

# Harston

# Neighbourhood Plan

2024 to 2041

Submission version (Regulation 15)

Neighbourhood Plan

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Submitted in December 2024. Prepared by Harston Neighbourhood Plan Working Group on the behalf of Harston Parish Council

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# Section 1: Setting the scene

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## 1. Introduction

### What is this document?

1.1 This is the submission version of the Harston Neighbourhood Plan (HNP). The plan covers the period 2024 to 2041 and applies to the area of land falling in the parish of Harston (see Map 1). Once made, the planning policies in the HNP will be used by the local planning authority in the determination of planning applications that come forward in the neighbourhood area.

1.2 As the “qualifying body”, Harston Parish Council is responsible for the production of the HNP. The Harston NP Working Group, comprising residents and parish councillors have undertaken day to day work on the production of the HNP. The overall coordination of the work has been undertaken by a smaller steering group, comprising the Chair of the Parish Council, the Chair of the NP Working Group (and parish councillor) and the vice-Chair of the NP Working Group. Progress on the HNP has been reported to the Parish Council at its monthly meetings and at the annual parish meetings, all of which are open to the public.

1.3 Residents have been kept informed of progress on HNP via the bi-monthly parish magazine (delivered to all householders). In addition, a NP update is given at the monthly meeting of the Harston Residents Group, following which an email newsletter is issued to approximately 400 recipients.

### What is a neighbourhood plan?

1.4 The Harston Neighbourhood Plan is about the use and development of land. It is prepared on the behalf of residents by residents. Preparing the plan has enabled our community to create a vision for our local area and objectives that would help achieve this and shape its sustainable development and growth.

1.5 A neighbourhood plan can propose and identify potential sites for development, but it cannot propose less development than that which is envisaged in the adopted Local Plan (currently the Local Plan adopted by South Cambridgeshire District Council in 2018). A neighbourhood plan provides an opportunity for a community to influence development (location, type and design) and improve/provide community facilities alongside that development. The plan can also identify and protect important open spaces as well as have a say on environmental, heritage, employment and transport matters.

### Why are we preparing a neighbourhood plan for Harston?

1.6 The idea of preparing a Village Design Statement for Harston was first considered by the Parish Council in 2014. A neighbourhood plan was then considered as a more effective approach but was put aside due to limited resources. Local volunteers (who had previously responded) then created the Harston Residents Group (HRG) who continued to look at and respond to local issues with a parish community development/consultation day in Oct 2017. In Oct 2021 the parish council agreed to go ahead with a neighbourhood plan and supported another parish-wide engagement in March 2022.

## What are the requirements of a neighbourhood plan?

1.7 There are certain requirements, referred to as basic conditions that all neighbourhood plans will be tested against as part of an independent examination. The planning policies will need to:

- Be in general conformity with the strategic policies of the Local Plan (currently the 2018 South Cambridgeshire Local Plan)<sup>1</sup>
- Contribute towards the achievement of sustainable development
- Be appropriate having regard to national policy and guidance (such as the National Planning Policy Framework 2023)
- Be in accordance with environmental and human rights legislation.



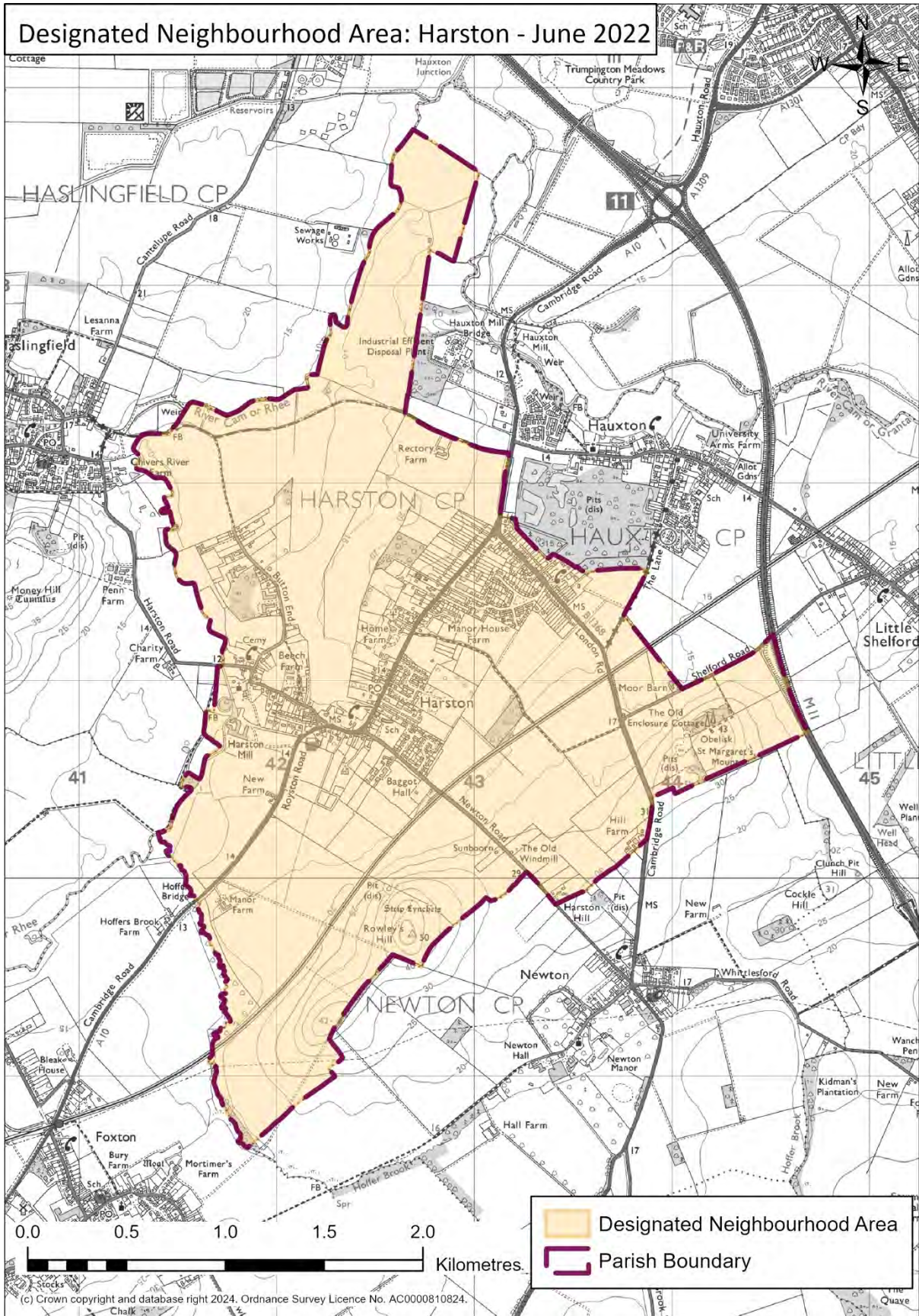
Image 1: View of St Margaret's Mount, Harston

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<sup>1</sup> This basic condition is subject to change through the Levelling Up and Regeneration Act 2023



# Designated Neighbourhood Area: Harston - June 2022



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Map 1: The Neighbourhood Plan area designated by SCDC 17 June 2022



## Evidence, including community and stakeholder engagement supporting this plan

### Community engagement work

1.8 All the community and stakeholder engagement work undertaken to inform this neighbourhood plan will be reported in full in the Consultation Statement. The work can be summarised as follows:

#### **March 2022 Inception stage engagement:**

1.9 A community consultation day was held on 5 March 2022. The aim of this day was to raise awareness about the neighbourhood plan, provide background information on key topics and build an understanding of the issues that concerned residents and stakeholders.

#### **January 2023 Householder survey and business and landowner engagement:**

1.10 Informed by the feedback received in March 2022, the NP steering group delivered a survey to every household in the parish. The results of this work are available to view at [www.harstonvillage.uk/wp-content/uploads/2024/03/Results-for-Jan-2023-all-household-survey-questionnaire.pdf](http://www.harstonvillage.uk/wp-content/uploads/2024/03/Results-for-Jan-2023-all-household-survey-questionnaire.pdf)

1.11 In early 2023, concurrent with the householder survey exercise, the NP Working Group also engaged with local landowners and businesses. Over 70 questionnaires were delivered to over 70 businesses. Businesses were asked about what worked well, what didn't work and what they would like to see changed, from the perspective of the business. A few businesses provided verbal responses and 1 provided a written response. All landowners who were contacted responded to the consultation.

#### **Regulation 14 pre-submission consultation**

1.12 The formal stage of pre-submission consultation took place 22 April to 11 June 2024. Responses were received from 12 statutory bodies, 4 local landowners/ farmers and 115 residents.

### Technical evidence supporting this plan

1.13 The plan is supported by a range of evidence that is available to view alongside this plan - see <https://harstonvillage.uk/regulation-14-consultation-of-harstons-draft-neighbourhood-plan-22-april-11-june-2024/>

1.14 The variety of documents is set out below, alongside a brief overview of the key findings. The evidence is detailed further in the individual policy chapters in this plan.

	Completed evidence	Detail
Housing	<p><b>Housing Needs Assessment (HNA) 2023</b> - prepared by the AECOM Infrastructure and Environment UK Limited ("AECOM") technical team.</p> <p><b>Overview</b> A report specific to Harston assessing</p> <ul style="list-style-type: none"> <li>• housing demand in terms of quantity of housing</li> <li>• need for different types of housing in terms of size and tenure</li> <li>• need for affordable housing including a breakdown of different types of affordable housing to rent and affordable housing to purchase, and</li> <li>• need for specialist housing for older people.</li> </ul> <p>As part of the above, the report provides an analysis of demographics, household characteristics, dwelling stock, household income and the cost of housing.</p>	<p><b>Key findings:</b></p> <ul style="list-style-type: none"> <li>• Housing is expensive.</li> <li>• Home ownership through the mainstream market is not an option for the majority of people. A household would need an income comfortably above the average (or a very large deposit) to qualify for a mortgage even for an entry-level home in the parish.</li> <li>• Average market rents are not affordable to any of the income groups considered in the HNA. Households earning between £51,500 (at which point entry level rents become affordable) and £120,200 (at which point entry-level market sales homes become affordable) can afford to rent entry level accommodation but cannot afford home ownership.</li> </ul>
	<p><b>Housing Needs Survey 2023</b> - prepared by Cambridgeshire ACRE<sup>2</sup>.</p> <p><b>Overview</b> All households in the parish were invited to participate in the survey which had a 15% response rate. The survey comprised two parts. In part one, respondents were asked if they were currently in housing need. Those households who considered themselves to be in housing need were then asked to complete part two.</p>	<p><b>Key findings:</b></p> <ul style="list-style-type: none"> <li>• 32 households found to be in need of affordable housing. This comprised 2 households identified through the survey, together with the number of households on the district's housing register.</li> <li>• 77% of respondents stated they would support a small development of affordable homes for local people in the parish. This is an unusually high level.</li> </ul>

<sup>2</sup> ACRE stands for Action with Communities in Rural England. See <https://acre.org.uk/the-acre-network/>

	Completed evidence	Detail
Land availability	<p><b>Harston Site Options and Assessment</b> - prepared by the AECOM technical team in 2024.</p> <p><b>Overview</b> An important piece of evidence supporting the plan. This work assesses sites which are known to be potentially available for development against suitability criteria.</p>	<p><b>Key findings:</b> A total of 16 sites were initially considered although 5 were not assessed due to their Green Belt location, deeming them not suitable for consideration in the HNP. Of the remaining 11 sites:</p> <ul style="list-style-type: none"> <li>• six were ruled out as being suitable for development although five of these were considered to be potentially suitable as Green Belt rural exception sites.</li> <li>• one site was found to be suitable for allocation for one dwelling. This has however not been selected for development in the NP as the development could come forward under policies in the adopted Local Plan.</li> <li>• a further four sites were potentially suitable for development subject to mitigation of identified constraints. The NP includes policies on two of these. See Policies HAR 27 and HAR 28.</li> </ul>

	Completed evidence	Detail
Landscape & settlement character	<p><b>Harston Landscape Character Appraisal (HLCA) 2024</b> - prepared by the Harston NP Working Group, in collaboration with landscape architect, Alison Farmer</p> <p><b>Overview</b> This study includes a detailed assessment of important views. It also identifies:</p> <ul style="list-style-type: none"> <li>• local characteristics of Harston’s landscape (parish and village) that contribute towards sense of place</li> <li>• variations in character and likely sensitivities of areas to different types of development</li> <li>• significant landscapes and views, village gateways, and</li> <li>• opportunities for enhancing biodiversity and local nature network.</li> </ul>	<p><b>Key findings:</b> The document defines three distinct landscape character areas in Harston as per below.</p> <ol style="list-style-type: none"> <li>1. Rhee Valley Meadowlands</li> <li>2. Harston Chalklands</li> <li>3. Harston Farmlands</li> </ol> <p>With respect to the village, the report identifies eight ‘village character areas’, that are broadly similar to the character areas defined in the Harston Design Guidance and Codes document prepared by AECOM in 2023 (see below).</p> <p>In addition, the document identifies notable built and natural landmarks, a range of landscape features, important views within and from the village, important views within the wider landscape, village gateways and 7 areas of important open land.</p> <p>Finally, the HLCA includes a sensitivity assessment of the village to future development or change. This focuses on village edges in 5 peripheral areas around the village.</p>
	<p><b>Harston Design Guidance and Codes (HDG&amp;C) 2023</b> – prepared by the AECOM technical team.</p> <p><b>Overview:</b> This document provides an overview of Harston’s heritage, landscape, movement network and built form. To do this, it divides the parish into eight different character areas, that are then described in terms of ‘land use’, ‘layout of streets, buildings and plot’, ‘built form, scale, height and roofline’, ‘boundary treatment’, ‘architectural vernacular’, and ‘public realm’.</p>	<p><b>Key findings:</b> The HDG&amp;C 2023 identifies four overriding design objectives to apply to new development</p> <ul style="list-style-type: none"> <li>• Integrate development with the historical architecture.</li> <li>• Contribute to the rural village character and lifestyle.</li> <li>• Protect and enhance the landscape setting.</li> <li>• Sustainable design.</li> </ul> <p>The document also provides a comprehensive set of design guidance and codes, organised under these overriding design objectives. See Policy HAR 2 for further detail.</p>



Image 2: All Saints' Church

## What happens next?

1.16 Once the HNP has been submitted to Greater Cambridge Shared Planning (GCSP), GCSP will then undertake a further round of consultation, giving everybody a further opportunity to provide input prior to the start of an independent examination into the plan.

1.17 The examiner will be tasked with testing the HNP against the 'basic conditions' (see above). Subject to the HNP succeeding at examination, it will proceed to a parish-wide referendum where every member of the parish electorate will be invited to participate. The plan will need to be agreed by a majority vote in order for it to be formally adopted by South Cambridgeshire District Council (SCDC) and become part of its statutory development plan for Harston parish.



## 2. Context to the Harston Neighbourhood Plan

### Policy context

2.1 There is an existing planning policy context in place that sets a strategic policy framework within which the HNP (this document) will sit.

2.2 The role of the HNP is to provide parish specific policies, rather than duplicate policies that already exist at the district or national level.

### National planning policy and advice

2.3 National planning policy is mainly set out in the National Planning Policy Framework (NPPF), which at the time of writing was last updated in December 2023. The NPPF provides important context to the emerging HNP. Of principal importance it:

- States planning should contribute to the achievement of sustainable development where this is defined by three overarching economic, social and environment objectives.
- Establishes a presumption in favour of sustainable development and states that for plan-making this means promoting “a sustainable pattern of development that seeks to: meet the development needs of the area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects...”.
- States “Neighbourhood plans should support the delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these policies.”

### 2018 South Cambridgeshire Local Plan

2.4 The South Cambridgeshire Local Plan includes a list of strategic policies for neighbourhood plans to consider. The spatial strategy set out across the two planning authority areas (Cambridge and South Cambridgeshire) is for Cambridge to remain the focus of development (comprising 54% of the housing requirement of both Councils 2011 to 2031). For South Cambridgeshire, the spatial strategy can be summarised as:

- Maintaining a Green Belt around Cambridge with the intent of defining the urban edge.
- Delivering development that will facilitate provision during 2011 to 2031 for 22,000 additional jobs to support the Cambridge cluster and 19,500 new homes including affordable homes.
- Focusing development, in order of preference, on a) the edge of Cambridge b) at new settlements and c) in the rural area at Rural Centres and the Minor Rural Centres. Harston parish does not fall into any of the above categories.

2.5 In the preparation of the HNP, it is important to consider the full range of Local Plan policies applicable to Harston parish. The relevance of each planning policy to a planning application will, in each case, depend on the nature and location of the development being proposed. The Local Plan Policies that have site-specific implications for the HNP are shown on Map 2. They are also described, briefly, below:

- **Policy S/4: Cambridge Green Belt** The Harston neighbourhood plan area is dominated by the presence of the Cambridge Green Belt that surrounds the entire village. Broadly

speaking, inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

- **Policy S/7: Development Frameworks** The Local Plan uses the term “development frameworks” to define boundaries where policies for the built-up areas of the settlements give way to policies for the countryside. The policy supports development and redevelopment of unallocated land and buildings within development frameworks subject to safeguarding criteria. The policy allows for development outside the village development framework where this has been allocated within a neighbourhood plan.
- **Policy S/10: Group Villages** This identifies Harston as a ‘Group Village’, where development will be permitted within the development framework (settlement boundary) with a proposed indicative maximum scheme size of 8 dwellings, and exceptionally consist of up to about 15 dwellings where this would make the best use of a brownfield site.
- **Policy NH/11: Protected Village Amenity Areas** Development will not be permitted within or adjacent to these areas if it were to have an adverse impact on the character, amenity, tranquillity or function of the village. There is one Protected Village Amenity Area identified in Harston, relating to the grounds of the Harston and Newton Community Primary School.
- **Policy NH/12: Local Green Spaces** These sites are given strong protection under the Local Plan and under the NPPF. One Local Green Space is identified in the neighbourhood plan area. This is the site of the Harston Recreation Ground.
- **Policy NH/13 defines Important Countryside Frontages** These are defined where land with a strong countryside character either:
  - penetrates or sweeps into the built-up area providing a significant connection between the street scene and the surrounding rural area; or
  - provides an important rural break between two nearby but detached parts of a development framework.
- There are four defined Important Countryside Frontages in Harston. These are described below and shown on Map 2. They are also available to see in more detail, via the village inset maps provided by SCDC here: [www.scambs.gov.uk/media/17705/inset-50-harston.pdf](http://www.scambs.gov.uk/media/17705/inset-50-harston.pdf)
  - Along an area of land abutting the east side of the A10 and opposite Grade II listed Park House. This ICF is the only stretch of undeveloped frontage along the High Street.
  - Along a stretch of open countryside frontage along the southern end of High Street as it curves round to the west and becomes Church Street, all the way up to 12 Church Street. The frontage to Grade II\* Harston House and Garden Wall, and its grounds are included within this important countryside frontage
  - Along a shorter stretch of frontage further west along Church Street
  - Along a stretch of countryside frontage along the southern edge of Station Road, opposite the Harston and Newton Community Primary School.
- **Policy NH/5: Sites of Biodiversity or Geological Importance** This policy seeks to ensure that there is no adverse effect on land within or adjoining a Site of Biodiversity or Geological Importance. Such sites include the three County Wildlife Sites (CWSs) in the parish.
  - The orchard and meadow adjacent to Harston Recreation Ground.
  - An area of Lowland Fen priority habitat to the north of Button End
  - The River Cam/Rhee.

In addition, the risk impact zones of other SSSIs fall within the parish including the Whittlesford, Thriplow Hummocky Fields SSSI and the Barrington Chalk Pit SSSI.

### Emerging Greater Cambridge Local Plan

2.6 Cambridge City Council and South Cambridgeshire District Council (SCDC) are working together to create a joint Local Plan for the two areas, Greater Cambridge, for the period up to 2041.

2.7 The plan is at an early stage of development. In November and December 2021, the councils held a full public consultation on the First Proposals for the plan and in January 2023, the councils published an update to their Development Strategy. In March 2024, the councils published an addendum to their Local Development Scheme (timetable for producing their plan) explaining that the previously agreed timescales for bringing forward the Local Plan could not be met. This was due to external factors relating to water availability, the transport strategy and the government's programme for Greater Cambridge. If the government introduces a new local plan-making system this autumn (as it has announced), it is very likely the emerging Greater Cambridge Local Plan will be brought forward under that system.

