



H&I Neighbourhood Plan  
Version 2.0



# Foreword

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Neighbourhood Development Plans were introduced through the Localism Act in 2011. 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 Development 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 & Impington Neighbourhood Plan has been developed by and with the community. It has been produced by the Histon & Impington Neighbourhood Plan steering group and led by Histon & 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 & Impington Neighbourhood Plan Survey, public consultations and workshops have all sought to ensure that the plan accurately reflects the aspirations of the community. The steering group 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 & Impington residents.

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Plan Core Group

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## 1. Introduction

1.1. This document is the Neighbourhood Plan for Histon & Impington. The Histon & Impington Neighbourhood Planning Core Group has prepared the plan to establish a vision of the future of the Parish. It comprises one part of the development plan for the neighbourhood area for 2018-2031, the other part being the South Cambridgeshire District 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 and Background
Section 2	Context
Section 3	Big Community Survey
Section 4	Vision and Priorities
Section 5	Policies
Section 6	Other Issues
Section 7	Plan Monitoring and Delivery
Section 8	Appendix

1.4. The document will be reviewed and updated as part of the Plan monitoring process and formally reviewed at a minimum of 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 emerging South Cambridgeshire District Council Local Plan provides the strategic context for our neighbourhood plan. In the Local Plan, Histon & Impington has been designated as a Rural Centre. Policy S/8 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>1</sup>

1.8. The development framework referred to in Policy S/8 is a boundary which contains the built environment. Whilst the policy should prevent Histon & Impington from spreading out and merging

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<sup>1</sup> South Cambridgeshire Local Plan Proposed Submission (July 2013)

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. Once 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>2</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 Histon & Impington Parish Council to prepare a Neighbourhood Plan.

1.11. The map on the next page 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. It includes much green belt land north, west and east of the community.

## **Plan Preparation Process**

1.1. 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 Plan Steering Group, led by the Parish Council, was set up later that year and work began.

1.2. A core group made up of parish councillors and community residents have met regularly to progress the Plan. The role of the steering group has been to act as facilitators 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.

1.3. The project group has undertaken a wide range of consultation activities including workshops, public meetings, stalls at the Feast and the Feast Market, publicity in local publications and information boards at the library. The consultation activities have been a key part of gathering essential information which has been used in preparing the Plan. The development of the plan involved a lengthy, highly inclusive process so that ideas could be modified and refined until the vision, aims and objectives could be turned into policies to achieve them. This process is described in detail in the Consultation Statement and associated appendices.

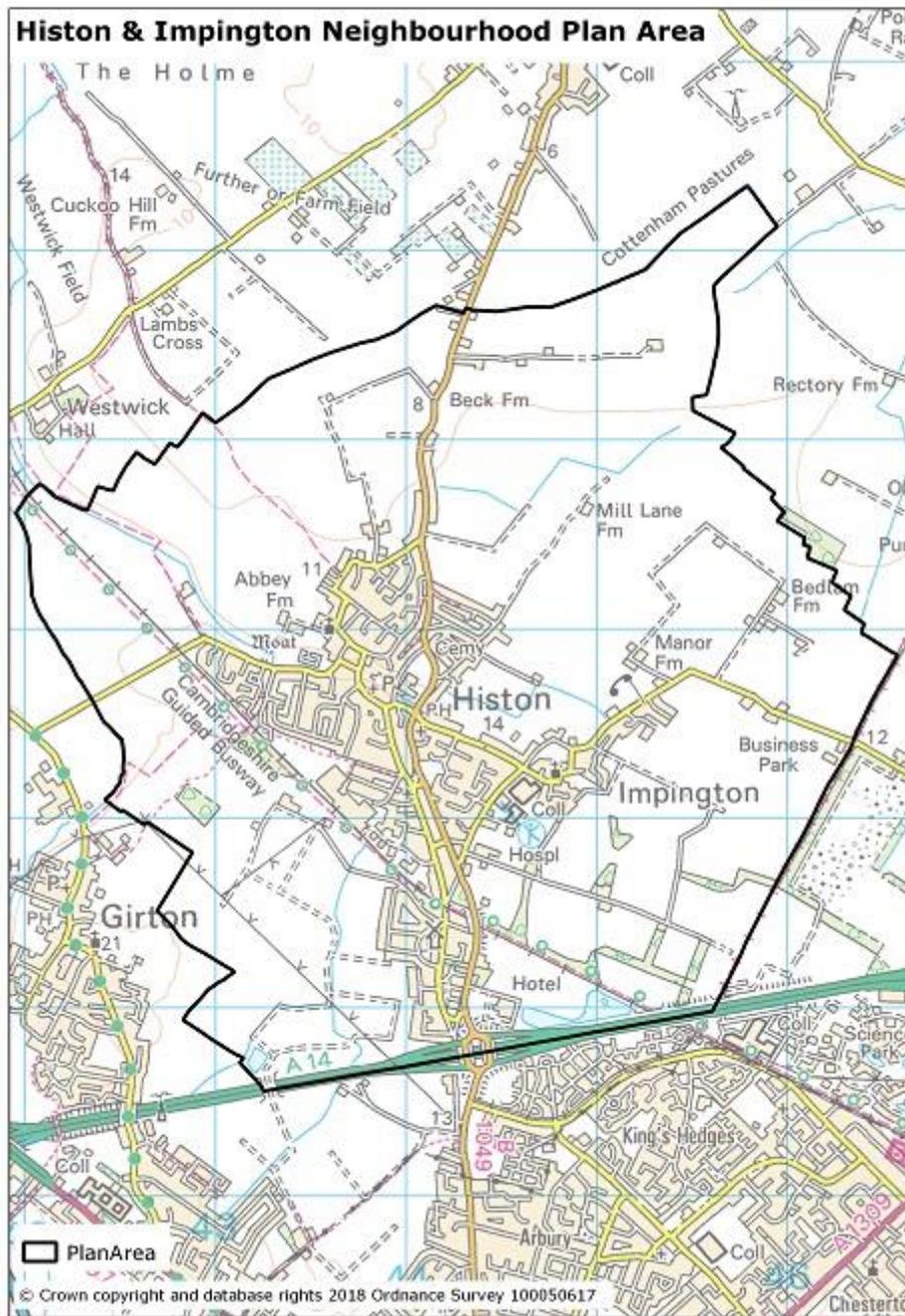
1.4. Grant funding was secured which paid for a professional research company, Enventure, which ran focus groups and a community-wide survey in 2016. Over 2000 responses were received and the careful analysis of the survey resulted in the formulation of the main objectives and priorities for the community.

1.5. 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.

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<sup>2</sup> South Cambridgeshire District Council (SCDC) do not yet have CIL strategy in place but are expected to consult on one in 2018 once the Local Plan is adopted.

Map 1 - The Plan Area



## Purpose

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

1.7. 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.

### What’s next?

1.8. After a full consultation with residents on the draft Histon & Impington Neighbourhood Plan, over a six-week period, all comments received will be reviewed and taken into account. The plan will then be amended accordingly. There is also an obligation to consult various statutory bodies, as defined in Neighbourhood Planning Regulations, at this stage.

1.9. Once the revised plan has been amended, it will be submitted to South Cambridgeshire District Council for their further comments over another six-week consultation period. On receiving the proposed plan and supporting documents, the District Council is responsible for checking that it has followed the proper legal process, such as the correct neighbourhood area being designated and the legal requirements for consultation and publicity having been followed. The District Council is then responsible for publicising the plan, arranging for the independent examination and for the local referendum to take place.

1.10. The District Council will also appoint an appropriately qualified and experienced person as an independent examiner. The independent examiner may invite interested parties to a public hearing if he or she feels this is necessary. Following examination of the Neighbourhood Plan the examiner will issue a report to the District Council and Neighbourhood Planning body. The examiner, if satisfied after any necessary modifications have been made, will recommend that the Plan goes to the referendum stage.

1.11. The District Council will arrange for the referendum to take place. This will be organised by the elections unit and, 28 working days before the date of the referendum, the District Council is required to publish information about the neighbourhood plan referendum.

1.12. Everyone on the electoral role for Histon & Impington will be entitled to vote. If more than 50% of those voting in the referendum vote ‘yes’, then the local planning authority is required to bring the plan into force.

1.13. This process is summarised in the table below.

The six-week pre-submission consultation is held. This is governed by Regulation 14 of The Neighbourhood Planning (General) Regulations 2012.
All comments received during the consultation period are reviewed and the plan is amended accordingly where appropriate.
The Plan goes to South Cambridgeshire District Council (SCDC) and checks are made to ensure a proper process has been followed.
SCDC publicises the Plan and organises a further six-week consultation.
An independent examiner is appointed who will then issue a report.
If the Plan is found to be satisfactory (modifications may be necessary as recommended by the examiner) a referendum will be organised by the SCDC elections unit.
A referendum is held. Every resident on the electoral role for Histon & Impington will be entitled to vote. The vote is a ‘yes’ or ‘no’ to the Plan being adopted. If more than 50% of those voting vote ‘yes’ then the local planning authority (SCDC) will be required to bring the plan into force as part of the statutory development plan for the 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 Steering Group 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, 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.

DRAFT

## **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). Neighbourhood Plans, if passed by an independent examination and supported in a local referendum, must become part of the legal planning framework for the Parish.

2.2. The plan must satisfy the following Basic Conditions:

- Are the policies appropriate having regard to national planning policies and advice (e.g. the NPPF and ministerial statements issued by the Secretary of State)?
- Are the policies in general conformity with the strategic policies in the Local Plan?
- Is the plan compatible with or otherwise not in breach of EU obligations?
- Does the plan contribute 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. This Plan sets out a number of policies to govern development and land use within the parishes for the period 2018 – 2031. These policies should be read alongside national policies and South Cambridgeshire District Council planning policies that apply within the parish.

2.4. In the case of Histon & Impington the Plan must be in general conformity with, the emerging South Cambridgeshire District Council Local Plan which is also to run until 2031. The Local Plan was only recently approved but nevertheless 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. They are two formerly distinct villages that have become increasingly intertwined over time and in 2012 the two separate Parish Councils combined to provide one administrative council that serves both villages. They are regarded as a single settlement for planning purposes.

2.6. 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.

2.7. 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.

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

## A brief History

2.9. 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 parish was mainly agricultural until market gardening and fruit growing developed in the mid-19<sup>th</sup> century.

2.10. 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.

2.11. 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 were Europe's first large scale commercial canners. 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 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.

2.12. The population was about 1000 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 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.

## Historic development

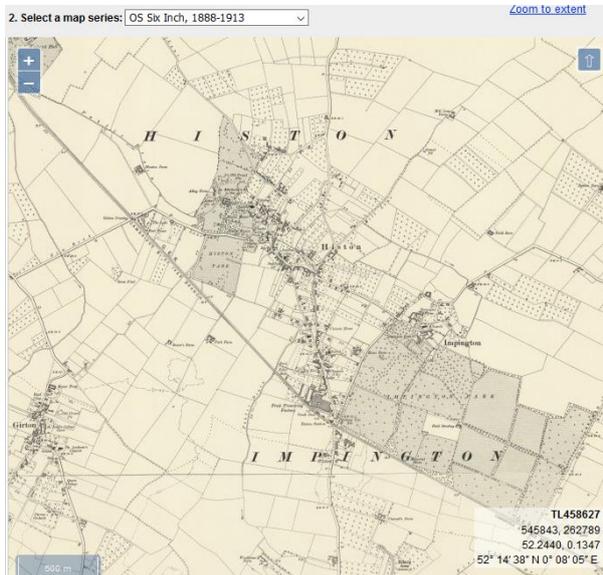
2.13. In the 18<sup>th</sup> century dwellings were scattered throughout the villages, concentrated around what is now known as The Green, High Street and also Church Street. The built-up area was greatly extended between 1901 and 1939 in areas such as Saffron Road, Narrow Lane, Mill Lane and Home Close. The number of houses doubled from 1,200 in 1951 to almost 2,400 in 1981.<sup>3</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.

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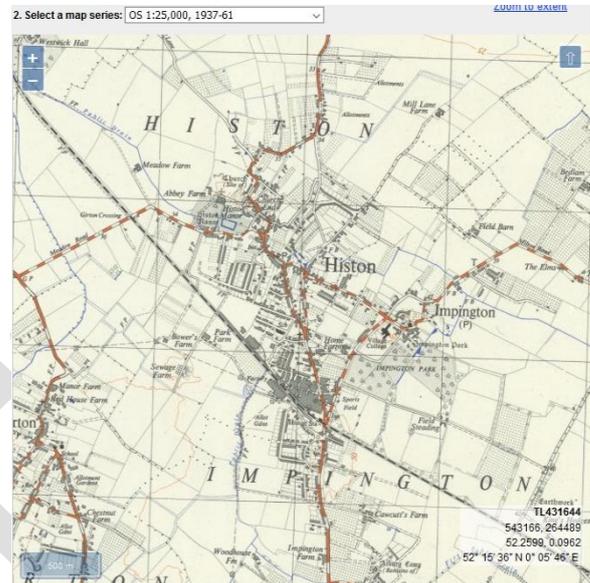
<sup>3</sup> British History online resource. [www.british-history.ac.uk](http://www.british-history.ac.uk)

2.14. The former Chivers jam factory site to the north of the railway line has been redeveloped as Vision Park, a small business park, which provides a range of mostly office-based jobs totalling almost 2,000.

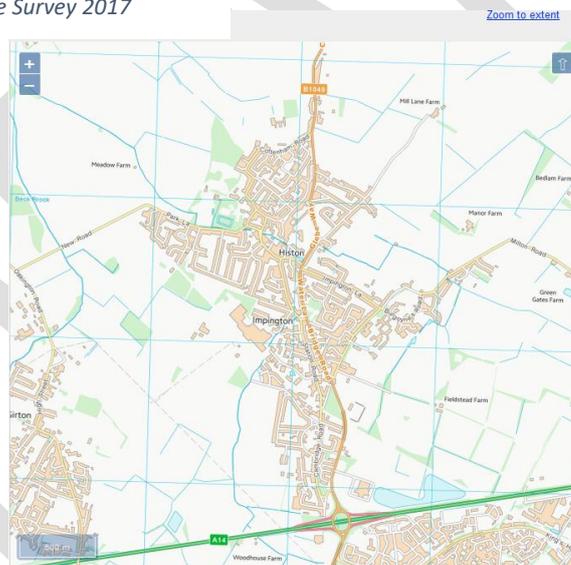
Map 2 - Ordnance Survey 1858 to 1913



Map 3 - Ordnance Survey 1937 - 1941



Map 4 - Ordnance Survey 2017

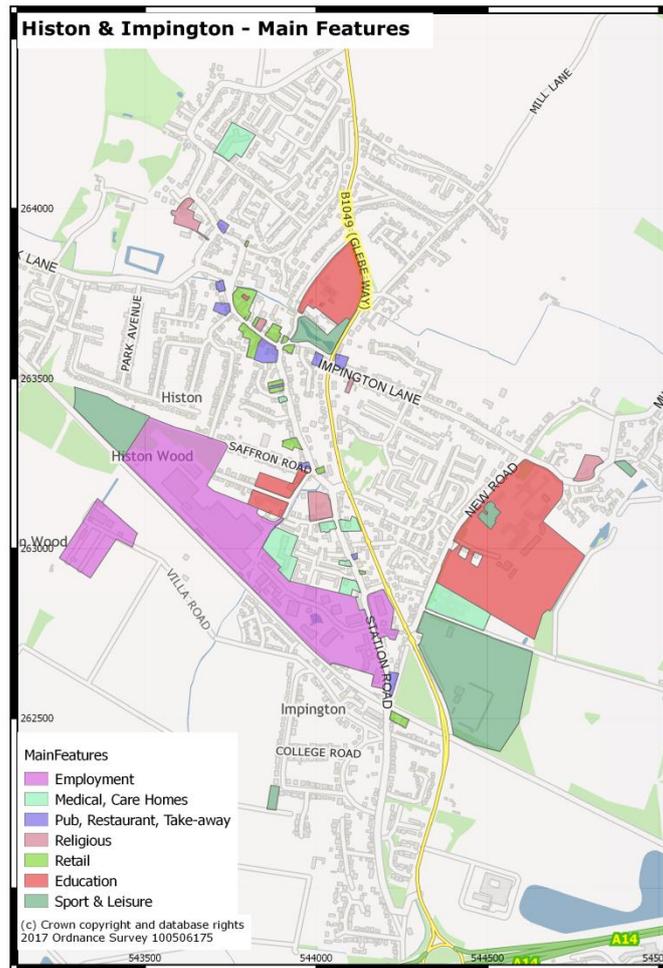


### Evolution of development in Histon & Impington

#### Histon & Impington village today

2.15. 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 features are shown below.

Map 5 - Main Features in the plan area



## Population

2.16. This data is for the Plan area and has been extracted from the Census 2011 data for the whole ward. The increase in population from 2001 to 2011 was 749 people.

Age range	Plan Area		England	South Cambridgeshire
	Number	%	%	
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	1521	19.3%	20.6%	21.5%
45-59	1712	21.8%	19.4%	20.8%
60-64	525	6.7%	6.0%	6.6%
65-74	688	8.7%	8.6%	8.8%

Age range	Plan Area		England	South Cambridgeshire
	Number	%	%	
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>			

*Population Histon and Impington 2011*

2.17. The population chart shows that the community loses young people when they go off to 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. 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.

2.18. 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.

2.19. Histon & Impington has a high proportion of people working in a number of highly skilled professions. Of those aged 16-74 in employment, approximately 47.1% 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 above qualification.<sup>4</sup>

## Employment and Unemployment

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

All residents	%
Economically Active	54.0
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 <https://www.nomisweb.co.uk/reports/imp/ward2011/1140852535/report.aspx?town=Histon#ls>)

## Local Infrastructure

2.21. The villages are served by numerous shops and small businesses including two supermarkets, a bicycle shop, two hairdressers and a barber, toy shop, bakers, take-away, 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, three 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. A

<sup>4</sup> UK census 2011

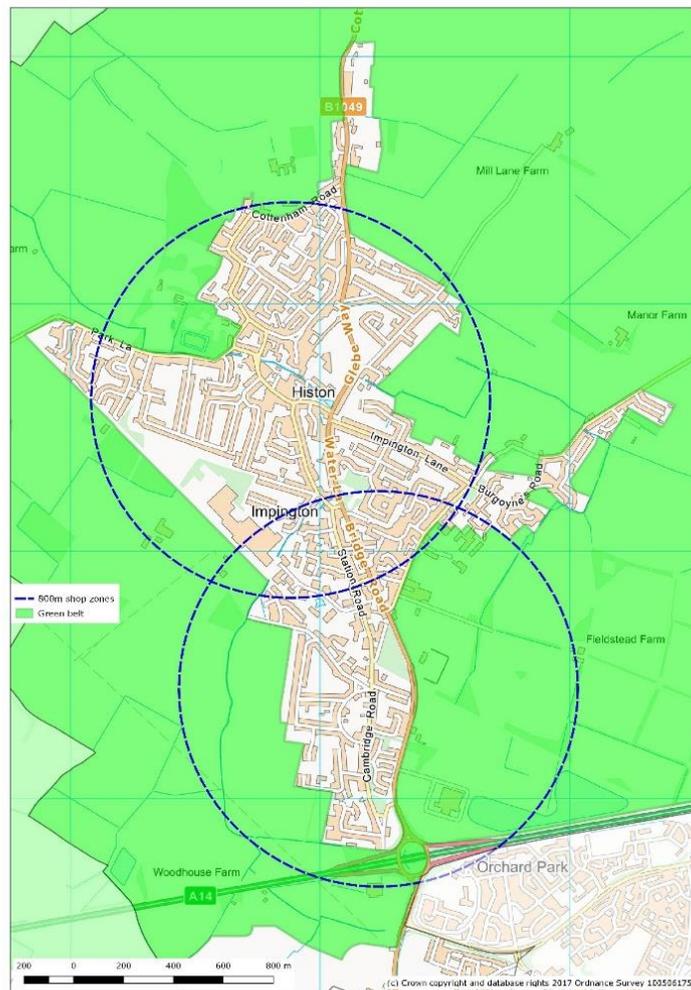
number of churches offer community facilities and the Recreation Ground provides a play park along with sports pitches.

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

2.23. Most homes are within 800m of one of two community centres:

- The Post Office in the High Street, Histon
- The Guided Bus stop in Impington

**Map 6 - Histon & Impington Community Centres**



## Public Transport

2.24. The villages are served with a regular bus service into Cambridge or north to Cottenham.

2.25. The Guided Bus provides transport into Cambridge and beyond to the nearest District Hospital, Addenbrookes and going north to the St Ives and Huntingdon areas.

## **Walking & Cycling**

Many residents enjoy being able to walk to the many facilities within the villages. Cycling is also preferred by many and 59% of respondents to the Big Community Survey (see section 3 below) in 2016 were in favour of improved cycle paths.

