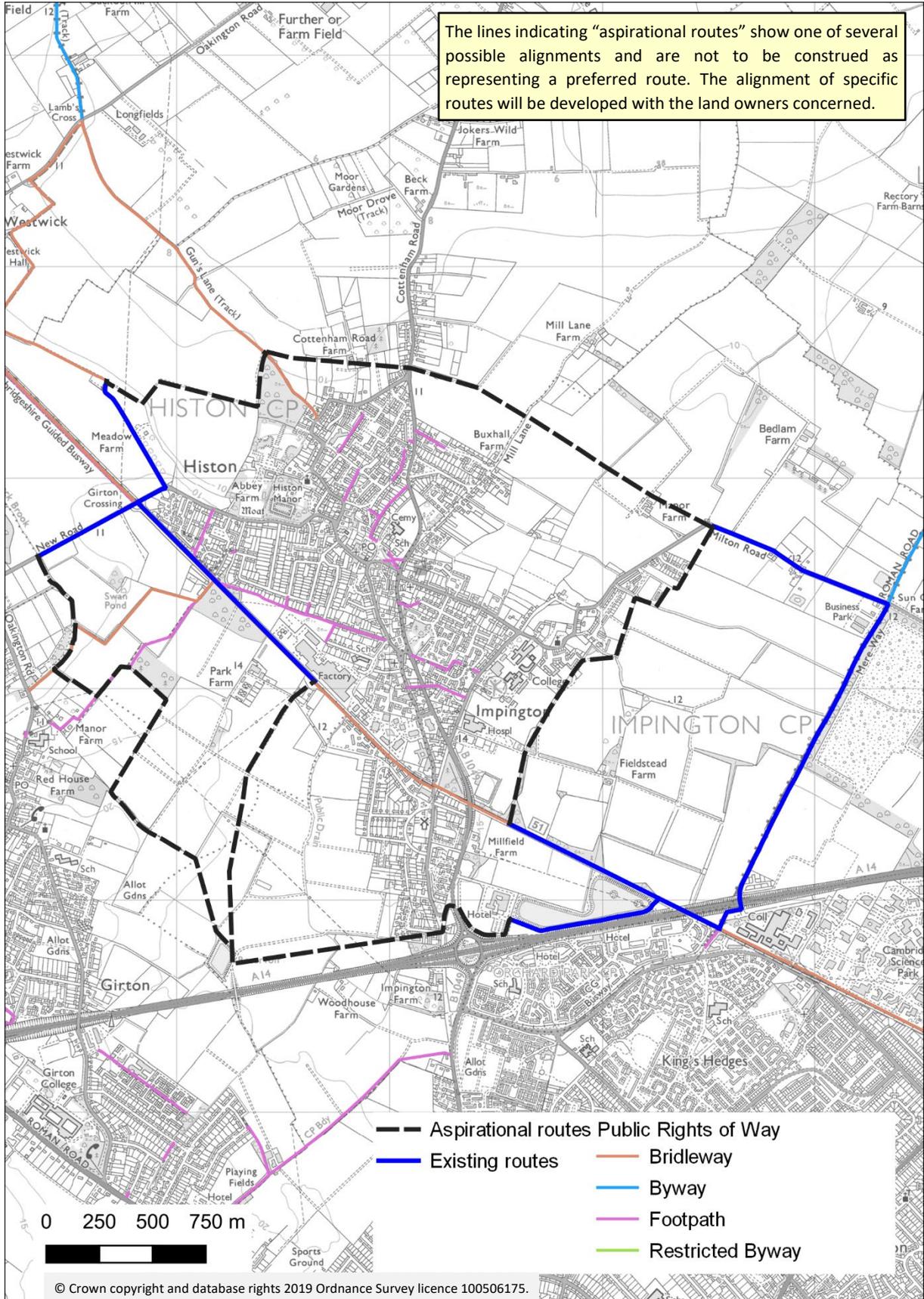
Sector	Nominal route	Owner or access status	Surface	Status
<b>Inner circle</b>				
North northeast	Buxhall Farm	CCC		Aspirational
East northeast	Manor Farm	Chivers		Aspirational
East southeast	Fieldstead Farm	Chivers		Aspirational
South southeast	Cawcutt's Lake	Chivers	Soft	Complete
South southwest	Impington South	NIAB		Aspirational
West southwest	Guided Busway	Public bridleway	Hard	Complete
West northwest	Rowleys	Rowleys	Soft	Informal, incomplete
North northwest	Unwins Farm	Various		Aspirational
<b>Outer circle (connecting with inner circle and radial routes)</b>				
East southeast	Mere Way	Public byway	Soft	Complete
West southwest	Various	Various	Soft	Aspirational
West northwest	Gatehouse [New] Road		Hard	Complete

Note: CCC denotes Cambridgeshire County Council; NIAB denotes National Institute of Agricultural Botany.

# Map 19: HIM14 – Walking and Cycling Routes: Radial Routes



# Map 20: HIM14 – Walking and Cycling Routes: Circular Routes



## Priority: Safe, Secure and Successful

### HIM15 A14 Mitigation Sites

#### 5.189. This policy in a nutshell:

- Recognises the important function that green infrastructure and vegetation in the southern part of the Plan Area has in mitigating the impact of the A14 on our community.
- Seeks to maintain or strengthen this function.
- Applies to planning applications on land which has an important role to play in protecting the community from the negative impacts of the A14 (dust, air, noise and vibration).

#### Context and Reasoned Justification

5.190. Many residents feel that the destruction of woodland near the A14 roundabout<sup>114</sup> undermined the sense of an essentially rural character in Histon and Impington, together with the sense of being clearly separated from the A14 and Cambridge. This sense of identity is a central theme of the Neighbourhood Plan, so any threat to it must be counteracted.

5.191. Our proposals for this area are greatly influenced by discussions with Highways England, South Cambridgeshire District Council and others, following the woodland destruction in March 2018, about ecological restoration beyond what was originally planned for this A14 project.

5.192. In the southern part of the Plan Area, the green infrastructure (hedgerows, water, open land, trees etc) functions as a buffer between the A14 and residential areas, thereby serving the very important purpose of maintaining air quality and mitigating noise, dust and visual impact from busy roads, in particular the A14. It is vital to the wellbeing of our community that the contribution these sites make to mitigating the negative impacts is maintained

5.193. Since the most recent work on the A14 began early in 2018, Histon and Impington residents have become sensitised to its impact and concerned about the inadequate provision of measures to mitigate the adverse impacts of an increasingly busy road on their health and well-being. This concern is about the overall impact from the A14 and is not limited to the consequences of the current A14 project. In addition to hard measures such as noise barriers there is much evidence of the benefit from green infrastructure.

5.194. The Community is working with the A14 Integrated Delivery Team (IDT), the body responsible for delivering the new A14 and which comprises Highways England (HE) and its main contractors. There is a consensus around the re-instatement of lost green

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<sup>114</sup> This woodland was removed to facilitate the A14 Cambridge to Huntingdon Improvement Scheme, scheduled for completion in 2020.

infrastructure. Landowners have also expressed a willingness to work co-operatively to enable this to take place, mindful of the broader benefits it brings to the Community.

5.195. However, it is recognised that more can be done on sites not affected by A14 clearance work and this Policy provides the framework to enable this to happen when development makes it possible.

### **Intent**

5.196. To recognise and enhance the contribution which green infrastructure and vegetation in the southern part of the Plan Area have towards mitigating the adverse impact of the A14 on the Community (by way of noise, dust and air quality). Any development proposals affecting these areas of green infrastructure will be expected to undertake or contribute towards environmental enhancement works.