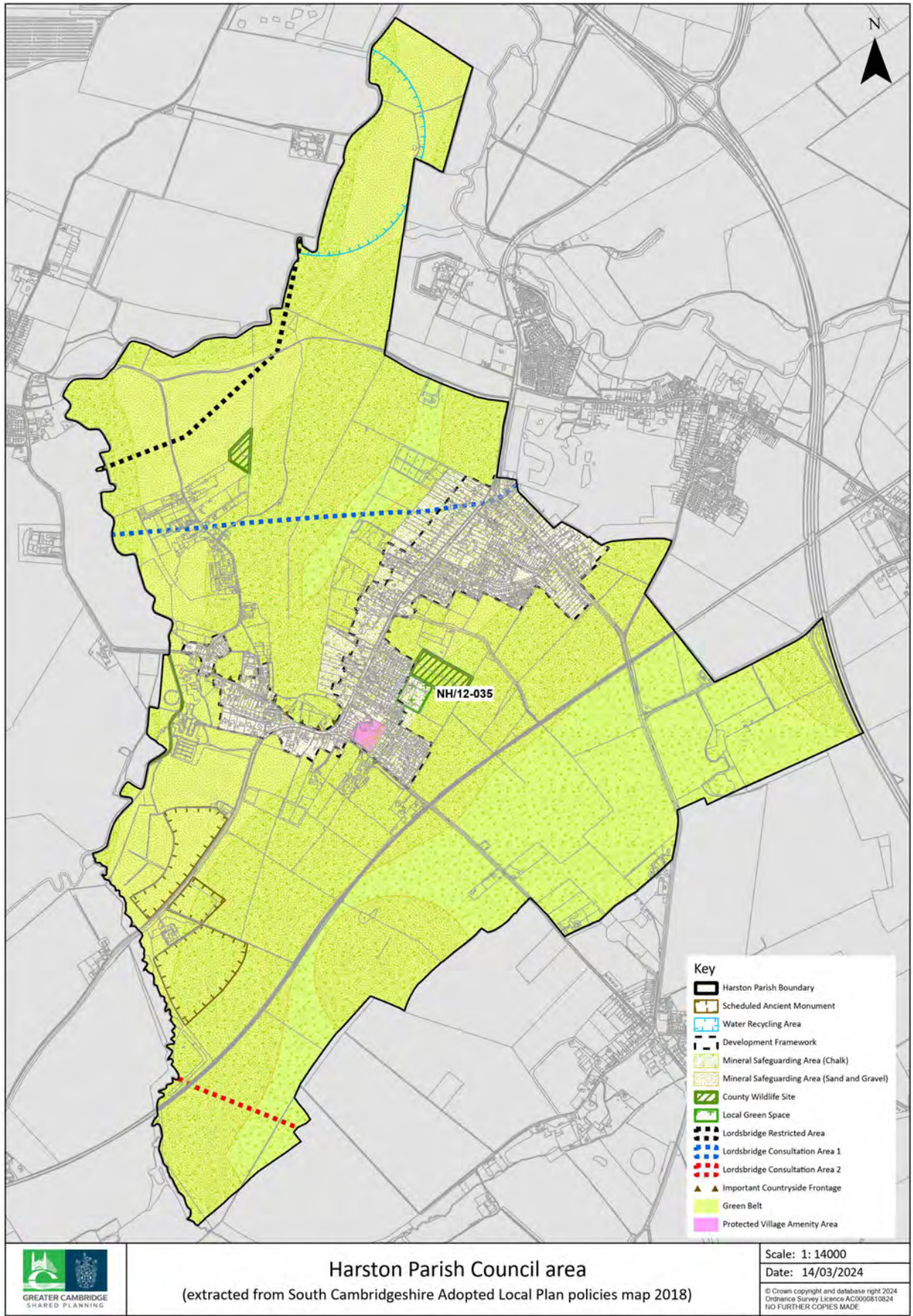
### East West Rail proposals

2.8 East West Rail (EWR) is a nationally significant railway project that aims to deliver transport connections between Oxford and Cambridge. Whilst EWR is a strategic infrastructure proposal that lies outside the scope of the HNP, the current proposals have direct implications for our parish and therefore provide important context to our plan.

2.9 The Harston Residents Group were presented with a summary of East West Rail proposals in February 2024. It is proposed to route EWR south of Haslingfield village, passing through Chapel Hill, and crossing over the River Cam and its floodplain. It would then pass south of Harston village. This might necessitate an elevated track of up to (10- 12m above ground level from Chapel Hill, Haslingfield, over the A10 to Rowley's Hill/Newton Road, Harston where it would join the (King's Cross) Royston Branch Line via a new grade-separated junction. Presently EWR's preferred configuration has the Kings Cross Line rising over the westbound EWR lines. The westbound EWR lines are likely to be cut into the northern side of Rowley's Hill.

2.10 The current EWR proposals will disrupt the road network in Harston and proposals are included to build new infrastructure to accommodate motorised traffic. Further notes prepared on the implications of EWR to Harston are provided in Appendix 8 to this plan.





Map 2: Local Plan designations applicable to Harston NP area.

## 3. About the Harston Neighbourhood Plan area

### An overview

3.1 Harston parish lies five miles south of Cambridge, in the valley of the River Rhee, which forms its western boundary. The M11 forms part of its eastern boundary and then swings north of the parish, where it intersects with the A10 which runs north-south through the centre of the village. See Map 3 for a visual illustration. The influence of the A10 has resulted in a largely linear village with a few roads running off to the east and one to the west, also with two village greens at the intersections as the road swings right then left. The A10 provides links to Cambridge and the M11 motorway to the north, and Royston, Hertford and London to the south. The nearest railway station is located in Foxton, 1.6 miles southwest of the village.

3.2 The village is set within the Cambridge Green Belt and is surrounded largely by low lying arable farmland, with small scale pasture fields found on the village edge, and floodplain meadows along the Rhee in the west. To the south-east of the village are a line of gently rolling chalk hills with two notable high points at St Margaret's Mount (43 m above sea level) and Rowley's Hill (50m above sea level).

### History

3.3 The name of the village has evolved from different spellings, the closest to present day usage is Hares-town. Harston and other surrounding villages are said to have been the hunting ground of Queen Elizabeth I.

3.4 Evidence of settlement at Harston reveals Bronze Age, Iron Age and Anglo-Saxon settlements in the vicinity of Harston Mill where settlers took advantage of flat land overlaid with alluvium by the River Rhee, drier chalk lands to the east and a river crossing point. At this time, the main routeway ran east-west linking the important prehistoric Mare Way to the west with villages to the east. In medieval times the village spread along what is now Church Street forming the old historic core. At the west end of Church Street was the mill, church, rectory and manor house and then several large and small farms were strung along the route with small labourer's cottages in-between.

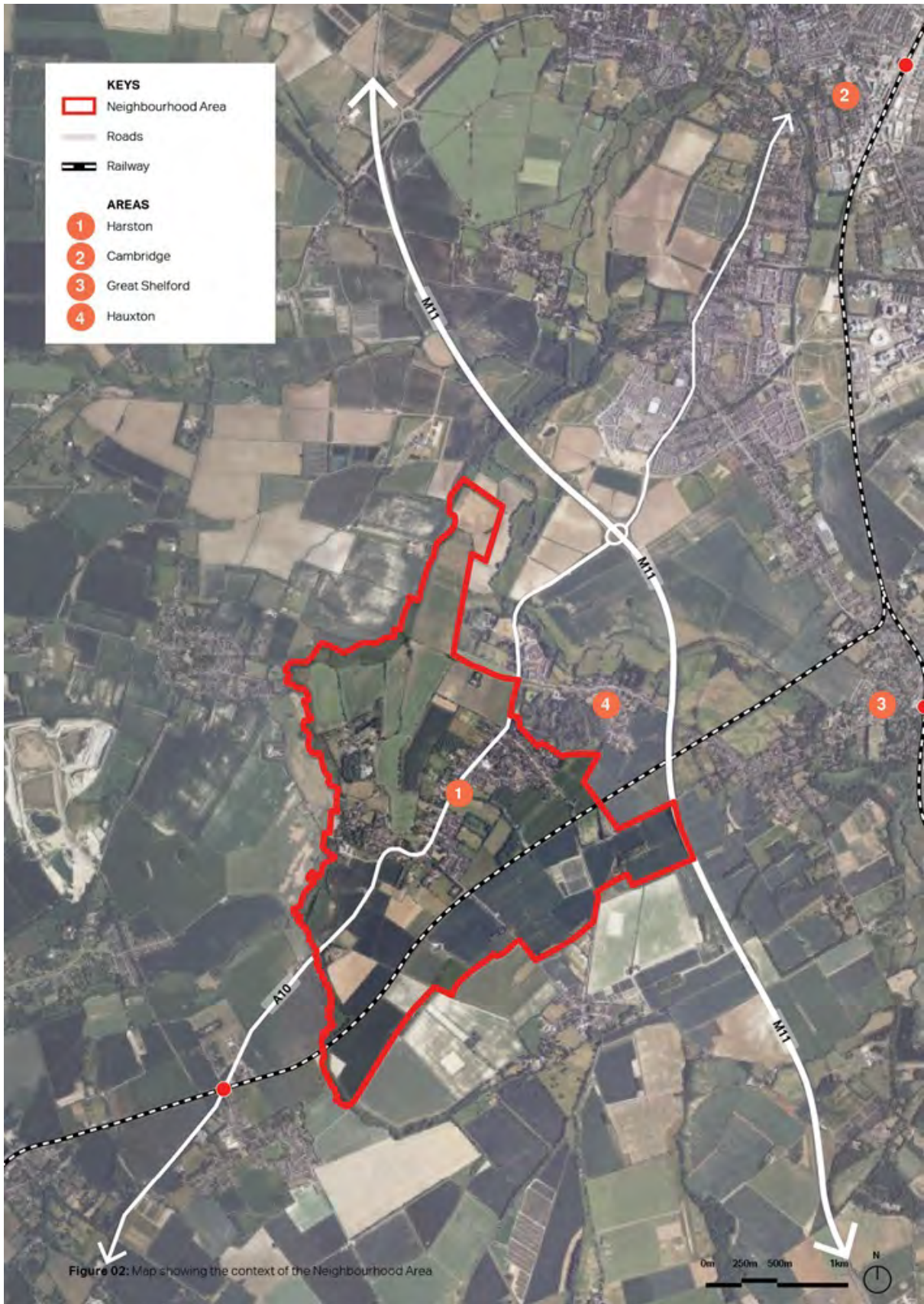
3.5 The north-south route through the village (now the High Street/A10) came much later and crossed the east-west route at The Green (formerly Swan Green) which had become the centre of the village. The A10 was always bustling with travellers from Cambridge to London in wagons, carts and coaches and the inns catered for passengers and traders of all kinds. The Swan Inn was the main coaching inn by The Green but burnt down in 1928. Other services (saddlers, bakers, butchers, post office) were found around The Green and War Memorial Green until the early-mid 20<sup>th</sup> century, by which time shops and pubs were largely centred in the southern half of the High Street, near the Village Hall that had been erected in 1923.

3.6 Building on the east side of the High Street happened only after the enclosure of fields (1802) with initially a few large, detached houses followed by later ribbon development to the north, and estates or cul-de-sacs to the east. Many of the large residences set back from the High Street on the west side were on long plots, once small farms or small holdings with chickens and orchards until mid-20<sup>th</sup> century. By the end of the 19<sup>th</sup> century, the northern extent of the village was marked by a (Brickfield) lane, just past the present day



petrol station. After 1900, the land beyond the petrol station was divided into 1 acre plots and sold off for detached houses for the better off – sometimes for people moving out of Cambridge in retirement.

3.7 This historic character is supported by 17 statutorily listed buildings, one scheduled monument and 49 non-designated heritage assets (note this includes buildings, structures and historical open spaces) – see Appendix 3, together with Policy HAR 4.

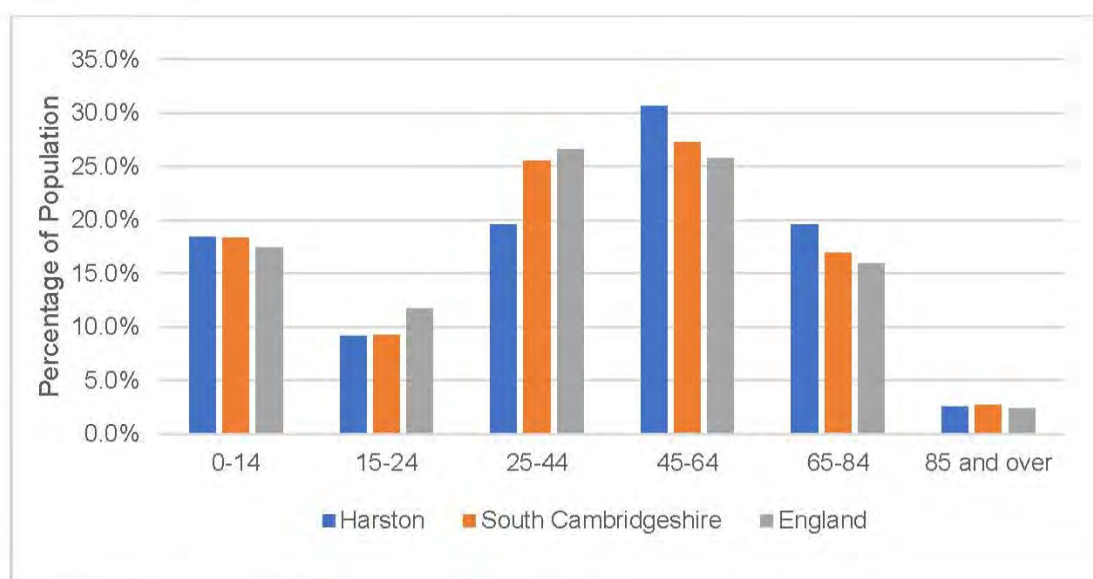


Map 3: Harston and its surroundings. (AECOM Harston Design Code & Guide 2023)

## Demographics

3.8 At the time of the 2011 Census, the Harston neighbourhood plan area was home to 1,729 residents, formed into 698 households and occupying 722 dwellings. According to the 2021 Census, Harston has a population of 1,831, indicating an increase of 102 individuals (6% growth) since the 2011 Census.

3.9 The 2021 Census data shows that the 45-64 age group constitutes the largest percentage of Harston's population at 31%. There are almost equal proportions of people aged 0-15, 25-44 and 65-84 (18-20% each). The 65-84 cohort grew the most (24%) in the intercensal period whilst the 25-44 cohort declined by 11%. Currently, the population profile slightly favours those aged 45+ with more residents aged 45+ (53%) than under 45 (47%). However, in terms of overall trend the older age groups are growing at faster rates than the younger ones.



Source: ONS 2021, AECOM Calculations

Figure 1: Age Structure in Harston 2021. Source: AECOM Housing Needs Assessment 2023

3.10 The 75+ age group formed around 8% of the parish's population in 2011 and currently forms around 10%. This category is expected to increase by 139 during the plan period to make up 14% of the population in 2041. This is estimated to form into 101 households (source: HNA 2023).

## Dwelling stock

3.11 The Census 2021 records Harston parish as having 763 dwellings, and at the time of the 2011 Census, the parish was recorded as having 722 completed dwellings. This indicates a net increase of 41 dwellings during the intercensal period.

3.12 Since the 2021 Census, a further 9 dwellings are known to have been completed (including 8 dwellings on the Old English Gentleman/Vujon site) and a further 3 dwellings are under construction.

## Household characteristics

3.13 Harston has a higher rate of home ownership than the wider district and England. In common with the rest of South Cambridgeshire, the parish has a higher than average rate of

shared ownership (2.5% vs 1.0% nationally). This tenure grew by 80% since 2011. There are lower rates of social and private rents in the neighbourhood area than in the wider geographies. Between 2011 and 2021 the parish saw a decline in the number of social rented properties and a growth in private rented properties.

Table 1: Tenure of Harston households in 2021

Tenure	Harston %	South Cambs %	England %
Owned	73.8	68.9	61.3
Shared ownership	2.5	2.5	1.0
Social rented	13	14.5	17.1
Private rented	10.8	14.1	20.6

Source: Table 4-1 in the Harston HNA 2023, sources referenced in that document are 'Census 2021, AECOM Calculations in HNA'

Table 2: Tenure change (households) in Harston, 2011 to 2021

Tenure	2011	2021	% change
Owned	508	540	6.3
Shared ownership	10	18	80
Social rented	105	95	-9.5
Private rented	67	79	17.9

Source: Table 4-2 in the Harston HNA 2023, sources referenced in that document are 'Census 2021 and 2011, AECOM Calculations'

## Business and community facilities

3.14 There are a small number of visible businesses along the High Street in Harston; transport related are notably BP garage/Costa, Ducati (motorbikes) and Porsche (the latter with many employees). Neptune furniture, Shop/Post Office, Hairs & Graces and the Coach House (osteopath, etc) are other small High Street businesses. Most have few or no employees that live in the village. The Queen's Head is the one remaining public house/restaurant found on Royston Road. Sagentia and multiple small companies are found on a technology campus on the southern edge of the village and have approximately 400 employees, again most, if not all, travel in from outside the village. There is a small industrial estate in Button End with 20 units and 12 businesses (a number of businesses occupy more than one unit). There are joinery & building businesses at Centenary Works in Button End and a roofing supplies business on Station Road near the edge of the village. Both the doctors' surgery/dispensary on Church Street and the primary school and associated pre-school on Station Road employ significant numbers, the latter particularly with more local staff. Baggot Hall Farm on Station Road is the main farm based in the village, with other land farmed by tenant farmers, most non-resident. Cambridge Interiors (plants) at Manor Farm in the south of the parish appears to have closed recently as has the last garden nursery.

3.15 Many residents work and run small businesses from home; an increasing number since the pandemic. There were approximately 40 known home-based businesses in 2023. Of those who participated in the January 2023 NP questionnaire, 36% were employed outside Harston (mostly from 40-59 age group), 23% described themselves as working from home, 43 responses from the 40-59 age group and 10 from 60-79 age group. Only around 5% worked for a Harston-based business but another 5 percent stated they run a business and 8% stated they own a business.

3.16 The village hall, the recreation ground pavilion and primary school hall (off the High Street) provide the main community facilities although All Saints Church and the hall at Harston Baptist Church also are used in addition to services, the latter for the food hub.



There is also a community day centre for Meadow Way sheltered housing. The village hall is largely booked up with regular weekly activities relating to fitness, art, dancing, etc. as well as used for weddings and other events. The pavilion provides changing facilities for sports as well as a small meeting space. The school is used for sport, cubs/scouts and occasional PTA events. The recreation ground has a football pitch, play areas and gym equipment. Adjacent is a community orchard and meadow.



Image 3: Harston and Newton Community Primary School playing field



## Flood risk

3.17 The parish is relatively low lying generally at 10 metres above sea level.

3.18 Flood risk in the parish of Harston potentially arises from the River Cam or Rhee (fluvial flooding), from surface water and from groundwater flooding. The extent of fluvial flood risk in the parish is shown on Figures 2 and 3 below. These illustrate how these areas are away from settled areas and correlate with the path of the River Cam or Rhee.