## **Local Businesses**

2.26. Vision Park, located to the North West of the community, has a diverse range of businesses and provides employment for 2000 people. A further 400 people are employed at the Hain Daniel factory (formerly Chivers Factory).

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

## **Local Employment**

2.28. In addition to the local businesses mentioned above, other major employers include Impington Village College and the primary schools, Spire Hospital, The Holiday Inn and a number of care homes. There are also a significant number of people employed in the retail sector and a further number of home workers. Approximately 3500 people are employed locally across all categories.

## **The Green Belt**

2.29. Histon & Impington is tightly bounded by Green Belt to the north, west and east. The South is bounded by a major trunk road, the A14. 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 & Impington in the south but the openness here has been eroded by the A14 transport corridor.

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

2.31. It has, in the main, been successful in achieving the five main purposes of the Green Belt, as provided by the National Planning Policy Framework (NPPF):

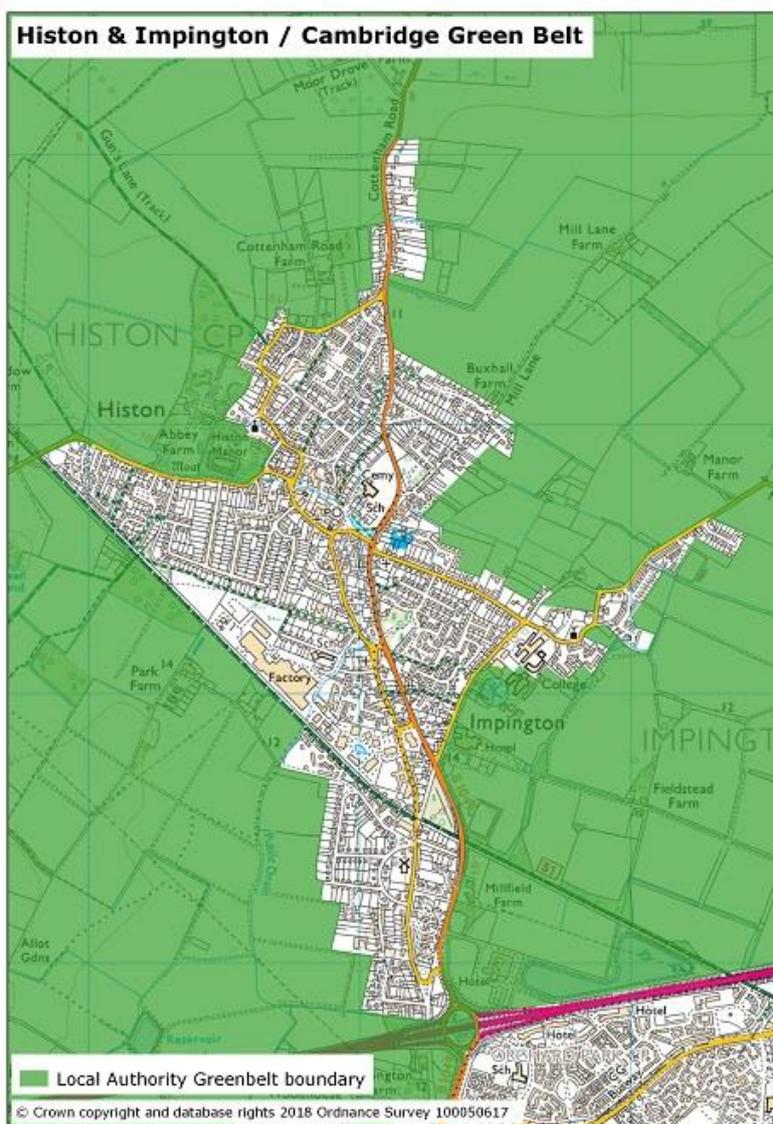
- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration by encouraging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

2.32. 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.

2.33. The emerging South Cambridgeshire Local Plan proposes some releases of Green Belt land including a release in our plan area of a small parcel of land of 1.21 hectares just north of Impington Lane. This release of land will allow for 26 houses at this site.

2.34. Neighbourhood Plans cannot allocate land for development that is within the Green Belt. This has created a challenge for our plan as land was sought to accommodate affordable housing. All of the land that is not built on is in the Green Belt.

## Map 7 - The Green Belt



2.35. Proposed development for land in the Green Belt is covered by the NPPF and policies in South Cambridgeshire's Local Plan.

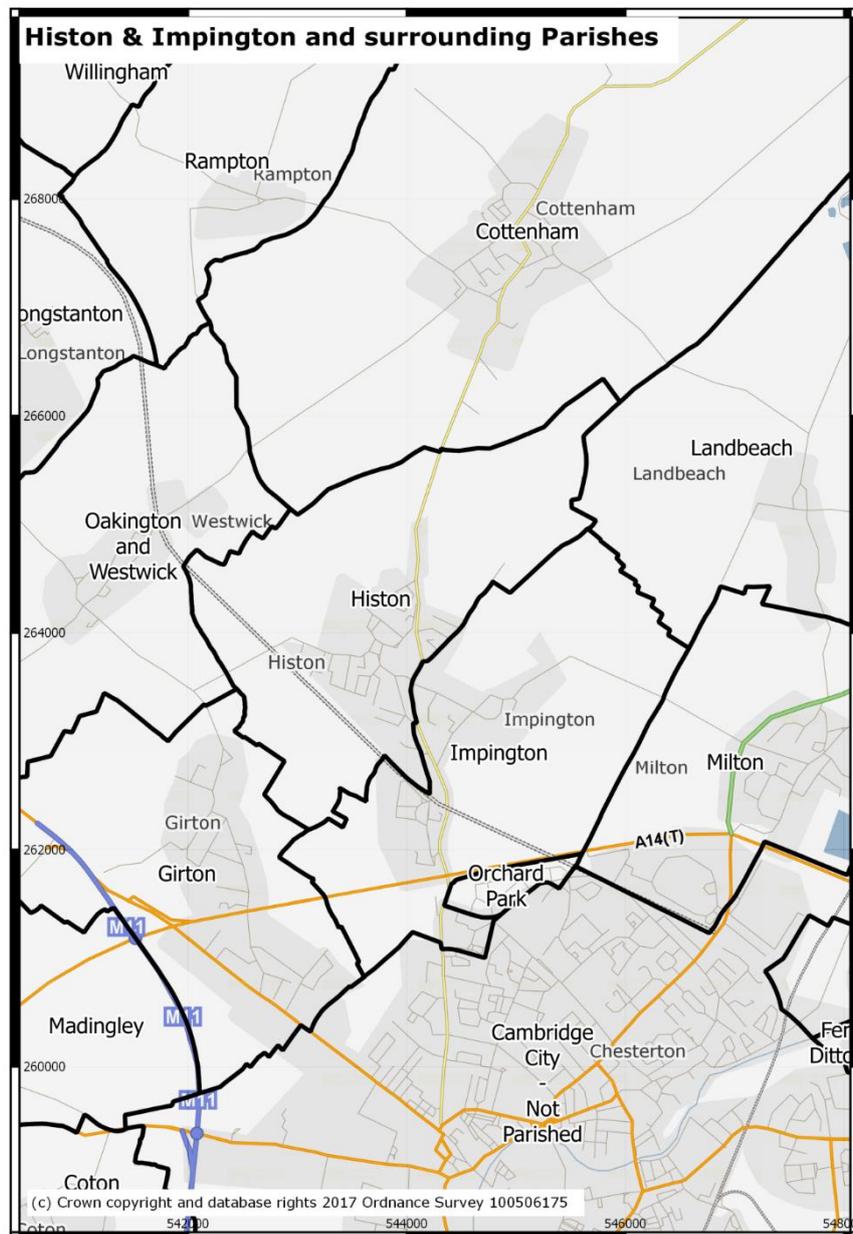
2.36. The exception site policy H10 (for land coming forward for development that is outside the village framework) in the proposed Local Plan states that:

### **Policy H/10: 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.
- 2) If viability appraisals demonstrate that a 100% affordable housing scheme is unviable, consideration will be given in order of preference to:
- a) changing the tenure mix of the affordable homes and/or the application of any available public subsidy;
  - b) including the minimum market housing necessary to make the scheme viable and still remain an exception site.

Map 8 – The Parish boundaries



### **3. The Big Community Survey**

#### **How the survey was delivered**

3.1. The Neighbourhood Plan steering group 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 & Impington area. Enventure also ran a series of focus groups and interviews with people who live in Histon & Impington and those who own or manage businesses. The focus groups were promoted via posters displayed in the community and the use of 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.

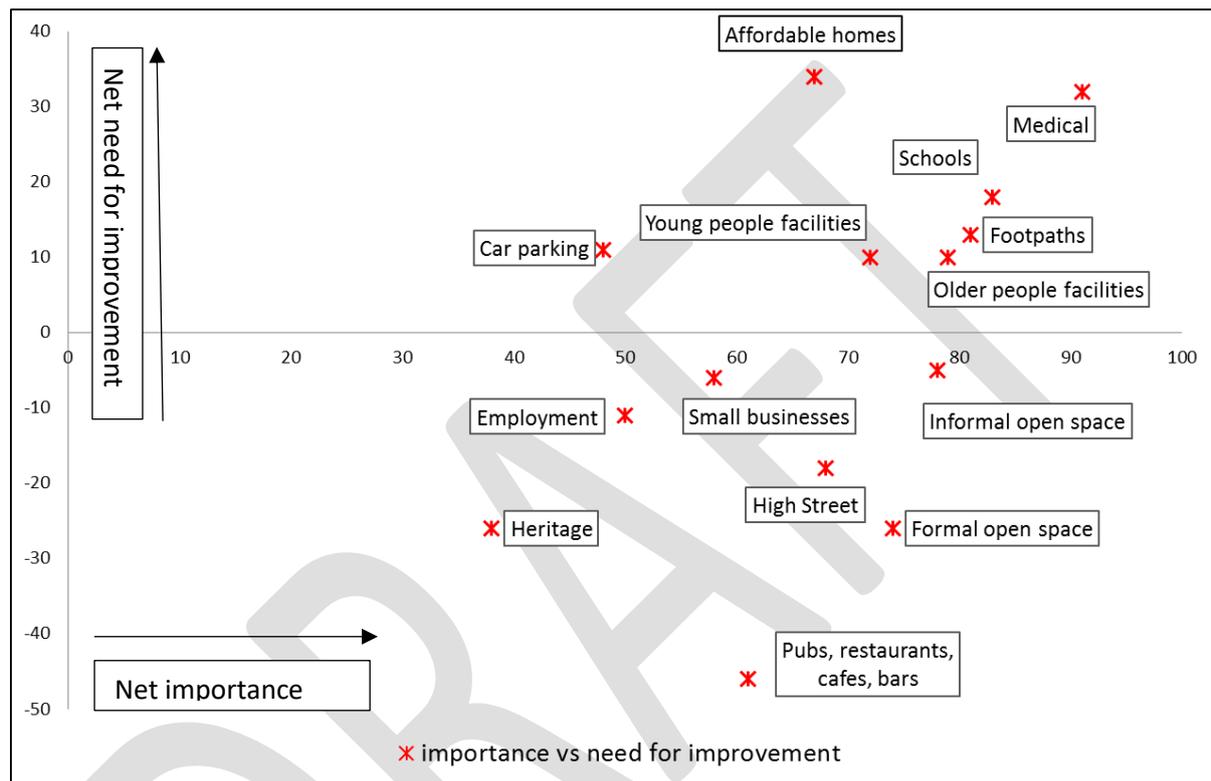
3.5. Key findings include:

- 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 the greatest proportion of respondents (54%).
- 66% of respondents think that more affordable or starter homes are needed.
- 44% of respondents don't agree with any more houses being built on green belt and 38% are willing to accept some new houses as long as there's 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% want a guided bus 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 chart above is based on the answers to the questions presented in Chapter 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 don't. 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 don't.

3.9. For example 94% of people said that medical facilities are important and 3% said they were unimportant. This gives a net importance of 91%. Similarly 54% of people said the medical facilities need to be improved and 22% said that they did not. This gives a net need for improvement of 32%.

3.10. 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.

3.11. 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 & Impington responses 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. Notwithstanding these observations, any look to the future, as this Neighbourhood Plan seeks to do, must recognise the issues that underlie this satisfaction. These are:

### 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: a village green, a parish church, a village pub, local shops etc.
- ❖ A program of activities: the Feast, Santa's Grotto, the fireworks, multiple sports events etc.
- ❖ 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 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.

### Tackling the blight of the B1049

4.5. The B1049 is one of eight major commuting routes into Cambridge. It is very busy and carries 19,362 vehicles on average per day<sup>5</sup>, just north of the A14 interchange, during the morning and evening rush hours. It bisects the community and 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 community boundary. There's an obvious pollution problem associated with so much traffic.

4.6. Because the B1049 bisects the community, many students must cross it to access Impington Village College (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.

4.7. 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.

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<sup>5</sup> Measured by Intelligent Data Collection Limited (acting as contractor to County Council running annual Northstowe ATC Survey).

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

#### **Providing sufficient (and high quality) healthcare and education**

4.9. The Community is blessed with good schools and a CQC rated excellent medical practice.

4.10. There is a shortage of primary school places and it is currently being met by temporary accommodation. However the County Council has approved plans for a new school to be built which will remove this pressure.

4.11. 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.

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

4.13. In the Big 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**

4.14. 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 whatever gaps in provision might emerge.

4.15. In the Big 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**

4.16. 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.

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

#### **Maintaining the roads, cycle paths and footways**

4.18. The County Council is responsible for the maintenance of roads, cycle paths and (most) footways and with budget constraints the thresholds which they apply before effecting repairs are higher than residents would like. It is recognised that badly maintained roads etc. are a safety hazard and that they contribute adversely to perceptions of the community and the knock-on effect which this might have on crime.

#### **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 at Drummer Street so that passengers wishing to go to Cambridge Central Railway Station or to Addenbrookes Hospital must change buses there.

4.20. The Cambridge Guided Bus route also goes through the community and provides connections to Cambridge North Railway Station (although there's only an hourly service during the day), to Cambridge Central Railway Station and Addenbrookes 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 bus route there is no easy transfer between the two services.

4.21. There is also a twice daily 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 Survey 29% of respondents rated 'provision of public transport' as a worry for the future'.

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

4.23. Cambridge is well known for its high house prices and prices in Histon & Impington are high and out of reach of the less well paid as a result. Simple two bedroomed terrace houses sell at 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.

4.24. Although about 10% of the dwellings in the community are social 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.

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

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

### **Vision**

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

4.28. 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.

4.29. It embraces many village characteristics, a green, two parish churches, village pubs, green space (both formal and informal) At the same time it's home to a business park and an industrial site which are major employers. There's also a popular high street and its population is approaching ten thousand. It is important that this balance be maintained.

4.30. The community will be 'sustainable'. There will be sufficient school places for all who want them and a GP practice which meet 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.

4.31. It 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.

4.32. 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.

4.33. It will be a diverse, inclusive and tolerant community. It will ensure that there is housing available for those with lower incomes who are in no way any less important than those who can afford the high housing prices which currently characterise the community. It will welcome all new residents and others who may visit the villages to shop, for education or any other purpose.

4.34. 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 leverages this to enable it to deliver the many and disparate elements of this vision.

### Priorities

4.35. 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.**

4.36. The Parish Council will address this priority:

Through neighbourhood plan policies which:	By working with residents to:
<ul style="list-style-type: none"> <li>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 the Histon &amp; Impington Design Statement and any future updates to this.</li> </ul>

#### **Priority 2: Successful Economy - To encourage the growth and success of the retail, leisure and other commercial businesses of the villages.**

4.37. 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 (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 their emerging and changing demographic needs.**

4.38. 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> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>support and facilitate community activities and events, for all groups and for all ages.</li> </ul>

Through neighbourhood plan policies which:	By working with residents to:
<ul style="list-style-type: none"> <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> <li>• protect and develop the facilities we already have in the village and ensure that they are accessible by all.</li> </ul>	<ul style="list-style-type: none"> <li>• communicate and provide feedback channels through all forms of media, on what is happening in the village.</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.**

4.39. 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;</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's 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.**

4.40. 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 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 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> </ul>

Through neighbourhood plan policies which:	By working with residents to:
	<ul style="list-style-type: none"> <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.**

4.41. 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- 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**

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

**Principle 1: Digital Village - Utilising the best available technology to the advantage of all**

4.43. 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**

4.44. 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 lifetime education to all our residents. It also embraces the principle of clubs and businesses being able to survive and 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**

4.45. 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 Histon & Impington.

**Principle 4: Heritage and Design - Being mindful of our history and preserving our memories**

4.46. We are what we are because of where we came from. We have a heritage of food, both primary production and manufacturing. What was the Chivers jam factory still manufactures most of the UK's 'sweet spreads' and Chivers themselves still farm in the community.

4.47. 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**

4.48. The diagram below illustrates how the priorities and principle of this NP relate to the key issues identified.

		priorities					principles		
		essential character	economic success	vibrant community	getting around	Safe, secure + successful housing for all	digital village	sustainable community	diverse and inclusive
Key Issues									
Maintaining the 'village character' of the Community	Green	Green	Green	Green		Green			
Tackling the blight of the B1049	Grey				Grey				
Providing sufficient (and top quality) healthcare and education	Green					Green			
Supporting older and young people	Yellow			Yellow		Yellow			
Addressing crime and anti-social behaviour	Yellow				Yellow				
Maintaining the roads, cycle paths and footways	Yellow				Yellow				
Improving public transport	Grey				Grey				
House prices and the shortage of affordable housing	Green					Green			

directly addressed by this Neighbourhood Plan	Green
indirectly addressed by this Neighbourhood Plan	Yellow
addressed outside this Neighbourhood Plan	Grey

## 5. Policies

This chapter presents the planning policies. The diagram below illustrates the relationship between each planning policy on the one hand and the six priorities and four principles on the other.

HIM#	policy	theme	priorities						principles				
			essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design	
HIM01	high quality design	character	■										
HIM02	interesting buildings	character	■										
HIM03	size, style & location	character	■										
HIM04	the Windmill	character	■										
HIM05	parking provision	character	■										
HIM06	commercial core	economy		■									
HIM07	the Tesco site	economy		■									
HIM08	the jam factory	economy		■									
HIM09	Vision Park	economy		■									
HIM10	Bypass Farm	community			■								
HIM11	local green space	community			■								
HIM12	valued community space	community			■								
HIM13	important natural habitats	community			■								
HIM14	walking and cycling routes	community				■							
HIM15	A14 mitigation sites	safe etc					■						
HIM16	the Infants School	safe etc					■						
HIM17	meeting local needs	housing						■					
HIM18	STATION	housing							■				
			■	policy plays a major role in responding to this priority									
			■	policy also responds to this policy or principle									

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## Priority: Essential Character

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### 5.1. HIM01 High Quality Design – Residential Development

**This policy in a nutshell:**

- Specifies design requirements specific to plan area.
- Applicable to all residential development proposals.
- Is informed by the Histon & Impington Design Guide.

#### **Context and reasoned justification**

5.2. Histon & 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 to modifications to existing buildings as the nature of demand changes.

5.3. There is no over-arching community design style to which developers should/must adhere but there is the opportunity that developments 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.

5.4. The plan area has a number of 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 twentieth century 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.

5.5. The Histon & Impington Design Guide which is available to view alongside this plan provides guiding principles for planning proposals involving:

- modifications to and extensions of existing dwellings.
- new housing estates.
- newly built single dwellings and small plot development

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

#### **Intent**

5.7. 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 responsive to the Community's needs both currently and in the future.

5.8. This policy will apply alongside the Local Plan's more strategic level design policy HQ/1: Design principles.

## The Policy

### Policy HIM01 High Quality Design – Residential Development

All residential development proposals shall contribute positively to the quality and character of Histon & Impington.

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;
- proposed extensions should not dominate the original building and context other than in exceptional cases where the existing building is of poor quality or little architectural interest in which case it would be appropriate to consider a contemporary design 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; and
- a choice of high-quality materials which reflect the existing building or, where appropriate, the context of the wider local area.

For proposals which result in the development of new housing estates this means:

- demonstrate, with a submitted Building for Life 12 assessment, that the proposed development will contribute to achieving sustainable development;
- adopt estate design and layout strategies which priorities walking and cycling and create permeable, connected, safe communities with links to amenities in the community and to other estates and residential areas;
- designing in active facades where front doors and habitable rooms overlook the street;
- careful consideration of car parking so that it does not dominate the street scene;
- creative use of landscaping and planting that enhances the public realm, creates biodiversity and increases amenity;
- where appropriate and practical to do so use public art to help reinforce a sense of place and community;
- schemes are encouraged to incorporate, where practical to do so, appropriate energy generation technology (solar PV, solar thermal, heat pumps, wind power etc.) to be energy neutral; and
- schemes are encouraged to 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.