### **The Policy**

<b>Policy HIM15</b>	<b>A14 Mitigation Sites</b>
<p>The function that green infrastructure in the southern part of the Plan Area has in mitigating adverse impacts of the A14 on the Community (by way of noise, dust and air) shall be maintained and strengthened.</p> <p>Where development proposals come forward affecting the green infrastructure shown on Map 21 and in Table 8, or which might add to the green infrastructure, the proposals will be expected to undertake or contribute towards environmental enhancement works that maintain or strengthen the contribution the site makes towards mitigating the impact of the A14 on Histon and Impington.</p>	

### **Application, Evidence and Links**

5.197. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<b>Map</b>	Map 21.																														
<b>Schedule</b>	Table 8: HIM15 - Schedule of A14 Mitigation Sites.																														
<b>Supporting evidence</b>	Following commencement of the A14 Cambridge to Huntingdon Improvement Scheme works, there has been considerable community engagement both with those implementing the current scheme and with local councillors and the member of parliament for South East Cambridgeshire. In part this has been prompted by an awareness of the inadequacies of arrangements for avoiding or mitigating impacts on Histon and Impington. An action group is <i>inter alia</i> documenting issues of concern <sup>115</sup> .																														
<b>Links to local policy</b>	Not applicable																														
<b>Links to national policy</b>	Chapter 9 of the NPPF (Achieving sustainable development), notably from Paragraph 9 on.																														
<b>Links to Priorities and Principles</b>	<table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="6">Priorities</th> <th colspan="4">Principles</th> </tr> </thead> <tbody> <tr> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Essential Character</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Successful Economy</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Vibrant Community</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Getting Around</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Safe, Secure and Successful</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Housing for All</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Digital Village</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Sustainable Community</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Diverse and Inclusive</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">Heritage and Design</td> </tr> <tr> <td style="text-align: center;">✓</td> <td></td> <td style="text-align: center;">✓</td> <td></td> <td style="text-align: center;">✓✓✓</td> <td></td> <td></td> <td style="text-align: center;">✓</td> <td></td> <td></td> </tr> </tbody> </table> <p style="margin-left: 40px;">         ✓✓✓ Policy plays major role in responding to Priority or Principle          ✓ Policy also responds to Priority or Principle.       </p>	Priorities						Principles				Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design	✓		✓		✓✓✓			✓		
Priorities						Principles																									
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design																						
✓		✓		✓✓✓			✓																								

<sup>115</sup> <https://a14actiongroup.wordpress.com/>

**Table 8: HIM15 - Schedule of A14 Mitigation Sites**

V27	Fields north of Cawcutt's Lake
V29	Central Woodland on Fieldstead Farm
V30	Eastern Woodland on Fieldstead Farm
V31	A14 western section
V32	Southern Cambridge Road Wood and Fields
V33	Cawcutt's Lake and adjacent land
V34	Land alongside the A14/B1049 near the interchange (north east quadrant).

# Map 21: HIM15 – A14 Mitigation Sites Policy Area

Areas are identified by the numbers unique to each open space, as listed in Table 4 (leading "V" omitted here).

Sites V27 to V33 inclusive are outside the boundaries of the Development Consent Order for the A14 Cambridge to Huntingdon Improvement Scheme. Site V34 falls within the DCO boundaries.



## HIM16 The Infant School Site

### 5.198. This policy in a nutshell:

- Anticipates the relocation of the infant school away from the New School Road site and safeguards the site's future for community use.
- Highlights a preference for health facilities to be located on this site.
- Sets principles and a timescale to be used in any assessment after which alternative uses may be considered.

### Context and Reasoned Justification

5.199. The Infant School (including the open space playing field opposite) on New School Road will shortly become vacant when the new school being built on land at Buxhall Farm is completed.

5.200. The infant school was built, in 1912, on Chivers land with, reportedly, an associated covenant requiring it to be used for education or other community purpose.

5.201. The site provides an opportunity for redevelopment as a community facility to meet community needs - it is central and the County Council recognises the community interest. There are no other similar sites becoming available in the foreseeable future.

5.202. The definition of community facility in this context is the one used in the Local Plan: "Facilities which help meet the varied needs of residents for health, education, and public services, as well as social, cultural and religious activities"<sup>116</sup>.

5.203. In 2009 South Cambridgeshire District Council undertook a Community Facilities Assessment<sup>117</sup> to audit indoor community facilities, including village halls, community halls, church halls and other publicly accessible facilities, across the District. The evaluation for Histon & Impington against the draft standard proposed for South Cambridgeshire, of 111m<sup>2</sup> per 1 000 population, showed:

Histon & Impington population	Population change (%)	Total audited space (m <sup>2</sup> )	Pro rata space m <sup>2</sup> / 1 000 population	Space required to meet standard <sup>(a)</sup> (m <sup>2</sup> )	Shortfall against standard (m <sup>2</sup> )
8 500	N/A	469	55	939	470

Source: Figure 2.3 of the Community Facilities Assessment.

a 111m<sup>2</sup> of community facility space per 1 000 population.

<sup>116</sup> Appendix D of [https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918\\_sml.pdf](https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918_sml.pdf)

<sup>117</sup> <https://www.scambs.gov.uk/media/7900/community-facilities-audit-sept-2009.pdf>

## Histon and Impington Infant School – its place in our community

For over 100 years the infant school has provided the first experience of full-time education to young children in the village. The consultation revealed a deep and ongoing affection for the building which has had an impact on nearly all families living in the village over the last century.

When it opened in 1912, at the height of Edwardian optimism characterised by Pax Britannica, it provided the first formal education service in the villages through from aged five to the then school leaving age of 14. Early photographs show children attending school in white pinafores and wide collared shirts. One of those photos in our dossier taken in 1919 shows Ivy Gilbey (third left seated) the grandmother of a girl, Joan Badcock, who attended the school and later became a teacher there in 1957.



The school's development signalled the start of the Chivers family's commitment to improving and securing education in the villages. It remains one of the key links with the company that did so much to shape the villages in the 19th and 20th centuries. As Chivers' operations had grown so too had the populations of the villages and the need for a 'Council' School had become pressing. The handsome Edwardian building was designed by the County architect along the 'corridor system', with all classrooms having a southern aspect.

During both wars the school was deeply impacted by the need to commandeer open spaces for vegetable production and later in 1939 to construct air raid shelters. It also hosted the local detachment of the Home Guard in the evenings and during the day, played its part in educating an intake of evacuated children.

After the war when Impington Village College opened fully Histon school became a primary school for infant and junior children. The post-war years saw an increased emphasis on local cultural events, large-scale summer fetes, well supported Christmas productions and Easter events. These events and the school's emphasis on arts and crafts made it a hub for community activities, even after its junior classes moved to the new school on The Green.

The Edwardian building and its playing field sit at the heart of the villages, and in particular the central area that grew with and is a testament to Chivers' success. The surrounding streets are formed of late Victorian and Edwardian cottages with occasional detached houses from the period. The whole site sits behind the imposing Baptist Chapel on Station Road, also one of the most enduring legacies of the Chivers family along with the Firs House surgery and IVC. It forms a critical part of the portfolio of buildings that Chivers bequeathed to the village and that have subsequently defined it.

5.204. The Community Facilities Assessment states that the “*greatest total shortfall in m<sup>2</sup> is in Histon & Impington*”<sup>118</sup>. The provision of community facilities on the redundant Infant School site would create additional facilities and be in-keeping with the original covenant.

5.205. It is noted that this shortfall would not justify the use of the entire site. However, there may be strong reasons for a single integrated use of the site rather than multiple uses. This will be tested in any feasibility assessment of the site's future use.

5.206. It is noted that Policy HIM02 identifies the infant school building as an “Interesting Building”.

5.207. In the event of an applicant wishing to change existing community use on this site, the onus will be on the developer to demonstrate with quantified and documented evidence that there is no community demand for the site. As part of this and having regard to the requirements of Local Plan Policy SC/3 Protection of Village Services and Facilities<sup>119</sup>, evidence will be required that the premise has been marketed for a minimum of 12 months at a realistic price.

5.208. Any development of the site should respect the character of the area and make full use of the design guidance provided in the Histon & Impington Village Design Guide SPD.

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<sup>118</sup> Page 10 of <https://www.scams.gov.uk/media/7900/community-facilities-audit-sept-2009.pdf>

<sup>119</sup> <https://www.scams.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

## Intent

5.209. We wish to retain the site to provide a community facility, such as a health centre to which the Firs House surgery can relocate or other community facilities as defined above.

## The Policy

### Policy HIM16      The Infant School Site

Land shown on Map 22 is safeguarded for community use.