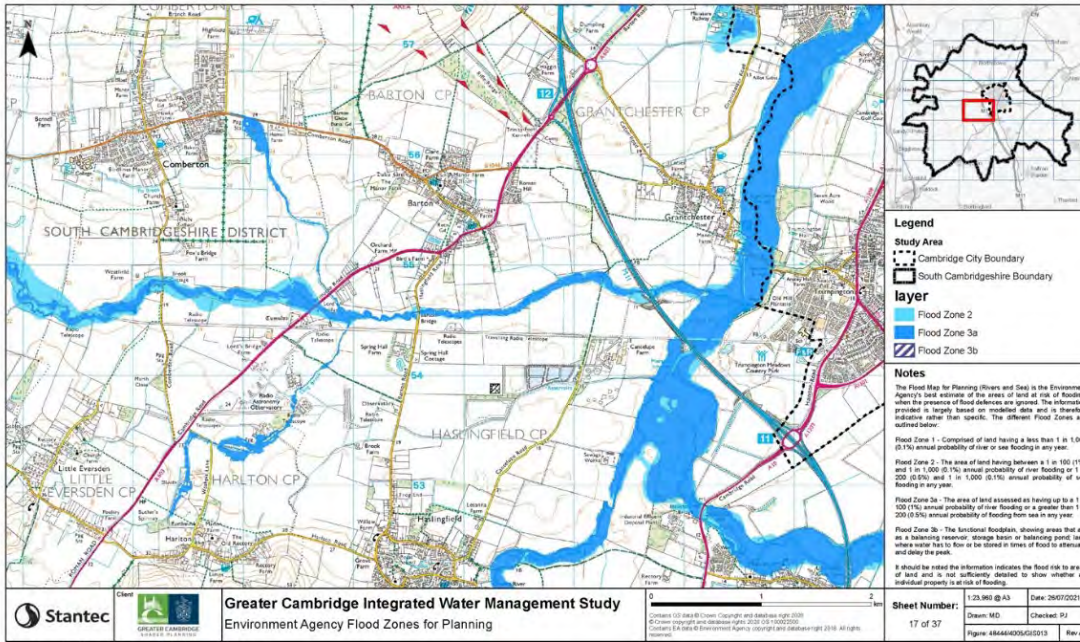


Figure 2: Fluvial flood risk areas in north of the parish. Source: Level 1 Greater Cambridge SFRA 2021

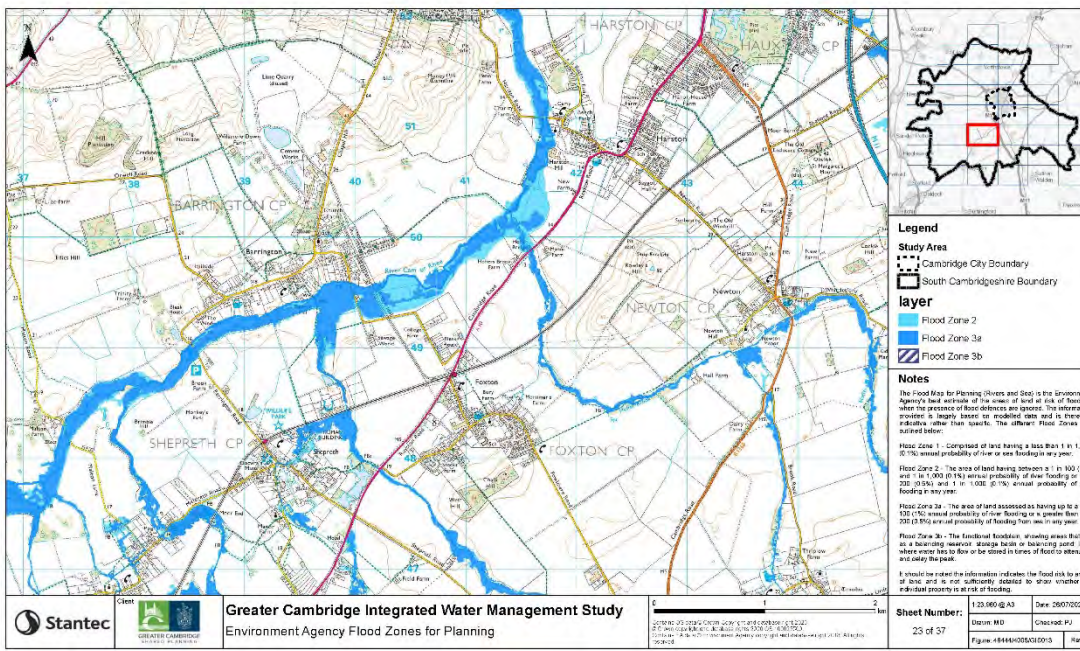


Figure 3: Fluvial flood risk in south of the parish. Source: Level 1 Greater Cambridge SFRA 2021



3.19 The figures below show the extent of surface water flood risk in the parish. This shows that areas at risk of surface water flooding (meaning a chance of flooding of greater than 0.1%, 1% or 3.3% each year) are present within the built up areas including most of the land fronting the A10. There is also a pocket of land to the south of the railway line at Newton Road where there is a chance of surface water flooding greater than 3.3% each year

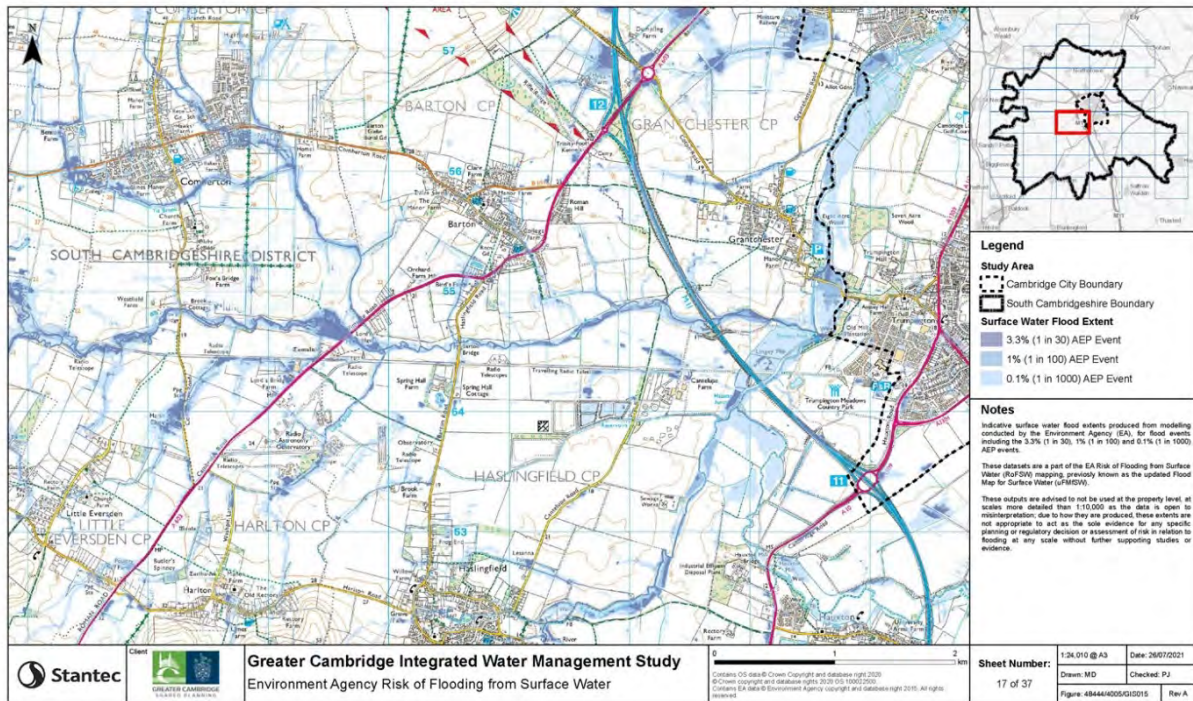


Figure 4: Surface water flood risk in north of Harston parish. Source: Level 1 Greater Cambridge SFRA 2021

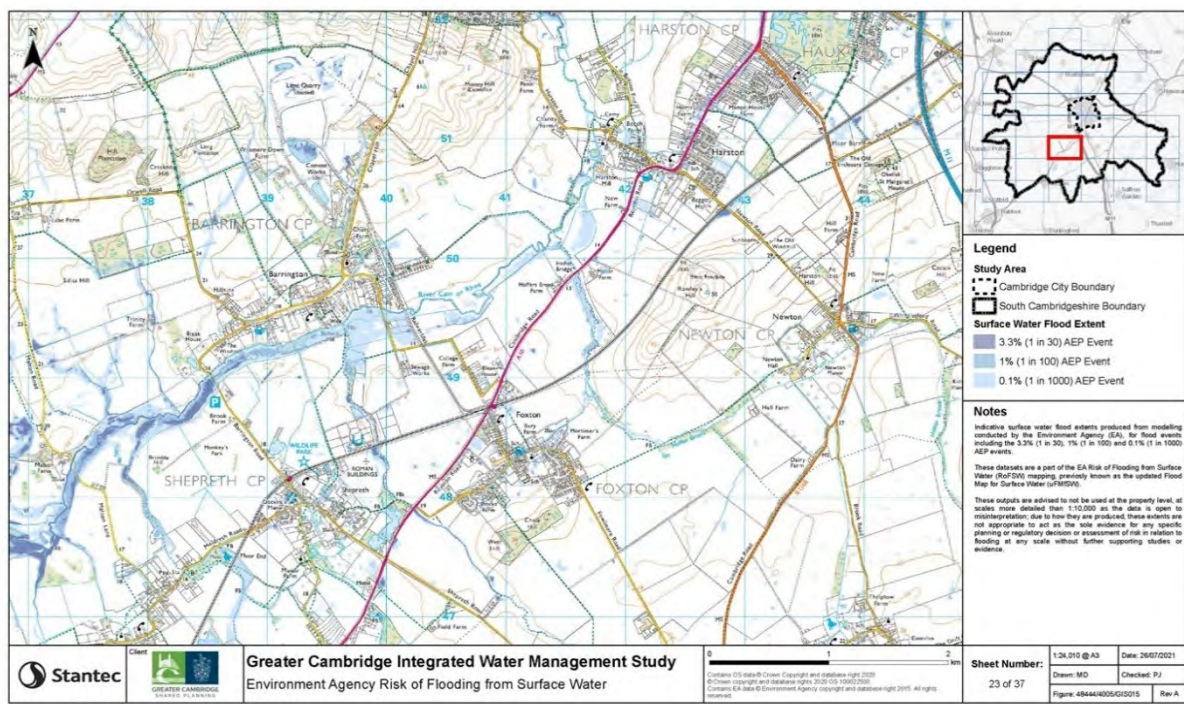


Figure 5: Surface water flood risk in south of Harston parish. Source: Level 1 Greater Cambridge SFRA 2021

3.20 Surface water and fluvial flood risk extents are also available to view online at [www.gov.uk/check-long-term-flood-risk](http://www.gov.uk/check-long-term-flood-risk)

## 4. Key issues

### Issues identified through engagement work

4.1 The January 2023 householder survey sought views from residents on what was good about living in Harston, what was not so good about living in Harston and what people would like to see improved. Participants were given a range of options to choose from as well as the option of providing open answers.

4.2 In response to the question 'what do you think is good about Harston?', participants (266) agreed as follows:

Table 3: Living in Harston - most liked aspects

Living in Harston - most liked aspects	Strongly agree	Agree	Total (agree)
Recreation ground and community orchard	42%	49%	91%
Attractive countryside and countryside paths	31%	54%	85%
Mix of buildings – old and new	11%	65%	76%
Rural character of the village	21%	49%	70%

4.3 In response to the question 'what is not so good about Harston?', participants (265) agreed as follows:

Table 4: Living in Harston - most disliked aspects

Living in Harston - most disliked aspects	Strongly agree	Agree	Total (agree)
Traffic issues e.g. speeding, noisy, heavy, polluting vehicles	70%	19%	89%
Parking issues e.g., lack of spaces poor parking	35%	36%	71%
Lack of central meet up facilities	35%	31%	66%
Lack of affordable housing	27%	30%	57%
Loss of buildings of character & history	18%	39%	57%

4.4 In response to the question ‘What would you like to see improved about Harston?’, participants (266) responded as follows:

Table 5: Living in Harston - most popular improvements

Living in Harston - most popular improvements	Strongly Agree	Agree	Total
Provide more public parking e.g., for surgery and for school	49%	34%	83%
Provision of more connecting footpaths & off road paths	45%	36%	81%
Provision of café/drop in meeting place	45%	36%	81%
Access to more informal green space: meadows, woodlands, nature reserve	39%	39%	78%
Preservation of our heritage	31%	45%	76%

4.5 Key findings from the landowner engagement that took place in early 2023 are:

#### Improving biodiversity

- Some farmers expressed commitment to support the environmental improvement of land including biodiversity enhancements and a number of initiatives in hand were mentioned.

#### Allowing public access onto private land

- Farmers were not necessarily opposed to this, but concerns expressed regarding irresponsible dog owners letting dogs off the lead and undermining goal of managing land for biodiversity improvements.

#### East West Rail (EWR)

- The EWR proposals (proposed to be directed through rural parts of the parish) will be very disruptive for a number of farms. Farmers expressed concern that their farmland could be unworkable due to the EWR cutting through existing fields. They also expressed concerns over proposals to remove existing level crossings since this could mean they would have to divert their farm vehicles 2 to 3 miles, including via the A10, to reach fields that are otherwise close by.

#### On-street congestion

- Running a farm in Harston is problematic due to the number of parked cars on roads. Farmers would not be supportive of any proposals to make roads narrower as farm equipment already struggles to use them. Farmers have been forced to avoid Church Street during surgery hours, meaning some have to travel via Barrington from Haslingfield to get into Harston.

### 2021 community engagement work specific to East West Rail

4.6 East West Rail ran some consultations in 2021. In Harston, it was felt the EWR consultation in 2021 and feedback forms were too general and not specific to Harston, so many residents were unaware of EWR proposals. As a result, extensive outreach initiatives to the residents of Harston were spearheaded in 2021 by a collaboration between Harston



Parish Council, Harston Residents Group and local independent residents to provide a comprehensive village inclusive response.

4.7 A dual online/offline poll invited the residents of every household in Harston in the age range of 14 and above to have their say. There were 272 completed questionnaires representing 656 residents of the target age. That represents 43% of Harston's eligible population. Statistical results compiled in June 2021 have been included in brackets alongside the categories detailed below. These remain valid today.

4.8 Reaction from residents:

- **The closure of Station Road, Harston and proposed two new road alternatives** This would sever the link between Harston and Newton, used by many adults to go further afield but daily by school children to reach the primary school in Station Road. This would necessitate longer journeys with more pollution and more traffic on the already busy A10. Expecting pedestrians and cyclists to use this route instead over Newton Hill and over a likely new high embankment/12 metre bridge would be difficult for children and could impact on the viability of the primary school.
- **The impact of embankments, viaducts and bridges** Harston will in effect be walled in across its southern and eastern borders with 12 metre bridges, viaducts and embankments to enable a grade-separated junction to be introduced. The visual effect would be transformational and will destroy the very essence of the green belt perimeter along which we are situated. Grade 1 farmland will be destroyed, and a working farm (New Farm) and two cottages will be demolished. Concerns also cover noise and air pollution. Houses within at least 500 meters will presumably experience the most harmful effects, causing a blight on properties and their value.  
[poll 272 responses – 4.71 from a maximum score of 5 are concerned about the visual impact of embankments up to 12 metres high]  
[poll 272 responses - 4.48 from a maximum score of 5 claim they will be adversely impacted by a grade separated loop over the Kings Cross line]  
[poll 272 responses 4,25 out of a maximum score of 5 believe their property values will be negatively impacted]  
[poll 272 responses – 4.73 out of a maximum score of 5 believe air pollution will increase if the southern alignment is approved]  
[poll 272 responses – 4.55 from a maximum score of 5 are concerned about noise disturbance from the potential use of diesel passenger and freight trains during the day]  
[poll 272 responses – 4.8 from a maximum score of 5 are concerned about noise disturbance from the potential use of diesel passenger and freight trains during the night]
- **The impact on local wildlife and environment** The well renowned soft landscape (river meadows, chalklands and farmland) that surrounds our southern fringe and used by many local people will be severely impacted visually and functionally – cutting across rivers, waterways and wooded areas which are rich in biodiversity creating a massive walled effect around the entire southern and south-eastern eastern fringe of the village, less than 300 metres from the nearest housing in several areas. There will be extensive damage to trees, plant species and protected animal species. Just one example - birds, geese and swans using the river line for low level flying up and down the River Cam and Rhee.  
[poll 272 responses – 4.78 from a maximum score of 5 believe there will be a negative impact on nature and local wildlife]

## An analysis of the strengths, weaknesses, threats and opportunities

4.9 The NP Working Group used the feedback from engagement work alongside the evidence to build a consensus on the strengths, weaknesses, opportunities and threats to the plan area. This provided a good basis from which to develop the vision for Harston and to confirm the scope of the plan, detailed in Chapter 5.

Strengths	Weaknesses
<p><b>Convenient location</b></p> <ul style="list-style-type: none"> <li>Proximity and ease of access to Cambridge, and to national rail via Foxton Railway Station</li> <li>A10 traffic generates customers to village shops and businesses</li> </ul> <p><b>Distinctive settlement character</b></p> <ul style="list-style-type: none"> <li>Linear village punctuated with green spaces, providing several pleasing views and vistas of attractive landscape and townscape</li> <li>A characterful built environment, often with strong landscape features (tall trees, established hedgerows)</li> <li>Strong rural character in and around Church Street and Button End</li> <li>Surrounded by attractive countryside and Green Belt</li> </ul> <p><b>A thriving community</b></p> <ul style="list-style-type: none"> <li>A wealth of activities, a strong sense of identity</li> </ul> <p><b>Shops and services</b></p> <ul style="list-style-type: none"> <li>Shop and post office, Queens Head restaurant, BrewBoard, Costa, garage, hairdresser, beauty services</li> </ul> <p><b>Community facilities</b></p> <ul style="list-style-type: none"> <li>primary school, pre-school, doctor's surgery, village hall, pavilion and recreation ground and community orchard, 2 churches</li> </ul> <p><b>Active travel options</b></p> <ul style="list-style-type: none"> <li>Existing cycleway along west side of High Street</li> </ul> <p><b>Biodiversity assets</b></p> <ul style="list-style-type: none"> <li>Three County Wildlife Sites</li> <li>Several priority habitats</li> </ul> <p><b>Heritage assets</b></p> <ul style="list-style-type: none"> <li>17 statutorily listed buildings, 1 scheduled monument and 49 non-designated heritage assets</li> </ul> <p><b>Access to the countryside and opportunities for outdoor recreation</b></p> <ul style="list-style-type: none"> <li>Good network of off-road routes providing access to the surrounding countryside, allotments, recreation ground, meadows and orchard</li> </ul> <p><b>Employment</b></p> <ul style="list-style-type: none"> <li>Button End Industrial estate</li> <li>Working farms</li> <li>Sagentia Business Park, Mill Road.</li> <li>Large Porsche dealership</li> <li>School and surgery</li> </ul>	<p><b>Housing</b></p> <ul style="list-style-type: none"> <li>Cost of open market housing</li> <li>Shortage of affordable housing</li> <li>Green belt designation limits options for building housing</li> </ul> <p><b>Community facilities</b></p> <ul style="list-style-type: none"> <li>Shortage of community meeting space/café</li> <li>Lack of a village centre</li> </ul> <p><b>Parking provision does not cater for business and services needs in many locations</b></p> <ul style="list-style-type: none"> <li>Outside surgery along Church Street</li> <li>Outside businesses along the A10</li> <li>Outside school</li> <li>Inadequate provision is a contributing factor to inconsiderate parking, undermining road safety and leading to damaged verges (e.g. where HGVs have mounted verges in order to pull up)</li> </ul> <p><b>A10</b></p> <ul style="list-style-type: none"> <li>High volumes of noisy traffic</li> <li>Divides the village</li> <li>Air pollution</li> <li>Adversely impacts street scene environment</li> <li>Conflict with cycleway on west side of High Street due to number of private driveways with access onto A10.</li> <li>Pedestrian safety is undermined at numerous locations where vehicles need to pull out into A10 (e.g., private driveways and BP garage site)</li> <li>Narrow road leading to accidents &amp; cycleway bollards knocked down frequently</li> </ul> <p><b>Church Street &amp; traffic</b></p> <ul style="list-style-type: none"> <li>Too much traffic for this rural road with narrow width and home to historic core and a high number of significant heritage assets</li> </ul> <p><b>Access to Button End Industrial Estate</b></p> <ul style="list-style-type: none"> <li>Key employment site but with narrow access along Button End, not suitable for HGV vehicles</li> </ul> <p><b>Footpath network</b></p> <ul style="list-style-type: none"> <li>Impossible to walk from one part of the village to another without having to walk along the busy A10 for part of it</li> </ul>

Opportunities	Threats
<p><b>Distinctive settlement character</b></p> <ul style="list-style-type: none"> <li>Identify positive planning designations e.g., important views in and out of settlement, valued, local landscapes, Local Green Spaces, the historic core</li> </ul> <p><b>Housing</b></p> <ul style="list-style-type: none"> <li>Support the principle of rural exception sites through NP. Explore options for delivery</li> </ul> <p><b>Heritage</b></p> <ul style="list-style-type: none"> <li>Identify non-designated heritage assets in NP</li> </ul> <p><b>Biodiversity</b></p> <ul style="list-style-type: none"> <li>Identify, protect and enhance areas of biodiversity importance. Identify opportunities to strengthen existing ecological corridors and improve biodiversity e.g. Gravel works nature area</li> </ul> <p><b>Community facilities</b></p> <ul style="list-style-type: none"> <li>Identify a site for the delivery of an improved community hub/meeting place</li> </ul> <p><b>Village centre</b></p> <ul style="list-style-type: none"> <li>Explore options for strengthening village centre</li> </ul> <p><b>Active travel</b></p> <ul style="list-style-type: none"> <li>Haslingfield Greenway extension in Harston</li> <li>A cycleway/path to Newton from Station Road and London Road to link in with Melbourn Greenway</li> <li>Influence how the proposals come forward, e.g. through designations in the NP?</li> </ul> <p><b>Transport</b></p> <ul style="list-style-type: none"> <li>Explore how impact on residential amenity and the street scene environment could be more properly considered</li> <li>Explore options to provide additional village centre and off-street parking</li> </ul> <p><b>Outdoor recreation</b></p> <ul style="list-style-type: none"> <li>Improve footpath network in and around the village</li> </ul> <p><b>Environmental sustainability &amp; climate change</b></p> <ul style="list-style-type: none"> <li>Improve the sustainability of the village</li> <li>Reduce parish contributions to greenhouse gas emissions</li> <li>Seek to mitigate impacts of climate change</li> <li>Develop more nature areas e.g. Button End gravel pits</li> <li>Support stand-alone renewable energy infrastructure</li> </ul> <p><b>Businesses, shops and services</b></p> <p>Make more of the A10 location and attract more business/custom from passing traffic</p>	<p><b>Distinctive settlement character</b></p> <ul style="list-style-type: none"> <li>Vulnerable to erosion if insensitive development comes forward e.g. Pemberton Arms site, inappropriate backland development</li> <li>Loss of heritage through redevelopment</li> <li>Loss of hedgerows and trees following development</li> </ul> <p><b>Housing</b></p> <ul style="list-style-type: none"> <li>New housing developments not meeting the needs of local households (e.g. too expensive, the wrong size and tenure)</li> </ul> <p><b>Active Travel</b></p> <ul style="list-style-type: none"> <li>The Greenways being delivered in a way which might erode the rural character of the parish</li> <li>Pedestrian and cyclist safety being further compromised at key locations e.g. Church Street</li> </ul> <p><b>Church Street &amp; Village Green historic core</b></p> <ul style="list-style-type: none"> <li>Vulnerable to damage through high levels of traffic movements</li> <li>Safety issues for all road users</li> </ul> <p><b>Transport</b></p> <p>East West Rail</p> <ul style="list-style-type: none"> <li>The preferred route known as Section E which circumnavigates the southern and eastern edges of the village and intended to be formalised through a Development Consent Order in 2024 are feared to have significant negative impacts on Harston's farming community, the local landscape and environment and connectivity between Harston and neighbouring villages</li> <li>The proposed alignment will: <ul style="list-style-type: none"> <li>fragment farmland to the south and east of the village</li> <li>impact adversely on valued chalk ridge/landscape and wildlife</li> <li>sever public footpaths which would reduce connectivity and access to countryside, and</li> <li>create cuttings e.g. into Rowley's Hill.</li> </ul> </li> <li>The proposed shutting of road over railway line will: <ul style="list-style-type: none"> <li>disconnect the village from neighbouring Newton resulting in adverse impacts on school access and travel options</li> <li>create problems for farm vehicles, and</li> <li>potentially lead to two new link roads to compensate and these will impact further on countryside.</li> </ul> </li> <li>In some places the proposed line will run on 12 m high embankments with bridges and flyovers. This will impact on air and noise pollution.</li> </ul> <p><b>Community Facilities</b></p> <ul style="list-style-type: none"> <li>Population and housing growth not yielding enough school-aged children to support the use of all classrooms/potential classrooms available in the primary school</li> <li>Other community infrastructure not expanding with growth</li> </ul>

## 5. A vision for Harston

5.1 The vision underpinning the Harston NP is:

To maintain the village’s rural charm, where new buildings are in keeping with the rural setting and its historic identity is retained. The environment, located in the green belt, will be enhanced for everyone to enjoy while embracing sustainability and biodiversity.