For newly built single dwellings or small plot developments this means:

- the proposals should be in scale with its neighbours;
- where existing design context is of high design quality, the proposals should seek to be in keeping with it;
- where the existing design context is poor, a new proposal provides an opportunity to strengthen quality and provide a precedent for future development; and
- new and innovative housing construction models are encouraged.

**Policy HIM01 High Quality Design - Residential Development continued**

All proposals are expected to:

- be informed by design guidance set out in the Histon & Impington Design Guide, the South Cambridgeshire District Council’s Householder Design Guide and any documents which supersede these;
- respond to the needs of residents to manage their waste, access their cycles, park their cars and report their utility usage; and
- provide super high speed (as a minimum) broadband connections.

**Map**

5.9. Not required. The policy refers to the Community in its entirety.

**Supporting Evidence**

5.10. This policy reinforces local and national policy

**Links to local policy**

- Chapter 5 of the South Cambridgeshire Local Plan (delivering high quality places) and especially policy HQ/1: Design Principles

**Links to national policy**

- Section 12 of the NPPF 2018
- Paragraph 112 of the NPPF 2018 (Section 10)

**Links to priorities and principles**

priorities					principles				
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

## 5.11. HIM02 Interesting Buildings

### This policy in a nutshell:

- Clarifies that the Interesting Buildings which have been identified in Histon & Impington will be considered as non-designated heritage assets.
- This means that the importance of preserving the historic importance of these buildings will be considered in the decision-making process.
- 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).
- The Interesting Buildings are detailed under the policy and the reasons for their identification is available on the website.

### Context and reasoned justification

5.12. There are many interesting buildings in Histon & Impington which are not listed, but which nonetheless are a part of its heritage and which the community would be loath to lose. This policy does not prohibit their redevelopment but establishes guidelines to enable it to take place without depriving the community of these assets.

5.13. The list of interesting buildings has been developed and maintained by the Histon and Impington Village Society and includes recent buildings as well as some from previous generations.

5.14. We are very fortunate that our two villages have such a fine portfolio of excellent buildings of character and interest. A number of our buildings are already officially listed and they do not form part of the Interesting Buildings list.

5.15. The Village Society has identified a number of buildings in Histon & Impington which are of special local interest. This list contains buildings that are of architectural or historical significance or both. Each building has been photographed and a description of why they are significant has been added. This document is accessible via our Evidence Base (Appendix I).

5.16. This policy applies to all buildings that are on the Interesting Buildings list. This list is shown below the policy but could be updated, subject to public and stakeholder consultation, during the plan period.

### Intent

5.17. The community is proud of its heritage and we want to ensure that significant buildings on the list are not lost or re-developed in a way that would negatively impact on their architectural significance. We want to protect these non-designated heritage assets.

### The Policy

#### Policy HIM02 Interesting Buildings

The buildings on the Interesting Buildings list shown below have been identified as non-designated heritage assets.

Proposals should seek to preserve or enhance the significance of the heritage assets.

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.

Map 9: interesting buildings



## List of Interesting Buildings

Interesting Buildings in Histon	Interesting Buildings in Impington
<ul style="list-style-type: none"> <li>• 9 CHURCH STREET, VICTORIAN SLAUGHTER HOUSE</li> <li>• 10 CHURCH STREET, BELL COTTAGE AND FORMER BLACKSMITH'S FORGE</li> <li>• 1 HIGH STREET, THE BREWHOUSE AT THE BOOT</li> <li>• 7 HIGH STREET, THE BARLEY MOW</li> <li>• 25 HIGH STREET, WALL OF THE GARDEN OF THE GABLES</li> <li>• 3 NARROW LANE, VIOLET COTTAGE</li> <li>• 14 SCHOOL HILL, BROOK HOUSE</li> <li>• 14 CHURCH STREET, VICTORIA HOUSE</li> <li>• 53 COTTENHAM ROAD, PRIMES HOUSE</li> <li>• 2 CHURCH STREET</li> <li>• 1 COTTENHAM ROAD, ORCHARD HOUSE</li> <li>• 39 COTTENHAM ROAD</li> <li>• 20 GLEBE WAY, BROOKSIDE</li> <li>• 27 - 32 HIGH STREET, THE RED LION</li> <li>• 28 HIGH STREET, VINE COTTAGE</li> <li>• LAWSON CLOSE, 7 – 10</li> <li>• 3 NEW SCHOOL ROAD, THE INFANT SCHOOL</li> <li>• 1, 3, 9 &amp; 11 PARK AVENUE</li> <li>• PARK LANE, ABBEY FARM</li> <li>• 3 SCHOOL HILL, OLD CHURCH SCHOOL FAÇADE</li> <li>• 18 STATION ROAD, MAVIS BANK</li> <li>• 27 STATION ROAD, GROVE COTTAGE</li> <li>• 45 STATION ROAD, THE OLD SURGERY</li> <li>• 47 STATION ROAD, ALDWYCK</li> <li>• 63 STATION ROAD</li> <li>• 76, 78 and 80 STATION ROAD</li> <li>• STATION ROAD, HISTON RAILWAY STATION</li> <li>• 15 WEST ROAD, AVONDALE</li> </ul>	<ul style="list-style-type: none"> <li>• BURGOYNE'S HOUSE, BURGOYNE'S ROAD</li> <li>• 40 CAMBRIDGE ROAD, THE PALMS</li> <li>• 44 CAMBRIDGE ROAD, CAWCUTT'S</li> <li>• 1 CLAY CLOSE LANE</li> <li>• 45 IMPINGTON LANE, RED HOUSE</li> <li>• 46 IMPINGTON LANE, OAKDENE</li> <li>• 1 MILTON ROAD, BURGOYNE'S FARM</li> <li>• NEW ROAD SOUTH, THE CROSSING KEEPER'S HUT</li> <li>• THE RAILWAY CROSSING KEEPER'S HUT</li> <li>• NEW ROAD, 'CONCERTINA' HOUSE AND GATEWAY</li> <li>• 135 STATION ROAD, THE RED HOUSE</li> <li>• STATION ROAD, THE RAILWAY VUE</li> </ul>

### Supporting Evidence

#### Links to local policy

- South Cambridgeshire Local Plan Chapter 6 Protecting and enhancing the Natural and Historic Environment especially policy NH/14: Heritage Assets

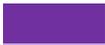
#### Links to national policy

- Section 16 of the NPPF 2018

#### Links to priorities and principles

	priorities			
essential character	economic success	vibrant community	getting around	safe, secure and successful
				housing for all

principles		
digital village	sustainable community	diverse & inclusive
		heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this policy or principle

DRAFT

## 5.18. HIM03 Size, Scale and Location of New Housing

### This policy in a nutshell:

- supports, in principle, new residential proposals within the existing built up boundary (this will be subject to other policy constraints in the plan area);
- provides additional criteria for Green Belt residential development proposals in the event that they are considered acceptable when assessed against Local Plan and national policies;
- applies to all residential proposals in the plan area.

### Context and reasoned justification

5.19. Histon & 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. Of these, 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 there has been a planning permission for residential development on this site.

5.20. Informed by the site assessment work, the submitted Local Plan resulted in one housing allocation within Histon & Impington and this is set out in Local Plan Policy H/1d. This policy allocates a 1.21 hectare area of scrub land and improved grassland to the north of Impington Lane for the development of 26 dwellings. The site is completely within the green belt.

5.21. With the presence of green belt over much of the Neighbourhood 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.

5.22. There are no obvious opportunities for the development of new housing estates in Histon & Impington because of the tightness of the green belt around it. However, it is also acknowledged that the Plan will be in place up to 2031. If developers find ways to bring such opportunities forward it is important the neighbourhood plan provides an appropriate decision-making framework. The policy considers that developments of a maximum (approximately) 50 units would, in principle, be considered reasonable depending on site constraints. Schemes higher than this threshold are considered to be out of keeping with the way that the built environment has developed over time in the villages.

5.23. 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 5.10).

5.24. 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 village without detracting from the historic environment;
- will create more opportunities for affordable housing (sites of 10 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 will more likely remain intact; and
- will allow for essential infrastructure to develop alongside increased housing.

5.25. It is important that all proposals are supportive of the essential character of the Community. This character embodies:

- a well-defined community with most (90% plus) development within 800m of the two village centres;
- a heterogeneous community with no single dominant estate; and
- a clear separation from Cambridge and adjacent communities by virtue of the A14 and the green belt respectively.

5.26. The Chartered Institute of Highways & Transport suggests 800 metres as being within easy walking distance for able-bodied adults.

5.27. Infill development within the settlement boundary that does not harm the character and setting of the Plan area will be supported.

### **Intent**

5.28. 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 built-up area. In the event that proposals outside the existing development framework are accepted in principle when assessed against Local Plan and national policies, the Neighbourhood Plan specifies the following requirements:

- entry to the estate is no further than 800m, by a safe and direct walking and cycling route, from one of the two community centres\*; and
- the proposal clearly relates to the existing pattern of development in Histon & Impington

For all proposals, an appropriate level of infrastructure (necessary to meet the needs of the development), including education provision and capacity at GP services must be available or provided to serve the proposed development.

Developments of more than 50 units are considered by the community to be out of character with the existing built form and are not supported.

Developments should be designed to enhance or at least to maintain, walking and cycling routes

and public access to open green spaces.

\*See map in Section 2 showing the 2 community centres.

### Map

Not required. The policy refers to the Community in its entirety.

### Supporting Evidence

5.29. The survey results showed that the community supports development of single plots and smaller developments.

5.30. 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.

**Link to local policy: NA**

**Link to national policy: NA**

### Links to priorities and principles

priorities					principles				
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

### 5.31. HIM04 The Windmill

#### This policy in a nutshell:

- resists development proposals which will lead to further loss of wind to the Impington Windmill;
- specifies that all development within a zone to the west of the windmill should be supported by an assessment that measures impact of wind loss to the Windmill; and
- is applicable to proposals that fall within the zone but potentially to other development beyond this zone to the west (if development proposals are of a substantial size).

#### Context and reasoned justification

5.32. Histon & Impington is a mixed community in many respects and one such is the distribution of buildings of different ages throughout the villages. There is no 'historic quarter' as such although there are many listed buildings and many more of local interest. The former are protected by national rules, the latter by HINP2 interesting buildings.

5.33. The Windmill is a listed building and, together with the areas immediately to the west, is located in a designated Protected Village Amenity Area (PVAA) . Emerging Local Plan Policy NH/11 PVAA does not permit *development within or adjacent to these areas if it would have an adverse impact on the character, amenity, tranquillity or function of the village*. But current rules do not go far enough in ensuring that it can remain a working mill.

5.34. South Cambridgeshire District Council have long given their support to the restoration of the Windmill. For example in 1985, they made available a grant for emergency repairs and in 2008 they awarded "Best Historic Building Restoration 2007/8" after the current owner had built and fitted new sails.

5.35. All the buildings in the Crescent area are subject to a covenant precluding the subdivision of the plots. This covenant is designed to prevent further wind loss to the mill and to maintain the views of the mill.

5.36. Due to the trees and buildings east of Cambridge Road, the windmill cannot be operated when the wind has an easterly component. Therefore, housing developments in this direction have little added impact on the operation of the mill. Operation of the windmill is dependent on wind from the west.

5.37. 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 deliberately sited in unpopulated areas. Consequently, there are few sources which show authoritatively what the effect of an obstruction such as a house or a tree is 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 rules. The wakes spread out and gradually decay, reducing the effective wind speed downstream. The wakes are not smooth, having vortices shedding from the edges of the obstacle and travelling downwind, producing the effect of gustiness. This is referred to as turbulence.

#### The Molen Biotoop Method

5.38. In Holland, in contrast to the UK, there is an established method of assessing the impact of obstacles on the wind flow to windmills. The method is referred to as the "Molen Biotoop" 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 proven to give a realistic assessment of the effects.

5.39. This method defines how to calculate the effect on the wind flow of an obstacle placed at a distance from a windmill.

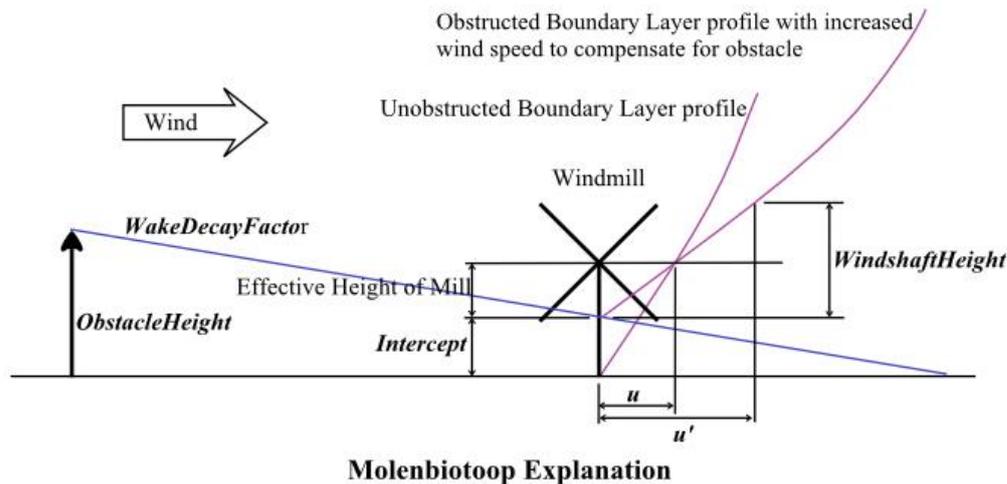


Figure 1 - Provided by Mr Temple 2018

[http://www.priorsflour.co.uk/wp-content/uploads/2017/08/Wind-Study-Fosters-Mill-Planning-Application-17\\_01208\\_OUM-Rev2.pdf](http://www.priorsflour.co.uk/wp-content/uploads/2017/08/Wind-Study-Fosters-Mill-Planning-Application-17_01208_OUM-Rev2.pdf)

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

5.40. The zone chosen for HINP4 takes a 400m semi-circle based on the mill and to the west. This is the distance specified in the Molen Biotoop method.

5.41. This policy incorporates what is regarded as best practice in the Netherlands and ensures that no development in the community can take place which would prejudice its ability to continue to operate as a working mill. The Windmill in Impington 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.

5.42. Compared with the environment when the mill 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 mills elsewhere, this is the boundary of viability. At 25% of available time, a committed miller can make a mill self-supporting<sup>6</sup>. Further loss of wind would mean that the mill cannot be self-supporting, so would continue to be a drain on its owner's purse or would be lost as a working mill.

5.43. 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.

<sup>6</sup> As, for example, at Fosters Mill in Swaffham Prior

5.44. Note that the impact of the policy is likely to be that no two storey/chalet bungalow type building will be permitted within the PVAA, and no redevelopment resulting in buildings over two storeys in the policy area. Multi-storey blocks to the west of the policy area may well have a sufficient impact to be covered by the policy.

5.45. 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.

### Intent

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

### The Policy

#### Policy HIM04 The Windmill

Development proposals will not be supported if they would cause further loss of wind to Impington Mill at Cambridge Road.

Planning applications relating to new structures in the zone shown on the map below shall be accompanied by an assessment that measures impact on wind loss to the mill. The Molen Biotoop method should be used in the assessment.

Trees within the policy area

- should not be covered by tree preservation orders, or where existing orders are in place, trimming of the height should always be permitted.
- no "shelter belts" or other concentrated planting of trees will be permitted.

**Map 10: the Windmill. See next page**

### Supporting Evidence

Please refer to policy HIM02 interesting buildings.

**Links to local policy: NA**

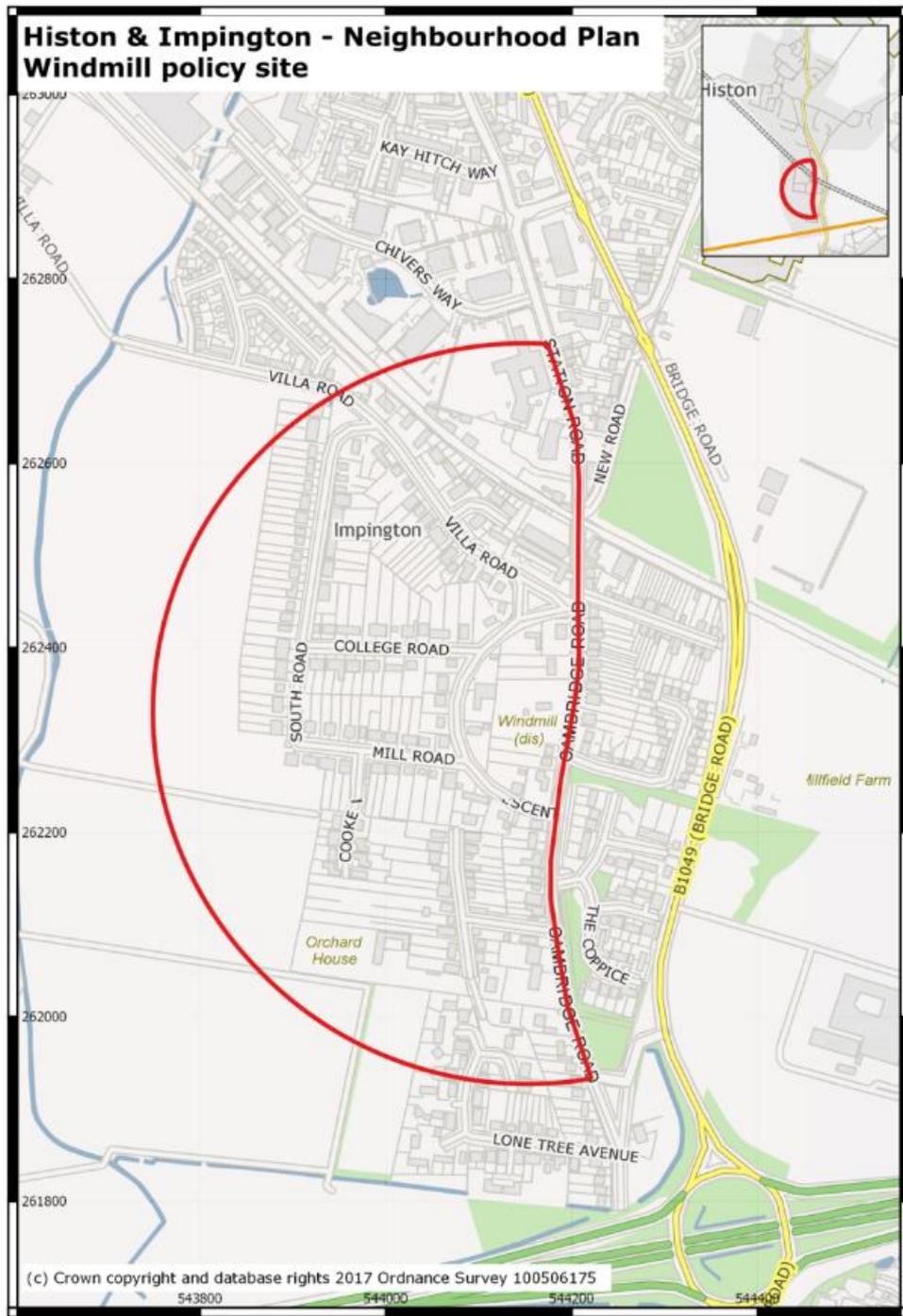
**Links to national policy: NA**

### Links to priorities and principles

priorities					principles				
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

Map 10: the Windmill



## 5.47. HIM05 Parking Provision for cars and cycles

### This policy in a nutshell:

- provides car parking and cycle parking standards in addition to those required by the emerging Local Plan
- applies to all development proposals in the plan area

### Context and reasoned justification

5.48. 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.

5.49. In addition, as reported by ONS <http://bit.ly/2KR2Umi> a growing number of young people (20-34) continue to (or return to) live with their parents. And are likely to want, or need, a car of their own.

5.50. We also recognise that, as with much of Cambridgeshire, Histon & Impington roads were not designed for the current levels of car ownership and usage. There are, as a result, roads in the settlement that:

- Are bus transport routes (both public service and also private taking students to IVC)
- Already have significant levels of Traffic Regulation Orders in place
- Already have levels of on street car parking such that further on street parking would be unacceptable (e.g. 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)

5.51. And also, we 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.
- 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.

5.52. Manual for Streets reports surveys indicating a maximum garage usage for parking of just 45%, and a minimum of 36%. In a study undertaken for Essex CC by Mouchel the reported figure was just 22%.

5.53. Furthermore, we recognise that trades and crafts people and 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.

5.54. 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.

5.55. Policy TI/3 Parking Provision in the South Cambridgeshire District Council Local Plan requires parking provision to be provided in accordance with indicative standards provided in Figure 12 of that document. The policy also requires cycle parking to be provided to at least the minimum standards set out in Figure 12. 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 [Local Plan 2006](#) include cycle parking standards for residents, employees and visitors.