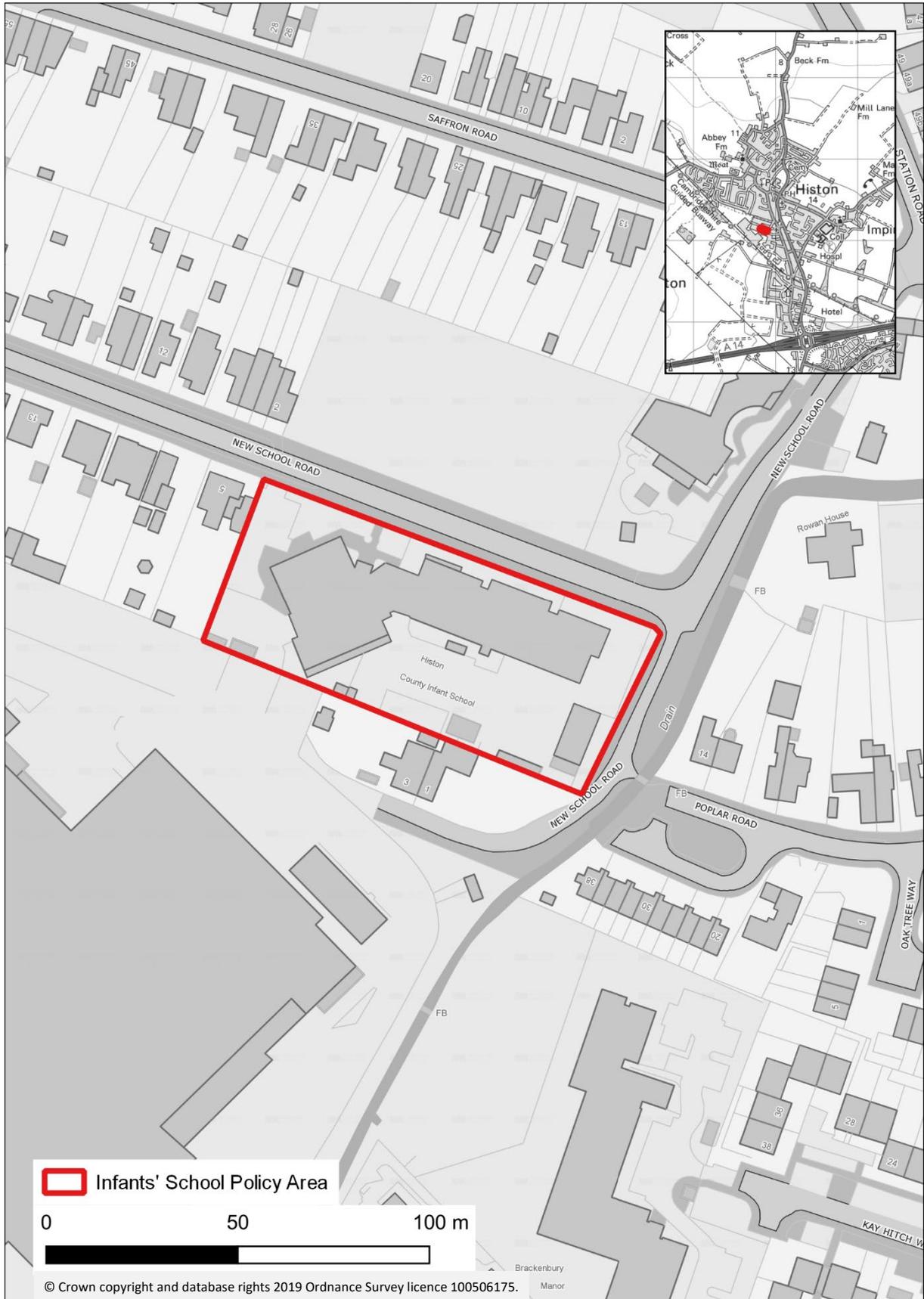
The provision of health facilities on this site would be particularly welcomed.

Development proposals will be supported where:

- Principal use of the site for community facilities is maintained
- Parking provision for cycles and cars meets Policy HIM05 standards
- It is accessible for the community mini-bus
- The development respects / incorporates and enhances the Infant School building and its setting, including taking account of Policy HIM02
- The development respects the character of the area by following the guidance provided within the Histon & Impington Village Design Guide SPD.

If during the Plan period, it becomes evident that there is no demand for community facilities on this site, then alternative uses of benefit to the community, including an affordable housing scheme to meet prevailing Community needs, will be supported.

# Map 22: HIM16 – The Infant School Site Policy Area



## Application, Evidence and Links

5.210. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<b>Map</b>	Map 22																														
<b>Supporting evidence</b>	<p>South Cambridgeshire District Council Community Facilities Assessment (2009)<sup>120</sup> revealed that Histon and Impington had the highest shortfall, amongst all parishes in the District, against the quantity standard for community facilities, with a deficit of 470m<sup>2</sup>.</p> <p>In the Big Survey '<i>pressure on medical facilities</i>' was the second biggest worry for the future. The availability of medical facilities was seen to be the most important consideration for the future; 54% of the respondents to the survey said that they needed improvement</p>																														
<b>Links to local policy</b>	Not applicable.																														
<b>Links to national policy</b>	Not applicable.																														
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Priorities						Principles																									
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design																						
✓		✓		✓✓✓	✓	✓	✓		✓																						

<sup>120</sup> <https://www.scams.gov.uk/media/7900/community-facilities-audit-sept-2009.pdf>

## Priority: Housing for All

### Affordable Housing

5.211. In the Big Community Survey 'Affordability of Housing' was ranked third in terms of what people worry about regarding the future of Histon and Impington. The supply of affordable housing was considered to be the second most important in terms of need for improvement.

5.212. Data on affordable housing in the District is published annually by South Cambridgeshire District Council<sup>121</sup> while information on the housing market is published quarterly by Cambridgeshire Insight<sup>122</sup>. The National Housing Federation's Home Truths report 2017/18 stated the 2016/17 average house price in South Cambridgeshire District area to be £401, 345 and the average house price in the City of Cambridge to be £487,158<sup>123</sup>.

5.213. Policy H/10 in the Local Plan (Affordable Housing) requires, subject to provision for exceptions:

- '1. All developments of 11 dwellings or more, or on development sites of less than 11 units if the total floorspace of the proposed units exceeds 1 000m, will provide affordable housing as follows:
  - a. To provide that 40% of the homes on site will be affordable;
  - b. To address evidence of housing need. An agreed mix of affordable house tenures will be determined by local circumstances at the time of granting planning permission;
  - c. In small groups or clusters distributed through the site.'

5.214. Policy H/11 (Rural Exception Site Affordable Housing)<sup>125</sup> in the Local Plan supports, in principle, the delivery of affordable housing on rural exception sites. These are sites adjacent to the existing built up environment which may be developed subject to criteria being met. These criteria include the requirements that the proposal must meet an identified need in the community and be provided in perpetuity. The Neighbourhood Plan supports this approach.

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<sup>121</sup> <https://www.scambs.gov.uk/housing/housing-strategy-and-policy/>

<sup>122</sup> <https://cambridgeshireinsight.org.uk/housing/local-housing-knowledge/our-housing-market/>

<sup>123</sup> <https://www.housing.org.uk/resource-library/home-truths/>

<sup>124</sup> <https://www.scambs.gov.uk/media/12533/8-chapter-7-housing.pdf>

<sup>125</sup> <https://www.scambs.gov.uk/media/12533/8-chapter-7-housing.pdf>

5.215. The demand for new houses is not just for 'market value' houses but for those which are defined as 'affordable' such as social rented housing and shared ownership. Developments that offer low cost housing market options and innovative ownerships solutions to affordability will be supported. Where such affordable housing is provided it is important that it supports the inclusive nature of Histon and Impington.

5.216. The Neighbourhood Plan supports the approach taken in the Local Plan regarding affordable housing and there is no need for the Neighbourhood Plan to have its own policy in this area.

### **Exception Sites (Housing)**

5.217. It is recognised that the Community has, to some extent, mutually conflicting priorities. One is to secure more affordable housing. Another is not to build on the Green Belt. The way these conflicting priorities are reconciled (or not) can have a significant impact on a third priority, namely the aspiration to increase the provision of inter-connected, publicly accessible green spaces.

5.218. There is strong support for the delivery of more affordable housing within the community. 54% of the respondents to the Big Community Survey said that they would support development on the Green Belt as long as there would be a '*significant delivery of affordable houses*'. Furthermore: although there was 57% support for small developments, there was only 24 and 11% support for medium sized and large developments respectively.

5.219. The Green Belt sits tightly around Histon & Impington limiting opportunity for significant new development.

5.220. We support the Local Plan approach in protecting Green Belt land within the Plan Area. We also support the Local Plan approach which allows rural exceptions sites to come forward on Green Belt land. Local Plan Policy H/11 allows for affordable housing to meet identified local needs on small sites at settlements within the adjoining Green Belt, provided no alternative exists that would have less impact on the Green Belt.

5.221. However, we are also of the opinion that any proposal to build on Green Belt land should also deliver benefits in terms of increasing the provision of publicly accessible open green space and associated walking and cycling routes.