A cohesive, diverse, vibrant community will be fostered, anchored by a thriving school, with improved community facilities & services to make it a great place to call home while being ecologically and environmentally friendly. Any new development should focus on creating affordable housing opportunities and be sensitively and sustainably designed. Improved connectivity will be created through well-designed transport options, with cycleways and footpaths that serve the needs of the community.

5.2 The vision is supported by 18 objectives that are organised into eight different themes:

<b>Village and settlement character</b>
<b>Objective 1:</b> New development will be designed to a high standard and will reinforce Harston’s distinctive rural charm and sense of place.
<b>Objective 2:</b> Harston’s historic identity will be retained and strengthened
<b>Objective 3:</b> The vulnerability and sensitivity of Harston’s historic core and Button End in terms of heritage significance and settlement/landscape character will be fully considered in all applicable parish-based planning decisions
<b>Open space</b>
<b>Objective 4:</b> Existing locally important open spaces within the village will be protected and opportunities will be taken to improve the quality and quantity in this provision.
<b>Parish-wide landscape and biodiversity</b>
<b>Objective 5:</b> Retain and enhance Harston’s wider landscape character for all to enjoy
<b>Objective 6:</b> Protect, enhance and increase areas and networks of biodiversity value
<b>Climate Change and flood management</b>
<b>Objective 7:</b> New development will achieve high sustainable design and construction standards, ensuring new development will belong in a zero carbon future
<b>Objective 8:</b> Support new low carbon and renewable energy infrastructure
<b>Objective 9:</b> Flood risk from all sources will be a key consideration in all land use planning decisions and new development will not result in increased risk of flooding.
<b>Housing supply</b>
<b>Objective 10:</b> Existing affordable housing needs will be addressed through the provision of affordable housing schemes targeted at meeting parish level needs.
<b>Objective 11:</b> The size, mix and tenure of new residential development will be suitable for attracting young families to the parish and allowing older residents to downsize.
<b>Traffic and parking</b>
<b>Objective 12:</b> Traffic generation from new development proposals will be fully considered and appropriately mitigated.
<b>Objective 13:</b> Existing parking infrastructure for motorised vehicles will be improved and better managed in locations associated with village shops and community facilities in order to make our village environment safer and more pleasant.



**Active travel**

**Objective 14:** Different parts of the village will be better connected through an improved rural and village footpath network.

**Objective 15:** New development will utilise all opportunities to secure active travel routes to facilitate access to both neighbouring developments, surrounding countryside and village services

**Harston's village hub and community infrastructure**

**Objective 16:** We will plan to sustain and develop further enhanced community meeting spaces in central locations, to allow for increased opportunities for the community to come together

**Objective 17:** Harston's community infrastructure (comprising our school, health services and community spaces) will be maintained and where necessary expanded to meet the needs of residents

**Objective 18:** We will support shops and businesses along the High Street in order to support parish residents in both their working and leisure time

# Section 2: The Planning Policies

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## 6. Village and settlement character

6.1 Three objectives (see Section 1, Chapter 5) underpinning the NP vision sit under this theme:

**Objective 1:** New development will be designed to a high standard and will reinforce Harston's distinctive rural charm and sense of place.

**Objective 2:** Harston's historic identity will be retained and strengthened.

**Objective 3:** The vulnerability and sensitivity of Harston's historic core and Button End in terms of heritage significance and settlement/landscape character will be fully considered in all applicable parish-based planning decisions

### **Objective 1: New development will be designed to a high standard and will reinforce Harston's distinctive rural charm and sense of place**

6.2 There are 3 planning policies sitting under this objective:

- Policy HAR 1: New development and design
- Policy HAR 2: Protecting and enhancing important landscape features within the built-up environment
- Policy HAR 3: Protecting and enhancing landscape character and setting in and around Harston village

### **Policy HAR 1: New development and design**

#### **Background context and policy rationale**

6.3 Set within the Cambridge Green Belt and an attractive landscape, Harston is a village that retains a close relationship with its surrounding countryside. The A10, an exceptionally busy road connecting Royston with Cambridge, runs through the centre of the village and has heavily influenced the pattern of development and character of Harston today. Harston is also rich in history, with 17 statutorily listed buildings, a scheduled monument and a wealth of locally valued buildings of historical value (see Policy HAR 4 below).

6.4 As noted in Chapter 4, the majority of people responding to the 2023 householder survey agreed that the 'mix of old and new buildings in Harston' is a good aspect about the parish. However, in their open comments, people explained they preferred buildings of character, old buildings to new buildings and that Harston has a distinct character, still separate from Cambridge.

6.5 In the 2023 householder survey, participants were also asked (in question 13) about what features they consider to be important in relation to the location, design and quality of new homes. Participants were given five options to express agreement/disagreement with and were also provided with an opportunity to provide open comments. 73% (188) of respondents to the question considered that proposals should be 'in character/compatible with size and scale of existing buildings.' In the open comments option, 18 respondents commented they wanted the design of new housing to be well thought out and appealing, not rushed to mass produce houses quickly. Generally, people wanted new modern, functional, varied designs to fit in with the rural character and that of surrounding buildings. 19 open comments emphasised the importance of high quality modern architecture including

different aspects of building sustainable housing. People mentioned solar panels but also referred to the need to reduce energy consumption and emissions, and referenced the importance of natural light, clean air/water and use of grey water, water meters, heat pumps, etc. They also wanted high quality designs, functional buildings, with good sized rooms and space provided for those with mobility issues.

### **Harston Design Guidance and Codes Document 2023 (HDG&C 2023)**

6.6 The Harston Neighbourhood plan is informed by the Harston Design Guidance and Codes Document (HDG&C 2023). It is available to view

<https://harstonvillage.uk/regulation-14-consultation-of-harstons-draft-neighbourhood-plan-22-april-11-june-2024/>

6.7 The HDG&C 2023:

- a) Provides an overview of Harston's heritage, landscape, movement network and built form.
- b) Divides the village into eight different character areas. These are then described in terms of 'land use', 'layout of streets, buildings and plot', 'built form, scale, height and roofline', 'boundary treatment', 'architectural vernacular', and 'public realm'. The eight character areas defined in the HDG&C 2023 are consistent with the areas shown in Map 4, below, although they do differ – see explanation in Paragraph 6.11.
- c) Identifies four overriding design objectives to apply to new development:
  - integrate development with the historical architecture
  - contribute to the rural village character and lifestyle
  - protect and enhance the landscape setting, and
  - sustainable design.
- d) Provides a comprehensive set of design guidance and codes, organised under the four overriding design objectives (see Appendix 1).
- e) Includes additional design checklists (see Appendix 2) organised into the following categories:
  - general design guidelines for new development
  - street grid and layout
  - local green spaces, views and character
  - gateway and access features
  - building layout and grouping
  - building line and boundary treatment
  - building heights and roofline
  - household extensions
  - building materials and surface treatment, and
  - car parking.

6.8 Policy HAR 1 addresses design objectives 1 and 2, relating to Local Architecture and Rural Village.

## **Harston Landscape Character Appraisal 2024**

6.9 The Harston Landscape Character Appraisal (HLCA 2024) is available to view at <https://harstonvillage.uk/regulation-14-consultation-of-harstons-draft-neighbourhood-plan-22-april-11-june-2024/>. The document includes an assessment of the landscape character of Harston village. Its findings are covered in more detail under Policy HAR 2 (Protecting and enhancing important landscape features within the built-up environment), Policy HAR 3 (Protecting and enhancing landscape character and setting in and around Harston village).

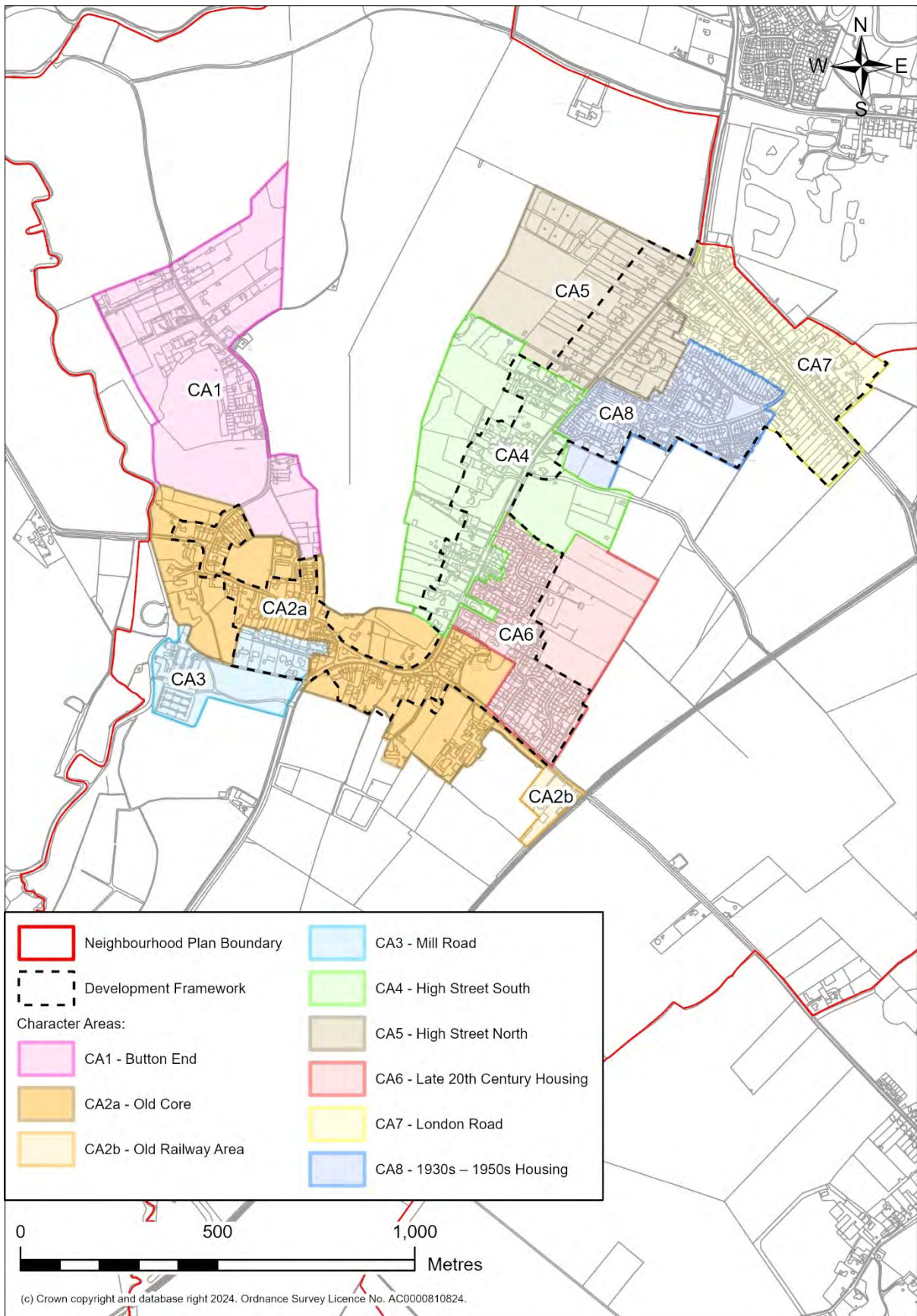
6.10 The HLCA 2024 is however also applicable to Policy HAR 1. This is because it provides a useful overview of notable built and natural landmarks, open spaces, green infrastructure and important village views within the settled areas too.

6.11 The HLCA 2024 identifies eight 'village character areas' – shown on Map 4. They differ slightly from the eight character areas defined in the HDG&C 2023, as several of the areas have been extended to include important open land close to the community that has historical, cultural and natural elements that are found to contribute to the character of the built environment. This means the village character areas do extend beyond the development framework (the boundary that defines the built up area of the settlement for planning purposes). Particularly the High Street, the historic core and Button End still show the influence of historical boundaries, plot size and shape of the residential plots, and present day activities are often a continuation of the old. In Button End particularly, the entire size of the long low density plots, usually with just one residence within, have been included with the overall character area as well as the undeveloped plots between them, as these make up the rural character of the area.

## **South Cambridgeshire District Design Guide 2010**

6.12 The SCDC District Design Guide provides additional guidance to applicants on matters applicable to delivering good design such as those set out in Local Plan Policy HQ/1 'Design Principles'. Clause 4 in Policy HAR 1 requires proposals to ensure a good standard of amenity for people and this includes avoiding overlooking or loss of private residential amenity space. Paragraphs 6.65 and 6.75 in the District Design Guide provides guidance applicable to this.





Map 4: Harston village landscape character areas as defined in Harston Landscape Character Appraisal 2024

## Policy HAR 1: New development and design

1. A design-led approach should be taken for all development proposals. To be supported, development proposals must recognise and reinforce Harston's distinctive character and integrate well with the character area relevant to its location (see Map 4), as described in:
  - the Harston Design Guidance and Codes (HDG&C) 2023 and
  - the Harston Landscape Character Appraisal (HLCA) 2024.
2. Development proposals may take a contemporary or traditional approach, provided the proposals relates sympathetically to the site and its surroundings.
3. Development proposals shall be informed by the design guidance and codes found in the HDG&C 2023 as well as the village character appraisals found within the HLCA 2024, and accord with the principles set out in this policy.
4. Descriptions as to how a development scheme complies with this policy will be expected to be provided in the Design and Access statement or Planning Statement as applicable. Submission of a completed design checklist (Appendix 1), at the planning application stage, is encouraged.

### **Design Principles - Local architecture:**

**Building heights:** The height of buildings should respond appropriately to the context provided by surrounding buildings including in terms of height (predominantly 2 storeys or less), street widths, sense of enclosure in the street, topography and vegetation. See Design Code LA01.1 Building height, scale and roofscape in the HDG&C 2023.

**Roof design:** New roof types and pitch should reflect existing characteristics within the site surroundings and the scale of roofs should be in proportion to the dimensions of the building. As above, see Design Code LA01.1.

**Building materials and colour palette:** Choice of buildings materials should reflect or otherwise integrate well with those found in the site surroundings or character area (see Map 4). Depending on the predominant materials in the area where a proposal is located, suitable materials could be:

- a) Wall materials: Cambridge buff brick, red brick, render, pebbledash render, weatherboarding, wooden frame.
- b) Painted wood colours: white, olive green, black or grey.
- c) Roof materials: dark stone tiles, stone tiles, reconstituted stone tiles, clay roof tiles in muted brown-red, concrete tiles, thatched roof.

**Building modifications, extensions and plot infills:** Development proposals will be expected to demonstrate their proposal is appropriate taking into account Design Code LA01.4 Building Modifications, Extensions and Plot Infills.

Continued overleaf:

## Policy HAR 1: New development and design

### Policy continued:

#### Design Principles – A Rural Village

##### Plot and Building Layout:

- a) Plot and building layout should reinforce the small scale, historic character that provides the village feel of Harston and be in-keeping with the predominant development pattern found in the character area in which a proposal is located (either linear or informal).
- b) Building lines should be consistent, with subtle variations for visual interest. Infill development will be expected to maintain a building line consistent with the prevailing building line in the street.
- c) The density of proposals should be appropriate to the site context and immediate surroundings, also ensuring adequate space for landscaping, gardens and in-curtilage parking.

**Boundary Treatment:** New boundary treatment should align with the prevailing character of the street and character area within which a development proposal is located. This means boundary treatments should primarily consist of hedgerows. See Design Guidance and Code LD03.2 Boundary Treatment. Inappropriate boundary treatment, such as tall brick walls and tall fencing fronting the street that undermines the rural character of the village or is otherwise unsympathetic to the street scene will not be supported.

5. All development proposals are expected to ensure a good standard of amenity for people. This means:
  - a) avoiding overlooking or loss of private residential amenity space, loss of daylight or overshadowing, and
  - b) ensuring existing occupants of neighbouring properties and future occupiers of the proposals are not exposed to unacceptable levels of pollution that may arise from the development. This can include noise, smoke, fumes, dust and lighting during construction and occupation. It can also include unacceptable levels of general disturbance arising from the development through activities such as traffic movements during construction and occupation.

Applicable policies from South Cambridgeshire's 2018 Local Plan:

- HQ/1: Design Principles
- NH/14: Heritage Assets
- SC/10: Noise Pollution

## Policy HAR 2: Protecting and enhancing important landscape features within the built-up environment

### Background context and policy rationale:

6.13 As noted in Chapter 4, the 2023 community engagement work revealed that the rural character of the village and the attractive countryside were considered by the vast majority (70% and 85% respectively) to be good factors about living in Harston. However, when asked about not so good factors, people responded (in their open comments) with acknowledgement that the rural nature of the area and countryside were gradually being eaten away by development and by the impact of a heavy flow of A10 traffic. The village has been split in two by the A10 and there has been a loss of grass verges to make way for road infrastructure (in particular the A10 cycleway) and it is felt there has been a loss of trees (especially mature trees) and hedgerows in gardens (particularly as a result of back-garden development).

6.14 Reflecting these concerns, Policy HAR 2 is focused on recognising, protecting and enhancing important landscape features within and around the built up areas of the village. Policy HAR 3 focuses on protecting and enhancing Harston's landscape character and setting more widely (view, village gateways and settlement fringe areas) and Policy HAR 9 addresses landscape character in the wider parish.

6.15 Harston is a village enveloped by the Cambridge Green Belt. It is surrounded by flat arable farmland rising up to the gently rolling chalk hills/ridge to the south-east. Despite the pattern of development in Harston having been dominated by the A10, a very busy route running through the heart of the village and connecting Cambridge and Royston, there is still a close interrelationship between the settled area and wider countryside. Reflecting this, the adopted Local Plan identifies four Important Countryside Frontages (ICFs). These are areas where land with a strong countryside character penetrates or sweeps into the village or where the land separates two parts of the built-up area. The four ICFs are described in Chapter 2 to this plan and shown on the Map 2. The maps are also available to view in more detail via the village inset maps published by SCDC at [www.scambs.gov.uk/media/17705/inset-50-harston.pdf](http://www.scambs.gov.uk/media/17705/inset-50-harston.pdf)

6.16 As noted above in the supporting text to Policy HAR 1, the HLCA 2024 also includes a landscape appraisal of Harston village itself and, in a similar way to the HDG&C 2023, it divides the village into eight landscape character areas – see Map 4. For each of the village landscape character areas an assessment is included of the notable built and natural landmarks, open spaces, green infrastructure and important village views within the settled areas too.



6.17 Together, the HDG&C 2023 and the HLCA 2024 identify a number of distinctive landscape features within and adjacent to the settled areas.

- Roads and streets that are tree-lined with grass verges.
- A high number of single and groups of trees, many with Tree Preservation Orders (TPOs) along the High Street and The Limes.
- There are also several (see Appendix 5) significant tree groups that occur elsewhere, particularly in the area around Harston House and Baggot Hall, the former being a Grade II\* listed building and the latter a Grade II listed building. The old trees beyond Baggot Hall are found in the HLCA 2024 to be important in “creating a well wooded landscape that borders the pasture fields beyond and provides a soft village edge”.
- The boundary treatment of properties in the settled area is dominated by heavy vegetation in the form of high hedgerows and/or trees. This is true of Button End (CA1), the Old Core (CA2), Mill Road (CA3), High Street South (CA4), High Street North (CA5). It is also true of the area of 1930s – 1950s Housing (CA8), an area that has less trees than the other areas, but it has a considerable number of retained hedgerows.
- A leafy feel to parts of the settled area including Harston Old Core.
- The village greens.
- The Drift wooded public footpath that leads from the A10 (High Street) past the Rookery Wood and beyond across open fields to the east (see Map 17).

#### **Harston’s areas of Important Open Land**

6.18 The HLCA 2024 also identifies seven areas of open land, all outside the development framework that are identified on landscape grounds to be important open land, both visually and historically in most cases. These spaces are shown on Map 5 and summarised below. They all have significance for village character due to historical and cultural influences. Visually, they also feature in identified views.