5.56. Histon & Impington is within easy cycling distance of Cambridge and have 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.

### **Intent**

5.57. 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 different approach with regard to on and off curtilage parking appropriate to context of the plan area. The policy also supports the standards set by South Cambridgeshire District Council for cycle parking but incorporates additional requirements for cycle parking.

## Policy HIM05 Parking Provision

The Neighbourhood Plan supports the indicative car parking standards and the minimum cycle parking standards set out in Policy T1/3 and Figure 12 of the Local Plan subject to the additional requirements being met:

### Car Parking

On restricted streets (identified below) all parking provision (including for visitors, customers and any business vehicles) must be provided within the curtilage.

#### Non-restricted streets

- Curtilage parking must be provided wherever possible
- Limited visitor/customer parking on street may be acceptable

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

Visitor parking - residential properties. Provision for parking for visitors should be made.

#### Dimensions:

Garage - minimum size 6m x 3m; preferred width for doors 2.35m, minimum acceptable 2.25m. To allow garage doors to be opened and closed garages must be preceded by a driveway at least 6.0m long if the driveway is to be counted as a parking space.

Parking spaces - cars, minimum size 5m x 2.5m; vans, minimum size 7.5m x 3.5m (Mercedes Sprinter up to 7.345m; Ford Transit up to 6.4m)

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

### Cycle Parking

Minimum cycle parking standards are set out in the Figure below. Requirements shown in red text are those that are in addition to the standards provided in Figure 12 of the Local Plan.

Safe and secure cycle parking will be provided for visitors/customers and employees.

Specifically, cycle parking should be:

- Conveniently sited - All residential cycle parking should be sited in a manner that encourages the use of a cycle as first choice for short trips.
- Accessible and easy to use - The facilities provided should 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 should 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 and attractive

The space between cycle stands and the positioning of stands must allow for ease of use and access and not put cyclist in conflict with either pedestrians or vehicles. Cycle racks or stands should conform to the design and dimensions provided in the [City Council Best Practise guide](#). Notable points:

- Sheffield or Rounded A stands should be used.

Stands should be 1000mm apart.

Use Class/nature of activity	Indicative Car Parking Provision (gross floor area)	Notes (cars et al)	Minimum Cycle Parking Provision (gross floor area)	Additional Cycle Parking provision for Visitors
<b>RETAIL AND FINANCIAL SERVICES</b>				
<b>A1: Retail (food)</b>	1 space per 14m <sup>2</sup>	Most single shops need short stay parking in front of shop. Rear parking for longer stay/staff parking. Where on-site parking is not possible 1 space per 28m <sup>2</sup> sales area is a good average for increase in on-street parking demand in peak times	1 space per 25m <sup>2</sup>	
<b>A1: Retail (non-food)</b>	1 space per 20m <sup>2</sup>		1 space per 25m <sup>2</sup>	
<b>A1: Retail Warehouses</b>	1 space per 25m <sup>2</sup>		1 space per 25m <sup>2</sup>	
<b>A2: Financial and professional services</b>	1 space per 25m <sup>2</sup>		1 space per 30m <sup>2</sup>	To include some visitor parking
<b>FOOD AND DRINK</b>				
<b>A3: Restaurants, snack bars, cafes and roadside restaurants*</b>	1 space per 5m <sup>2</sup>	*Roadside restaurants on trunk roads or other main roads, often attached to petrol stations	1 space per 10m <sup>2</sup>	
<b>A3: Transport Cafes</b>	2 lorry spaces per 3 seats	Essential all commercial vehicles can enter and leave the site in forward gear		
<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>A5: Take-aways (hot food)</b>	On merit		On merit	

Use Class/nature of activity	Indicative Car Parking Provision (gross floor area)	Notes (cars et al)	Minimum Cycle Parking Provision (gross floor area)	Additional Cycle Parking provision for Visitors
<b>A: Sui Generis</b> (including retail warehouse clubs, laundrettes, amusement centres)	7 spaces per 10 employees		On merit	
<b>A: Sui Generis</b> (including shops selling/displaying motor vehicles, taxi/car hire business, petrol filling stations)	1 space per 45m <sup>2</sup> display area, 1 per staff, 1 per 35m <sup>2</sup> for motor service centre and 1 per 20m <sup>2</sup> retail floor area at petrol filling station plus space for requirements of servicing		On merit. Some secure provision for hire businesses	
<b>BUSINESS</b>				
<b>B1: Business</b>	1 space per 25m <sup>2</sup> (under 2,500 m <sup>2</sup> ) 1 space per 30m <sup>2</sup> (over 2,500m <sup>2</sup> )		1 space per 30m <sup>2</sup>	
<b>B2: General Industrial</b>	1 space per 50m <sup>2</sup>		1 space per 40m <sup>2</sup>	
<b>B8: Storage and Distribution</b>	1 space per 100m <sup>2</sup>	Provision should take account of duration of storage	On merit	
<b>COMMUNAL ACCOMMODATION</b>				
<b>C1: Hotels</b> (including hotels, boarding and guest houses)	13 spaces per 10 guest bedrooms	Include staff parking and allowance has been for use of bars, restaurants and function room by general public	1 space per 2 members of staff working at the same time	2 spaces for every 10 bedrooms
<b>C2: Residential Institutions</b> (hospitals)	1 space per 4 staff plus 1 per 3 daily visitors		To be determined according to the needs of each proposal	

Use Class/nature of activity	Indicative Car Parking Provision (gross floor area)		Notes (cars et al)	Minimum Cycle Parking Provision (gross floor area)	Additional Cycle Parking provision for Visitors
<b>C2: Residential Institutions</b> (nursing/convalescent homes)	1 space per residential staff plus 1 per 3 bed spaces Reserved space for an ambulance			1 space per 2 staff working at the same time	1 visitor space for every 10 residents
<b>C2: Residential Institutions</b> (residential schools and colleges)	On merit			On merit	1 visitor space for every 5 bed spaces
<b>C3: Residential Dwellings</b>	Bedrooms	Spaces	Additional provision will be needed for visitors, service vehicles, salesmen	1 space per bedroom	Some level of visitor cycle parking, in particular for large housing developments
	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 room	
<b>COMMUNITY FACILITIES</b>					
<b>D1: Non-residential institutions</b> (pre-schools, crèches and nurseries)	1.5 spaces per 2 staff			1 space per 2 staff working at the same time	1 visitor space per 5 children
<b>D1: Non-residential institutions</b> (primary & secondary schools)	1 space per 2 staff plus waiting facilities /1.5 spaces per classroom			A rate of 50% for pupils over 5 and 75% for pupils over 12 years ; 1 space for every 2 members of staff	

Use Class/nature of activity	Indicative Car Parking Provision (gross floor area)	Notes (cars et al)	Minimum Cycle Parking Provision (gross floor area)	Additional Cycle Parking provision for Visitors
<b>D1: Non-residential institutions</b> (non-residential colleges)	1 space per 2 staff plus 1 space per 15 students		University development/Higher education 100% for the number of students using the building at any one time; 1 space for every 2 members of staff	
<b>D1: Non-residential institutions</b> (health centres and clinics)	1 space per 2 staff plus 2 per consulting room		2 spaces per consulting room; 1 space for every 3 professional staff	
<b>D1: Non-residential institutions</b> (churches)	1 space per 4 seats or 1 per 8m <sup>2</sup>	If site include church hall, use D2 public assembly standard)	1 space per 15m <sup>2</sup>	
<b>D2: Assembly and leisure</b> (places of public assembly including village halls and community centres)	1 space per 4 seats or 1 per 8m <sup>2</sup>	Facilities which serve a wider hinterland rather than a primarily local function should be assessed on merit	1 space per 3 seats	
<b>D2: Assembly and leisure</b> (cinemas/conferences)	1 space per 5 seats		1 space per 3 seats	
<b>D2: Assembly and leisure</b> (leisure)	1 space per 22m <sup>2</sup> (over 1,000m <sup>2</sup> )		1 space per 25m <sup>2</sup> (net floor area) and for every 15 seats for spectators	

## Map

5.58. Not required. This policy relates to the Community in its entirety

## Supporting Evidence

5.59. As at time of writing the restricted streets in the plan area are:

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

The Cambridge City Parking Guide for new Residential development available at [https://www.cambridge.gov.uk/sites/default/files/docs/CycleParkingGuide\\_std.pdf](https://www.cambridge.gov.uk/sites/default/files/docs/CycleParkingGuide_std.pdf)

### Links to local policy

- South Cambridgeshire Local Plan Policy TI/3 Parking Provision and Figure 12

### Links to national policy

- Paragraphs 105 and 104 (d) of 2018 NPPF

### Links to priorities and principles

priorities						principles			
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

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## Priority: Successful Economy

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### 5.60. HIM06 Commercial Core

#### **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
- is applicable to all development proposals that come forward in the commercial core which is defined on Map 11.

#### **Context and reasoned justification**

5.61. You can't legislate for success but this policy is proposed to make it as easy as possible for the High Street to continue to be successful and flourish. It 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 it to be developed without reducing its retail and leisure contribution to the community.

5.62. 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.

5.63. 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.

5.64. 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**

5.65. 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. 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.

5.66. 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.

5.67. We consider there to be potential for an improved situation where private customer car parks (e.g. designated car parking for specific shops) is used more efficiently (with fewer vacant spaces), reduce the extent to which commuters use up car park spaces all day and increasing the provision of essential short-term parking for short term parking for retail and business customers

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

5.68. 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 emerging 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. Emerging Local Plan Policy SC/3: Protection of Village Services and Facilities resists proposals which would result in the loss of village services including village pubs, shops, post offices, bands and building societies, community buildings and meeting places or health facilities.

5.69. Policy HIM17 in this plan however is also relevant since it includes policy wording specific to the protection of village services in the station area.

### **Intent**

5.70. 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.

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

5.72. The policy refers to main town centre uses which is defined in the glossary of the NPPF.

### **The Policy**

#### **Policy HIM06 Commercial Core**

The area shown in Map 11 below is designated as the Histon & Impington commercial core. 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:

- provision of bicycle parking and allocated car parking in line with Policy HIM05;
- retail and other use categories that support and strengthen the existing diverse nature of the High Street;
- where applicable, utilising opportunities to improve the organisation of car parking (for example by increasing accessibility to off street parking spaces whilst also protecting the interests of local businesses);
- maintaining ease and efficient access for large delivery vehicles as appropriate; and
- where applicable, maximising opportunities to connect parking spaces through joint working with individual 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.

**Map 11: the High Street. See next page**

**Supporting Evidence**

**Links to local and national policy**

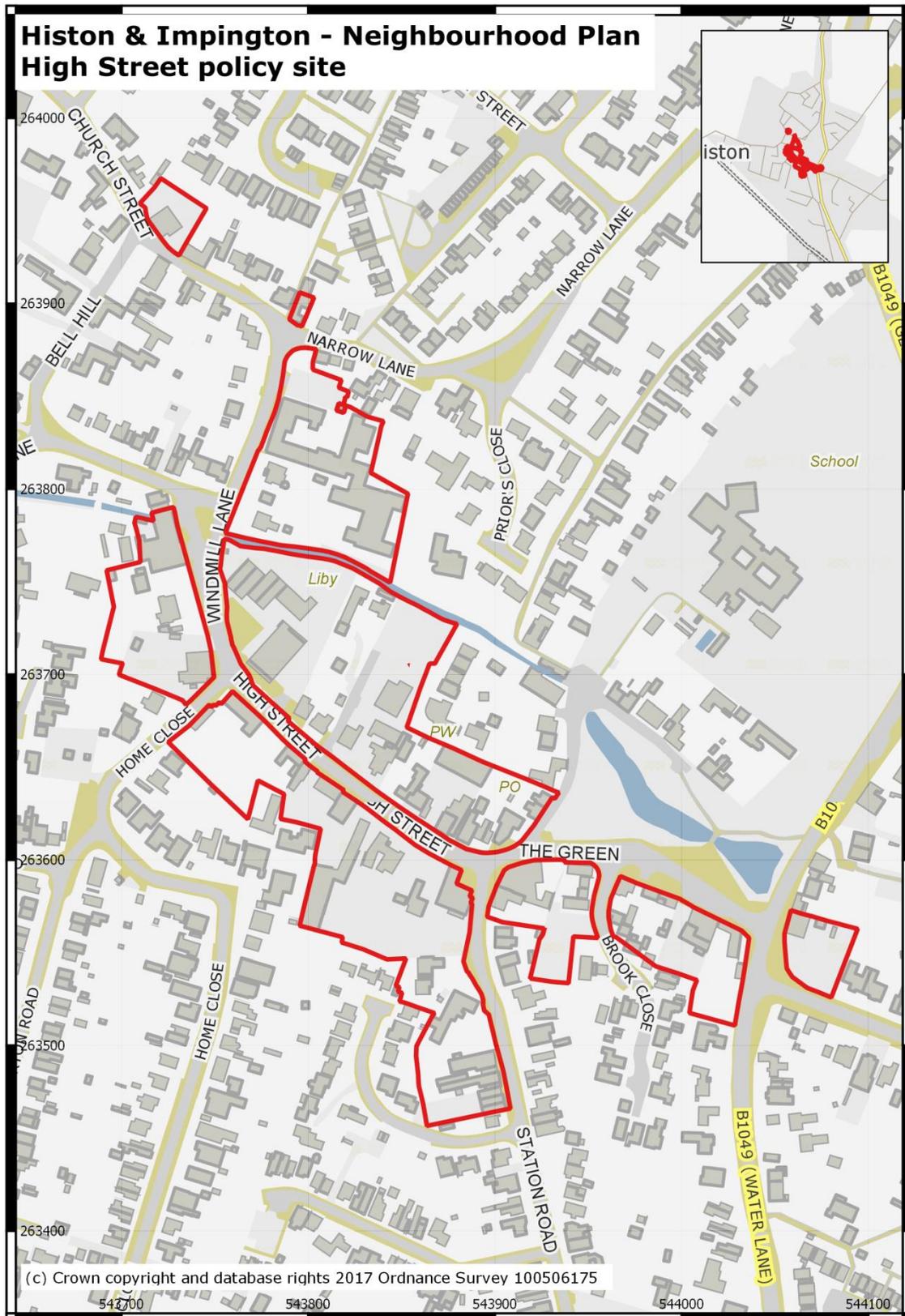
- South Cambridgeshire Local Plan Policy SC/3: Protection of Village Services and Facilities,
- Links to national policy: Chapter 7: Ensuring the vitality of town centres NPPF 2018

**Links to priorities and principles**

priorities						principles			
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

 policy plays a major role in responding to this priority  
 policy also responds to this policy or principle

Map 11: the High Street.



### 5.73. HIM07 The Tesco Site

#### **This policy in a nutshell:**

- identifies a site currently home to Tesco Express, Histon Library, an Indian restaurant and a small print business as an opportunity for retail-led redevelopment;
- requires the re-provision of shops and 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 the map

#### **Context and reasoned justification**

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

5.75. 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 the developer. The Tesco site is at the western end of the High Street and includes a Tesco Express, Histon Library, an Indian restaurant, a small print business and, at present, a vacant unit formed around an underutilised green space. There is significant but unstructured and uncontrolled parking and a boundary along the Brook. The site is single story, it was developed in the 60s and the buildings are of the era. The site also faces the key High Street and community assets of the St. Andrews Centre and the Red Lion setting a potential framework for a vibrant social and commercial hub centred on the public open space.

5.76. 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 not needing to travel to stores in other locations. It is also of benefit to residents by providing an excuse/opportunity to walk and for social engagement.

5.77. Improving the relationship between the ground floor commercial uses and the adjacent open space will enhance the 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 realm and also improve natural surveillance and security, as will potential residential use to 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.

#### **Intent**

5.78. We wish to retain the Tesco site for retail activity.

5.79. 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 parking footprint. Proposals to add a second floor of one- and two-bedroom flats will be supported subject to the conditions set out below.

## The Policy

### Policy HIM07 The Tesco Site

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

Retail-led redevelopment incorporating other main town centre uses. Residential uses, in particular one- and two-bedroom flats are considered appropriate on this site above ground floor level.

Any redevelopment should also:

- Improve the relationship of the buildings with the associated green space and surrounds with a thoughtful 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;
- Improve the organisation and layout of customer car parking on site;
- Enable 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.

### Map 12: the Tesco Site. See next page

### Supporting Evidence

Refer to HINP06 Commercial Core

### Links to local policy:

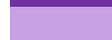
- South Cambridgeshire District Council Local Plan Policy SC/3 protection of village services and facilities

### Links to national policy: NA

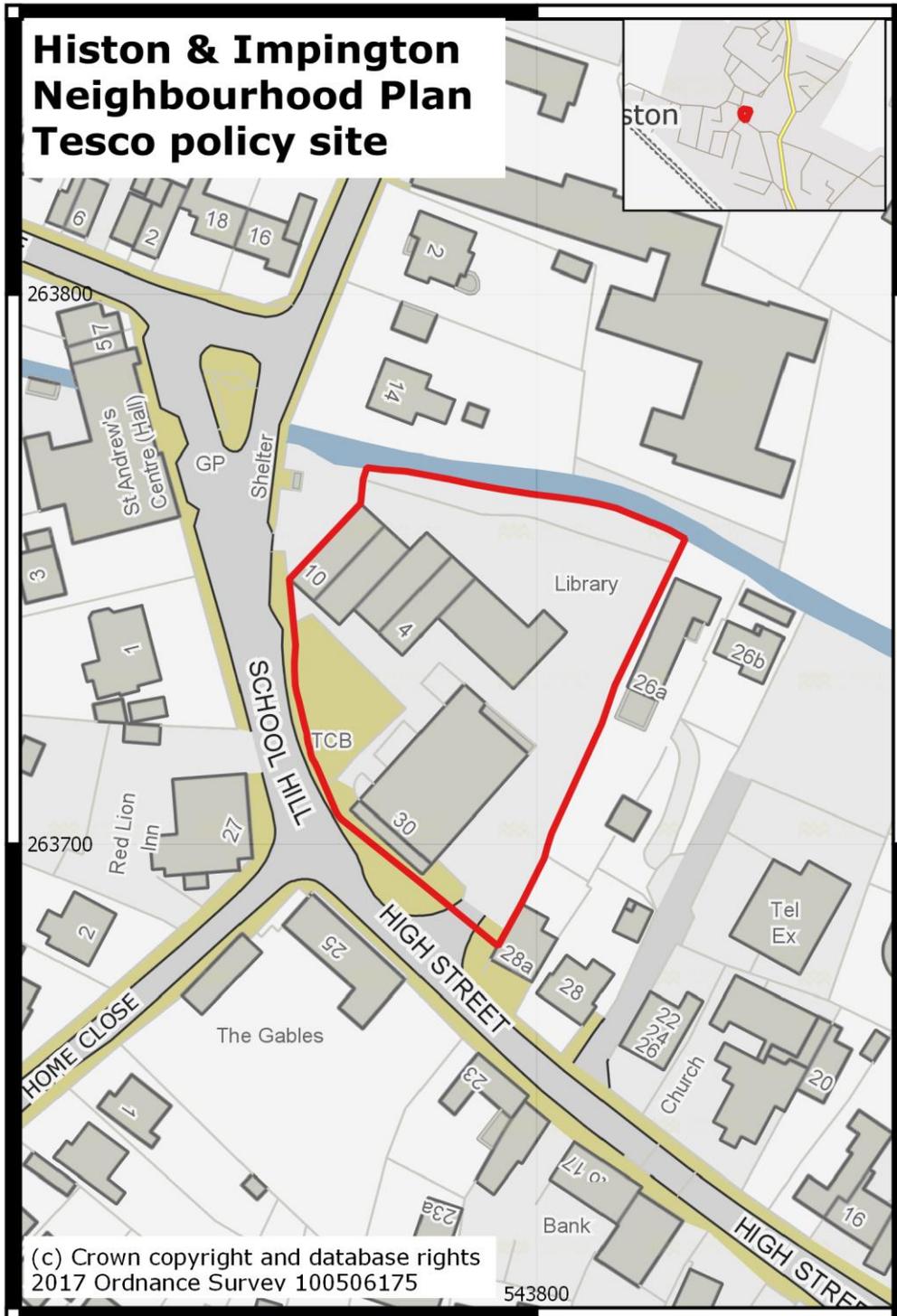
### Links to priorities and principles

priorities					
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all

principles			
digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

Map 12: the Tesco Site



## 5.80. HIM08 The Jam Factory

### This policy in a nutshell:

- safeguards the existing jam factory site as an employment 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 the map

### Context and reasoned justification

5.81. 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 and, over time, has been rationalised so that the current modern jam factory is all that now remains. Its owners will of course make decisions consistent with the interests of their shareholders and company values and this policy does its best to guide this so that decisions can also be in the best interests of the community.