5.222. The Policy H/11 also states that:

'....to facilitate the delivery of significant additional affordable housing the Council will consider allowing some market housing on rural exception sites on viability or deliverability grounds.'<sup>126</sup>

5.223. Where it has been concluded that there is a valid case for an exception site, based on the delivery of low-cost and affordable housing and the minimisation of impact on the

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<sup>126</sup> <https://www.scams.gov.uk/media/12533/8-chapter-7-housing.pdf>

Green Belt, it is recommended that development proposals only be supported if they also increase the provision of publicly accessible open green spaces and associated walking and / or cycling routes.

## **Housing Mix**

5.224. Given the constraints outlined above, it is essential that the mix of housing on any new development reflects the needs of the community and helps maintain or create mixed and balanced communities. Local Plan Policy H/9 (Housing Mix)<sup>127</sup> sets down requirements for developments in the District; this allows some (limited) adjustment to suit local circumstances. See “Evidence base – housing mix”<sup>128</sup>.

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<sup>127</sup> <https://www.scams.gov.uk/media/12533/8-chapter-7-housing.pdf>

<sup>128</sup> <https://www.scams.gov.uk/HistonImpingtonNP/>

## HIM17 Station Site

### 5.225. This policy in a nutshell:

- Notes the existence of the relevant Local Plan Policy E/8 and the status of three relevant planning applications.
- Notes the potential for development to rejuvenate the area.
- Confirms the wish to retain important Victorian buildings.
- Highlights the importance of protecting existing shops and services and adding to them where possible.
- Encourages the development of a connection through the site to Vision Park for cyclists and pedestrians.

### Context and Reasoned Justification

5.226. This site is included in the Local Plan Policy E/8 (Mixed-Use Development in Histon & Impington Station Area)<sup>129</sup>. It covers three development plots: including the former Bishops Hardware Store site, Kendall Court, the former station building [identified as “G” in Map 23] and the station sidings along with surrounding plots. It is a good policy referring to: opportunities for mixed use development; the need to retain historically significant buildings and to the Local Green Space (Crossing-Keeper’s Copse).

5.227. Three planning applications have been submitted for the three development plots:

- 2010/17 Station sidings; permission granted<sup>130</sup>
- 0783/17 Old station building; permission granted<sup>131</sup> and building works in progress
- 0671/17 Bishop’s site; permission granted<sup>132</sup>.

5.228. The Parish Council has aspirations to rejuvenate the area around the former railway station, both to create a vibrant gateway into the community and as a destination in its own right. In particular, the aim is to create a more lively Community Centre (see Section 2), capitalising on its location around the Guided Busway stops [H and I]. Currently there are no key points and few shops to generate the footfall for success.

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<sup>129</sup> <http://bit.ly/2wB1Lsk>

<sup>130</sup>

<http://plan.scambs.gov.uk/swiftlg/apas/run/WPHAPPDETAIL.DisplayUrl?theApnID=S/2010/17/OL>

<sup>131</sup>

<http://plan.scambs.gov.uk/swiftlg/apas/run/WPHAPPDETAIL.DisplayUrl?theApnID=S/0783/17/FL>

<sup>132</sup>

<http://plan.scambs.gov.uk/swiftlg/apas/run/WPHAPPDETAIL.DisplayUrl?theApnID=S/0671/17/FL>

5.229. The aspiration is to use vacant and underused land to provide a wider mix of uses to attract more usage of the area, throughout the day, including outside of the peak hours. These uses could include small (artisan) workshops, small scale retail and destination shops (such as for craft made items or specialist foods) as well as food outlets including café / restaurants.

5.230. The new uses should complement facilities offered elsewhere in the villages and should not detract from or undermine them.

5.231. Design guidance including an indicative layout for this site is provided in the Histon & Impington Village Design Guide SPD.

### **Intent**

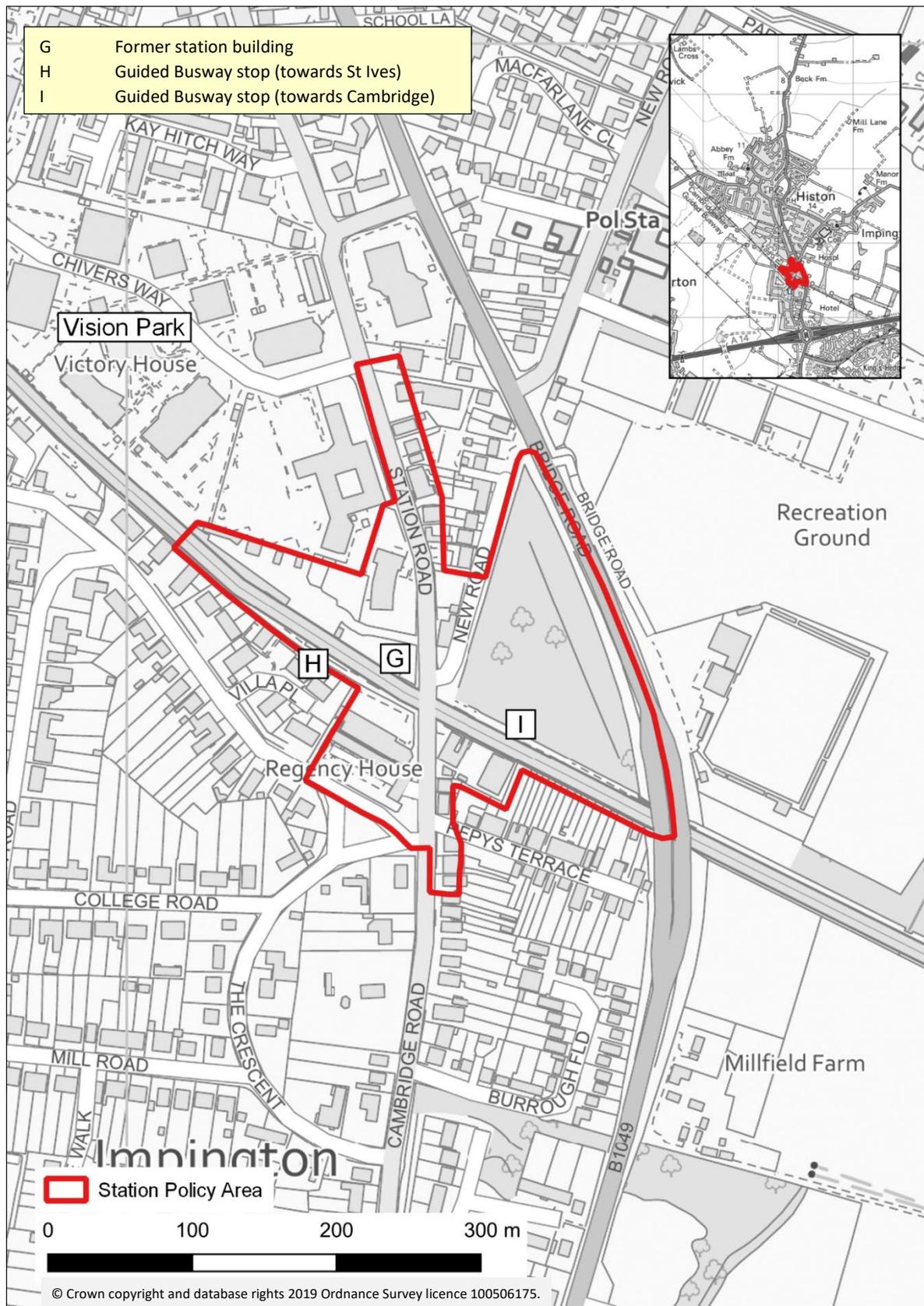
5.232. We wish to encourage mixed development and uses in this area and to enhance its functioning as a vibrant Community Centre.

5.233. The two Victorian buildings, the former station building and the Railway Vue public house, are landmark buildings which are important to the local community. Located in key positions they should be retained in commercial use or as a community asset.

### **The Policy**

<b>Policy HIM17</b>	<b>Station Site</b>
Development on the Histon and Impington station area as shown on Map 23 must accord with Local Plan Policy E/8 and the following additional requirements shall all also be met:	
<ul style="list-style-type: none"><li>• The former station building should be retained and reused as appropriate for commercial or a community use.</li><li>• A through footpath / cycleway to allow access to Vision Park should be provided.</li><li>• Ensuring existing provision of village shops and services (providing key amenity value in this part of the village) are maintained or enhanced.</li></ul>	
This policy will be informed by the design guidance in the Histon & Impington Village Design Guide SPD and any documents that supersede this.	