A: Land behind Church Street, adjacent to Harston House

B: Land behind Church Street, adjacent to Beech Farm House

C/D: Land between the Footpath and Button End

E: Land to west of Button End Lane opposite C/D

J: Land to west of High Street south, adjacent to Harston House

K: Land to east of High Street, opposite Park House



Map 5: Important open land and green spaces in Harston.

## Policy HAR 2: Protecting and enhancing important landscape features within and around the built-up environment

1. To be supported, development proposals should recognise, maintain and where possible enhance Harston's important landscape features, including:
  - The four Important Countryside Frontages - see Map 2<sup>3</sup>
  - Existing hedgerows, dense vegetation and trees (whether individual or in groups), especially where these are visually prominent from public viewpoints (see Map 6)
  - Existing grass verges where they contribute positively to the pedestrian environment
  - Boundary ditches
  - Existing natural features in gardens where they contribute to the public realm or townscape/streetscape
  - The important areas of open land shown on Map 5.
2. Regardless of location all proposals involving new build, including householder extensions, will be required to explain how they will retain or improve existing landscaping on a site. Landscaping schemes should be provided at the outset of a development, ensuring planting areas and species achieve good outcomes. The following considerations apply:
  - The important role landscaping can have in mitigating the visual and noise impacts of new development
  - The role landscaping has in maintaining the rural street scene
  - Opportunities for improving biodiversity (see also Policy HAR 10).
3. Where a development proposal includes landscaping, provision must be made for future maintenance of features (e.g. spaces, hedgerows and trees), including commitments to replace species that do not establish successfully.

6.19 Applicable policies from South Cambridgeshire's 2018 Local Plan: :

- NH/2: Protecting and Enhancing Landscape Character
- NH/8: Mitigating the Impact of Development In and Adjoining the Green Belt
- NH/11: Protected Village Amenity Areas
- NH/13 Important Countryside Frontage

6.20 See also Policies HAR 3 and HAR 7 where other landscape matters are addressed.

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<sup>3</sup> Or Local Plan inset maps available at [www.scambs.gov.uk/media/17705/inset-50-harston.pdf](http://www.scambs.gov.uk/media/17705/inset-50-harston.pdf)

## **Policy HAR 3: Protecting and enhancing landscape character and setting in and around Harston village**

### **Background context and policy rationale**

6.21 The preservation or enhancement of locally important views within the settlement and looking out from the settlement, and the preservation or enhancement of the character of Harston's village gateways is an important part of preserving Harston's unique landscape and settlement character.

#### **Locally important views in and around Harston Village**

6.22 The HLCA 2024 identifies views within and from Harston village that have an important role in affirming or reinforcing sense of place. These are shown on Map 6 and are described in detail in Appendix 4 to this plan.

6.23 The HLCA 2024 also identifies important views (L, M, N, P & Q) that are set within the surrounding countryside. These are also shown on Map 6 and are the subject of Policy HAR 8 in this plan.

#### **Village Gateways**

6.24 Also key to affirming and reinforcing sense of place in Harston are the entry and exit points into and out of the settlement. The location of these gateways are shown on Map 7. Most of Harston's gateways provide a strong sense of arrival/departure. The maintenance (and enhancement where applicable) of the gateways is an important part of maintaining and strengthening Harston's settlement character. The village gateways are described in detail in the HLCA 2024. To assist with the implementation of Policy HAR 3, an overall summary (adapted from the HLCA 2024) is provided below.

##### **Southern gateway, Royston Road.**

6.25 The HLCA 2024 finds this gateway reflects the rural characteristics of the village with large trees and hedgerows lining the road providing a backdrop to and surrounding the Queen's Head with The Green and trees to the right. The HLCA 2024 notes that on leaving the village at this point there is a clear sense of departure as the land quickly opens up (see also View H in Policy HAR 9). There is strong relationship between the gateway and View H (towards Rowley's Hill) that would be sensitive to change.

##### **Eastern gateway, Newton Road.**

6.26 This gateway is located at the intersection of the railway line and Station Road and on approaching Harston from Newton, once the crest of the Newton Road hill has been reached, there is a view down into Harston that appears as a well wooded village, snuggled below on flat land, with further chalk hills seen beyond in the distance. The HLCA 2024 does however note that a stronger sense of arrival into Harston is felt further along Station Road, when the vista opens up to reveal the war memorial on Memorial Green.

6.27 There is however a strong sense of departure at the intersection of the railway line and Station Road. There is also an important view (view L) identified here, providing a view north-east over wide open landscape towards St. Margaret's Mount.

##### **Eastern gateway on public footpath to The Drift.**

6.28 This gateway is reached from Shelford Road walking along the public footpath through fields until the railway line is reached. Rookery Wood screens the village from sight at this approach although the gateway itself is located in a busy part of the village at the High Street/A10.



### **Eastern gateway on London Road.**

6.29 The approach into the gateway is lined with hedgerows, trees and an open field edge. The arrival point is marked by residential development set back from the road with front gardens and wide grass verges. There is a strong sense of departure from this gateway as the road rises up swinging round over the railway bridge.

### **Northern gateway on Cambridge Road.**

6.30 Arrival occurs here at the junction with London Road where a recently and densely built development provides a suburban rather than rural and village feel. Sense of place at this arrival point has been undermined following the loss of a landmark public house previously located at the junction of London Road and Cambridge Road.

6.31 The HLCA 2024 notes that sense of place and arrival could be strengthened if the visual appearance of the settlement were softened through planting.

### **Northern gateway along footpath to Button End.**

6.32 As the settlement is approached along the footpath from the north, the houses and buildings at Button End are largely hidden from sight as the settlement is approached along the footpath from the north, due to hedges and trees. When leaving Button End, the sense of departure is strong due to an immediate sense of entering the open countryside with views in all directions.

### **Western gateway into Harston, Haslingfield Road.**

6.33 At the River Rhee bridge on Haslingfield Road, the approach into Harston has a strong rural character: there are no pavements and tall unmanicured treed hedgerows line the road with small grass banks either side.

### **Harston's Settlement Fringe Management and Development guidelines**

6.34 The HLCA 2024 defines 5 settlement fringe areas – see Map 8 and includes a sensitivity assessment for each of these. This has resulted in a set of management and development guidelines applicable to any proposal that might come forward in these areas. These are set out in detail for each settlement fringe area in the document. To assist with the implementation of the policy, a summary is provided below.

#### **Settlement fringe area 1: Button End/River Rhee Fringes – Button End and Church Street**

- Retain perceived openness between Church Street and Button End.
- Avoiding uses that could generate movement of heavy vehicles (large vans and HGVs) and result in buildings of height that might be visible from the surrounding landscape.
- Conserve and enhance biodiversity at gravel pits habitats.
- Seek opportunities to extend habitat network to river terrace meadows (see Map 14).
- Conserve, enhance and extend network of hedgerows and tree groups.

#### **Settlement fringe area 2: Northwest High Street Fringes**

- Sensitive treatment of the western boundary of long E-W plots behind High Street building lines as these would be seen from Button End and from the north.
- Ensuring any new dwellings or buildings located close to existing plots are not visually overbearing.
- Retain the existing vegetated boundaries and small wooded areas near Hill Top Farm (see Map 8) and around Rectory Farm (see Map 8).
- Retain open farmland that currently separates Harston from Hauxton.
- Retain enclosed pastures/grass fields along the western village edge.

### Settlement fringe area 3: Northeast Fringes – London/Shelford Road

- Respect the high landscape and visual sensitivity, derived from existing strong rural and tranquil character, key rural route and chalk ridge.
- Retain the rural buffer zone between the northern edge of Harston and Hauxton.
- Seek to provide improved access to The Drift public footpath from London Road and potentially a route to Harston’s community orchard.
- Seek opportunities to provide more tree and hedgerow planting along the eastern edge of London Road.
- Retain The Drift public footpath and Rookery Wood as locally important key landscape features.

### Settlement fringe area 4: Southeast Fringes – Station Road/Newton Road

- Respect the high landscape and visual sensitivity of the chalk hills, a key feature in the skyline and open landscape.
- Conserve trees and seek to enhance the network of hedgerows and trees.
- Retain character of the agricultural landscape and maintain access for farming operations.

### Settlement fringe area 5: Southern Fringes and A10

- Conserve and enhance trees and priority habitat along the river corridor.
- Recognise the importance of Rowley’s Hill view to the sense of place at southern village gateway.
- Retain and increase landscaping/appropriate planting along village edge to retain a soft village edge.
- Retain existing well-treed gateway entrance to at Queen’s Head/The Green arrival point.



Image 4: View 'B' Church Street towards Button End

### **Policy HAR 3: Protecting and enhancing landscape character and setting in and around Harston village**

1. All development proposals coming forward either in Harston village or within its settlement fringes (see Map 8 for settlement fringe areas) shall be sensitive to Harston's distinctive landscape and settlement character, as described in detail in the Harston Landscape Character Appraisal 2024, (HLCA 2024).

#### **This means:**

#### **Preserving and enhancing Harston's locally important village views**

2. Development proposals will be expected to respect and not adversely impact on the key features of Harston's locally important views within and from the settlement. The locally valued views for the purpose of this policy are shown on Map 6, and described in detail in Appendix 4.
3. Where a development proposal falls within one of the views, the proposal will be expected to take opportunities to enhance the view, having regard to its key features (described in Appendix 4).

#### **Preserving and enhancing Harston's village gateways**

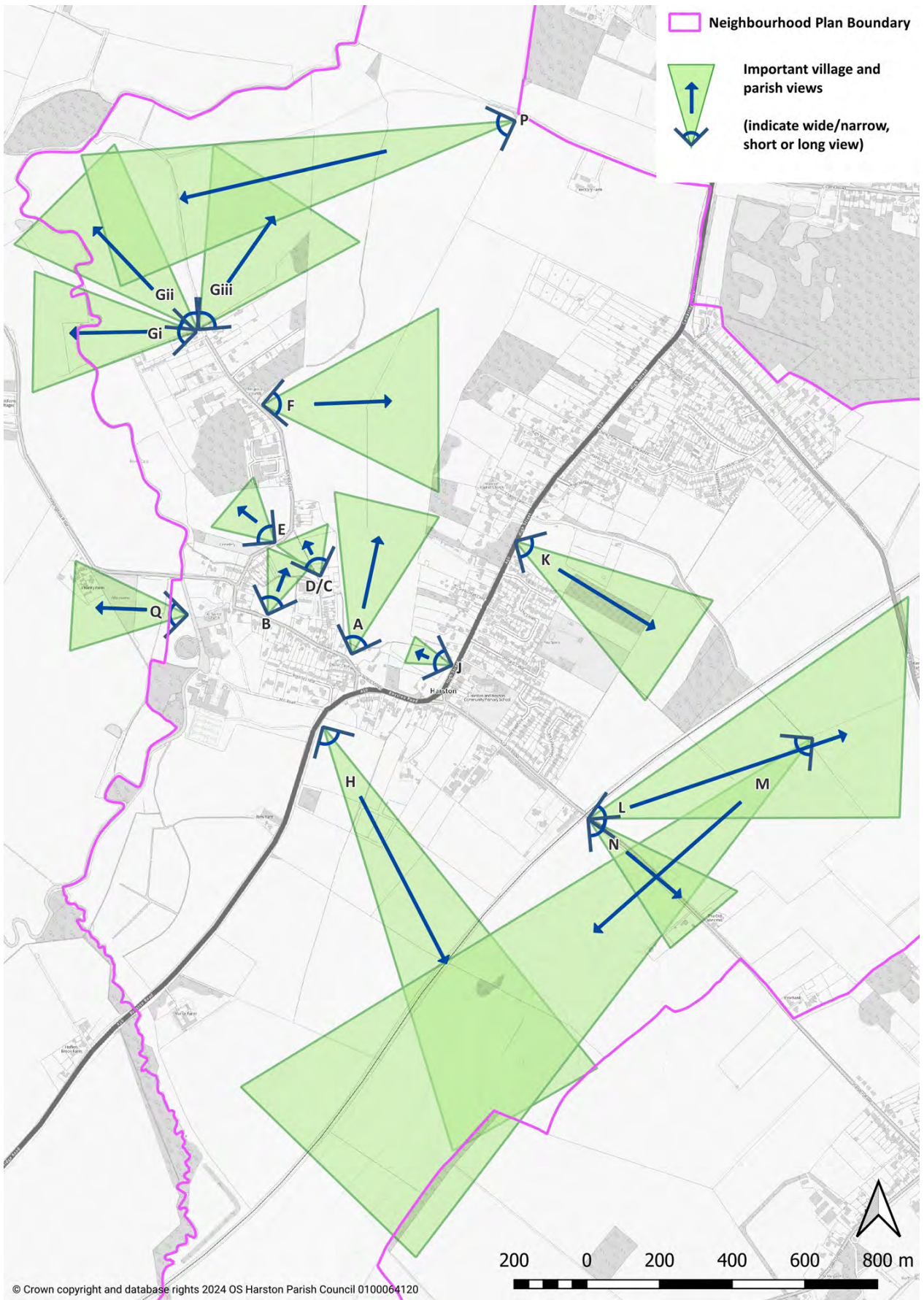
4. Where a development proposal is likely to impact on one of Harston's village gateways (see Map 7), summarised in the supporting text to this policy and described in more detail in the HLCA 2024, proposals will only be supported if the sense of arrival and place is protected and, where applicable, opportunities are taken to enhance this.

#### **Settlement fringe areas**

5. Where development is proposed in any of the settlement fringe areas (as defined on Map 8), the development should respond appropriately to existing character and incorporate measures that mitigate and manage landscape and visual impacts appropriately. In this regard, proposals should be guided by the findings of the Settlement Fringe Sensitivity Assessment that is summarised in the supporting text to this policy and set out in more detail in the HLCA 2024. Where opportunities arise, proposals will be expected to incorporate landscape enhancement measures.

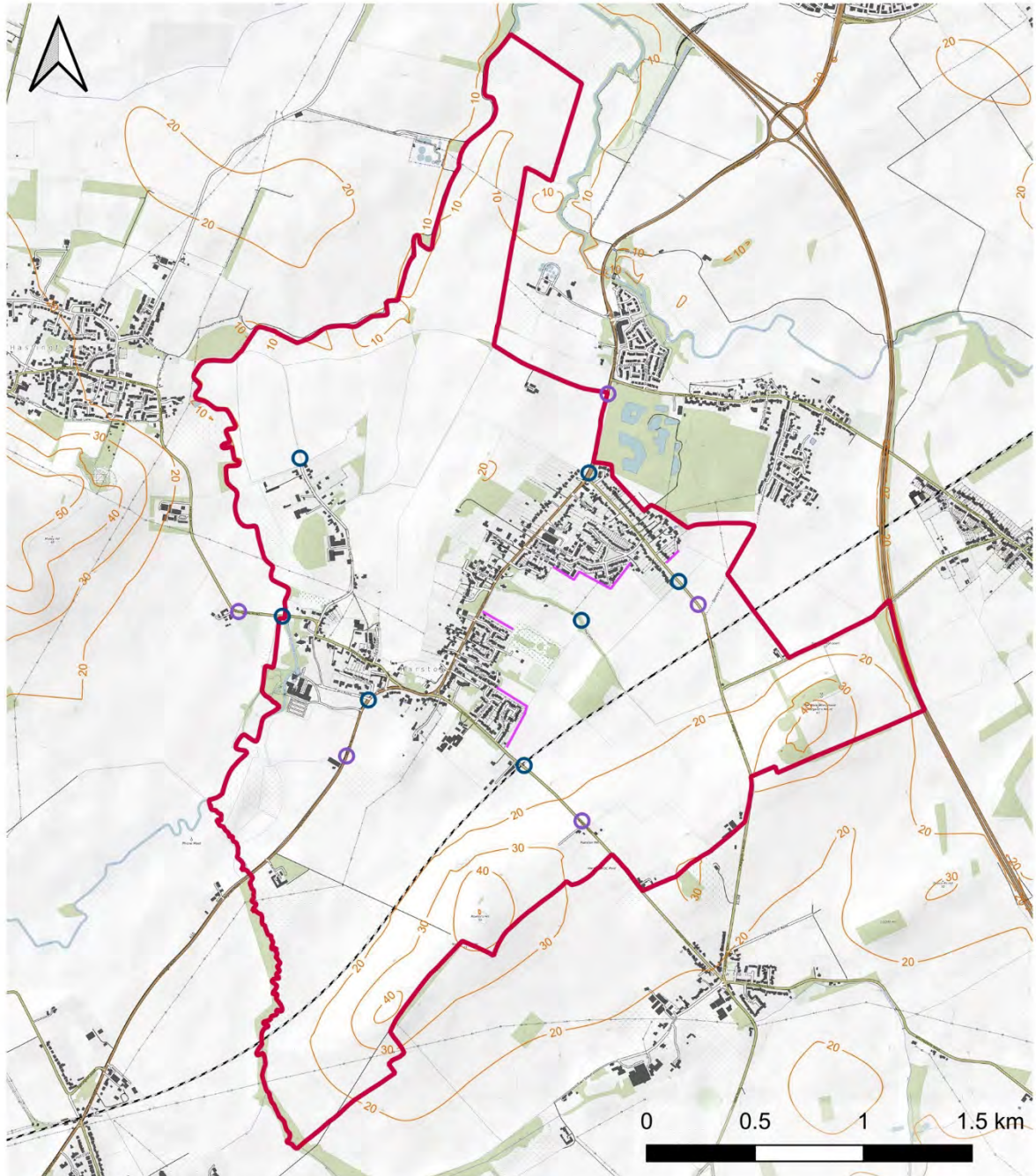
- 6.35 Applicable policies from South Cambridgeshire's 2018 Local Plan:
- Policy NH/2: Protecting and enhancing Landscape Character
  - Policy NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
  - Policy HQ/1: Design Principles





Map 6: Important village and parish views



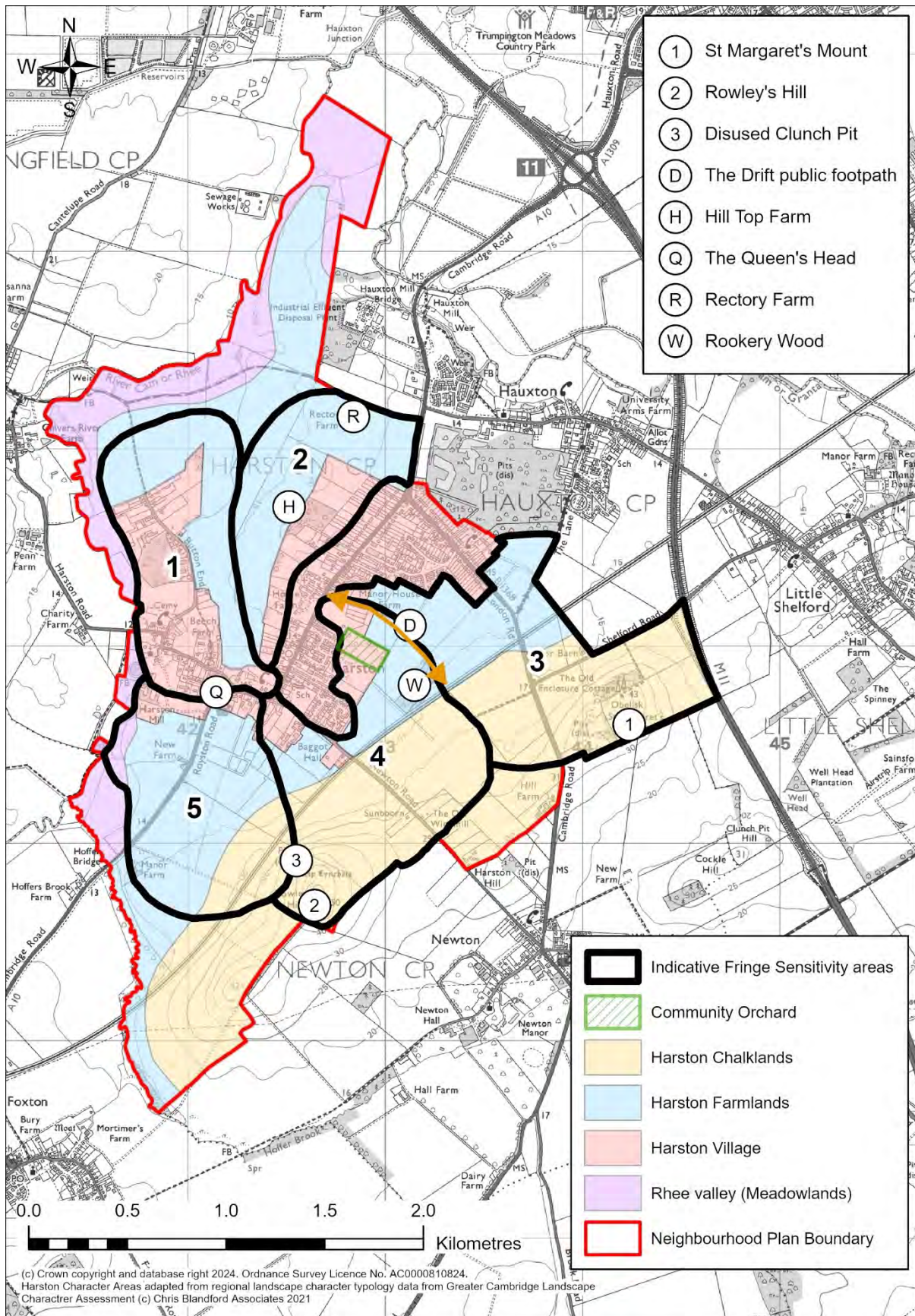


- Designated Neighbourhood Area
- Hard village edge
- Gateway
- Gateway approach

Basemap data: © OpenStreetMap contributors, SRTM; Basemap cartography: © OpenTopoMap (CC-BY-SA).