5.82. 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.

5.83. 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 also provides employment to individuals with different skills from machine operators to the more desk based/knowledge/scientific work in the factory area (and elsewhere on Vision Park).

5.84. 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 economy.

5.85. If the current business were to vacate the site and no other business came forward to run 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, at the loss of "blue collar" employment opportunities.

5.86. 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.

### Intent

5.87. To retain the jam factory site primarily as an employment site because it makes a critical contribution to the sustainability of the community.

5.88. Development of part of the site for housing will be supported provided there is no loss in the overall level of employment.

5.89. 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.

## Policy HIM08 The Jam Factory

Land shown on the map below is safeguarded for employment use.

Development proposals will be supported where they maintain or increase the level of employment and where residential amenity in the adjacent residential areas is maintained. A key consideration in any proposal is the biodiversity value of the wildlife-rich scrub in the western part of the site which is ecologically linked with the adjacent site 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 Bus stop and for cyclists to and from the Guideway;
- Improve cycle parking provision and car parking provision in line with standards set out in Policy HIM05
- Include 'greenways' open to allow members of the public to walk through from Chivers Way to the Community Orchard on Manor Field and to the High Street.

A green separation between the 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 the proposed homes are suitable for independent living and built to the accessible and adaptable dwellings (M4(2) standard);
- will meet 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);
- and subject to residential amenity of existing and future occupiers of homes not being adversely affected by neighbouring employment uses.

### Map 13: the Jam Factory. See next page

#### Links to local policy

- South Cambridgeshire Local Plan Chapter 2: spatial strategy, 2.51 rural centres.
- This policy has been prepared with regard to policy E/14 in the emerging Local Plan.

#### Links to national policy

Chapter 6 Building a strong, competitive economy. Paragraphs 83 and 84 of the NPPF 2018.

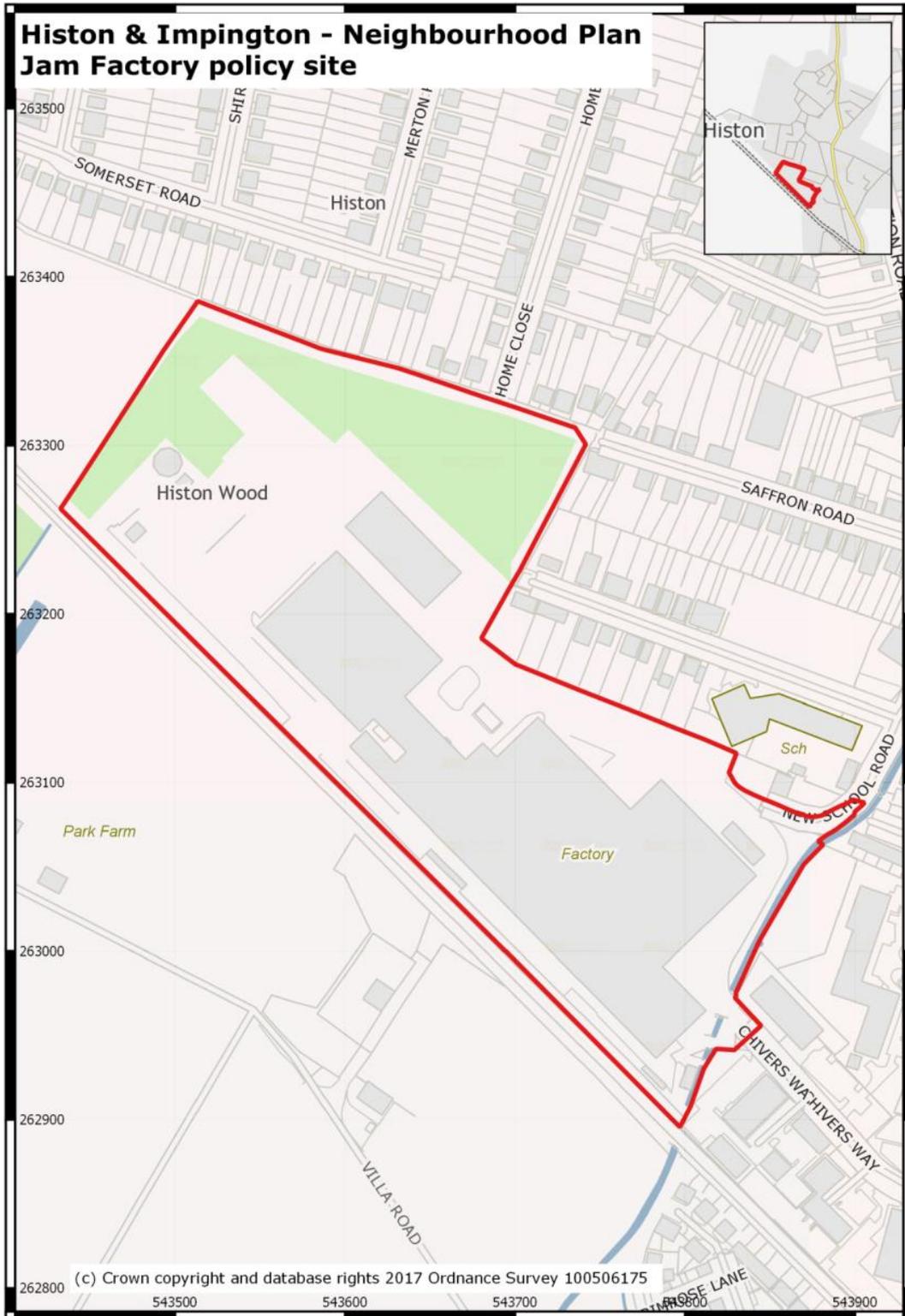
#### Links to priorities and principles

priorities					
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all

principles			
digital village	sustainable community	diverse & inclusive	heritage & design

- policy plays a major role in responding to this priority
- policy also responds to this policy or principle

**Map 13: the Jam Factory**



## 5.90. HIM09 Vision Park

### This policy in a nutshell:

- safeguards Vision Park as an employment site

### Context and reasoned justification

5.91. This site is a business park built on parts of the former Chivers factory. It is a major employer and enjoys good transport links because of its proximity to the guided Busway route which now connects it directly to Cambridge North station.

5.92. Its current owners, of which there are several, will of course make decisions consistent with the interests of their shareholders and company values and this policy does its best to guide this so that it can also be in the best interests of the Community.

5.93. For the purpose of this policy this site also includes the offices on both sides of Station Road between the guided Busway route and Chequers Road.

5.94. 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.

5.95. It is conveniently served by the guided Busway and the park is within easy walking distance of the High Street.

5.96. It is the place of employment of some 2,000 people and thereby contributes directly to the economy of the community.

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

### Intent

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

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

### The Policy

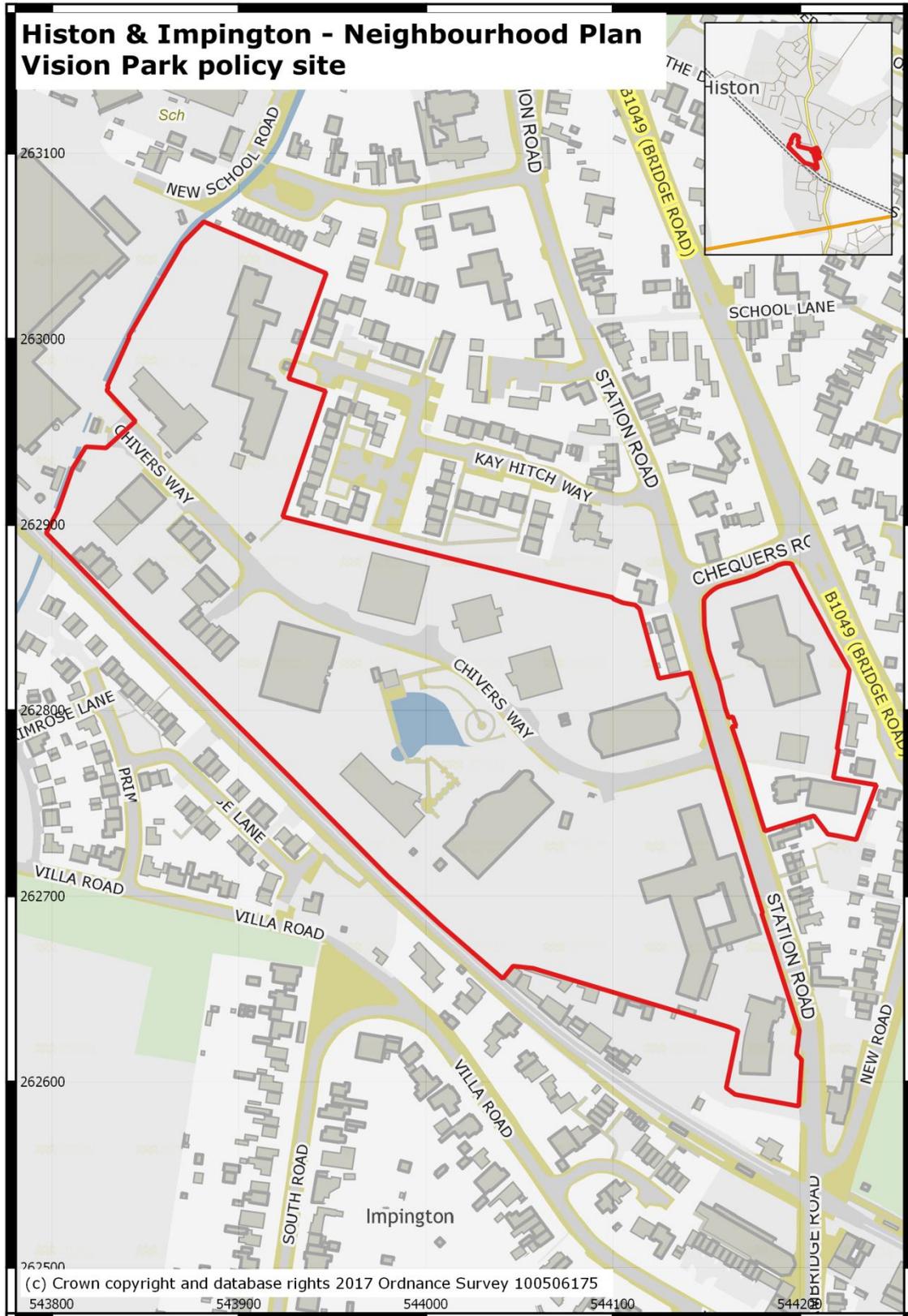
#### Policy HIM09 Vision Park

Land shown on the map below 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 pedestrians to and from the High Street and the Guided Bus stop and for cyclists to and from the Guideway.

Map 14: Vision Park



## Supporting Evidence

### Links to local policy

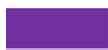
- South Cambridgeshire Local Plan Chapter 2: spatial strategy, 2.51 rural centres.
- This policy has been prepared with regard to policy E/14 in the emerging Local Plan.

### Links to national policy

- Chapter 6 Building a strong, competitive economy. Paragraphs 83 and 84 of the NPPF 2018.

### Links to priorities and principles

priorities					principles				
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

## Priority: Vibrant Community

### 5.100. Context to Community Policies

5.101. 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.

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

Category of open space	Minimum standard in hectares per 1000 people	H&I area in hectares	Surplus/deficit in ha relative to minimum standard	Ranking in terms of hectares of surplus/deficit
Outdoor sport space	1.6 ha	6.27	-7.19	104/104 i.e. biggest deficit in hectares
Allotment	Combined 0.4ha	10.31	+ 8.05 (i.e. 6.95 of allotments plus further 1.1ha of orchard)	2/104 (second to Cottenham)
Community orchards		1.1		3/8 (96 have no orchard at all)
Formal and informal play area for children	0.4 ha formal plus 0.4 ha informal	1.3	-5.43	104/104 i.e. biggest deficit in hectares
Other informal open space	0.4 ha	No data?	No data?	No data?

**Table based on data for 104 villages in the South Cambridgeshire Recreation and Open Space study, 2013**

5.103. Hitherto residents have overcome this threat to their health and quality of life by making full use not only of the remaining open spaces within the village boundaries but also of Green Belt land around, including both publicly and privately-owned land.

5.104. 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 e.g. the village green
- Areas of green spaces outside the village envelope but well connected via walking routes from the village centres
- 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.

5.105. All green infrastructure resources have biodiversity value but there are some areas within the plan area where this is the primary value attached to them e.g. woodland on Feldsted Farm.

5.106. The policies in this chapter:

- seek to secure additional open space provision for the plan area in order to address the existing shortfall;
- identify and protects the open spaces which are demonstrably special to our community through Local Green Space designation;
- identify and protect other important areas as Valued Community Spaces;
- 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 enhance their biodiversity value. Some proposed Local Green Spaces and Valued Community Spaces are also identified as Important Natural Habitats;
- protect and seek to enhance the walking and cycling route network; and
- 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; and
- 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.

5.107. Some of the sites that are covered in this chapter are located in the green belt or have existing Local Plan designations attached to them. The policies in this chapter are not intended to affect those local plan designations in any way.

5.108. A number of sites have more than one open space-related designation attached them. To ease clarity, the table below lists each site that is covered in this chapter and shows what policy designations apply.

5.109. Sites have also been identified which might also contribute to ‘A14 mitigation’ and these are covered by policy HIM15 A14 Mitigation Sites.

Site name, location and description	Local Plan Designation	Neighbourhood Plan Designation			
		Local Green Space	Valued Community Space	Important Natural Habitat	A14 mitigation site
<b>Bypass Farm.</b> Field at the northern edge of the Community east of the B1049	Green Belt	Site specific policy 5.11 applies			
<b>Infant School Field.</b> Field on New School Road associated with H&I Infant School.	Protected Village Amenity Area	Local Green Space			
<b>Homefield Park.</b> Existing park between Water Lane and Hereward Close.	Protected Village Amenity Area	Local Green Space			
<b>Histon Village Green.</b> The existing village green in the heart of the village	Protected Village Amenity Area	Local Green Space			
<b>Equipped play area next to village green</b>	Protected Village Amenity Area		Valued Community Space.		

Site name, location and description	Local Plan Designation	Neighbourhood Plan Designation			
		Local Green Space	Valued Community Space	Important Natural Habitat	A14 mitigation site
<b>Histon &amp; Impington Junior School playing fields.</b> Playing fields adjacent to the school in the heart of Histon.	No designation		Valued Community Space.		
<b>Cemetery</b>	Protected Village Amenity Area	Local Green Space			
<b>Impington Coppice.</b> Woods from southern end of Cambridge Road up to Burrough Field.	Protected Village Amenity Area	Local Green Space		Important Natural Habitat	
<b>Crossing-Keeper's Copse.</b> Triangular copse from Crossing-Keeper's Hut to Bridge Road.	Protected Village Amenity Area	Local Green Space		Important Natural Habitat	
<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.	The recreation area is designated as Protected Village Amenity Area	Local Green Space			
<b>Clay Close Lane Pocket Park.</b> Pocket Park bounded by Clay Close Lane and Burgoynes Road.	No designation	Local Green Space			
<b>South Road Playground.</b> Owned by Parish Council	Green Belt	Local Green Space			
<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		Valued Community Space		
<b>Peace Memorial.</b> Lies between Water Lane and Station Road, opposite Homefield Park.	None	Local Green Space			
<b>Recreation Ground.</b> To the East of New Road and Bridge Road. Includes the Football Ground.	Green Belt		Valued Community Space.		
<b>IVC playing fields.</b> Playing fields to the east of Impington Village College.	Green Belt		Valued Community Space		
<b>St Audrey's Close Community Centre Green</b> Open green space, just west of the Community Centre and surrounded by St Audrey's Close	No designation	Local Green Space			
<b>Greenleas</b> – an open space serving the Greenleas estate	No designation	Local Green Space			

Site name, location and description	Local Plan Designation	Neighbourhood Plan Designation			
		Local Green Space	Valued Community Space	Important Natural Habitat	A14 mitigation site
<p><b>Manor 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 LGS. The cluster comprises:</p> <p>Manor Park Field (including Histon and Impington Community Orchard), Histon Wood, the scrub triangle (NE of Histon Wood) and the St Audrey's Close woodland (running NE between Manor Park and St Audrey's Close).</p>	Histon Wood is in the Green Belt. The other plots to the east of the Busway are not in the Green Belt	Local Green Space		Important Natural Habitat	
<p><b>Girton Wood.</b> The woodland between Histon and Girton, connected to each village via hedgerows and public footpaths.</p>	Green Belt	Local Green Space		Important Natural Habitat	
<p><b>Northern Buxhall Farm.</b> Northern half of Buxhall Farm (12 ha) plus strip joining it to Cottenham Road. Note that the southern boundary of this LGS/INH is not fixed but will be set to accommodate plans for the new primary school.</p>	Green Belt	Local Green Space		Important Natural Habitat	
<p><b>Rowley's Field.</b> North-west edge of village: Rowley's Field and adjoining Horse Chestnut field on Meadow Farm</p>	Green Belt	Local Green Space		Important Natural Habitat	
<p><b>Croft Close Set Aside</b> North-west edge of village. Site is North of Abbey Farm and Histon Manor. Croft Close set-aside was allocated in the adopted SCDC Local Plan as an open space for recreational use. This has not continued into the emerging Local Plan</p>	Green Belt	Local Green Space		Important Natural Habitat	
<p><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.</p> <p>The site includes Cawcutt's lake and the fields (and a piece of woodland) between the Holiday Inn and the A14/B1049. Plans for this area are greatly influenced by the A14 expansion, the woodland destruction in March 2018 and subsequent discussion with Highways England, SCDC and others about ecological restoration beyond what was originally planned in the A14 expansion project.</p>	Green Belt	Local Green Space		Important Natural Habitat	A14 mitigation site
<p><b>Fields north of Cawcutt's Lake</b> including the Holiday Inn field.</p>	Green Belt				A14 mitigation site

Site name, location and description	Local Plan Designation	Neighbourhood Plan Designation			
		Local Green Space	Valued Community Space	Important Natural Habitat	A14 mitigation site
<b>Woodland on Feldsted Farm.</b> Woodland and hedgerows in Feldsted Farm, running in broad swathes along the field edges.	Green Belt			Important Natural Habitat	A14 mitigation site
<b>Primrose Lane playground</b>	No designation	Local Green Space			
<b>A14 western section.</b> Land west of the B1049 and adjacent to the A14.	Green Belt				A14 mitigation site

## 5.110. HIM10 Bypass Farm

### This policy in a nutshell:

- safeguards Bypass Farm for community recreational use

### Context and reasoned justification

5.111. This site is included in South Cambridgeshire's emerging Local Plan, Policy SC/1 Allocation for Open Space in order to satisfy an 'identified shortfall in existing provision'. <http://bit.ly/2vlfVLw>

5.112. This policy is included here to ensure that this does not get forgotten as the Local Plan is processed and to enable further leisure development to take place should this be the wish of the community.

5.113. The building area is based on the space necessary for uniformed youth group activities (e.g. scouts, guides) together with the necessary storage space for equipment.

### Intent

5.114. We wish to retain this site for recreation use and to permit limited development to support recreation, and to confirm its inclusion in the Local Plan.

### The Policy

#### Policy HIM10 Bypass Farm

The land shown on the map below is safeguarded for community recreational use.

Development will be limited to the provision of formal recreation facilities including a sports hall where:

- The build footprint will be no more than 800 sq. m (2% of the total site area)
- Car parking provision will provide for approximately 120 spaces and cover no more than 4% of the total site area
- There is a similar quantity of covered cycle provision (120 spaces)
- Safe and direct off-road pedestrian/cyclist access is provided



- Emerging local plan policy SC/1 Allocation for open space
- Chapter 9 Promoting Successful Communities especially policy SC/7 Outdoor play space, informal open space and new developments

### Links to national policy

- NPPF chapter 8 Promoting healthy and safe communities NPPF 2018

### Links to priorities and principles

priorities					
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all

principles			
digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

### 5.115. HIM11 Local Green Space

#### This policy in a nutshell:

- designates important open spaces in the plan area 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

5.116. The NPPF allows communities to identify and protect green areas of particular importance to them and to designate them as Local Green Spaces. A Local Green Space designation is the strongest level of protection that can be given to an area of open land and development is not normally allowed. The NPPF stipulates that a Local Green Space 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; and
- local in character and is not an extensive tract of land.

5.117. An assessment has been taken which demonstrates the spaces identified in the policy below meet the above required criteria. This assessment is available to view on our website at <https://histonandimpingtonplan.wordpress.com/>

#### Intent

5.118. 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.

#### The Policy

##### HIM11 Local Green Space

The following green spaces, which are also shown on the map below, are designated Local Green Spaces as defined in the National Planning Policy Framework and shall be protected accordingly.