# Map 23: HIM17 – Station Site Policy Area



## Application, Evidence and Links

5.234. The area of application, evidence for and links to local and national policies and this Plan's Priorities and Principles are:

<b>Map</b>	Map 23.																														
<b>Supporting evidence</b>	This Policy reinforces Local Plan Policy E/8.																														
<b>Links to local policy</b>	Local Plan Policy E/8: Mixed-Use Development in Histon & Impington Station Area <sup>133</sup> .																														
<b>Links to national policy</b>	Not applicable.																														
<b>Links to Priorities and Principles</b>	<table border="1"> <thead> <tr> <th colspan="6">Priorities</th> <th colspan="4">Principles</th> </tr> <tr> <th>Essential Character</th> <th>Successful Economy</th> <th>Vibrant Community</th> <th>Getting Around</th> <th>Safe, Secure and Successful</th> <th>Housing for All</th> <th>Digital Village</th> <th>Sustainable Community</th> <th>Diverse and Inclusive</th> <th>Heritage and Design</th> </tr> </thead> <tbody> <tr> <td>✓</td> <td></td> <td>✓</td> <td></td> <td></td> <td>✓✓✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table> <p>           ✓✓✓ Policy plays major role in responding to Priority or Principle            ✓ Policy also responds to Priority or Principle.         </p>	Priorities						Principles				Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design	✓		✓			✓✓✓	✓	✓	✓	✓
Priorities						Principles																									
Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design																						
✓		✓			✓✓✓	✓	✓	✓	✓																						

<sup>133</sup> <https://www.scambs.gov.uk/media/12534/9-chapter-8-building-a-strong-and-competitive-economy.pdf>

## 6. Other Issues Not Addressed by this Plan

6.1. By its very nature, this Plan can only address matters of land use. There are many issues which it cannot address or can only do so peripherally. The table diagram below highlights which issues fall into this category. These are discussed further below; specific actions, or “projects”, which are being taken forward in response to the consultations for this Plan are then identified.

Key issue	Addressed by this Plan	Priorities					
		Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All
Maintaining the ‘village character’ of the community	NP	NP	NP	NP			NP
Providing sufficient (and high quality) healthcare and education	NP	O				NP	
Supporting older and young people	IA			IA		IA	
Addressing crime and anti-social behaviour	IA				IA		
Tackling the blight of the B1049	O				O		
Improving public transport	O				O		
Maintaining the roads, cycle paths and footways	IA				IA		
House prices and the shortage of affordable housing	NP						NP

Where:

NP	Directly addressed by this <i>Neighbourhood Plan</i>
IA	<i>Indirectly addressed</i> by this Neighbourhood Plan
O	Addressed <i>outside</i> this Neighbourhood Plan

## Maintaining the 'village character' of the Community

6.2. Whilst the planning policies address many aspects of this issue, some aspects remain outside the scope of the Neighbourhood Plan. For example, trees as well as development will have an impact on the wind on which Impington Mill is dependent, but management of tree growth falls outside the scope of planning policies. The Parish Council will therefore work together with South Cambridgeshire District Council, landowners and other stakeholders to ensure that trees and other vegetation do not cause loss of wind in a way which adversely affects the operation of the mill.

6.3. Furthermore, restoration of woodland on land near the A14 roundabout is vital for the village character of Histon and Impington and requires a major collaborative effort between Highways England, South Cambridgeshire District Council, landowners and residents.

## Providing Sufficient (and High Quality) Healthcare and Education

6.4. *Healthcare*: the community is served by an excellent GP practice in unsatisfactory premises (Firs House). Although land has been identified in this plan (HIM16) for a medical centre, its use will require the support of the GPs themselves and the Cambridgeshire & Peterborough Clinical Commissioning Group.

6.5. *Education*: there is now sufficient current and planned capacity. The Infant School will be relocated to a new site at Buxhall Farm and become an all through primary school. The current Junior School will also become an all through primary school. The Impington Village College (IVC) is big enough to meet the needs of the community. There is a proposal for building a new special needs school ("The Cavendish School") on part of the IVC site.

## Supporting Older and Young People

6.6. *Older people*: the Parish Council has set up a health and well-being working party. The support of older people is within the remit of this working party. Note that the Parish Council also funds an Older Persons Co-ordinator who works with older people to help them with the challenges of their day-to-day lives.

6.7. *Young people*: the Parish Council funds a Youth Co-ordinator who develops and directs activities for young people. Note also that the Parish Council funds and maintains considerable formal and informal open space which is widely used for recreation by people of all ages. It is currently working on a project to deliver extra recreation space complementary to that offered at the Recreation Ground. Such space might become available as a result of "exception sites".

## Addressing Crime and Anti-social Behaviour

6.8. The Parish Council has a good working relationship with the Cambridgeshire & Peterborough Constabulary and has benefited from the deployment of quality PCSOs within the community. It was at the forefront of a campaign to retain PCSOs some four years ago and will continue to support their continued existence.

## **Tackling the Blight of the B1049**

6.9. The B1049 is a main commuter route into Cambridge. It bisects the community. There is heavy morning traffic with long queues at the Green and back from the A14. There is no easy response to this issue, short of a bypass which is unlikely to happen. Improvements to public transport, an extra Guided Busway stop and better, safer cycle routes will help: these are being pursued by the Parish Council through the County Council and the Greater Cambridge Partnership.

## **Improving Public Transport**

6.10. The community is served by the Citi 8 service between Cottenham and Cambridge. This runs three times an hour during the day on weekdays and Saturdays but is less frequent at other times. It is slow and prone to delays. The Parish Council is working with Stagecoach, who operates the service, and neighbouring councils, to identify options for improvement.

6.11. The Guided Busway cuts the community east to west but there is only one stop. Arrangements for interchanging between The Busway and Citi 8 routes (physical, ticketing and timetabling) could be improved to give more joined-up provision. The Parish Council has noted interest in a second stop towards the west of the community and will explore this with the County Council and Greater Cambridge Partnership.

## **Maintaining the Roads, Cycle Paths and Footways**

6.12. An important factor is that as government funding of local councils has reduced, their funding of road repairs has been cut back. There are now strict criteria to be met before such repairs may now take place. The Parish Council actively monitors the need for action locally and ensures that they are carried out. It has also successfully bid for funding to specifically improve the conditions of several footways.

## **House Prices and the Shortage of Affordable Housing**

6.13. Affordability of housing was in the top three issues raised through the Big Community Survey. The Parish Council will actively engage with parties interested in investing in housing and other facilities within the villages to influence choices on affordable housing provision. This will be complemented by the Parish Council applying the policies in this Neighbourhood Plan to achieve the minimum required provision of affordable homes within any new development.

## 7. Projects

7.1. The Policies of the Neighbourhood Plan address the use and development of land within the Community in regard to planning applications within the Plan Area.

7.2. The consultation process during the Plan preparation identified several potential interventions or “projects”. Some complement particular policies, others are of a more general application. Some address, at least in part issues discussed in Section 6. These projects, summarised below, have been divided into:

- Those that contribute to or underpin implementation of the Plan
- Those that are *community projects*. These are not specifically tied to land use planning.

7.3. Many of the outcomes the community desires require ‘soft’ interventions to ensure the community’s high regard for the villages is not diminished. Some such interventions are also required to complement the Plan’s policies, so the latter achieve the intended results.

7.4. The interventions will be diverse; they will impact on the overall character and feel of the villages, acting through social, environmental and economic arenas. Importantly, they will address the Priorities and Principles that have been set down as part of the Plan.

7.5. The Parish Council should take ownership of advancing these projects, as described in the tables following.

## Projects that are part of the Neighbourhood Plan (land-use)

Proposal	Detail	To involve:
<b>Vibrant Community</b>		
P1	<p>Creation of new formal sports space.</p> <p>Parish Council to develop an open space strategy covering both formal and informal uses.</p> <p>Parish Council to work with partners on the development of formal space at Bypass Farm (see Local Plan Policy SC/1<sup>134</sup>) and / or elsewhere based on the outcome of this strategy.</p> <p>The Parish Council to also promote enhanced use of existing facilities under <b>Policy HIM13</b> (for both sports and recreational uses).</p>	H&I Parish Council, Cambridgeshire County Council.
<b>Getting Around</b>		
P2	<p>Creation of a more extensive cycle path network.</p> <p><b>Policy HIM14</b></p> <p>Parish Council to ensure that all new development includes new cycle paths integrated into the development. The Parish Council will also explore options for creating new paths in partnership with landowners (see P16 below).</p> <p>In doing this, the Parish Council will additionally explore options for creating new paths accessible to horse riders, including taking account of potential conflicts and fragmentation that arises from shared pedestrian / cycle use.</p>	H&I Parish Council, Developers, South Cambridgeshire District Council, Greater Cambridge Partnership.
<b>Safe, Secure and Successful</b>		
P3	<p>New Community (possible Medical) Centre to serve residents living in the Plan Area.</p> <p><b>Policy HIM16</b></p> <p>Parish Council to explore option of vacated Infant School site in New School Road as potential site for a new Community (possible Medical) Centre. Parish Council to take a leading role in bringing all relevant stakeholders together.</p>	Cambridgeshire & Peterborough CCG, Firs House Surgery, H&I Parish Council, Other community groups.