Map 7: Harston's village gateways





Map 8: Harston's settlement fringe areas (as per Harston Landscape Character Appraisal 2024)

## **Objective 2: Harston's historic identity will be retained and strengthened.**

6.36 There is one planning policy sitting under this objective.

### **Policy HAR 4: Conserving and enhancing heritage assets in Harston**

#### **Background context and policy rationale**

6.37 As detailed in Chapter 4, residents participating in the 2023 householder survey were given five options to select, together with the option of providing open comments, to the question 'What is not so good about Harston?' 57% agreed with the concern 'loss of buildings of character and history'. In terms of improvements for the future planning of Harston, 76% agreed with option 'preserving Harston's heritage'.

6.38 There are a range of heritage assets in the parish. There are 17 statutorily listed buildings and structures, many of which are found along Church Street, the historic core to the village, and around Park House on the High Street. In addition, there is one scheduled monument, the settlement site at Manor Farm. This is located in the southern part of the parish, away from the built up areas. These assets are all referred to as designated heritage assets.

6.39 Designated heritage assets in the plan area will be conserved or enhanced in line with the Local Plan and national policy and guidance.

6.40 In addition to these, there are other buildings, structures and open spaces that are of local historic importance and their preservation or enhancement is important to retaining or strengthening Harston's historic identity. These buildings and structures are referred to as non-designated heritage assets and they are listed in the policy below. Many of them are located in Harston's historic core.

6.41 It is often the case that mature gardens and mature and established trees provide the setting to heritage assets (including both designated and non-designated assets) and when this setting is harmed, the significance of the heritage asset is also harmed. Policy HAR 4 is clear that development proposals will be assessed both in terms of impact on the heritage asset and in terms of impact on its setting. This means that Policy HAR 4 is relevant to planning applications that result in removal of landscaping features (e.g. trees) that provide the setting to a heritage asset.

6.42 Further detail on the non-designated heritage assets, including a description of their significance is provided in Appendix 3 to this plan.

6.43 'Significance' is described in national policy (NPPF 2023 – see glossary) as "the value of a heritage asset to this and to future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting"

6.44 The parish also has a wealth of below-ground heritage assets. In addition to the Manor Farm scheduled monument, cropmark evidence for archaeological remains are common across the parish where, to the south, ditched enclosures and ring ditches are known, notably in the area surrounding Rowley's Hill (Cambridgeshire Historic Environment Record (CHER) references 08922, 09224, 08647 and 04227). Further prehistoric to Roman settlement complexes are known to the west (CHER references 09526 and 11451) and east

of Button End (CHER references 09647) and near Rectory Farm (see Map 8) to the north-east (CHER reference 08341). A postulated Roman road between Hauxton and Red Cross runs to the north of the parish (CHER reference 09649), which is associated with further cropmarks of enclosures (CHER reference 09649) and ring ditches (CHER reference 09650) fronting its route. Later evidence is known from surviving earthwork features, including an area of medieval ridge and furrow to the south of Station Road (CHER reference MCB24064), and a post-medieval water meadow (CHER reference MCB25914) and moat (CHER reference MCB1272) along the western bounds of the parish.

#### Policy HAR 4: Conserving and enhancing heritage assets in Harston

1. The buildings and structures listed in this policy and described in more detail in Appendix 3 to this plan, have been identified as non-designated heritage assets.
2. Development proposals should seek to conserve or enhance the significance of all heritage assets, including the non-designated heritage assets listed in this policy as well as any additional non-designated heritage assets that are in the plan area and included in the most up to date Cambridgeshire County Council Local List.
3. When determining impact on a heritage asset (both designated and non-designated) the impact on the setting to a heritage asset as well as the asset itself will need to be assessed.
4. Where proposals have an effect on a non-designated heritage asset or its setting, a balanced judgement will be applied having regard to the scale of harm or loss and the significance of the heritage asset. To ensure this can happen, the applicant should prepare a statement (proportionate to the asset's importance and so that the potential impact of the proposal can be understood) that describes the significance of the asset affected, including any contribution made by its setting.

##### Non-designated heritage assets:

##### Historic Core – Button End

1. Hill View Cottages, 2 – 6 Button End

##### Historic Core – Church Street

2. Hill View Cottages, 72 – 76 Church St
3. 37 – 39 Church St
4. 34 Church St, Beech farmhouse and estate
5. 1920 row of 6 Council Houses No's 15-25
6. Lilac Cottage, 22 Church St
7. The Old School & House, 20 Church St.
8. 5 Church St. 'Dormer Cottage'
9. Stag Villas, 7 & 9 Church St
10. Pantile Cottage, 12 Church St
11. Hurrell's Row Cottages

##### Historic Core Royston Rd – Old Commercial Area

12. 50 Royston Rd Manor Lodge/Mill Cottage
13. Harston Mill
14. 40 – 46 Royston Rd
15. 48 Royston Rd
16. 25 Royston Rd

Policy continues overleaf...



## Policy HAR 4: Conserving and enhancing heritage assets in Harston

### Policy continued:

Historic Core - Old commercial area around Memorial Green

17. 13 Royston Rd 'The Granary'
18. 11 Royston Rd, 'Roebourne House'
19. 7 Royston Rd
20. 5 Royston Rd
21. 3 Royston Rd, 'Byron Lodge'
22. 1 Royston Rd, 'Fountain Cottage'

Historic Core - High Street

23. The Pemberton Arms, 2 High St
24. 1 High St, The Cottage, facing Memorial Green
25. Old School House, 8 Station Rd and School

High Street

26. The Old House, No. 25 High St
27. 29 High St, shop/business
28. Village Hall
29. 56 High St, Coach & Horses Public House
30. 57 High St 'Lincoln House'
31. Old Police House, 70 High St
32. Baptist Church, Chapel Lane
33. The Old Manse, 94 High St
34. 102 High St, Walnut Cottage 'Wheelwrights'
35. 108 - 118 High St, 'Pest Houses'
36. 153 High St 'Pinehurst'

Station Road

37. Tiptofts, formerly Birnam. Station Rd
38. Sunbourn, Newton Rd
39. Windmill Cottage, Newton Rd

Button End

40. Fleece Cottages
41. Greystones (group of cottages)

Structures

42. ROC post, Newton Rd

Artesian water monuments

43. Well-head monument, Button End
44. Well-head monument on Rhee House brick garden wall
45. Well-head monument on The Green
46. Well-head, High St

Historical open spaces

47. The Swan Green, Royston Rd
48. War Memorial Green
49. The Drift ancient trackway

Policy continues overleaf...

#### Policy HAR 4: Conserving and enhancing heritage assets in Harston

**Policy continued:**

5. Applicants will be expected to take into account the potential of buried archaeological evidence in Harston parish and consult the Cambridgeshire Historic Environment Record (CHER) in order to establish the potential of a development sites to include artefacts of archaeological interest. The submission of an appropriate desk-based assessment and field evaluation will be required where necessary and in line with Paragraph 200 of the NPPF.

6.45 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- NH/14: Heritage Assets
- NH/15: Heritage Assets and Adapting to Climate Change

### **Objective 3: the vulnerability and sensitivity of Harston’s historic core and Button End in terms of heritage significance and settlement/landscape character will be fully considered in all applicable parish-based planning decisions**

6.46 There are two planning policy sitting under this objective

- Policy HAR 5: Preserving the special character of Harston’s historic core
- Policy HAR 6: Button End

#### **Policy HAR 5: Preserving the special character of Harston’s historic core**

##### **Policy background and rationale**

###### **Harston’s historic core:**

6.47 Both the Harston Design Guidance Codes (HDG&C) 2023 and the Harston Landscape Character Appraisal (HLCA) 2024 include an analysis of the historic core with the latter providing a more detailed description with a stronger focus on landscape features. The historic core is referred to as the ‘Old Core’ in the HDG&C 2023 and as the Historic Core (CA2) in the HLCA 2024.

6.48 From medieval times onwards, this area would have been home to a mill, church, the rectory and manor house, and several farms with small labourers’ cottages in between. The east-west route from the Manor at the western end of Church Street to Baggot Hall Farm in Station Road would have once provided the main focus of early village life. Harston’s historic core is shown by Character Area 2a made up of:

- Church Street, including the Manor and grounds
- Small area to north of Church Street (Haslingfield Road and small part of Button End)
- Royston Road including The Green and War Memorial Green
- An area immediately north and east of Memorial Green.

6.49 Church Street area: This area includes two pastures with countryside frontages on the north side of Church Street that, in the past, had formed part of medieval enclosures relating to large farms at Harston House and Beech Farm. Built heritage assets along Church Street comprise seven listed buildings (designated heritage assets) and 12 other locally important historic buildings (non-designated heritage assets - see Policy HAR 4) that reflect the development along Church Street over time.

6.50 Listed buildings:

- at the very western end, the Grade II listed ‘Old Vicarage/Rhee House’ (1849 – 51)
- the Grade II\* listed Church of All Saints, a mid-late 14<sup>th</sup> Century building but there is some evidence of an earlier church on the site
- the Grade II\* listed Manor House, a house of 17<sup>th</sup> Century origin (but extensively remodelled in early 18<sup>th</sup> Century and again early in the 19<sup>th</sup> Century)
- the Grade II listed 17<sup>th</sup> Century Fountain Cottage (formerly a farm “Fountain Farm”) at 41 Church Street
- the Grade II listed Old Bakehouse at 1 Church Street, of late 16<sup>th</sup> Century or early 17<sup>th</sup> Century origin
- the Grade II listed Milestone (19<sup>th</sup> Century) on the Green
- at the eastern end, the Grade II\* listed Harston House and part of garden wall at 38 Royston Road, built circa 1710 with c.1912 alterations and additions, and
- Baggot Hall, Grade II listed, Station Rd, house built around 1750.

Non-designated heritage assets (see Policy HAR 4):

6.51 Policy HAR 4 identifies there are 25 non-designated heritage assets located in the historic core (see items 1 to 25 in Policy HAR 4)

### **The Village Greens – Royston Road**

6.52 The two village greens are referred to locally as The Green (formally known as Swan Green) and the Memorial Green. There is a Grade II listed Milestone (19<sup>th</sup> Century) on The Green and a Grade II listed War Memorial (20<sup>th</sup> Century) on Memorial Green. The two Greens are remnants of the larger Green that would have once featured along the High Street. They are bisected by the east-west route of the Church Street and Station Road. One of Harston's artesian wells flows from The Green.

6.53 The village sign, which was erected on The Green in 1977 to celebrate the Queen's Jubilee, includes elements of Harston's past; beehives, rooks, artesian wells, fields, chalk hills and railway line.

#### **Area south of the Green**

6.54 South-east of The Green are a row of houses built around 1930, carefully designed to fit in and replace the White Swan Inn (a former coaching inn) that burnt down in 1928. Facing The Green, on its western side, is a group of distinct buildings owned, during the period 1850 to 1920, by local saddlers, after which it was owned by the Greene family of Harston House (located to the north of The Green).

#### **Area around Memorial Green**

6.55 The Pemberton Arms (name from local important Trumpington family) fronts the northern edge of Memorial Green and again has an important history to the community-including being part of the original Harston House estate. Prior to the completion of this NP, planning permission to demolish this building has been granted, although as of October 2024, work is not yet underway. On its southern edge are 19<sup>th</sup> century buildings on Royston Road and in Station Road there are properties sympathetically designed in the 1960s to replace the old Trigg Farm. Away from Memorial Green the road stretches eastwards with the land to the south designated as an Important Countryside Frontage in the 2018 Local Plan, and the northern edge bounded by the open space of the school field, surrounded by trees.

### **Policy HAR 5: Preserving the special character of Harston's historic core**

In addition to conserving or enhancing designated heritage assets in line with Local Plan and national policy and guidance, development proposals coming forward in Harston's historic core (see Map 4) should:

- a) Conserve or enhance its historical open spaces; the Memorial Green and The Green.
- b) Conserve or enhance the non-designated heritage assets, their setting and importance to the street scene, ensuring compliance with Policy HAR 4
- c) Conserve or enhance the characterful rural setting provided to the street scene (and its many heritage assets) by the following landscape features:
  - the hedgerows and trees, and
  - the visually important areas of open land along Church Street/Royston Road and the High Street, opposite Memorial Green, also designated as Important Countryside Frontages in the 2018 Local Plan.
- d) Ensure new boundary treatment complements the existing distinctive and characterful boundaries provided by hedgerows, trees and low walls.

6.56 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- NH/14: Heritage Assets and HQ/1: Design Principles





Image 5: Thatched cottage along Button End



Image 6: Approaching Church Street along Button End



Image 7: Button End industrial estate

## Policy HAR 6: Button End

6.57 Button end is the name of the lane that transitions between the edge of Harston village and the open countryside. At its most northerly point, a well-used public right of way continues from the point at which the lane comes to an end.

6.58 Button End is accessed off Church Street at the point at which it becomes Haslingfield Road (Haslingfield being the next rural village to the west). Button End is also the name given to the settled area, and although predominantly a low density rural residential area, including a small traveller community site, it includes an eclectic mix of horse pastures, stables, a farm, abandoned gravel pits, an industrial estate and a few other businesses. The area is shown as CA1 on Map 4.

6.59 As there is only one vehicular route to access Button End, a narrow unclassified country lane, and there is no vehicular route beyond, Button End could easily be regarded as being remote and segregated from the village. However, Button End is very much regarded as part of the village as many people use the lane to access the countryside. Button End is connected to the village through an attractive rural route, provided by Public Right of Way 116/13, accessed from the heart of the historic core at the junction of The Footpath and Church Street.

6.60 Development in Button End is more dispersed than along Church Street. The buildings, mostly located behind hedgerows, hedges and trees blend in with the surrounding landscape. Open countryside separates areas of development, further diluting the presence of buildings. Views (E, F, Gi, Gii, and Giii) to these open spaces and landscape features make an important contribution to the sense of place.

6.61 Button End is outside Harston's 'development framework'. Policy S/7: 'Development Frameworks' in the 2018 Local Plan restricts what development can come forward on land outside development frameworks. The second clause of the policy states:

"Outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in this plan will be permitted."

Second clause, Policy S/7: Development Frameworks, South Cambridgeshire's 2018 Local Plan

6.62 Button End is also located in the Cambridge Green Belt. The NPPF 2023 establishes at paragraph 152 that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in special circumstances. Development deemed as appropriate in the Green Belt is confined to a limited set of circumstances and also detailed in the NPPF 2023.

6.63 The 2018 Local Plan includes the following policies that would be applicable to proposals in Button End:

**Policy NH/8: Mitigating the Impact of Development In and Adjoining the Green Belt.** This requires development proposals in or adjoining the Green Belt to be designed so that they do not have an adverse effect on the rural character and openness of the Green Belt and

requires appropriate landscaping and design-related mitigation measure for proposals that can be permitted.

**Policy NH/9: Redevelopment of Previously Developed Sites and Infilling in the Green Belt.**

This clarifies that the redevelopment of previously developed sites and infilling in the Green Belt will be inappropriate except where a scheme meets one of five criteria summarised as:

- re-use of buildings
- extension or alteration of a building provided it does not result in disproportionate additions
- replacement of a building
- limited infilling, where infilling is defined as the filling of small gaps and has not greater impact on the openness of the Green Belt, or
- the partial or complete redevelopment of previously developed sites.

6.64 Due to the rural nature and narrow width of the lane, Button End residents would not support development that would generate additional movements of large vans and lorries. Residential infill development that complies with local (see above) and national green belt policy (i.e. qualifying as appropriate under paragraph 54 of the NPPF 2023) is likely to be more acceptable than employment uses to Button End residents. Such residential development would need to be in keeping with the low density rural character of the area as identified in the Harston Design Guidance and Codes document 2023.

6.65 Where the principle of development in Button End is otherwise acceptable, other policies in this plan will apply. This includes

- Policy HAR 1: 'New development and design'
- Policy HAR 2: 'Protecting and enhancing important landscape features within the built up environment' and
- Policy HAR 3: 'Protecting and enhancing landscape character and setting in and around Harston village.'

6.66 Applicable proposals should be informed by both the HDG&C 2023 and the HLCA 2024. Both note the notable presence of green infrastructure:

- The HDG&C 2023 notes that with respect to Design Code LD03.2 Boundary Treatments, Button End contains large, landscaped gardens with hedgerows and trees that conceal buildings and car parking areas from the street.
- The HLCA 2024 notes that at the northern end of the character area "high hedgerows and valued wide grass verges create attractive more tranquil areas of greater biodiversity, either side of this narrow lane used by walkers, riders and the occasional car, leading on to the open countryside beyond"

**Button End Industrial Estate**

6.67 Button End Industrial Estate is located to the west of the lane in Button End, about halfway along. There are 20 units on the site but not only 12 businesses with some of the businesses occupying two to three units. Permitted use on the site vary from unit to unit but include permissions dating back to the mid-1970s for light industrial<sup>4</sup> and warehousing<sup>5</sup> (excluding wholesale) on some units and light industrial on other units. More recently in

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<sup>4</sup> Class III in Town and Country Planning (Use Classes Order), 1972

<sup>5</sup> Class X in Town and Country Planning (Use Classes Order), 1972

2011, a unit was permitted for a change of use from light industrial to a microbrewery (general industrial) but with permitted uses restricted with respect to other B2 uses.

6.68 A variety of planning applications have, over the years, been refused on grounds of adverse impacts on the Green Belt, rural character, visual impact and unsuitability of the highway.

6.69 As set out above, access to Button End Industrial Estate is via the narrow, single-lane carriageway, (also called Button End), that is rural in character. Small sections of it have a kerb and footpath. The lane is unsuitable for heavy traffic and unsuitable for use by HGVs. Yet, there is, in 2024, a lot of traffic movement along Button End, including many lorries and HGVs entering and leaving Button End Industrial Estate on a regular basis.

6.70 Industrial activity at Button End Industrial Estate also has implications for Harston's historic core since vehicles using the A10 will need to travel to the estate via Church Street. As set out, later in this plan at Policy HAR 17, Church Street, in the heart of the Harston's historic core is not suitable for heavy traffic either.

6.71 This plan supports new uses at Button End Industrial Estate where traffic impact would be lower and where uses would be suitable to the rural surroundings. The plan does not support uses at Button End Industrial Estate that would exacerbate issues experienced today.

#### **Policy HAR 6: Button End**

##### **Button End**

1. Proposals that are otherwise compatible with national and Local Plan policy with regards to appropriate uses in the Green Belt will only be supported where the proposal responds sensitively to the rural context of the lane and the character of the area (as described in the Design Guidance and Codes Document 2023). This means development should be of a modest scale, low density and its visual presence from the lane and surrounding footpaths should be softened through a biodiversity friendly and climate resilient landscaping scheme.
2. In addition, any traffic likely to be generated by the proposals must:
  - Be appropriately low so traffic can be safely accommodated without undermining the existing rural character, or
  - In the case of a redevelopment scheme, having no greater impact than the existing permitted uses on the site.

##### **Button End Industrial Estate and other employment sites**

3. Proposals for employment uses at Button End Industrial Estate (see Map 9) or at other employment sites in Button End will be supported where Clauses 1 and 2 (above) are met and where the proposal will not lead to additional HGV movements or other wide vehicles (including large vans) along Button End and Church Street, as demonstrated through a transport assessment. Where proposed new development is projected to trigger additional movements of HGVs or other wide vehicles (including large vans), the proposal will not normally be supported. To be supported, proposals must demonstrate:

Policy continues overleaf...



## Policy HAR 6: Button End

### Policy continued:

- There will be no resulting adverse impacts on road safety for any road users in particular non-motorised users, or where applicable these can be adequately addressed through mitigation measures.
  - Traffic can flow along Button End without driving onto the grass verges.
  - Measures are in place to monitor and manage traffic movements.
4. Where necessary to address traffic impacts, conditions may be imposed that restrict the size and frequency of vehicle movements in and out of the site.
  5. Development proposals in Button End (including at Button End Industrial Estate) that result in an overall reduction in traffic movements, including that of lorries and HGVs along Button End would be welcomed and are therefore, in principle, supported.

### 6.72 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- TI/2 Planning for sustainable travel



Map 9: Button End Industrial Estate.

## 7. Open space

7.1 There is one objective sitting under this theme:

**Objective 4: Existing locally important open spaces within the village will be protected and opportunities will be taken to improve the quality and quantity in this provision.**

7.2 There are two planning policies sitting under Objective 4:

- Policy HAR 7: Harston’s Local Green Spaces
- Policy HAR 8: Improving open space provision in Harston

### Policy HAR 7: Harston’s Local Green Spaces

#### Policy context and rationale

7.3 The criteria for Local Green Space designation are set out in paragraph 106 of the NPPF 2023, This states that Local Green Spaces should be:

- a. in reasonably close proximity to the community it serves
- b. demonstrably special to the community and hold a particular local significance, for example, because of its beauty, historic significance, recreation value (including as a playing field), tranquillity or richness of its wildlife; and
- c. local in character and not an extensive tract of land.