1. Infant School Field on New Road
2. Homefield Park
3. Histon Village Green
4. Cemetery
5. Impington Coppice
6. Crossing Keeper's Copse
7. Doctor's Close
8. Clay Close Lane Pocket Park
9. South Road Playground
10. Peace Memorial
11. St. Audrey's Close Community Centre Green
12. Greenleas
13. Manor Field and Histon Wood
14. Girton Wood
15. Northern Buxhall Farm

## HIM11 Local Green Space

16. Rowley's Field and Croft Close Set-aside
17. Cawcutt's Lake and adjacent land

5.119. Note that this policy only applies to a part of the land known as Buxhall Farm. The County Council has published plans to build a primary school on the south west corner of the site and given the importance which the community assigns to such a development it would not seem appropriate for this plan to add extra conditions for it to meet as it proceeds through the planning process.

### Map 16 Local Green Space. See next page

### Supporting Evidence

5.120. See the local green space assessment available at <https://histonandimpingtonplan.wordpress.com/>

### Links to local policy

5.121. Policies NH/4 Biodiversity, NH/6 Green Infrastructure, NH11 Protected Village Amenity Areas and NH12 Local Green Spaces of the Emerging Local Plan

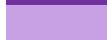
### Links to national policy

5.122. Paragraph 100 of the NPPF within chapter 8: promoting healthy communities. Paragraph 100 sets out three criteria for the Local Green Space designation. The Local Green Space should be:

- a) in reasonably close proximity to the community it serves;
- b) 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; and
- c) local in character and is not an extensive tract of land.

### Links to priorities and principles

priorities						principles			
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

Map 16: Local Green Spaces



### 5.123. HIM12 Valued Community Space

#### This policy in a nutshell:

- identifies and protects existing spaces of community value.
- applies to all spaces marked on the map as Valued Community Spaces.
- spaces may be identified for their specific community recreational value and not just their open space value
- Valued Community Spaces are an important part of green infrastructure in the plan area. Some spaces have more than one green infrastructure designation

#### Context and reasoned justification

5.124. Certain areas in the village have been designated in the South Cambridgeshire Local Plan as Protected Village Amenity Areas (PVAA). There a number of these and they are identified on the Local Plan proposals map. The purpose of the policy is to safeguard those areas of undeveloped land within village frameworks which provide amenity value to a settlement. The PVAAs have different functions (ranging from allotments, recreation grounds and playing fields to those which have minimum community activity but help to provide tranquillity spaces). The PVAA designation is very similar to a Local Green Space designation. They are open spaces which are of value to a community but which don't quite meet the criteria of a Local Green Space as specified in paragraph 100 of the NPPF. PVAA designations are only found within village development frameworks. Map 17 shows the PVAAs as designated by the Local Plan in the plan area.

5.125. The open spaces assessment which accompanies this plan has identified spaces of amenity value in addition those identified in the Local Plan suitable for designation as PVAAs. Some of these spaces are however outside the existing development framework (for example the recreation ground). This neighbourhood plan therefore designates these spaces as Valued Community Spaces. The policy approach taken is identical to the policy approach taken in the Local Plan for PVAAs.

#### Intent

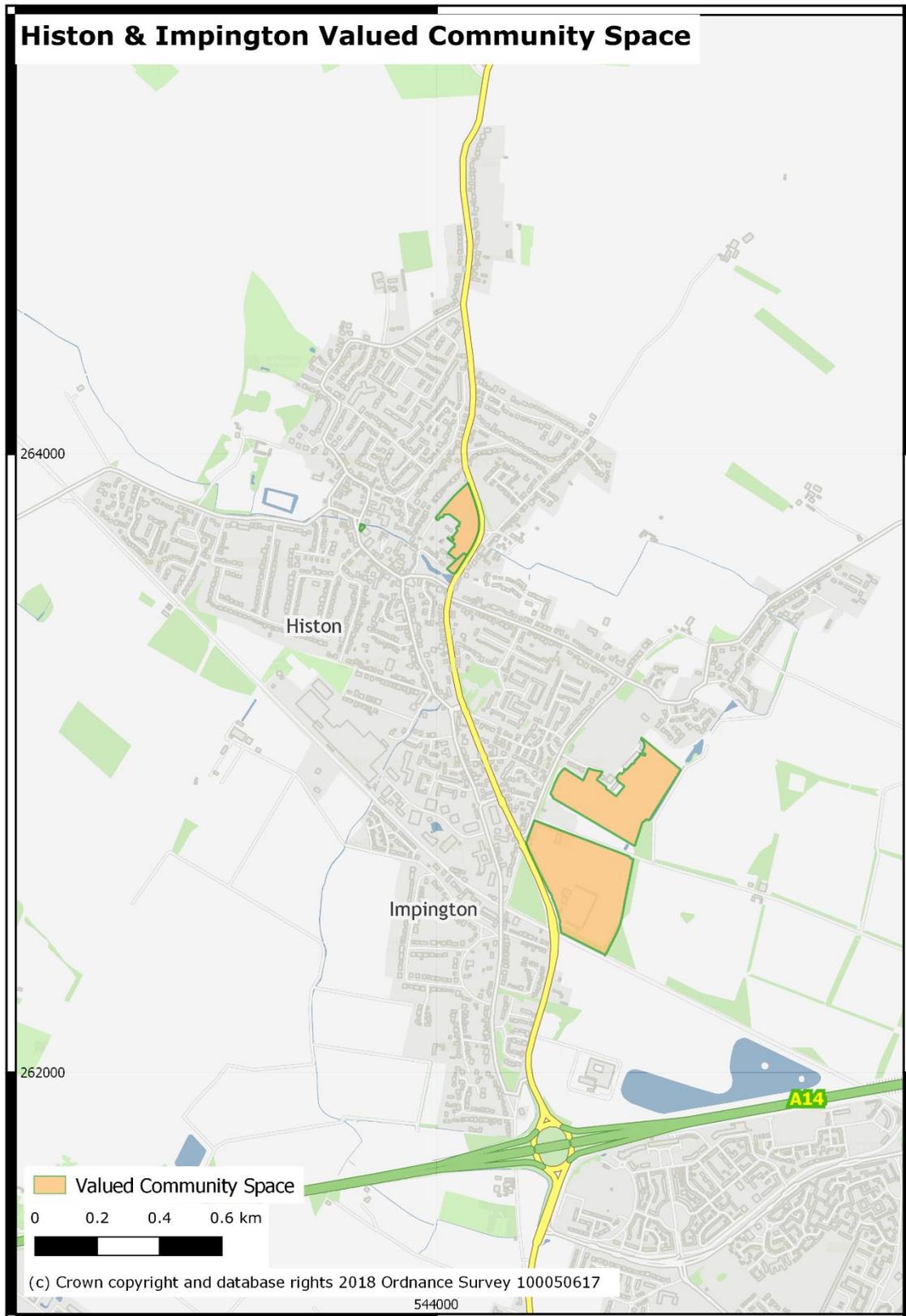
5.126. We wish to recognise and give appropriate protection to all community open spaces which are valued by the community.

#### HIM12 Valued Community Space

The following spaces are designated as Valued Community Spaces. Development will not be permitted within or adjacent to these areas if it would have an adverse impact on the character, amenity, tranquillity or function of the Community.

1. Equipped Play area next to village green (also a PVAA under the Local Plan)
2. Histon & Impington Junior School playing fields (also a PVAA under the Local Plan)
3. School Hill Garden
4. Recreation Ground
5. Impington Village College Playing Fields

Map 17: Valued Community Spaces



# Map 18 SCDC Protected Village Amenity Areas



## Supporting Evidence

### Links to local policy

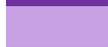
- Policies NH/4 Biodiversity, NH/6 Green Infrastructure, NH11 Protected Village Amenity Areas and NH12 Local Green Spaces of the Emerging Local Plan

### Links to national policy

- Chapter 8 Promoting healthy and safe communities NPPF 2018

### Links to priorities and principles

priorities					principles				
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

## 5.127. HIM13 Important Natural Habitats

### This policy in a nutshell:

- identifies and protects existing spaces of wildlife value.
- applies to all spaces marked on the map as Important Natural Habitats.
- spaces are identified for their specific wildlife value and not just their open space value
- Important Natural Habitats are an important component of overall green infrastructure in the plan area. Some spaces have more than one green infrastructure designation

### Context and Reasoned Justification

5.127.1. There are no nationally recognised wildlife site designations in the plan area. However, there is lots of wildlife in the plan area including several of the UK national priority species which are found in Cambridgeshire and Peterborough (see <http://www.cpbiodiversity.org.uk/>). The plan area also contains patches of broadleaved woodland (e.g. Crossing Keeper's Copse), a habitat type which is poorly represented in the wider district.

5.128. There are a number of sites within and around the edges of the village which are recognised locally as having particularly high value as providing natural habitat. Particularly, in the southern part of the plan area, these areas also function as buffer zones between highways and residential areas, helping to maintain air quality and mitigate noise, dust and visual impact from busy roads.

### Policy Intent

5.129. To recognise, maintain and enhance the biodiversity and amenity value of important natural habitats in the plan area.

### The policy

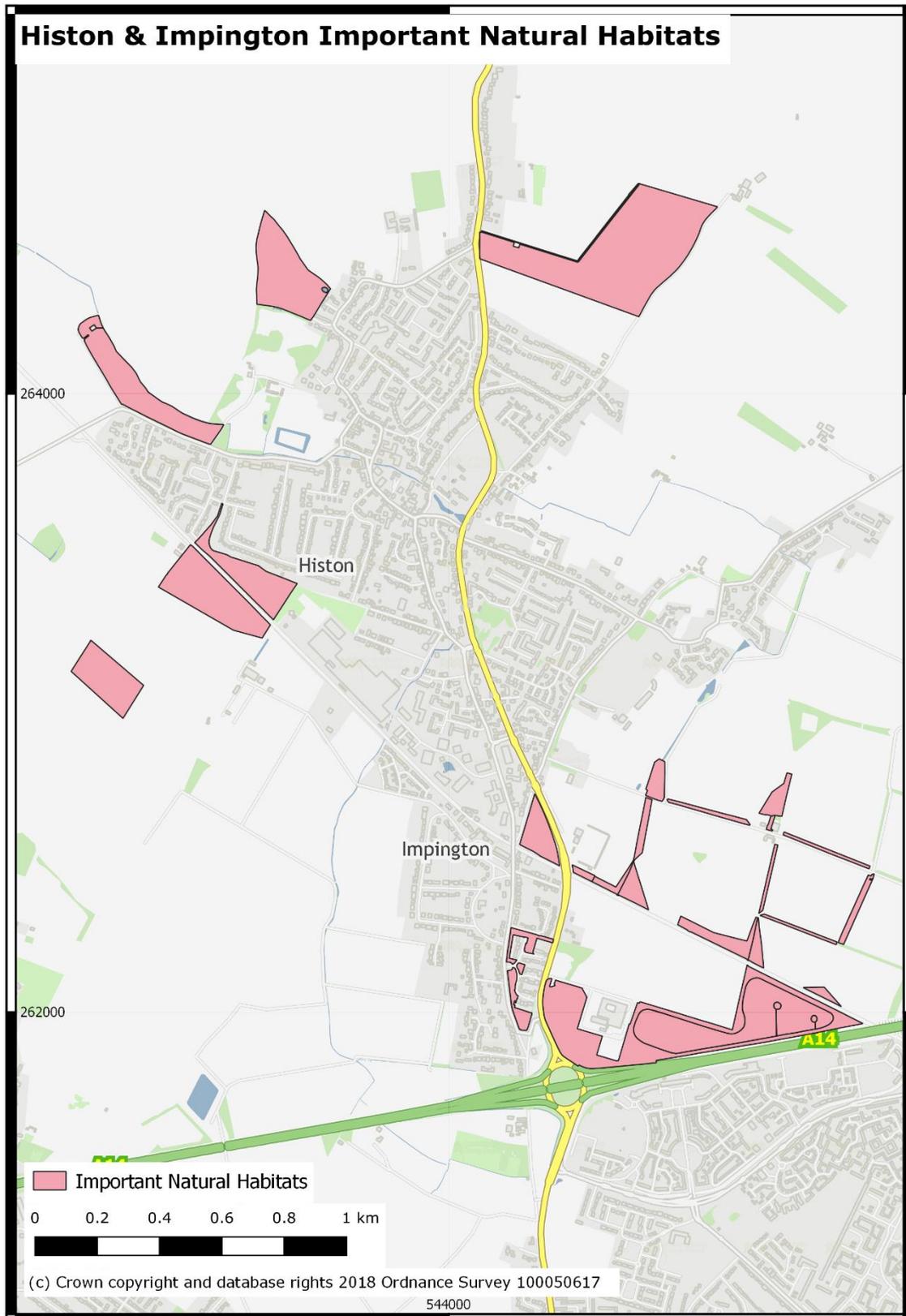
#### HIM13 Important Natural Habitats in Histon & Impington

The areas shown on Map 19 and listed below provide important natural habitats in the plan area.

- Impington Coppice (also a proposed Local Green Space in this plan)
- Crossing Keeper's Copse (also a proposed Local Green Space)
- Manor Field and Histon Wood (also a proposed LGS in this plan)
- Girton Wood (also a proposed LGS in this plan)
- Northern Buxhall Farm including the permissive path and green infrastructure corridor off the B1049 and around Buxhall Farm fields (also a proposed LGS in this plan)
- Rowley's Field (also a proposed LGS)
- Croft Close Set Aside (also a proposed LGS)
- Woodland on Feldsted Farm
- Cawcutt's Lake and adjacent land (also a proposed LGS)

The current amenity and biodiversity value which these spaces provided shall be maintained or enhanced.

# Map 19 Important Natural Habitats





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## Priority: Getting Around

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### 5.130. HIM14 Walking and cycling routes

#### **This policy in a nutshell:**

- recognises the importance of walking and cycling routes in the plan area as a way of accessing green infrastructure in the plan area as well as other key services;
- requires development proposals to design in walking and cycling links to provide easy access to the existing walking and cycling route;
- resists proposals which do not allow for easy access to shops and services; and
- seeks to enhance the network of walking and cycling routes.

#### **Context and reasoned justification**

5.131. 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.

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

5.133. 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

5.134. 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**

5.135. 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 parish and (ii) where possible, walking and cycling opportunities for the wider community are enhanced.

5.136. 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**

##### **HIM14 Walking and Cycling routes**

Development proposals shall:

1. not result in the creation of neighbourhoods outside the 800m zone around our two village centres (See Map 6)
2. 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/or other parts of the Community (for example by linking in with the existing footpath network – see radial and circumferential footpath networks in the diagrams below).

## HIM14 Walking and Cycling routes

- 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.

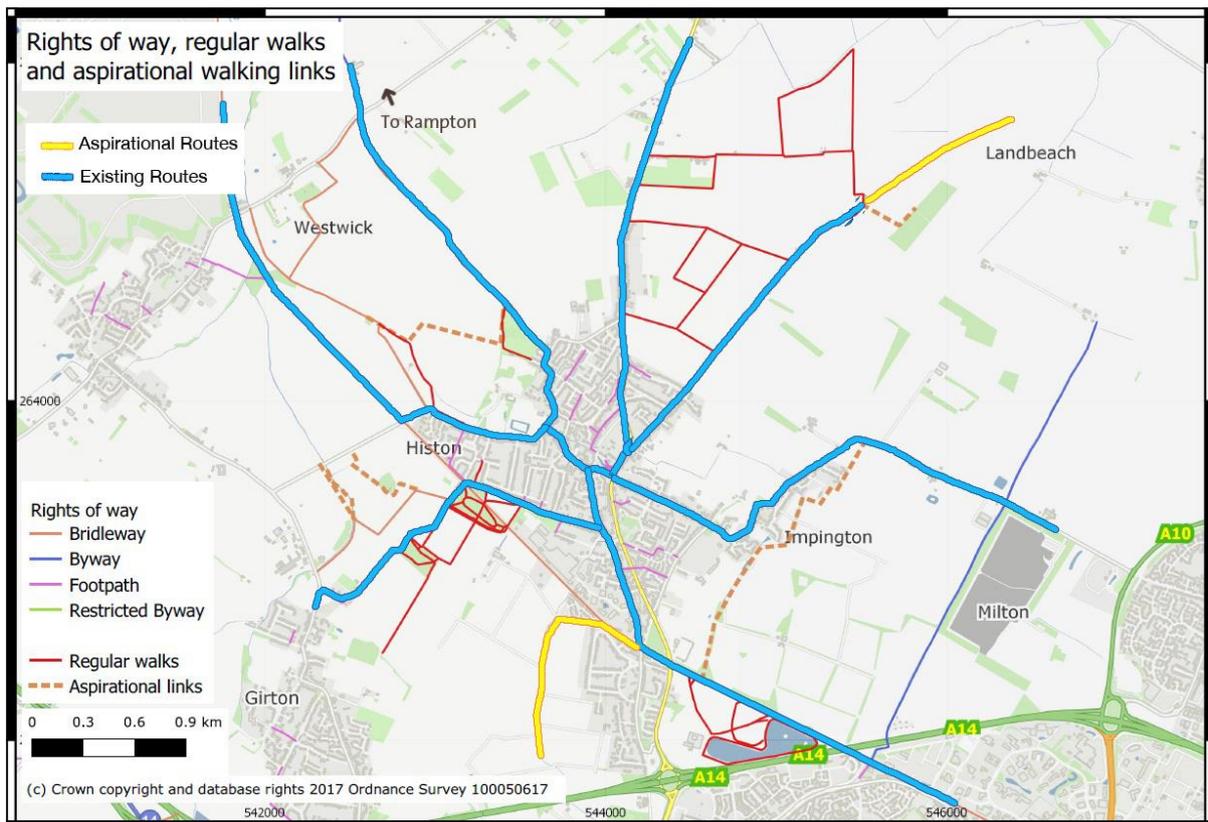
Where applicable, opportunities will be sought for new or improved and cycling routes in line with the walking and cycling routes shown in the maps below

5.137. The radial and circular footpath networks are summarised in the tables and illustrated in the maps below. Note that the routing of 'aspirational' routes are not necessarily prescriptive and merely show a start and a finish of a route and the need for a connection between them.