<sup>134</sup> <https://www.scambs.gov.uk/media/12738/10-chapter-9-successful-communities.pdf>

## Housing for All

P4	Encourage supply of affordable homes.	Parish Council to use appropriate policies in the Neighbourhood Plan to ensure the minimum stated percentage of affordable units (Local Plan Policy H/10 <sup>135</sup> refers) and housing mix (Section 2e of Local Plan Policy H/9 refers) is achieved on any new developments.  The Parish Council to develop a policy regarding its response to requests to change planning designations / planning submissions in the Green Belt.	H&I Parish Council, Developers, South Cambridgeshire District Council.
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## Community Projects (non land-use)

Proposal	Detail	Agencies	
<b>Essential Character</b>			
P5	Ensure adequate parking provision to support activities within the villages.	Parish Council to consider how parking can be improved and discuss with landowners where additional car parking may be developed.	H&I Parish Council, Landowners, South Cambridgeshire District Council.
P6	Explore opportunities to reduce motorised vehicle use within the villages.	Parish Council to engage across the community (residents, those working here, visitors and business) to investigate measures for making non-vehicular use attractive for local journeys so reducing traffic volumes on roads within the villages.  (This might include a wide spectrum of actions, including but not limited to the “digital village” and suitability of footway provision as well as linking with other projects identified here. It will include shifting to non-internal combustion powered vehicles primarily where associated with other behavioural changes.  Means to control vehicle speeds to suit the locality may also be considered – see P20 below).	H&I Parish Council, Local businesses, Residents, People commuting to work in the villages, Other visitors, HI Sustainability.

<sup>135</sup> <https://www.scambs.gov.uk/media/12533/8-chapter-7-housing.pdf>

Proposal	Detail	Agencies
<b>Successful Economy</b>		
P7	Promoting the retail offer in Histon & Impington.  Parish Council to liaise with businesses to discuss how best to promote the retail offer in the villages.  Parish Council to work in partnership to develop a marketing strategy whereby the Community's retail offerings can be differentiated from those in Northstowe and elsewhere.	H&I Parish Council, Local retail businesses.
P8	Provide more meeting places for young people.  Parish Council to work with existing local charities, schools and local young people to discuss indoor and outdoor provision for younger people and to scope activities and demand.	H&I Parish Council, IVC, Cambridgeshire Youth Service, Connections.
P9	Actions to ensure the Commercial Core is sustained, and develops, as an appealing, well used destination. [See also P6]	Parish Council to liaise with businesses, consumer groups, the wider community and other interested parties to develop an action plan and to sponsor its implementation.
P10	Encourage growth of a thriving centre for the community around the Station Policy Area.  Focus to be particularly on serving those living and working in the vicinity together with users of the Guided Busway.  Parish Council to work with developers and local businesses to promote the area, complementing development under <b>Policy HIM17</b> .	H&I Parish Council, Developers, Local Businesses, South Cambridgeshire District Council, Those living and working close by.
<b>Vibrant Community</b>		
P11	Enhance use of existing community facilities and encourage additional provision to meet needs.  Parish Council to develop a Community Facilities Strategy (covering both indoors and outdoors) and to work with stakeholders to implement this.  (The definition of Community Facilities in this context is the one used in the Local Plan <sup>136</sup> .)	H&I Parish Council, Local Businesses, Those living and working in the villages.

<sup>136</sup> Facilities which help meet the varied needs of residents for health, education, and public services, as well as social, cultural and religious activities; see Appendix D of [https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918\\_sml.pdf](https://www.scambs.gov.uk/media/12740/south-cambridgeshire-adopted-local-plan-270918_sml.pdf).

	<b>Proposal</b>	<b>Detail</b>	<b>Agencies</b>
P12	Enhance the biodiversity within the Plan Area.	Parish Council to work with residents to identify and catalogue the biodiversity within the community and to identify options, through community actions and influencing development proposals (including the Village Design Guide), to enrich species diversity and population levels.  (This would address both the urban environment and the open spaces in and around the Community.)	H&I Parish Council, Residents, H&I Sustainability H&I Enviro-volunteers.

## Getting Around

P13	New Guided Busway stop in the north west of the community.	Parish Council to discuss with appropriate agencies including the bus providers.	H&I Parish Council, Busway services providers, Cambridgeshire County Council, Greater Cambridge Partnership.
P14	Direct bus services into Cambridge.	Parish Council to discuss with bus company and to work with adjacent communities.	H&I Parish Council, Cambridgeshire County Council, Stagecoach
P15	Ensuring footways, cycle paths and roads remain in an acceptable condition.	Parish Council to work with relevant owners / authorities to ensure footways / footpaths, cycle paths, Rights of Way and roads are adequately maintained so they are safe to use as intended and are in good repair.	H&I Parish Council, Cambridgeshire County Council, Land owners.
P16	Explore opportunities to extend footpath network.	Parish Council to engage with landowners with a view to securing permissive rights on their properties.	H&I Parish Council.
P17	Provide more cycle stands across the community to service needs and encourage cycling.	Parish Council to work with businesses and developers to increase provision of high quality cycle parking across the villages.	H&I Parish Council, Developers, Local businesses.

Proposal	Detail	Agencies	
<b>Safe, Secure and Successful</b>			
P18	Actively support and engage with PCSOs	Parish Council to continue supporting PCSOs in the villages, working with them to address the community's concerns regarding crime and anti-social behaviour, and supporting their engagement with the community to forestall future problems.	H&I Parish Council, Cambridgeshire & Peterborough Constabulary
P19	Understand the health and wellbeing of the Community and develop programmes of support.	Parish Council to work with the GP practices, the NHS / CCG, the County Council and voluntary agencies to profile the physical and mental health and wellbeing of the Community. The Parish Council should then take leadership and bring forward programmes to enable people to live healthy and satisfying lives.	H&I Parish Council, Firs House Surgery, Cambridgeshire & Peterborough CCG, Cambridgeshire County Council, Age Concern, etc
P20	Tackling speeding on the villages' roads.	Parish Council to explore options for promoting adherence to road speed limits, including Community Speedwatch and identification and monitoring of "blackspots".	H&I Parish Council, Cambridgeshire & Peterborough Constabulary.
P21	Better broadband and mobile phone coverage.	Parish Council to discuss and analyse issues within the community and discuss with providers how improvements could be made.	H&I Parish Council, Cambridgeshire County Council, Broadband and mobile service providers.
P22	Facilitating more sustainable living.	Parish Council to review opportunities for making it easier for people to live more sustainably by better management of personal resources, better management of waste and clean living. Parish Council to then identify measures to facilitate take up of such opportunities.	H&I Parish Council.
P23	Assess opportunities for reducing net carbon footprint, including renewable energy generation.	Parish Council to identify (i) opportunities for reducing carbon emissions in the Community and (ii) to assess the potential for community energy schemes (such as community solar PV or equivalent). Where supported by the Community, the Parish Council to then work with potential stakeholders to realise worthwhile opportunities.	H&I Parish Council.

These projects meet the Plan's Priorities, and are linked to the Principles, as follows.