7.4 The 2018 Local Plan designates one area of land in Harston as Local Green Space. This applies to part of Harston Recreation Ground - see Map 2.

7.5 Through the work of this neighbourhood plan, three additional areas of land have been identified as being appropriate for designation as Local Green Space. This applies to:

- **LGS 1: The Green, Royston Road.** The Green is owned by Cambridgeshire County Council and maintained by Harston Parish Council. The Green is a well-loved village space that has been a characteristic part of the area for several hundred years. It is located at crossroads within the village, spans a main thoroughfare and is easily accessible to all residents.
- **LGS 2: War Memorial Green.** The War Memorial Green is maintained by Harston Parish Council, who is custodian of it. Memorial Green is a significant, attractive and well-loved village space that has changed through time to reflect changes in the village over several hundred years. It represents a shared history via the war memorial and a site for community gatherings today. It is centrally placed, at a convergence of roads and is easily accessible to residents.
- **LGS 3: Queen’s Close amenity area.** This land is owned and maintained by South Cambridgeshire District Council. It is an attractive area of amenity green space within a densely populated residential area that is appreciated within its neighbourhood for its openness and setting.

7.6 An assessment of the open spaces against the required LGS criteria has been undertaken. This is available to view alongside this plan and can be found [here](#)<sup>6</sup>

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<sup>6</sup> <https://harstonvillage.uk/wp-content/uploads/2024/03/Harstons-Proposed-Local-Green-Spaces-in-Sept-2023.pdf>

## HAR 7: Harston Local Green Spaces

1. The following areas of land, shown on Maps 10 and 11 are designated as Local Green Spaces (in addition to the Harston Recreation Ground designated as LGS as part of the 2018 Local Plan).

- LGS 1: The Green, Royston Road
- LGS 2: War Memorial Green
- LGS 3: Queens Close Green

2. Development on these sites will not be acceptable, unless consistent with national policy for Green Belts

7.7 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- NH/2: Protecting and Enhancing Landscape Character
- NH/12: Local Green Spaces



Image 8: The Green (Local Green Space 1) and the well-head monument





Map 10: Proposed Local Green Space at Queen's Close



Map 11: Proposed Local Green Spaces at Memorial Green and The Green

## Policy HAR 8: Improving open space provision in Harston

### Policy context and rationale

7.8 Policy SC/7: 'Outdoor play space, informal open space and new developments' in the 2018 Local Plan requires all housing development to contribute towards outdoor playing space and informal open space to meet the need generated by the development. The policy also includes quantitative standards for the provision of this space.

7.9 Harston currently benefits from the open spaces identified below.

#### Informal open space

- 1.48 hectares of land used as community orchard/nature reserve adjacent to the Recreation Ground off The Limes.
- 0.29 hectares of land at Queen's Close.
- 0.07 hectares of land east of Manor Close.

#### Formal open space

- 2.79 hectares of land at the Harston Recreation Ground, located off 'The Limes'. The space comprises a large recreation ground with a football pitch and the pavilion.
- 0.16 hectares equipped play areas, enclosed for infants, and wider area for older children at Harston Recreation Ground with limited seating.
- Some outdoor exercise equipment for older children/adults.

7.10 The SCDC Open Space Study 2013, although now dated, reported a shortfall of 1.25 hectares of play space, 0.34 hectares of informal open space and 0.70 hectares of allotments in Harston.

7.11 As part of the 2023 householder survey (see Chapter 4), nearly 80% of respondents (266) agreed with the suggested improvement to provide more 'access to more informal green space: meadows, woodlands, nature reserve'

#### Harston Gravel Pits

7.12 The Harston Gravel Pits is an area of land to the west of Button End that has been identified by the NP Working Group as being suitable for additional informal open space for the benefit of both wildlife and residents. This area of land is also identified as a priority habitat (deciduous woodland) and directly adjacent to another (floodplain grazing marsh) see Map 13. Adjacent to the Gravel Pits there is a distinctive river terrace (see Map 14), a landscape feature not commonly found in this area of the district. The HLCA 2024 notes the Gravel Pits provides an area of natural regeneration due to past disturbance from gravel extraction.

7.13 The Gravel Pits also falls within the River Cam Corridor Priority Area, one of six priority areas identified in the Cambridge Nature Network (2021), a study prepared for the purpose of identifying strategic green infrastructure priorities across Greater Cambridge. The study was prepared by the Wildlife Trust, together with Cambridge Past Present and Future, working with many local partners including the Greater Cambridge Partnership, and landowners.

7.14 Policy HAR 8 identifies Harston specific priorities with respect to future open space provision. Importantly, it is not the intention of this policy to undermine the delivery of necessary on-site infrastructure needs that are created by particular schemes, such as on-site play and open space provision.

### Policy HAR 8: Improving open space provision in Harston

1. Where new open space provision or where contributions towards open space provision is required through provisions set out in the Local Plan, consideration should be given to the community-wide aspiration to increase parishioners' access to natural green spaces. As local initiatives progress, such as the Harston Gravel Pits project, contributions will be sought to assist with their delivery.

#### Harston Gravel Pits

2. Land shown on Map 14 is safeguarded for future informal open space provision to serve local community needs.

7.15 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- SC/7: Outdoor play space, informal open space and new developments

#### Harston Community Project 1:

To complement Policy HAR 8, Harston Parish Council will work together with the community and stakeholders (e.g., the Wildlife Trust) to protect and enhance the biodiversity on this site as well as opening up access to members of the public. See Section 3 of this plan.

## 8. Parish-wide landscape and biodiversity

8.1 There are two objectives sitting under this theme:

**Objective 5:** Retain and enhance Harston's wider landscape character for all to enjoy

**Objective 6:** Protect, enhance and increase areas and networks of biodiversity value

**Objective 5: Retain and enhance Harston's wider landscape character for all to enjoy**

8.2 There is one planning policy sitting under Objective 5.

### **Policy HAR 9: Protecting and enhancing Harston's wider landscape character**

#### Policy context and rationale

Harston Landscape Character Appraisal 2024

8.3 The Harston Landscape Character Appraisal 2024 (HLCA 2024) draws on landscape character types and landscape character areas defined in existing work (the National Character Areas defined by Natural England, and the character area types defined in the Greater Cambridge Landscape Character Assessment 2021) and identifies three distinct landscape character areas in Harston. These are illustrated on Map 12 and summarised below:

1. Rhee Valley Meadowlands. This comprises the River Rhee and its adjacent meadowlands along the western edge of the parish. The meadows host a network of hedgerows and riparian trees and provide an important eco-system and wildlife sanctuary.
2. Harston Chalklands. The chalklands are south-east of the village containing a series of rolling hills, with the ridge aligned SW-NE that provides a setting for the village below. It has a low point of 15m above sea level in the north, 43m at St Margaret's Mount and a high point of 50m above sea level at Rowley's Hill to the southeast. The railway line sits discretely at the lowest point of the hill, running largely along the 15m contour, separating the chalklands from the village.
3. Harston Farmlands. The farmlands are low-lying almost flat land to the north, south and east of the village, providing the immediate setting for the village. Particularly to the north and south they are intensively farmed with large arable fields, open in character and often with extensive views.

8.4 The character areas are described in further detail in the HLCA.

8.5 The preservation and enhancement of Harston's village landscape and settlement character is largely addressed through Policy HAR 3 in this plan. Development can, however, also occur beyond the village and beyond the village edges and it is recognised that landscape in the wider parish is also sensitive to development. This particularly applies to the chalk ridge areas. As a result of their open character and distinctive skyline and hilltops, they could be harmed through insensitive development such as tall vertical structures, or large scale farm buildings or possible banks and bridges that could become a reality when the proposed East West Rail comes forward.

8.6 In addition to the village and village edge views shown on Map 6 in this plan, the HLCA 2024 identifies a further 6 locally important views in the wider parish landscape. These are also shown on Map 6, and described in detail in Appendix 4.



## Policy HAR 9: Protecting and enhancing Harston's wider landscape character

1. Development proposals that come forward in Harston's wider landscape must be sensitive to its distinctive character as described in the Harston Landscape Character Appraisal 2024.

2. For each of Harston's landscape character areas (see Map 12) this means:

### Harston Chalklands Landscape Character Area

- retaining the open nature of the southwest to northeast aligned chalk ridge, with two noticeable hill tops/high points (St. Margaret's Mount and Rowley's Hill), and
- recognising the contribution the clunch pit below Rowley's Hill makes to landscape character.

### River Rhee Landscape Character Area

- retaining or enhancing the wooded banks of River Rhee/River Cam, alongside the adjoining meadows
- conserving and enhancing the Gravel Pits woodland area, and
- conserving and enhancing the tranquillity, and distinctive sense of rural isolation.

### Harston Farmlands

- conserving and enhancing the tranquillity, and distinctive sense of rural isolation, and
- conserving and enhancing the Rookery and the Drift between the A10 and railway line.

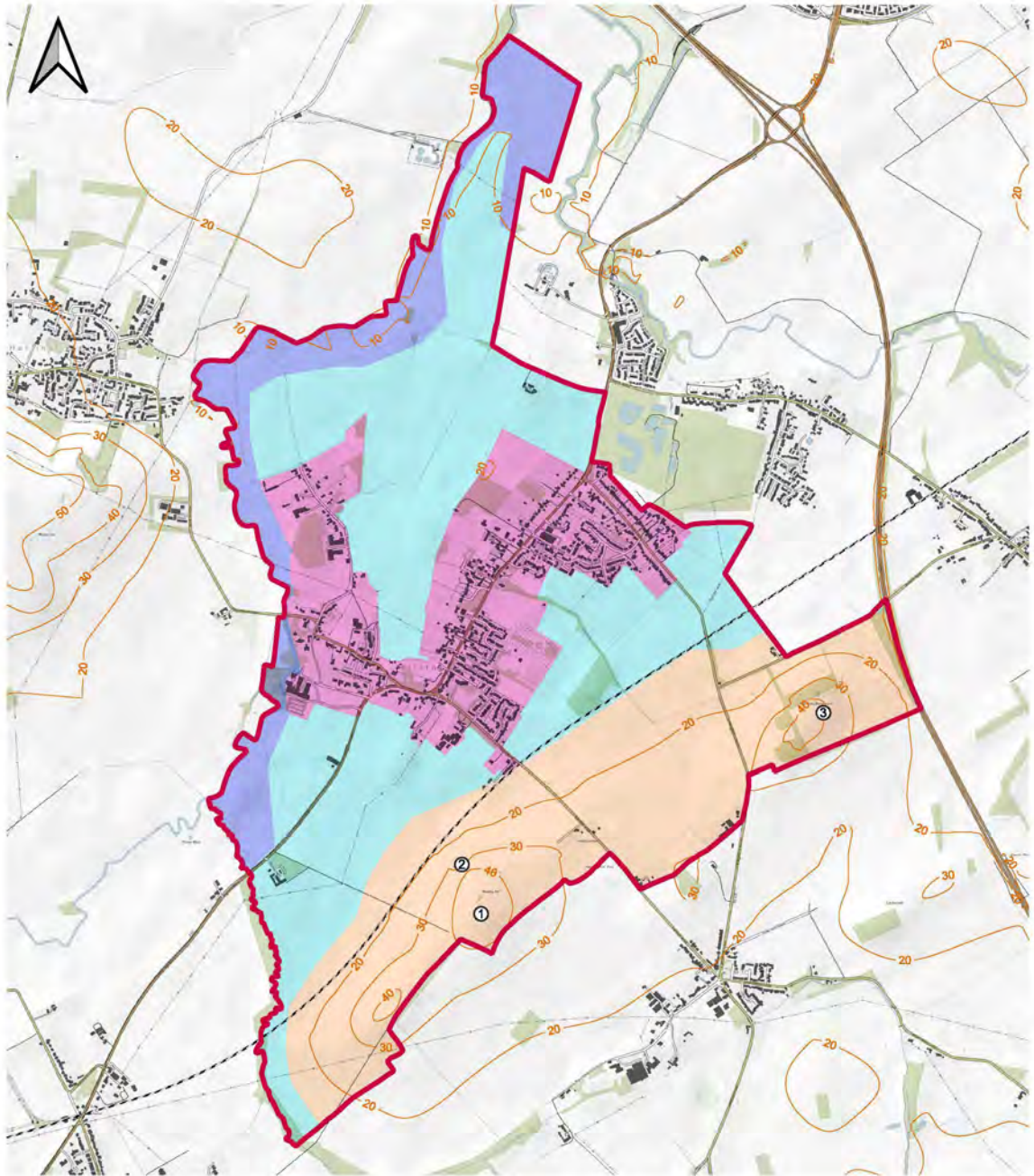
### Preserving and enhancing Harston's locally important wider landscape views

3. Development proposals will be expected to respect and not adversely impact on Harston's wider landscape views as shown on Map 6, and described in detail in Appendix 4.

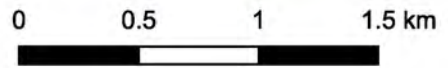
4. Where a development proposal falls within one of the views, the proposal will be expected to take opportunities to enhance the landscape features found within the view (described in Appendix 4).

8.7 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- Policy NH/2: Protecting and enhancing Landscape Character
- Policy NH/8: Mitigating the Impact of Development in and adjoining the Green Belt
- Policy HQ/1: Design Principles



**Harston Neighbourhood Plan**  
**Harston Landscape Character Areas**



- Harston Chalklands
- Harston Farmlands
- Harston Village
- Rhee Valley (Meadowlands)
- Designated Neighbourhood Area
- ① Rowley's Hill (50 m)
- ② Disused Clunch Pit
- ③ St Margaret's Mount (43 m)

Basemap data: © OpenStreetMap contributors, SRTM; Basemap cartography: © OpenTopoMap (CC-BY-SA). Harston Character Areas adapted from regional landscape character typology data from Greater Cambridge Landscape Character Assessment © Chris Blandford Associates 2021.

Map 12: Harston's Landscape Character Areas (as per Harston Landscape Character Appraisal 2024) showing additional landscape features

## Objective 6: Protect, enhance and increase areas and networks of biodiversity value

8.8 There is one planning policy sitting under Objective 6.

### Policy HAR 10: Protecting and enhancing biodiversity in Harston parish

8.9 A search using [www.magic.gov.uk](http://www.magic.gov.uk) reveals the presence of a range of national priority habitats in the parish. These are shown on Map 13 and includes:

- Woodland. There are areas of deciduous woodland and traditional orchards.
- Chalk river. According to the mapping, a stretch of the River Cam, where it flows to the west of the village, qualifies with high certainty as being a chalk river.
- Wetland. There is one area recorded as lowland fens.
- Grassland. This applies to floodplain grazing marsh following the path of the River Rhee/Cam but also an area within the village at the bend in the High Street as it approaches Royston Road.

8.10 There are three County Wildlife Site designations in the plan area. These are identified on Map 2 and are the community orchard, adjacent to the Harston Recreation Ground, an area of Lowland Fen priority habitat to the north of Button End and a section of the River Cam/Rhee. Close to the parish, there are also a number of Sites of Special Scientific Interest, often referred to as SSSIs. Parts of the parish fall within the impact zones of the Whittlesford – Thriplow Hummocky Fields SSSI and the Barrington Chalk Pit SSSI impact zones. This means adverse impacts on those sites will need to be considered when certain types of development come forward within Harston.

8.11 The Harston Landscape Character Appraisal (HLCA) 2024 also includes an assessment of biodiversity assets. It identifies the following habitats:

- unimproved pasture
- rough grassland/scrub/derelict land
- meadows
- woodlands
- hedgerows and scrub
- native trees
- rivers, streams and ditches
- churchyard (Harston Parish Church and the Baptist Church)
- disused quarry at clunch pits
- traditional orchards
- arable fields
- lowland fens, and
- floodplain grazing marsh.

### Cambridge Nature Network 2021

8.12 Following a detailed study, Cambridge Nature Network produced a report, prepared by the Wildlife Trust and Cambridge Past Present and Future, working with many local partners including South Cambridgeshire, Cambridge City, in discussion with landowners, to suggest how improvements within the 10km radius around Cambridge City can be made to the following:

- a. Green infrastructure habitats, and how to create new stepping-stones to link up a nature network.
- b. Accessibility to natural green spaces for public recreation and refreshment – vital needs for the health and wellbeing of the human population, as we have come to understand fully during the Covid-19 crisis. Natural England has defined an accessible

natural greenspace standard (ANGSt) <http://publications.naturalengland.org.uk/publication/65021>) although these are focussed on large towns or cities.

8.13 Five priority areas were identified within the 10km radius around Cambridge City. Harston parish comes within The River Cam corridor priority area.

8.14 The dominant approach to achieving the desired nature network within this priority area will be the adoption of nature friendly farming and environmental land management schemes. River restoration schemes will be critical to enhancing the river and these are often funded separately to the environmental farming schemes. In specific locations the creation of habitats through biodiversity net gain could play an important role, as might the provision of nature-rich greenspaces linked to future development, depending on Local Plan development allocations.

8.15 The Cambridge Nature Network specifically mentions two sites in the River Cam corridor that are also in Harston parish. These are referred to as stepping stone habitats and are:

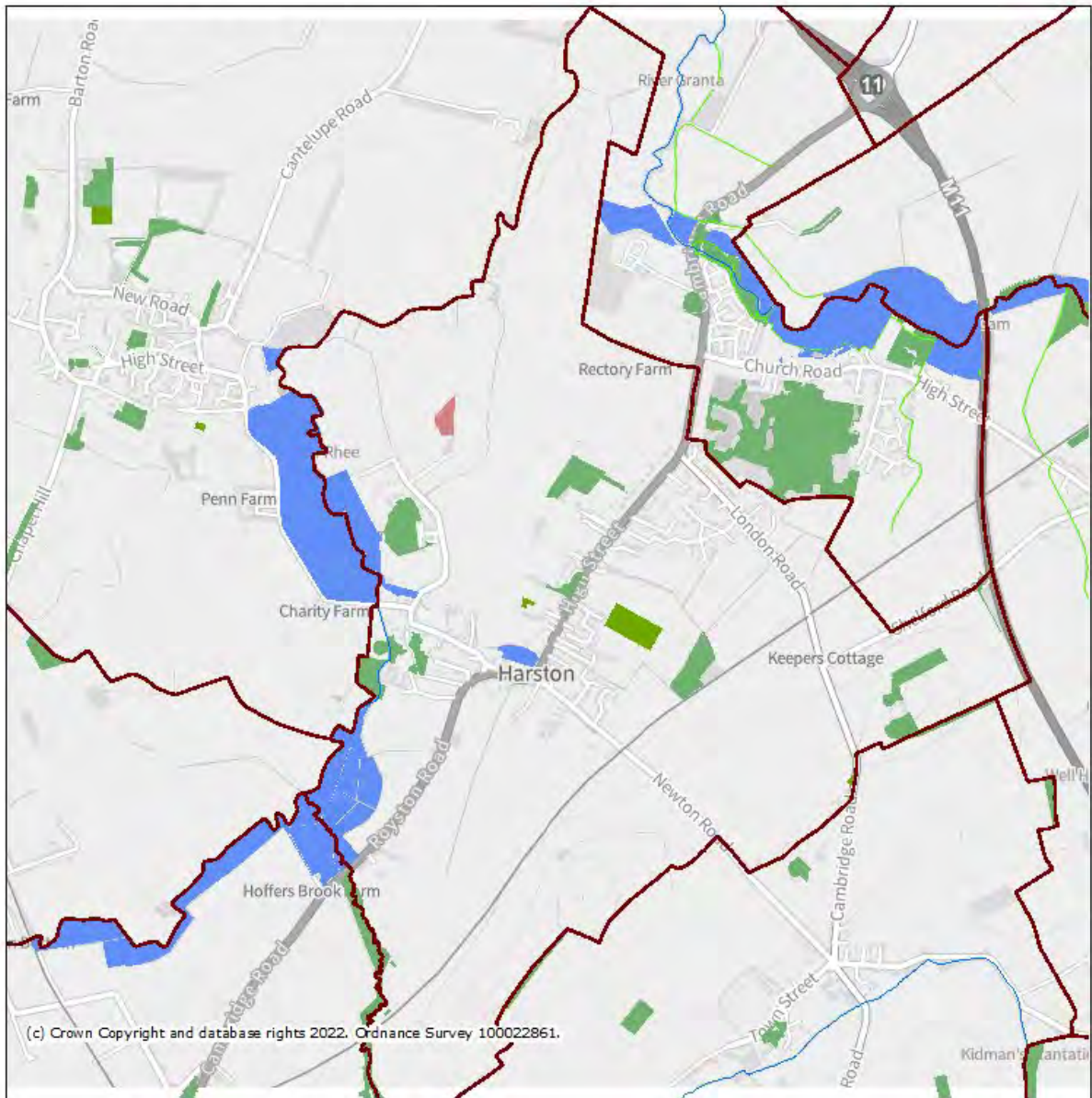
- the Hoffer Brook meadows along Harston's southern boundary, and
- in the north of the parish where there are floodplain fields along the northern edge of the Haslingfield to Hauxton east-west bridleway. The area has been under environmental stewardship and this has already enabled arable fields to revert to grasslands. The aim is to create a new floodplain wetland stepping stone habitat.