### Radial routes

Direction	End-point	Nominal route	Surface	Status	Rating
North	Cottenham	B1049/local roads	Hard	Complete	3
Northeast	Landbeach	Mill Lane	Hard	Incomplete	1
East	Milton	Butt Lane	Hard	Complete	2
Southeast	Science Park	Guided Bus	Hard	Complete	4
South southeast	Orchard Park	Guided Bus	Hard	Complete	4
South	Cambridge	B1049/local roads	Hard	Complete	3
South southwest	Darwin Green	NIAB		Aspirational	
Southwest	Girton	Existing footpaths	Soft	Complete	4
West	Oakington & Westwick	Guided Bus	Hard	Complete	4
Northwest	Rampton	Gunn's Lane	Soft	Complete	4

**Map 20: radial routes**

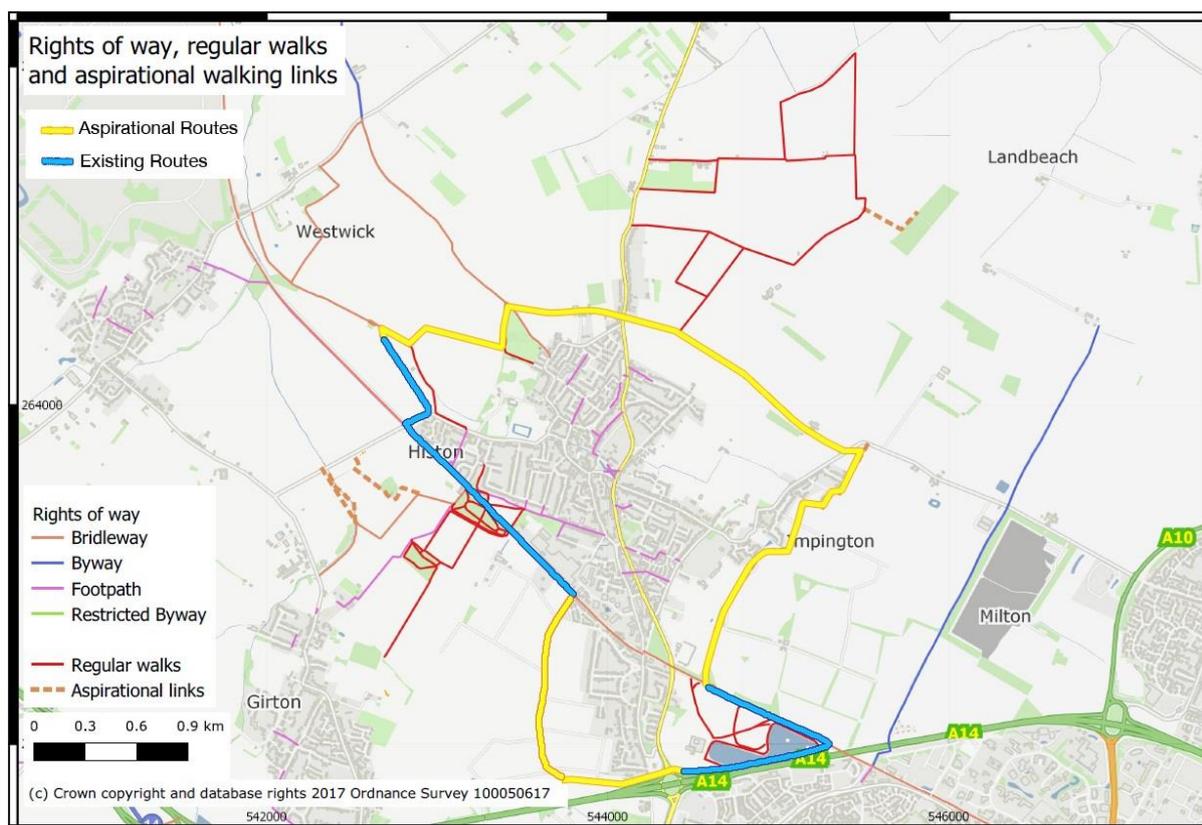


Circular routes: inner circle

Sector	Nominal route	Owner	Surface	Status	Rating
North northeast	Buxhall Farm	CCC		Aspirational	
East northeast	Manor Farm	Chivers		Aspirational	
East southeast	Feldsted Farm	Chivers		Aspirational	
South southeast	Cawcutt's Lake	Chivers	Soft	Complete	3
South southwest	Impington South	NIAB		Aspirational	
West southwest	Guided Bus	CCC	Hard	Complete	4
West northwest	Rowleys	Rowleys	Soft	Informal, incomplete	2
North northwest	Unwins Farm	various		Aspirational	

4	Excellent
3	Good
2	Adequate
1	Poor

**Map 21: Circular routes: inner circle**



Sector	Nominal route	Owner	Surface	Status	Rating
North northeast	Buxhall Farm	CCC		Aspirational	
East northeast	Manor Farm	Chivers		Aspirational	
East southeast	Mere Way		Soft	Existing	3
South southeast	Cawcutt's Lake	Chivers	Soft	Complete	3
South southwest	Impington South	NIAB		Aspirational	
West southwest	Various	Various	Soft	Aspirational	
West northwest 1	Gatehouse Road		Hard	Existing	4
West northwest 2	Rowleys	Rowleys	Soft	Informal, incomplete	2
North northwest	Unwins Farm	various		Aspirational	

## Supporting evidence

### Local policy

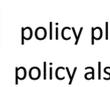
- Local Plan policies SS/2, S/2, HQ/1, E/17, SC/3 and TI/2

### National Policy

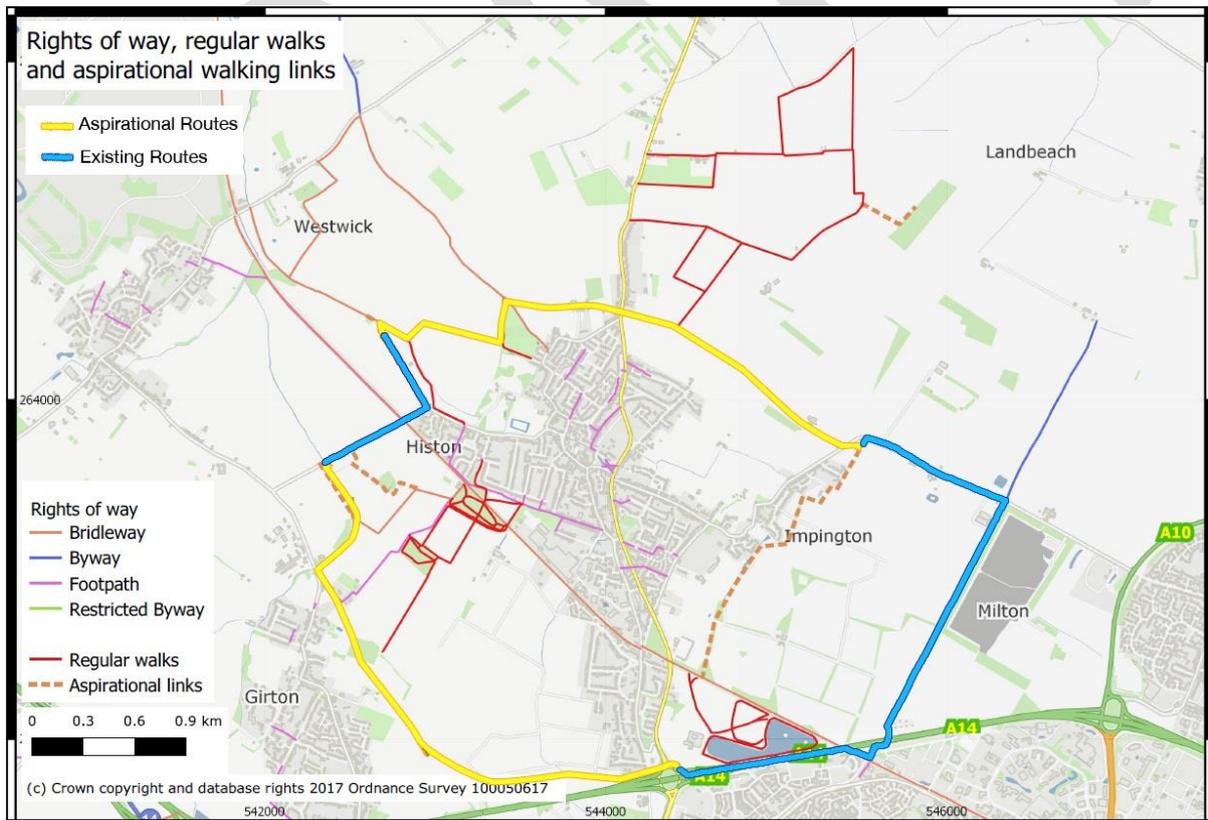
- Chapter 8 Promoting health and safe communities and chapter 9 Promoting sustainable transport and NPPF 2018

## Links to priorities and principles

priorities					principles				
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	heritage & design	diverse & inclusive	sustainable community	digital village

 policy plays a major role in responding to this priority  
 policy also responds to this priority or principle

Map 22: circular routes: outer circle



### 5.138. HIM15 A14 mitigation sites

#### **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**

5.138.1. Many residents feel that the destruction of woodland near the A14 roundabout undermined Histon & Impington's sense of having an essentially rural character and being clearly separated from the A14 and the city. This sense of identity is a central theme of the Neighbourhood Plan, so any threat to it must be counteracted.

5.139. 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

5.140. Since work on the A14 began early in 2018 Histon & 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. In addition to hard measures such as noise barriers there is much evidence of the benefit from green infrastructure.

5.141. The Community is working with the A14 Integrated Delivery Team (IDT) and there is a consensus around the re-instatement of lost green 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.

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

#### **Policy Intent**

5.143. 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 communities (by way of noise, dust, air quality and vibration impacts). Any development proposals affecting these areas of green infrastructure will be expected to undertake or contribute towards environmental enhancement works.

#### **The policy**

### HIM14 A14 Mitigation Sites

The function that green infrastructure in the southern part of the plan area has in mitigating adverse impacts of the A14 on communities (by way of noise, dust, air and vibration impacts) shall be maintained and strengthened. This green infrastructure includes but is not limited to:

- Cawcutt’s Lake and adjacent land
- The fields north of Cawcutt’s Lake and the Holiday Inn
- NIAB land west of the B1049 and adjacent to the A14
- Woodland on Feldsted Farm

Where development proposals come forward affecting this green infrastructure, or which might add to it, they will be expected to undertake or contribute towards environmental enhancement works. The purpose of the environmental enhancement works shall be to maintain or strengthen the contribution the site makes towards mitigating the impact of the A14 on our community.

### Map 23 A14 Mitigation Sites. See next page

#### Supporting evidence

(body of evidence submitted as a part of the A14 development control order)

#### Links to local policy: na

#### Links to national policy

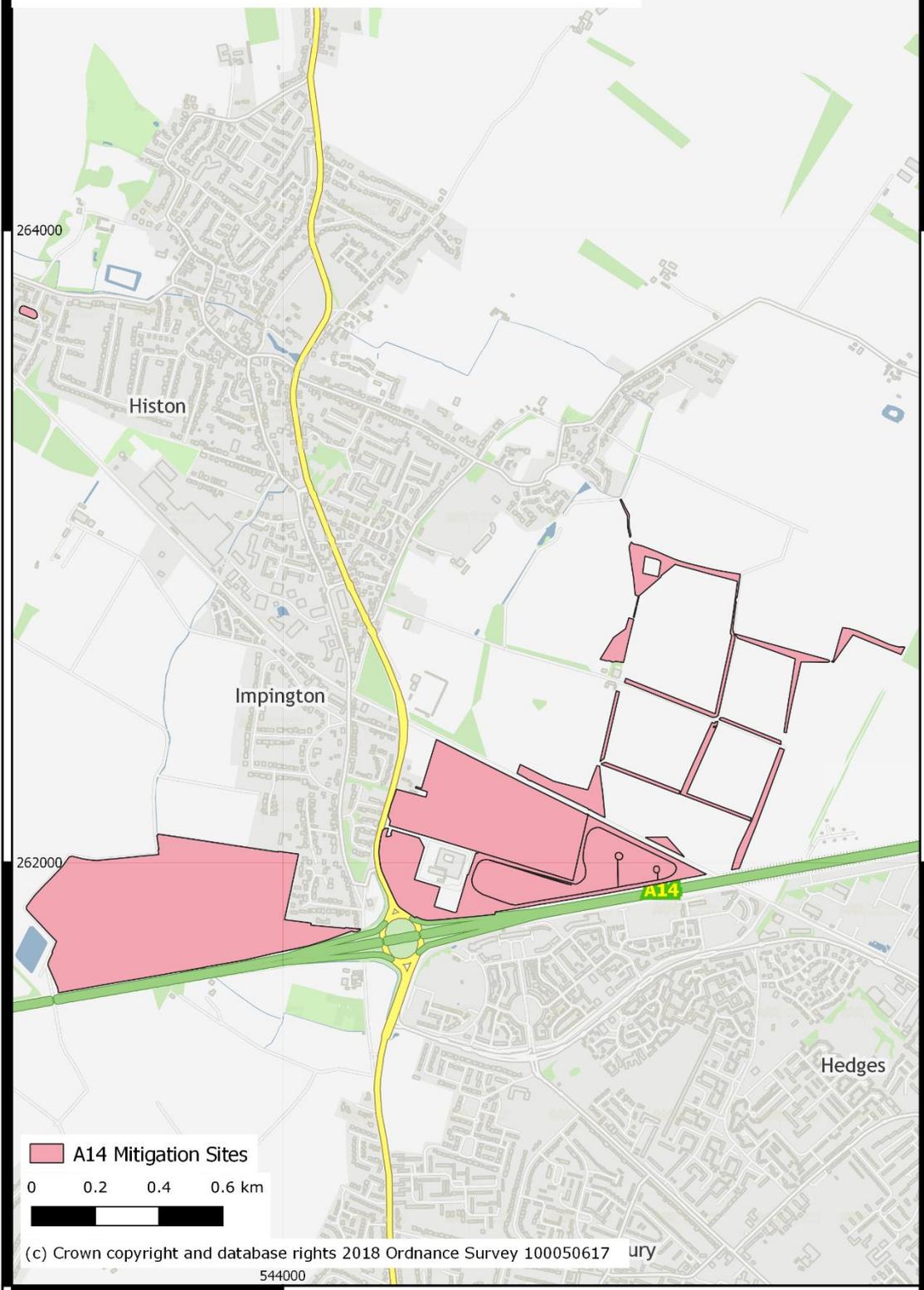
- NPPF section 2 (Achieving sustainable development) paragraph 9c et al.

#### Links to priorities and principles

priorities						principles			
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

	policy plays a major role in responding to this priority
	policy also responds to this priority or principle

# Histon & Impington A14 Mitigation Sites



#### 5.144. HIM16 The Infant School Site

##### This policy in a nutshell:

- anticipates the relocation of the infant school away from this site and safeguards the future use to remain in community use;
- highlights a preference for health facilities to be located on this site.

##### Context and reasoned justification

5.145. The Infant School (including the open space playing field opposite) on New School Road will shortly become vacant when a new school is built on land at Buxhall Farm by the end of 2019. 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.

5.146. 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.

5.147. The definition of community facility in this context is the one used in the proposed South Cambridgeshire 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".

5.148. In 2009 South Cambridgeshire District Council undertook a Community Facilities Assessment to audit indoor community facilities, including village halls, community halls, church halls and other publicly accessible facilities, across the District. The table below assesses the community facilities space available in Histon & Impington against a defined standard.

Parish	Population	Population% change	Total audited space	m2 /1,000	Application of standard (111m2 /1,000)	Shortfall against standard
Histon & Impington	8,500	N/A	469	55	939m	470m

5.149. The report states that Histon & Impington has the greatest total shortfall in m2. The provision of community facilities on the redundant Infant School site would create additional facilities and be in-keeping with the original covenant

##### Intent

5.150. 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

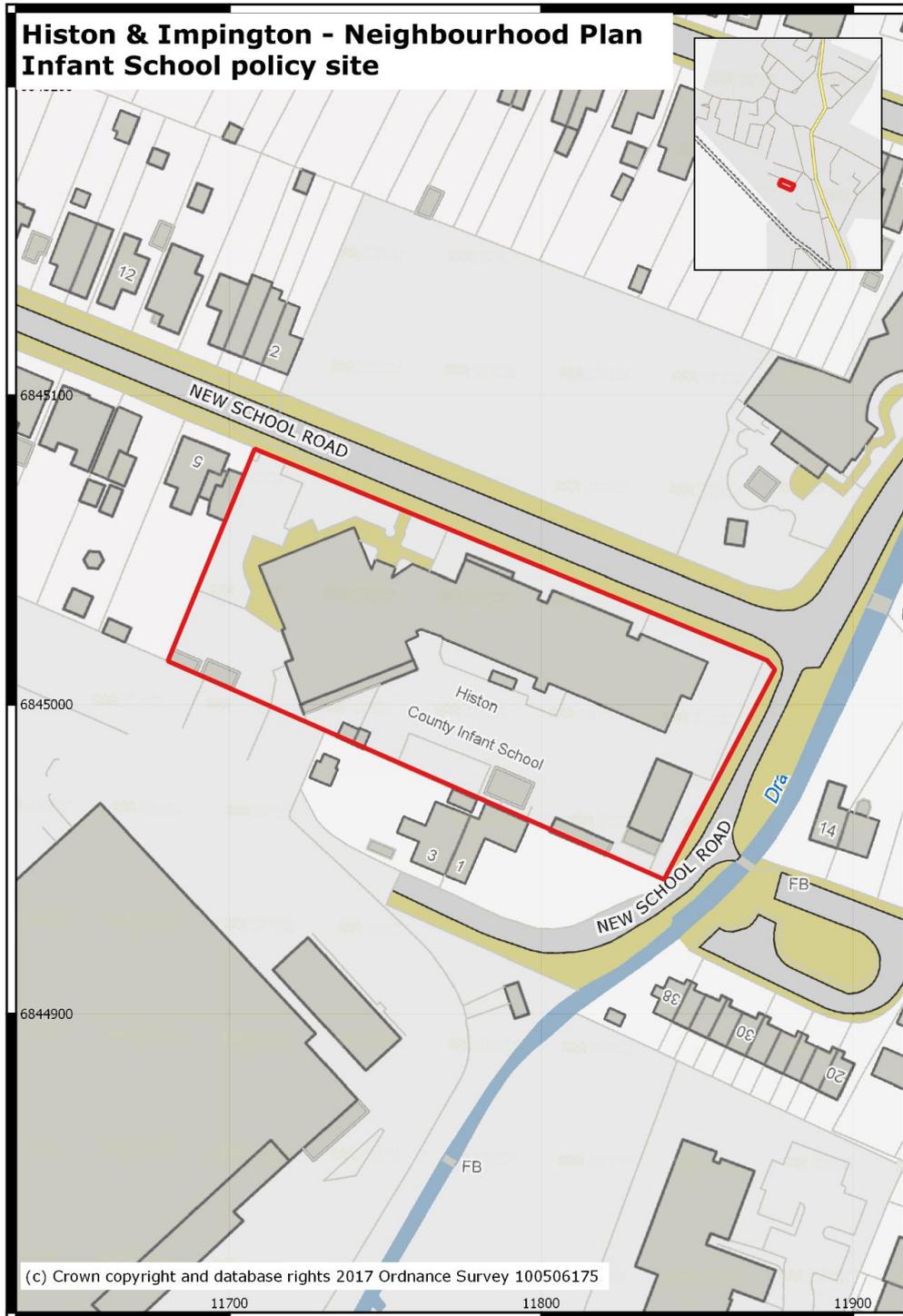
Land shown on the map below is safeguarded for community use.

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

### Map 24 Infants School Site



## Supporting Evidence

[NB For evidence base:

<https://www.scams.gov.uk/sites/default/files/documents/Community%20Facilities%20Audit%20-%20Sept%202009.pdf>]

In the Big Survey ‘pressure on medical facilities’ 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 furthermore said that they needed improvement

**Links to local policy: NA**

**Links to national policy: NA**

**Links to priorities and principles**

priorities					principles				
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

	policy plays a major role in responding to this priority
	policy also responds to this policy or principle

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## Priority: Housing for All

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### 5.151. Affordable Housing

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

5.153. Annual Housing Statistical Information leaflet published by South Cambridgeshire District Council [www.scamb.gov.uk](http://www.scamb.gov.uk)

5.154. National Housing Federations Home Truths report 2017/18 which reports 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 <https://www.housing.org.uk/resource-library/home-truths/>

5.155. Policy H/9 in the emerging South Cambridgeshire Local Plan requires that or all schemes of 10 units or more, 40% of dwellings are provided as affordable housing.

5.156. Policy H/10 in the emerging South Cambridgeshire Local Plan supports in principle the delivery of affordable housing on rural exception sites. These are sites adjacent to the existing built up environment subject to criteria. 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

5.157. 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 emphasises the inclusive nature of Histon & Impington.

5.158. 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)

5.158.1. 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.

5.159. There is strong support for the delivery of more affordable housing within the community. 54% of the respondents to the Big 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.

5.160. The green belt sits tightly around Histon & Impington limiting opportunity for significant new development

5.161. 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. Emerging policy H/10 allows for affordable housing to meet identified local needs on small

sites at settlements within adjoining green belt, provided no alternative exists that would have less impact on green belt.

5.162. 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.

5.163. The policy also states that if 100% affordable housing is not viable, consideration will be given in order of preference to:

- changing the tenure of mix of the affordable homes and/or the application of any available public subsidy;
- Including the minimum market housing necessary to make the scheme viable and still remain an exception site.

5.164. The provision of affordable housing in the plan area is clearly a priority for the community. There is no need for a NP specific policy because this is adequately covered by the Local Plan. Links to priorities and principles

5.165. The above considerations notwithstanding 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 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.

## 5.166. HIM17 Meeting Local Needs – housing mix

### This policy in a nutshell:

- requires housing developments to include a mix in terms of size and tenure which is suitable for meeting existing needs;
- is applicable to residential development proposals leading to net additional units.

### Context and reasoned justification

5.167. This Plan has a guiding principle of ‘diverse & inclusive’ and it will be important to test such developments against it.

5.168. The ‘Cambridge phenomenon’ is attracting more and more young professionals and their families to Cambridge. It is also driving the demand for housing from those who support them e.g. nurses, teachers, the police, and workers in the retail sector and in skilled trades. At the same time families evolve and residents stay in their homes for a lifetime. It is important that new housing is built in a mix which reflects the nature of this demand.

5.169. The population profile of the plan area is summarised in Chapter 2 of this report. In terms of dwellings, there were 3,336 dwellings in the plan area as recorded at the 2011 Census. The table below illustrates how the plan area has a high proportion of detached and semi detached dwellings when compared to the national picture and fewer detached dwellings (proportionally) than the district as a whole.