Project	Priorities						Principles			
	Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
P5 Ensure adequate parking provision to support activities within the villages.	✓✓✓	✓	✓	✓	✓			✓	✓	✓
P6 Explore opportunities to reduce motorised vehicle use within the villages.	✓✓✓	✓	✓		✓			✓		✓
P7 Promoting the retail offer in Histon & Impington.	✓	✓✓✓	✓	✓	✓		✓	✓	✓	✓
P8 Provide more meeting places for young people.	✓	✓✓✓	✓		✓			✓	✓	
P9 Actions to ensure the Commercial Core is sustained, and develops, as an appealing, well used destination.	✓	✓✓✓	✓		✓			✓	✓	✓
P10 Encourage growth of a thriving centre for the community around the Station Policy Area.	✓	✓✓✓	✓		✓			✓	✓	✓
P1 Creation of new formal sports space.			✓✓✓		✓			✓		
P11 Enhance use of existing community facilities and encourage additional provision to meet needs.			✓✓✓		✓			✓		
P12 Enhance the biodiversity within the Plan Area.	✓		✓✓✓					✓	✓	✓
P2 Creation of a more extensive cycle path network. [See <a href="#">Policy HIM14</a> ]	✓	✓	✓	✓✓✓	✓			✓		
P13 New Guided Busway stop in the north west of the community.		✓	✓	✓✓✓	✓			✓	✓	
P14 Direct bus services into Cambridge.		✓	✓	✓✓✓	✓			✓	✓	
P15 Ensuring footways, cycle paths and roads remain in an acceptable condition.		✓		✓✓✓	✓			✓	✓	
P16 Explore opportunities to extend footpath network.		✓		✓✓✓	✓			✓	✓	
P17 Provide more cycle stands across the community to service needs and encourage cycling.	✓	✓		✓✓✓	✓			✓	✓	

Project	Priorities						Principles			
	Essential Character	Successful Economy	Vibrant Community	Getting Around	Safe, Secure and Successful	Housing for All	Digital Village	Sustainable Community	Diverse and Inclusive	Heritage and Design
P3 New Community (possible Medical) Centre to serve residents living in the Plan Area. [See <a href="#">Policy HIM16</a> ]	✓				✓✓✓			✓	✓	
P18 Actively support and engage with PCSOs					✓✓✓			✓	✓	
P19 Understand the health and wellbeing of the Community and develop programmes of support.					✓✓✓				✓	
P20 Tackling speeding on the villages' roads.				✓	✓✓✓			✓		
P21 Better broadband and mobile phone coverage.					✓✓✓	✓	✓		✓	
P22 Facilitating more sustainable living.					✓✓✓		✓	✓		
P23 Assess opportunities for reducing net carbon footprint, including renewable energy generation.					✓✓✓		✓	✓		
P4 Encourage supply of affordable homes.	✓					✓✓✓	✓	✓	✓	

Key: ✓✓✓  
✓

Project plays major role in responding to Priority or Principle  
Project also responds to Priority or Principle.  
Shading used for emphasis.

# 8. Plan Monitoring and Delivery

## Monitoring and Review

8.1. The Neighbourhood Plan sets out the vision, policies and action plan to facilitate sustainable growth within the Plan Area.

8.2. The Plan is a long-term planning document which will be implemented in the period 2020 – 2031, primarily through decisions on planning applications. The Neighbourhood Plan Team wants to ensure that the Plan is actively managed over this period. To this end *The Histon and Impington Neighbourhood Plan Monitoring Group* will be set up to monitor the impact of the Neighbourhood Plan Policies and the progress of projects.

8.3. The Neighbourhood Plan has been developed to plan for sustainable growth for a period of up to 15 years. The Plan will be reviewed periodically to ensure that it takes into account possible changes in national planning policy and changes to the policies in the South Cambridgeshire Local Plan and the emerging Greater Cambridge Local Plan (which is being prepared jointly by South Cambridgeshire District and Cambridge City Councils). A formal review process will be undertaken at a maximum of 5 years to ensure that the plan is still current. The formal reviews are therefore expected to take place in 2024 and 2029.

8.4. At each Annual Parish Council Meeting, after the Neighbourhood Plan's adoption, a report will be produced that outlines the Plan's progress, details any prevailing issues, and sets out the implementation actions and anticipated impact of the Plan for the coming year.

8.5. The List of Interesting Buildings will be revisited annually, following the process identified with reference to Policy HIM02.

## Delivery

8.6. The policies in the Neighbourhood Plan will be implemented by South Cambridgeshire District Council when considering planning applications within the Plan Area. It will also be used by Histon and Impington Parish Council to frame their representations on submitted planning applications.

8.7. The consultation process during the Plan preparation identified some issues that residents would like addressed, as summarised in Section 6. They will be implemented with the support, and sponsorship as relevant, by the Parish Council.

8.8. The Community Infrastructure Levy is a tariff which Local Authorities can opt to charge developers as a contribution to meeting the infrastructure needs arising as the result of their development. A proportion of this money raised from any qualifying development within an approved Neighbourhood Plan Area will be passed to the Parish Council and can be used to fund community priorities.

8.9. The voluntary and community sector will have a strong role to play in the delivery and maintenance of the local community infrastructure, events, clubs and village life.

8.10. The private sector also has a role in the delivery of the plan, particularly with regard to employment, retail and transport.

# Appendices

# Appendix I - Evidence

This Appendix summarises the principal sources of evidence:

- National and local planning policies
  - National Planning Policy Framework (February 2019 version)  
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
  - National Planning Practice Guidance  
<https://www.gov.uk/government/collections/planning-practice-guidance>
  - South Cambridgeshire Local Plan (adopted on 27 September 2018)  
<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>
- The Big Community Survey responses and analysis
- Summary of consultations
- Evidence for HIM11 – Local Green Space and HIM12 – Important Natural Habitats: submitted to SCDC together with this version of the Plan.
- Interesting Buildings: submitted to SCDC together with this version of the Plan.
- Evidence base – INH and connectivity:  
<https://www.scambs.gov.uk/HistonImpingtonNP/>
- Evidence base – housing mix: <https://www.scambs.gov.uk/HistonImpingtonNP/>
- Traffic Counts since 2012 can be viewed online at:
  - <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/road-traffic-data/>
- Ely to Cambridge Baseline Audit Report can be viewed at
  - <https://www.greatercambridge.org.uk/transport/transport-projects/ely-to-cambridge-a10-transport-study/>
- History of Histon <http://www.british-history.ac.uk/vch/cambs/vol9/pp90-94>
- History of Impington <http://www.british-history.ac.uk/vch/cambs/vol9/pp129-131>
- Census data 2011 <http://www.ukcensusdata.com/histon-and-impington-e05002807#sthash.Jizb6Tz4.dpbs>
- Office for National Statistics Employment Histon & Impington  
<https://www.nomisweb.co.uk/reports/imp/ward2011/1140852535/report.aspx?town=Histon#ls>
- The Local Plan as adopted.  
[https://www.scambs.gov.uk/sites/default/files/local\\_plan\\_with\\_proposed\\_mods\\_dec\\_2015.pdf](https://www.scambs.gov.uk/sites/default/files/local_plan_with_proposed_mods_dec_2015.pdf)
- Other key references and information sources.

# Appendix II - A guide to Using the Molen Biotoop Model

The following is taken from the Molen Biotoop website [www.molenbiotoop.nl](http://www.molenbiotoop.nl). Text in **bold** is added.

'The biotope formula is a simple way to calculate the maximum acceptable height of obstacles around a mill, such that the mill is not insurmountable. The biotope formula is therefore mainly used to be able to determine whether or not an obstacle is 'too high' at a certain distance from the mill.

The first 100 metres must be free of obstacles. From 100 metres (**see qualifying note below**), an ascending line applies that can be determined with the following formula.

$$H(x) = x / n + c * z$$

where:

H (x) = maximum allowable height of an obstacle at a distance x (in metres)

x = distance of an obstacle from the mill (in metres)

n = a constant, depending on the roughness of the environment and the maximum allowable wind reduction. The following values are used for this: 140 for open, 75 for rough and 50 for closed area.

**The appropriate value for Impington Mill is 50.**

c = a constant, depending on the maximum permissible wind reduction, usually with the value 0.2

z = axle head height (half the length fled + possibly the height of the belt, mountain or scaffolding).

**This height is 15 metres for Impington Mill.**

If one wants to calculate the distance at which an obstacle of a certain height may be placed, the following rewritten formula is more practical.

$$X = n * (H(x) - c * z)$$

The two used constants in the above formulas require further explanation. They are related to the maximum allowable wind reduction at which a mill can still be operated without major problems. With a wind reduction of up to 95%, the power of a mill decreases by 14%. An even greater wind reduction soon results in a reduction in the mill capacity of 25%. This threatens to create an unworkable situation. The commonly used values for the constants are based on a compromise. A maximum permissible

wind reduction of 5% has been chosen as the starting point. This value is processed in the constants n and c.

A second factor that must be taken into account is the 'roughness' of the surface around the mill, which influences wind speed. At a few metres above a rough surface, such as plants or buildings, the wind speed is halved compared to a reference height of 60 metres. Above water, the least rough environment, this decrease is only around 20%. The biotope formula provides the option of entering a value for the constant n, depending on the roughness of the environment. The higher the roughness of the environment, the lower the value that must be entered for this'.

The text on the website goes on to say:

'With strict application of the biotope formula, it can turn out that around a scaffold mill, obstacles that remain below the scaffold height are not acceptable, even at a distance of more than 100 metres. Theoretically that is correct. As explained elsewhere, the influence of an obstacle reaches about twice its own height. However, this is difficult to sell in practice. In practice it is therefore assumed that anything that is not higher than the rack height is acceptable'.

Application of the formula suggests that there is no issue with respect to building a bungalow if it is more than 75m away from the mill, as shown in the following table.

<b>Building</b>	<b>Height (m)</b>	<b>Coefficient n</b>	<b>Constant c</b>	<b>Head height (m)</b>	<b>Minimum distance (m)</b>
Flat roof, single storey	3.0	50	0.2	15	0
Bungalow	4.5	50	0.2	15	75
Two storey	7.5	50	0.2	15	225

This table suggests that flat room, single story development is acceptable within the Crescent, that bungalow development is acceptable on the Crescent and beyond, and that two storey development is acceptable along South Road. The minimum distances in this table are depicted in the following figure.

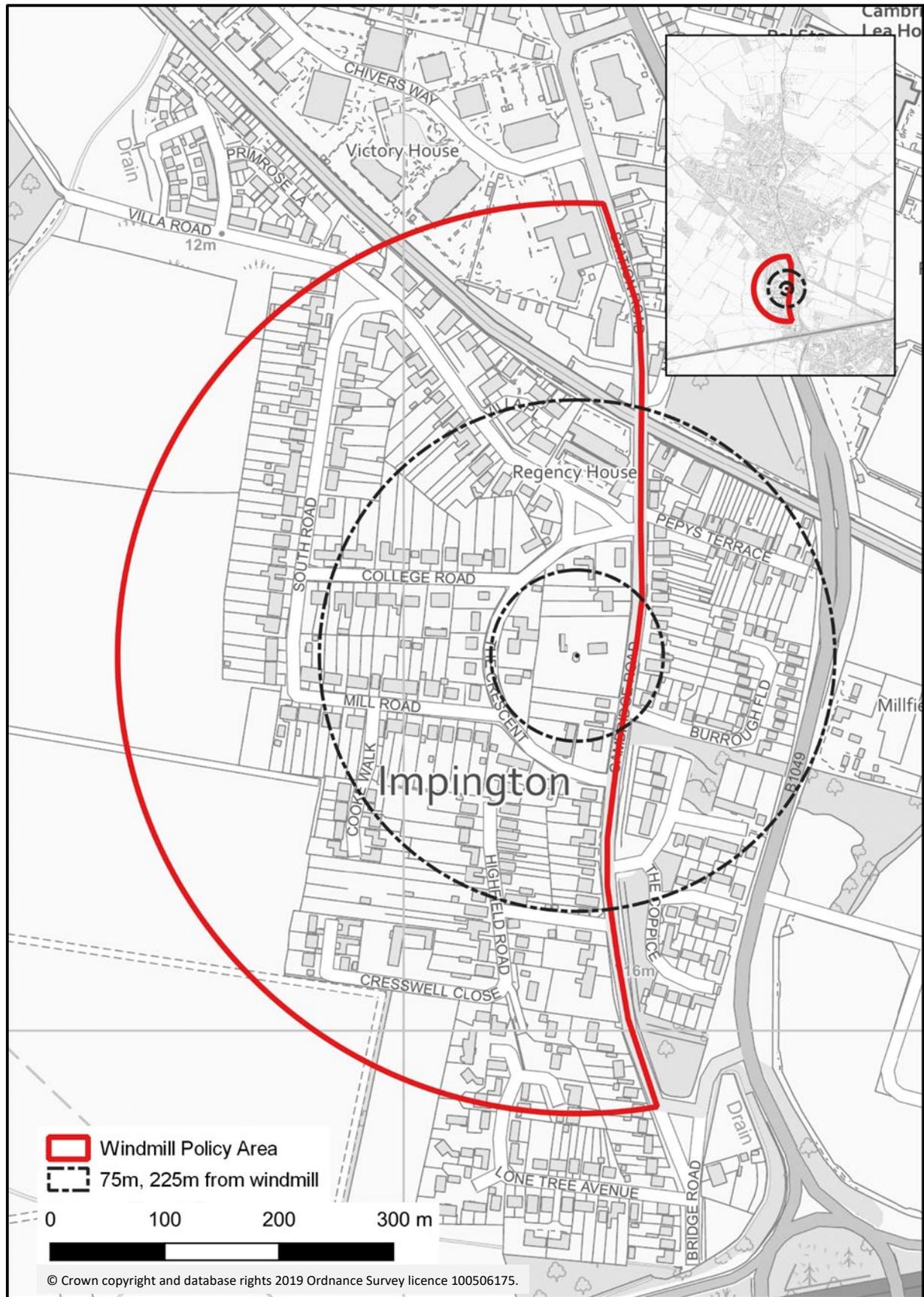
In practice because there are already lots of two storey buildings in the Policy Area there are very few circumstances where a new building would obstruct wind flow to the mill and that use of the formula would be necessary.

Residents and potential developers should therefore ensure that they employ architects who can:

1. Map the proposed development to determine whether or not it would be in a position to affect wind flow to the mill. This is simply a matter of checking if the development would have a direct line of sight to the mill. Then and if so:

- 2 Apply the Molen Biotoop formula to check whether or not the proposed development is at a distance such that it would or would not have a material impact on wind flow to the mill. And finally:
- 3 Submit the necessary planning application accompanied by this analysis and thereby respond to South Cambridgeshire District Council support for the submission of wind reports when such an application would impact on the viability of the mill.

# Distances from Windmill (selected)



# Appendix III – Process of identifying Local Green Spaces

The identification of sites that might need recognition and some form of protection in the Neighbourhood Plan took into account:

- Sites already designated Protected Village Amenity Area (PVAA) in the then draft Local Plan
- Sites already identified by the Parish Council and
- Sites suggested through informal consultation with members of local groups such as walkers, the Sustainability Group and local naturalists.

It became clear not only that many residents felt strongly about the importance of green spaces to their quality of life but also, in practical terms, that:

- Within the Settlement Boundary, very few public green spaces remain and the almost universal opinion was that “we must protect what we have left”;
- Around the edge of the Settlement Boundary, many areas are valued and used by residents – mostly through kind permission of private owners – but there are certain sites which stand out as special to residents. They stir passionate support for their protection and fear that, Green Belt or no, these sites might be lost.

The Neighbourhood Planning Team reviewed government studies, policy framework and guidance on open spaces, South Cambridgeshire District Council data on open spaces, materials produced by the Open Spaces Society, and examples of methods used for other Neighbourhood Plans.

This led to a document on the rationale and framework for Local Green Space designation in Histon & Impington<sup>137</sup>, a template for recording information about candidate sites relevant to the LGS criteria, and the enlistment of volunteer support by expert naturalists, particularly for the wildlife and ecological component of the assessment of candidate sites.

Rigorous application of the LGS criteria reduced the number and size of sites for LGS status to those of highest priority. Completed templates and supporting materials were prepared<sup>138</sup>.

In the process it became apparent that:

- Some sites have particular importance as natural habitat, but do not meet fully the LGS criteria
- For some sites a status equivalent to a PVAA would be more appropriate than LGS

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<sup>137</sup> Submitted to SCDC together with the Submission Version (Version 3) of the Plan.

<sup>138</sup> Submitted to SCDC together with the Submission Version (Version 3) of the Plan.

- The use of land between the A14 and the villages is a critical factor in mitigating the ever increasing impacts of the highway.

After consultations with the planning consultant, it was decided to address these in the Plan separately from the LGS Policy.

In the consultation process it was important to validate – or not – the policies on green spaces and the selection of sites. In the main consultation process the responses to these policies in the formal Plan consultation were overwhelmingly positive.

Concurrently, the Histon & Impington Sustainability Society organised a stand outside Tesco’s for two-hour sessions on five successive Saturday mornings in the autumn of 2018.

- The level of engagement was remarkable, highly positive and, in many cases, involved in-depth conversations.
- A total of 176 people added their signatures to a statement affirming support for all the proposed green spaces (LGS and other) and
- 105 providing detailed information about which were their favourite sites.

Post-consultation, there was one further workshop on Local Green Spaces to further understand points raised, with the Plan being amended accordingly.

### **Local Green Spaces: their place in our community**

Finally, of note, the Sustainability Society organised for Mental Health Week (in May 2019) a “Well-being Trail” with activities at eight LGS locations.

This was enjoyed by hundreds of people, mainly families.

Clearly, there is tremendous enthusiasm and momentum in the community for protecting and continuing to benefit from the Local Green Spaces and the other categories designated by this Neighbourhood Plan.