Dwelling Type	Plan area		England	South Cambridgeshire
	Number	%	%	%
Whole house or bungalow: Detached	1196	35.9%	22.3%	41.4
Whole house or bungalow: Semi-detached	1357	40.7%	30.8%	33.5
Whole house or bungalow: Terraced (including end-terrace)	487	14.6%	24.6%	17.7
Flat, maisonette or apartment: Purpose-built block of flats or tenement	248	7.4%	16.8%	5.0
Flat, maisonette or apartment: Part of a converted or shared house (including bed-sits)	29	0.9%	4.3%	0.8
Flat, maisonette or apartment: In a commercial building	14	0.4%	1.1%	0.5
Caravan or other mobile or temporary structure	5	0.1%	0.4%	1.1

Source: Census 2011

5.170. The table below looks at the number of bedrooms per household for the two parishes of Histon and Impington and compares this to the national and district level. The table shows that the parishes have a considerably higher number of four-bedroom properties when compared to the national picture but fewer four and five bedroom properties than the district as a whole

Number of bedrooms in household	The two parishes of Histon and Impington		England	South Cambridgeshire
	Number	%	%	%
All categories: Number of bedrooms	3,541			
No bedrooms	3	0.1%	0.2%	0.1%
1 bedroom	329	9.3%	11.8%	6.6%
2 bedrooms	810	22.9%	27.9%	22.7%
3 bedrooms	1,363	38.5%	41.2%	37.2%
4 bedrooms	793	22.4%	14.4%	24.7%
5 or more bedrooms	243	6.9%	4.6%	8.7%
Source: Census 2011				

5.171. Whilst the dwellings in the plan area are made up of predominantly larger dwellings when compared with the national picture, its household sizes are not too different from that at the national level.

Household Size	Plan area		England	South Cambridgeshire
	Number	%	%	%
1 person in household	908	27.2%	29.0%	24.6%
2 people in household	1147	34.4%	32.8%	37.2%
3 people in household	487	14.6%	15.0%	15.6%
4 people in household	499	15.0%	12.5%	15.9%
5 people in household	162	4.9%	4.5%	5.0%
6 people in household	31	0.9%	1.6%	1.3%
7 people in household	7	0.2%	0.4%	0.3%
8 or more people in household	1	0.0%	0.3%	0.1%
Source: Census 2011				

5.172. In terms of current affordable housing stock and additional needs in the plan area, we can draw on information provided by South Cambridgeshire District Council in its annual Housing Statistical Information Leaflet available at [www.scambs.gov.uk](http://www.scambs.gov.uk)

5.173. The latest report was published in December 2017. According to this, the parish of Histon has a stock of 96 general needs council housing, 72 sheltered homes, 12 equity share homes and 14 rented housing association homes. The parish of Impington has 110 general needs council housing units, 38 sheltered housing units, six equity share units, 78 housing association units, and 23 housing association shared ownership units. In total, the two parishes would have a stock of 449 affordable homes.

5.174. With regard to current needs for additional affordable housing, the report states that in Histon there is a need for 71 affordable homes from people with a local connection mostly for people aged under 60 with half needing a one-bedroom affordable home. In Impington, the report states there is a need for 60 affordable homes from applicants with a local connection, 50 of which are aged under 60 of which 41 are looking for one- or two-bedroom properties.

5.175. In summary, the data suggests that when it comes to building additional homes in the plan area the focus should be on providing smaller homes to meet the needs of the smaller households in

both the affordable and market sector. This is also supported by the findings of the Neighbourhood Plan survey which indicates a growing need for homes to downsize into and flats/apartments for younger people to move in to – see survey results below.

5.176. Further census data and information from the Office for National Statistics is referenced in Appendix I.

5.177. Mindful of the priority that the community places on developing affordable housing options for local people the Neighbourhood Plan supports the establishment and use of a Community Land Trust (CLT) as the principal vehicle through which such dwellings are delivered. A CLT offers the advantage of local engagement in the development process and subsequent ownership and management of dwellings, protecting their long-term use and building a strong balance sheet to aid future community investment.

### **Intent**

5.178. To ensure that the mix of housing on any new development reflects the needs of the community and helps maintain or create mixed and balanced communities.

### **The Policy**

#### **HIM17 Housing Mix and Meeting Local Needs**

New housing developments will be supported if they include a mix of houses in size and type which reflects the existing and projected needs of different components of the community. The housing mix should also provide choice and variety so as to allow for mixed and vibrant communities during the week and weekends. Specific regard should be given to the need for:

- 1 and 2 bedroom starter homes;
- 2 and 3 bedroom homes for younger families;
- Dwellings suitable for older and/or less able residents and life time occupation including homes suitable for independent living with a minimum of 15% built to the accessible and adaptable dwellings (M4(2) standard; and
- Affordable housing

Developments which offer self-build opportunities and those based on a CLT model of ownership are encouraged.

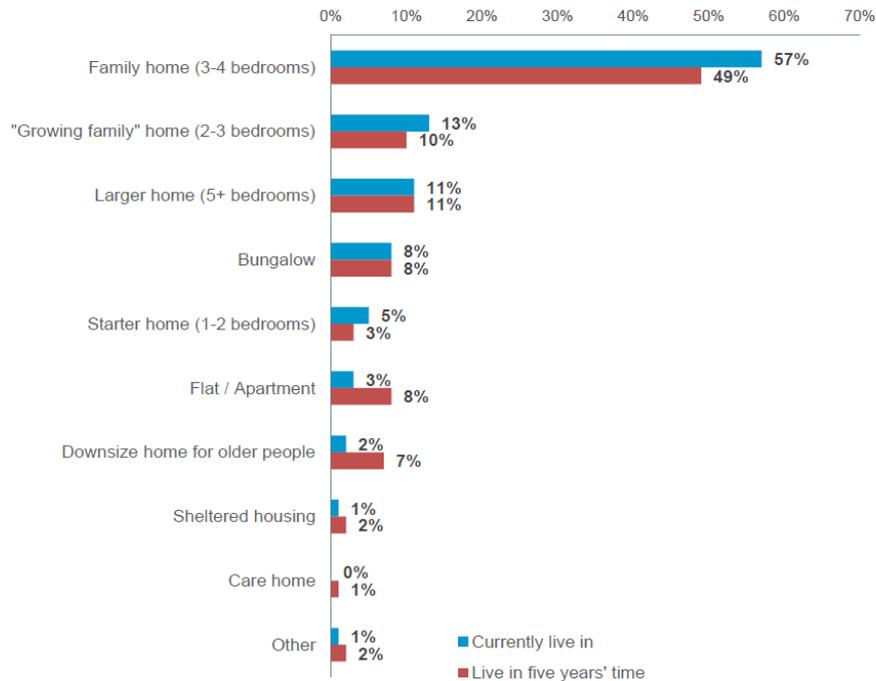
### **Map**

Not required. This policy relates to the Community in its entirety.

### **Supporting Evidence**

5.179. The Neighbourhood Plan survey identified a need for more affordable one- and two-bedroom starter homes (65% support), two and three bed “growing family” homes (61% support), downsizing homes for older people (54% support) and low cost rental housing (53% support). Therefore, new developments should have a mixture of one or two bed starter homes, smaller family homes and provision for smaller houses and flats for older residents.

**Figure 14 – From the list below, please indicate which type of housing you currently live in and which type of housing you think you will live in in five years' time.**  
**Base: Those who lived in Histon & Impington and gave an answer (1,496 / 1,360)**



5.180. The majority of respondents (57%) said that they currently lived in a family home of three or four bedrooms and this was followed by 13% who said they lived in a “growing family” home of two or three bedrooms. A tenth (11%) said they lived in larger homes of five or more bedrooms.

5.181. Just under half (49%) of survey respondents said they thought they would be living in a family home of three or four bedrooms in five years’ time, which is a smaller proportion than those who said they were currently living in this housing type in the previous question (57%). The proportion of those saying they thought they would live in downsize homes for older people in five years’ time (7%) was also larger than the proportion who said they currently live in this type of housing (2%), as was the proportion who think they will live in flats or apartments in the future (8%) compared to those that said they currently do (3%).

**Link to local policy**

- Policy H/8 as informed by para 7.25 of South Cambridgeshire’s Strategic Housing Market Assessment

**Link to national policy:**

- Chapter 5: Delivering a supply of homes NPPF 2018

**Links to priorities and principles**

priorities				
housing for all				
safe, secure and successful				
getting around				
vibrant community				
economic success				
essential character				

principles			
heritage & design			
diverse & inclusive			
sustainable community			
digital village			

-  policy plays a major role in responding to this priority
-  policy also responds to this policy or principle

## 5.182. HIM18 Station

### Context and reasoned justification

5.183. This site is included in the South Cambridgeshire Local Plan, Policy E/8: Mixed-Use Development in Histon & Impington Station Area <http://bit.ly/2wB1Lsk>. It covers three development plots to include the Bishop's site, the old station building 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.

5.184. Histon & Impington Parish Council has aspirations to rejuvenate the area around the former railway station in Histon & Impington to create a vibrant gateway into this community. The southern section of the settlement lacks a focus, with no key points and few shops to generate the footfall for success. The guided Busway provides an opportunity to create a second local focus for the village, not simply a gateway but a destination in its own right.

5.185. The aspiration is to make better use of vacant and underused land to provide a wider mix of uses to attract more use of the area at different times of the day, including outside of the peak hours. These uses could include small (artisan) workshops, small scale retail and destination shops (e.g. for craft made items, specialist foods) as well as food outlets including café / restaurants. The new uses should complement facilities offered elsewhere in the village and should not detract from or undermine them.

### Intent

5.186. We wish to retain this site for community use and to confirm its inclusion in the Local Plan.

5.187. 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

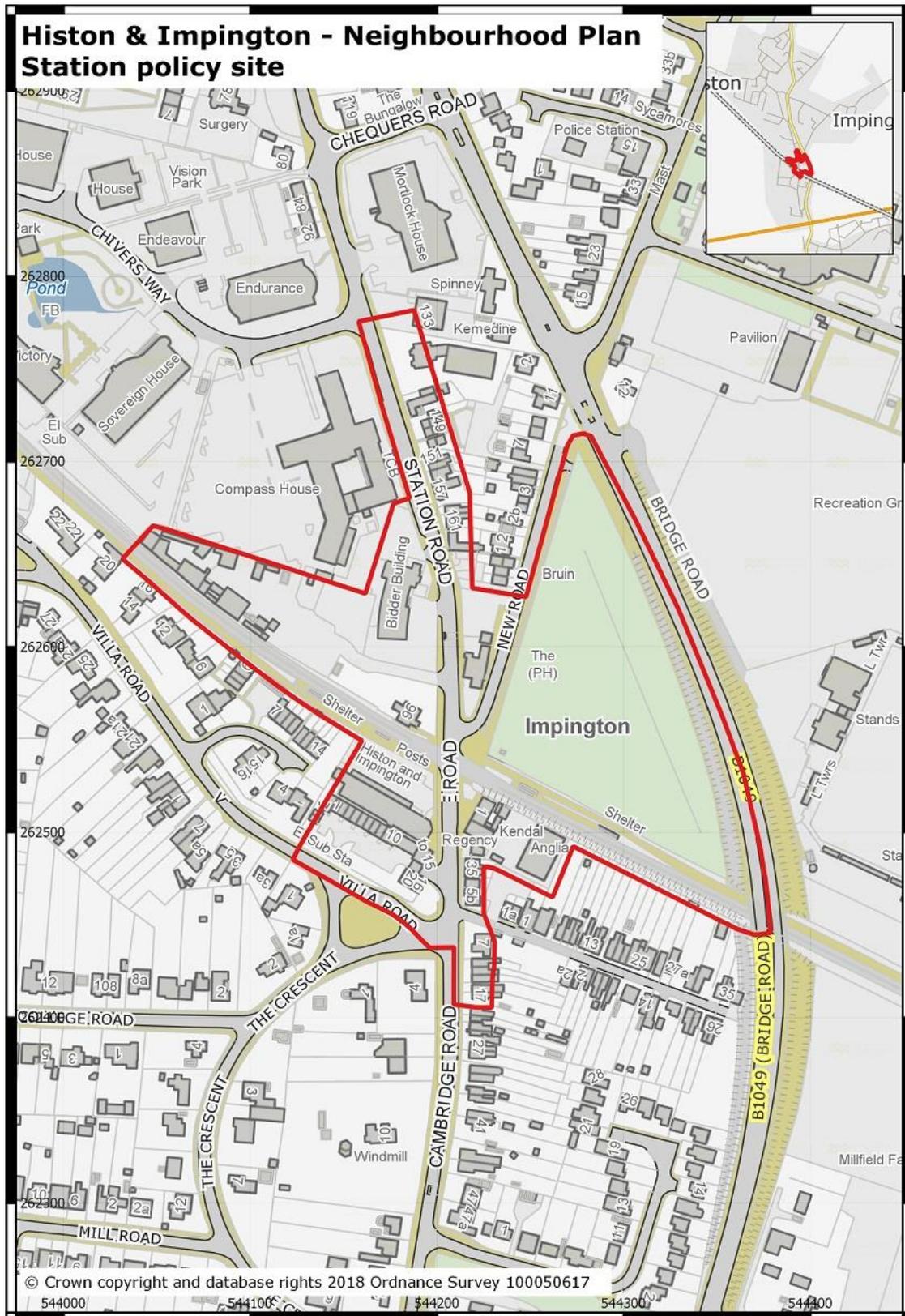
#### Policy HIM18 STATION

The Neighbourhood Plan supports Policy E/8 in the Local Plan which allocates the site shown on the map below, for mixed use development in the Histon & Impington station area.

Development on that site must accord with Local Plan Policy E/8 and the following additional requirements should also be met:

1. The former station building should be retained and reused as appropriate for commercial or a community use.
2. A through footpath/cycleway to allow access to Vision Park should be provided
3. Ensuring existing provision of village shops and services (providing key amenity value in this part of the village) are maintained or enhanced.

Map 25: STATION



## Supporting Evidence

### Links to local policy

- This is in the Local Plan: policy E/8 Mixed-Use Development in Histon & Impington Station Area
- <https://scambs.jdi-consult.net/localplan/readdoc.php?docid=224&chapter=8&docelemid=d39480#d39480>
- <http://bit.ly/2wB1Lsk>

### Links to national policy: NA

### Links to priorities and principles

priorities					principles				
essential character	economic success	vibrant community	getting around	safe, secure and successful	housing for all	digital village	sustainable community	diverse & inclusive	heritage & design

-  policy plays a major role in responding to this priority
-  policy also responds to this priority or principle

## 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.

		priorities					
		essential character	economic success	vibrant community	getting around	Safe, secure + successful	housing for all
Key Issues							
Maintaining the 'village character' of the Community	■	■	■	■			■
Tackling the blight of the B1049	■				■		
Providing sufficient (and top quality) healthcare and education	■					■	
Supporting older and young people	■			■		■	
Addressing crime and anti-social behaviour	■				■		
Maintaining the roads, cycle paths and footways	■				■		
Improving public transport	■				■		
House prices and the shortage of affordable housing	■						■

■ directly addressed by this Neighbourhood Plan  
■ indirectly addressed by this Neighbourhood Plan  
■ addressed outside this Neighbourhood Plan

### Maintaining the 'village character' of the Community

6.2. Whilst the planning policies address many aspects of this issues, some aspects remain outside the scope of the Neighbourhood Plan. For example, trees as well as development will have an impact on wind on which Impington Mill is dependent upon 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.

### Tackling the blight of the B1049

6.4. 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 bus stop and better, safer cycle routes will help and these are being pursued by the Parish Council through the County Council and the Greater Cambridge Partnership.

## **Providing sufficient (and high quality) healthcare and education**

6.5. Healthcare: the Community is served by an excellent GP practice in unsatisfactory premises (Firs House). Although land has been identified in this plan (HINP13) for a medical centre this will require the support of the GPs themselves and the Cambridgeshire & Peterborough Clinical Commissioning Group.

6.6. 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. Impington Village College (IVC) is big enough to meet the needs of the community. Note that a new special needs school has just been approved for building on the IVC site.

## **Supporting older and young people**

6.7. 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.

6.8. 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**

6.9. 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.

## **Maintaining the roads, cycle paths and footways**

6.10. It's a sad fact that as government funding of local councils has reduced so has their funding of road repairs 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.

## **Improving public transport**

6.11. The community is served by the Citi 8 service which runs three times an hour between Cottenham and Cambridge. It is not a bad service but it is less frequent in the evenings and at weekends and 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.

6.12. The guided bus route cuts the community east to west but there is only one stop and there is no easy interchange between it and the Citi 8 service. 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.

DRAFT

## **7. Plan Monitoring and Delivery**

### **Monitoring and review**

7.1. The Histon & Impington Neighbourhood Plan (H&INP) sets out the vision, policies and action plan to facilitate sustainable growth within the Plan Area.

7.2. The Plan is a long-term planning document which will be implemented in the period 2018 – 2033, primarily through decisions on planning applications. The Neighbourhood Plan Steering Group wants to ensure that the plan is actively managed over this period. To this end The Histon & Impington Neighbourhood Plan Monitoring Group will be set up to monitor the impact of the Neighbourhood Plan policies and the progress of projects.

7.3. The H&INP 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. A formal review process will be undertaken at a maximum of 5 years to ensure that the plan is still current. The formal reviews will therefore take place in 2023 and 2028.

7.4. Whilst the H&INP is in general conformity with the evolving South Cambridgeshire Local Plan, the Parish Council recognises that as the H&INP is being established within the same time frame as the Local Plan, it may be required to review it once the Local Plan has been adopted.

7.5. At each Annual Parish Council Meeting, after the plan's adoption, a report will be produced that outlines the Plan's progress, details any current issues and the implementations and impact of the Plan for the coming year.

### **Delivery**

7.6. The policies in this Plan will be implemented by South Cambridgeshire District Council when considering planning applications within the Neighbourhood Area. It will also be used by Histon & Impington Parish Council to frame their representations on submitted planning applications.

7.7. The consultation process during the Plan preparation process identified a small number of issues that residents would like addressed. These have been divided into those that are part of the Plan and those that are community projects.

7.8. The Community Infrastructure Levy (CIL) is a tariff upon development which Local Authorities can opt to charge in order that development contributes to the infrastructure needs which arise as the result of new development in an area. A percentage 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.

7.9. 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.

7.10. The private sector also has a role in the delivery of the plan, particularly with regard to employment, retail and transport.

### Projects that are part of the Neighbourhood Plan (land-use)

Proposal	Detail	Agencies	Priority
P1 New Community (possible Medical) Centre to serve residents living in the Plan Area.  Policy HINP13	PC to explore option of vacated Infant School site in New Road as potential site for a new Community (possible Medical) Centre	Cambridgeshire & Peterborough CCG, Firs House Surgery, H&I Parish Council, Other community groups	High
P2 Creation of new formal sports space.  Policy HINP10	PC to work with partners on the development of formal space at Bypass Farm.	H&I Parish Council, Cambridgeshire County Council	High
P3 Creation of a more extensive cycle path network.  This applies to multiple cross-cutting policies.	PC to ensure that all new development includes new cycle paths integrated into the development. Exploring options for creating new paths in partnership with landowners.	H&I Parish Council, Developers, South Cambridgeshire District Council, Greater Cambridge Partnership.	High
P4 Encourage supply of affordable homes.	PC to use appropriate policies in the NP to ensure the minimum stated percentage of affordable units is achieved on any new developments.	H&I Parish Council, Developers, South Cambridgeshire District Council.	High

### Community Projects (non land-use)

Project	Detail	Agencies	Priority
P5 Ensure adequate parking provision to support activities within the village.	PC 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.	Medium
P6 New guided busway stop in the north west of the community.	PC to discuss with appropriate agencies including the bus providers.	H&I Parish Council, Busway services providers, Cambridgeshire County Council, Greater Cambridge Partnership.	Medium

<b>Project</b>	<b>Detail</b>	<b>Agencies</b>	<b>Priority</b>
P7 Provide more meeting places for young people.	PC to work with existing local charities, schools and local young people to discuss provision for younger people. Scope activities and demand.	H&I Parish Council, Impington Village College, Cambridgeshire Youth Service, Connections.	High
P8 Better broadband and mobile phone coverage.	PC 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.	High
P9 Direct bus services into Cambridge.	PC to discuss with bus company. Work with adjacent communities.	H&I Parish Council Cambridgeshire County Council Stagecoach	Medium/ Low
P10 Promoting the retail offer in Histon & Impington.	PC to liaise with businesses to discuss how best to promote the retail offer in the villages. Work in partnership to develop a possible marketing strategy.	H&I Parish Council, Local retail businesses.	Medium
P11 Explore the potential for setting up a community solar PV or equivalent scheme.	PC to assess the potential for community benefit for a community energy scheme.	H&I Parish Council.	Low
P12 Explore opportunities to extend footpath network	PC to engage with neighbouring landowners with a view to securing rights of way on their properties.	H&I Parish Council.	Medium/ High

## 8. Appendix I - Evidence

- National and local planning policies
- The Neighbourhood Plan survey and analysis
- Summary of consultations
- Drainage and Flooding (Welsh Water)
- Evidence for HIPN16 (link to HINP 16 evidence base .docx)
- Interesting Buildings (link to folder Interesting Buildings)
- 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/lmp/ward2011/1140852535/report.aspx?town=Histon#ls>
- South Cambridgeshire Local Plan Proposed Submission modified December 2015 [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