### **Biodiversity Net Gain**

8.16 Biodiversity net gain, commonly referred to as BNG is a way of creating and improving biodiversity by requiring development proposals to deliver a net gain on biodiversity. BNG is now required through legislation and where planning permission is now granted it is on the proviso that the development scheme be subject to a planning condition that secures a minimum of 10% net gain in biodiversity. Some categories are exempt including householder development (e.g. extensions) and self-build and custom build development, comprising 9 dwellings or less.

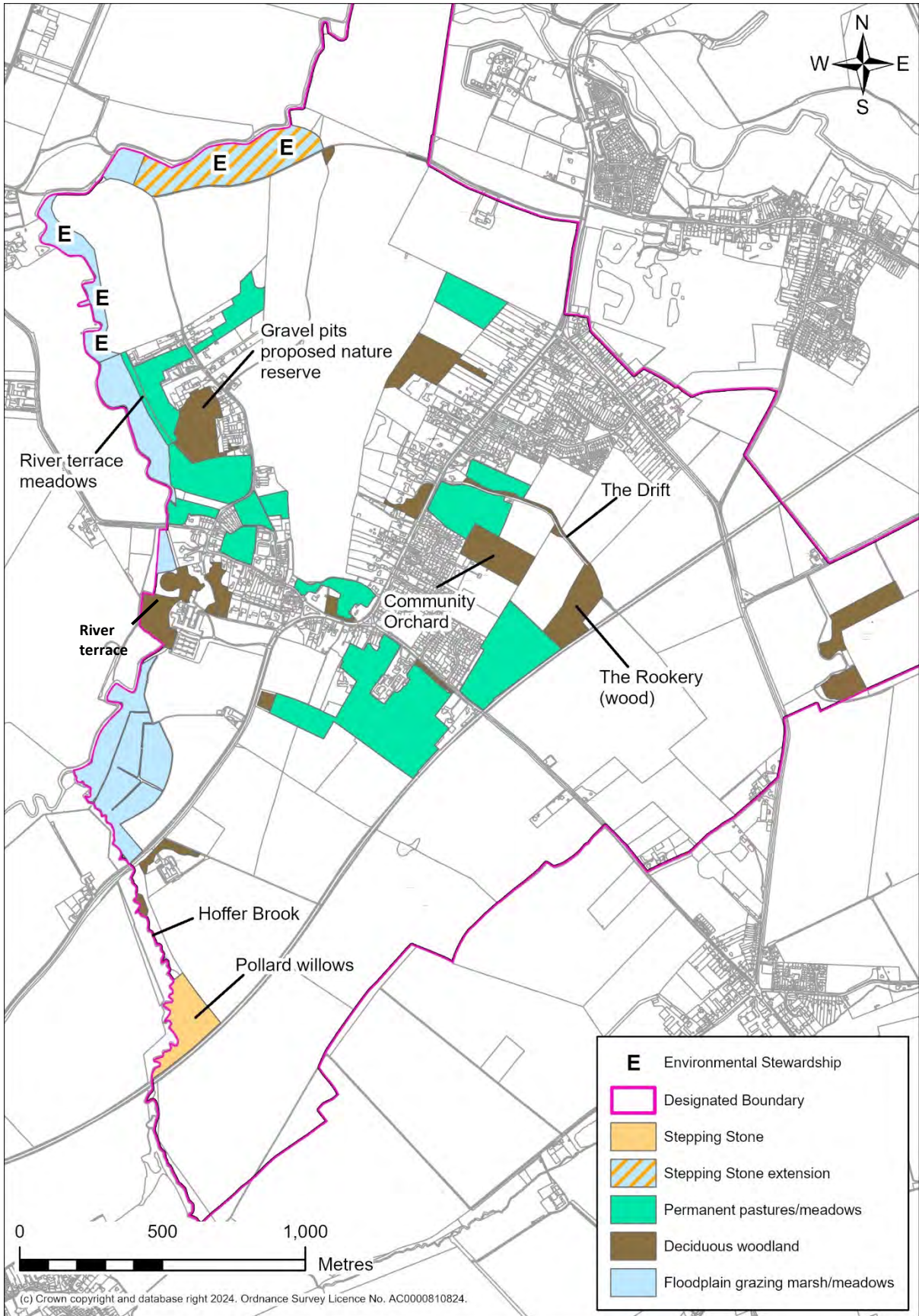


# MAGiC Priority habitats in Harston



<p><b>Legend</b></p> <ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Parishes (GB)</li> <li><span style="background-color: blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Priority Habitat Inventory - Coastal and Floodplain Grazing Marsh (England)</li> <li><span style="background-color: red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Priority Habitat Inventory - Lowland Fens (England)</li> </ul> <p><b>Chalk Rivers</b></p> <ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid blue; width: 20px; display: inline-block; margin-right: 5px;"></span> High certainty</li> <li><span style="border-bottom: 2px solid green; width: 20px; display: inline-block; margin-right: 5px;"></span> Low certainty</li> </ul> <ul style="list-style-type: none"> <li><span style="background-color: green; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Priority Habitat Inventory - Deciduous Woodland (England)</li> <li><span style="background-color: yellowgreen; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Priority Habitat Inventory - Traditional Orchards (England)</li> </ul>	<p>0                      0.75                      1.5 km</p> <p>Projection = OSGB36  x<sub>min</sub> = 537400  y<sub>min</sub> = 248900  x<sub>max</sub> = 547600  y<sub>max</sub> = 253700</p> <p>Map produced by MAGiC on 1 December, 2023.  Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGiC is a snapshot of the information that is being maintained or continually updated by the originating organisation. Please refer to the metadata for details as information may be illustrative or representative rather than definitive at this stage.</p>
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Map 13: Priority habitats in Harston



Map 14: All sites of importance for biodiversity in the parish



## HAR 10: Protecting and enhancing biodiversity in Harston parish

1. Development proposals that either directly or indirectly impact a site of biodiversity value in the neighbourhood plan area (as shown on Maps 13 and 14) must take account of their biodiversity value by applying the mitigation hierarchy set out in Clauses 2 and 3 below. Depending on the scale of a proposal and the sensitivity of a site, a long-term management plan may be required as part of a proposal.
2. For all development proposals, the hierarchy of mitigation should be embedded into the design of the development with the following steps implemented in order:
  - a) Firstly, avoid impacts. This means retaining habitats of value for enhancement and management and retaining species in situ.
  - b) Secondly, mitigate impacts where these have been found to be unavoidable.
  - c) Thirdly, compensate if mitigation measures are insufficient.
3. Development proposals should avoid significant impacts on hedgerows or any severance of bat flight lines to protect foraging and commuting habitat for Barbastelle bats which could belong to the population protected by Eversden and Wimpole Woods Special Area of Conservation (SAC).
4. If significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for, then planning permission will be refused.
5. Proposals as appropriate to their scale, nature and location, should seek available opportunities to create or strengthen links between existing and/or new habitats through the development site. Here, measures are sought which result in strengthening or enhancing the following nature networks in the plan area:
  - a) River Cam corridor, including adjacent woodland and water meadows.
  - b) Hoffer Brook in southern part of the parish - see Map 14.
  - c) Floodplain fields in northern part of the parish - see Map 14.
6. In all locations, development proposals<sup>7</sup> will be required to demonstrate measurable net gain for biodiversity of at least 10%, and this should be achieved on site wherever possible and in accordance with BS8683:2021-Process for designing and implementing Biodiversity Net Gain (BNG).
7. Appropriate measures for delivering biodiversity enhancements (including BNG where applicable) in the plan area are recommended below.
  - a) Retain and enhance the network of species and habitats currently present in the plan area, as described in the supporting text to this policy.
  - b) Create, strengthen or restore links between existing and/or new natural habitats through the development site (see point 5 above).
  - c) Plant additional trees and hedgerows (prioritising species that will enhance local biodiversity, such as native planting and/or species capable of adapting to the changing climate).

<sup>7</sup> Certain types of development may be exempt from Biodiversity Net Gain see [www.gov.uk/guidance/biodiversity-net-gain](http://www.gov.uk/guidance/biodiversity-net-gain)

- 8.17 Applicable policies from South Cambridgeshire's 2018 Local Plan:
- Policy NH/4: Biodiversity
  - Policy NH/5: Sites of Biodiversity and Geological Importance
  - Policy NH/6: Green Infrastructure



Image 9: Community Orchard



## 9. Climate change and flood management

9.1 There are three objectives sitting under this theme:

**Objective 7:** New development will achieve high sustainable design and construction standards, ensuring new development will belong in a zero carbon future

**Objective 8:** Support new low carbon and renewable energy infrastructure

**Objective 9:** Flood risk from all sources will be a key consideration in all land use planning decisions and new development will not result in increased risk of flooding.

### **Objective 7: New development will achieve high sustainable design and construction standards, ensuring new development will belong in a zero carbon future**

9.2 There is one planning policy sitting under this objective.

#### **Policy HAR 11: Delivering sustainable design and construction in Harston**

##### **Policy context and rationale**

9.3 The UK has a legally binding requirement to achieve net zero carbon by 2050. Part of the challenge in achieving net zero carbon status is to address how homes and buildings are designed and constructed.

9.4 A key function of the land use planning system is to provide a regulatory gateway through which new development must pass. It is important that the NP does its bit, alongside national policy and the district-level Local Plan, in ensuring that new development is:

- compatible with, and belongs in, a net zero emissions future, and
- resilient to the effects of climate change.

9.5 In 2019, the government announced the Future Homes Standard, a set of standards to complement Building Regulations to ensure an uplift in the energy performance of new homes. Changes to Building Regulations have since been introduced and further changes are expected. Through announcements in January 2021<sup>8</sup> and December 2021<sup>9</sup>, the government confirmed its intention that all new homes will be required to be equipped with low carbon heating and be zero-carbon ready by 2025. More recently, in its December 2023 consultation 'The Future Homes and Buildings Standards: 2023 consultation', the government stated its intention for new standards to come into force from 2025.

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<sup>8</sup> The Future Homes Standard: 2019 Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for new dwellings. Summary of responses received and Government response (January 2021)  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/956094/Government\\_response\\_to\\_Future\\_Homes\\_Standard\\_consultation.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/956094/Government_response_to_Future_Homes_Standard_consultation.pdf)

<sup>9</sup> The Future Buildings Standard: 2021 Consultation on changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations for non-domestic buildings and dwellings; and overheating in new residential buildings. Summary of responses received and Government response  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1040925/Future\\_Buildings\\_Standard\\_response.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1040925/Future_Buildings_Standard_response.pdf)

## The energy hierarchy

9.6 The 2021 National Design Guide asserts, under one of its 10 characteristics, that well designed places and buildings follow the energy hierarchy of:

- “reducing the need for energy through passive design measures including form, orientation and fabric;
- using energy efficient mechanical and electrical systems, including heat pumps, heat recovery and LED lights; and
- maximising renewable energy especially through decentralised sources, including on-site generation and community-led initiatives.”

National Design Guide 2021 (Characteristics 9 Resources)

## Net zero carbon toolkit

9.7 Developers are signposted to tools to assist with the planning, design and delivery of low carbon developments that can belong (once the national grid system has been decarbonised) in a net zero emissions future.

9.8 The Net Zero carbon toolkit, prepared by Levitt Bernstein, Elementa, Passivhaus Trust and Etude and commissioned by West Oxfordshire District Council, in collaboration with Cotswold District Council and Forest of Dean District Council, is aimed at small and medium sized house builders, architects, self-builders and consultants. It is available to view at [www.westoxon.gov.uk/netzerocarbontoolkit](http://www.westoxon.gov.uk/netzerocarbontoolkit).

9.9 The document explains that a net zero carbon home in operation is “very energy efficient and has an ultra-low level of space heating demand. It does not use any fossil fuels on site and therefore improves air quality. It also generates renewable energy on site and is cheap to run.”

9.10 The approach taken in the toolkit is that net zero carbon buildings are supported by three core principles.

1. Energy efficiency. Applicable to energy used for heating, hot water, ventilation, lighting, cooking and appliances.
2. Low carbon heating. Low carbon sources of heat are an essential feature. The toolkit states that new buildings should be built with a low carbon heating system and must not connect to the gas network.
3. Renewable energy generation. The toolkit states that renewable energy generation (e.g., through solar photovoltaic (PV) panels) should be at least equal to the energy use of the building).

9.11 In addition, the toolkit looks at the embodied carbon in materials used in each development.

9.12 People considering new development proposals in the plan area are encouraged to use the toolkit. The toolkit also provides guidance and advice to homeowners looking to retrofit or extend their existing property. It includes information on how they can implement energy efficiency measures and begin the process of decarbonising their homes in a more affordable, phased approach.

9.13 The toolkit includes a set of energy targets (expressed as metrics in terms of kilowatt hours per square metre per year) for space heating demand, energy use intensity, electricity generation intensity and embodied energy. These energy targets are set at levels required to achieve a net zero carbon home. The toolkit provides guidance applicable to new build housing as well as retrofit proposals. Energy targets are set out below:

New housing	Retrofit
Space heating demand: 15kWh/m <sup>2</sup> /yr	Space heating demand: 50kWh/m <sup>2</sup> /yr
Energy use intensity: 35kWh/m <sup>2</sup> /yr	Energy use intensity: 50kWh/m <sup>2</sup> /yr
Electricity generation intensity: 120kWh/m <sup>2</sup> <sub>fp</sub> /yr	Electricity generation intensity: 120kWh/m <sup>2</sup> <sub>fp</sub> /yr

9.14 The emerging Greater Cambridge Local Plan proposes a policy that establishes similar energy performance targets. It proposes that all new dwellings should achieve a space heating demand of 15-20kWh/m<sup>2</sup>/yr and that all dwellings should achieve an energy use intensity of 35kWh/m<sup>2</sup>/yr. Furthermore, the Committee on Climate Change recommended in its 2019 report Housing Fit for the Future that a space heating demand of 15-20kWh/m<sup>2</sup>/yr is required if the UK is to meet its net zero carbon commitment. The following methodologies could be used to obtain these metrics: CIBSE TM54 and Passive House Planning Package.

#### Retrofit proposals – additional guidance

9.15 A further toolkit that could be helpful to applicants is the Climate Emergency Retrofit Guide, prepared by the London Energy Transformation Initiative (LETI) and available to access at [www.leti.uk/](http://www.leti.uk/). Its approach aligns with that in the Net Zero Carbon Toolkit referenced above.

#### Traditional buildings and the historic environment

9.16 For owners of traditional buildings (usually built before 1919 and likely to have solid rather than cavity walls or constructed from solid timber) who wish to improve the energy efficiency and environmental performance of their buildings, a bespoke approach or ‘whole building approach’ will be needed that enables the best possible balance to be struck between energy saving, reducing carbon emissions, sustaining heritage significance (in the case of heritage assets) and maintaining a healthy building. Historic England has published guidance on this topic, available to view at <https://historicengland.org.uk/advice/technical-advice/retrofit-and-energy-efficiency-in-historic-buildings/#ImproveEE>.

9.17 In addition, the Sustainable Traditional Building Alliance and Historic England have published guidance which is useful for owners in the plan area of older properties (referred to as ‘traditional buildings’). The guide adopts a whole building approach to identifying the best solutions for retrofitting a traditional building and improving its energy and environmental performance:

<https://historicengland.org.uk/images-books/publications/planning-responsible-retrofit-of-traditional-buildings/responsible-retrofit-trad-bldgs/>

#### Water stress in South Cambridgeshire

9.18 South Cambridgeshire district is in a designated area of water stress. The 2018 Local Plan (see Policy CC/4: Water Efficiency) therefore requires all residential development to achieve a minimum water efficiency equivalent to 110 litres per person per day. The emerging Greater Cambridge Plan is likely to introduce higher standards. The Climate Change Topic Paper prepared in 2021 to support the emerging Greater Cambridge Local Plan explains that evidence suggests that existing abstraction is causing environmental problems and, as a result, future development cannot be supplied with water by increased abstraction from chalk aquifers and must be met in other ways, such as reduced usage. The ‘Integrated Water Management Study – Outline Water Cycle Study, 2021’ which supports the emerging Greater Cambridge Local Plan has shown that 80 litres per person per dwelling per day is

achievable when making full use of water re-use measures, including rainwater and grey water harvesting.

9.19 The water efficiency calculator in Part G of the Building Regulations enables applicants to calculate the devices and fittings required to ensure a home is built to the right specifications. In relation to water use in non-residential development, the use of BREEAM Wat 01 is recommended, in line with the current Local Plan. Policy CC/4 requires a minimum of 2 credit from Wat01 and developers are encouraged to go beyond 2 credits, achieving maximum credits wherever feasible, in light of the serious water stress faced by the region.

### **Groundwater protection**

9.20 Policy CC/7: Water Quality in South Cambridgeshire's 2018 Local Plan requires that development proposals do not harm the quality of ground water. Harston parish is particularly vulnerable with respect to groundwater since it includes areas that are located on a principal aquifer. This should be fully taken into account and the Environment Agency's groundwater protection guidance should be followed  
<https://www.gov.uk/government/collections/groundwater-protection>

### **South Cambridgeshire's 2018 Local Plan and Greater Cambridge Sustainable Design and Construction Supplementary Planning Document**

9.21 South Cambridgeshire's 2018 Local Plan also seeks to address climate change and development through a number of policies.

- Policy CC/1: 'Mitigation and Adaptation to Climate Change' states that planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development.
- Policy CC/3: 'Renewable and Low Carbon Energy in New Developments' requires the submission of an energy statement and for 10% onsite renewables or low carbon energy to be incorporated as part of all new residential development and major non-residential development.
- Policy CC/4: 'Water Efficiency' sets water efficiency standards.

9.22 In January 2020, South Cambridgeshire District Council adopted the Greater Cambridge Sustainable Design and Construction SPD. This document provides technical guidance on the implementation of the range of climate change related policies in South Cambridgeshire's 2018 Local Plan.

### **Preparing a sustainability statement**

9.23 Policy HAR 11 requires the preparation of a sustainability statement for all new buildings, dwellings and residential extensions. The information required as part of this will be proportionate to the size of a proposed development.

9.24 As a minimum, it should explain:

- How the energy hierarchy, explained in the policy, has been applied in the approach to minimising the overall energy demand of a proposed building.
- The calculated space heating demand expressed through kWh/m<sup>2</sup>/yr.
- The calculated energy use intensity expressed through kWh/m<sup>2</sup>/yr.
- Where renewables are being installed, the electricity generation intensity in terms of kWh/m<sup>2</sup><sub>fp</sub>/yr.
- The estimated water consumption. For residential development proposals, this should be set at no more than 110 litres per person per day and ideally at 80 litres per person per day. For non-residential development proposals, the building's water efficiency performance should be provided using the BREEAM Wat 01 calculator.



9.25 Major development proposals will be expected to include a whole life cycle carbon emissions assessment to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its lifetime. The Royal Institute for Chartered Surveyors (RICS) has a methodology in place, available [here](#)<sup>10</sup>, which can be followed when preparing this.

#### Policy HAR 11: Delivering sustainable design and construction in Harston

1. All development proposals will be expected to embed the principles of climate change mitigation and adaptation in line with national and Local Plan policy. This means adopting design and construction approaches that deliver low or zero carbon homes and buildings that demonstrate sustainable use of resources and high energy efficiency levels, for example through construction to the Passivhaus standard or through applying the Net Zero Carbon Homes toolkit.
2. Development proposals involving new build (including new dwellings and householder extensions that require planning permission) must be accompanied by a Sustainability Statement that outlines how a scheme:
  - a) Applies the energy hierarchy by:
    - firstly, considering how the site layout and building orientation can optimise beneficial solar gain and reduce energy demands through site layout and building orientation
    - secondly, maximising energy efficiency through design (insulation, airtightness and mechanical heat recovery)
    - thirdly, where a heat source is required, ensuring that this is a low carbon or net zero carbon source, and
    - finally, once energy demand and greenhouse gas emissions have been minimised through the above measures, utilising opportunities to incorporate renewable energy systems.
  - b) Adopts a whole building approach and 'fabric first' approach to optimise energy efficiency in the case of refurbishment projects which require planning permission.
  - c) Minimises water usage in line with Local Plan requirements. Due to the plan area lying in an area of water stress, high water efficiency requirements will be expected. Non-residential developments will, wherever feasible, be expected to go beyond 2 credits using BREEAM WAT 01.
  - d) Uses appropriate building materials. In this respect, restoration and renovation of existing buildings is preferred over new build. Where new build is involved, materials should be prioritised which are reused, reclaimed or natural from the local area or from sustainable sources and that are durable. See also Policy HAR 1, materials should reflect and integrate well with those found within the site surroundings and character area.
  - e) Comprises buildings and associated spaces that are adaptable as the climate continues to change e.g., using water more efficiently, reducing overheating and controlling high levels of rainwater runoff.

9.26 Applicable policies from South Cambridgeshire's 2018 Local Plan:

<sup>10</sup> See [www.rics.org/profession-standards/rics-standards-and-guidance/sector-standards/construction-standards](http://www.rics.org/profession-standards/rics-standards-and-guidance/sector-standards/construction-standards).

- Policy CC/1: Mitigation and adaptation to climate change
- Policy CC/3: Renewable and Low Carbon Energy in New Development
- Policy CC/4: Water efficiency
- Policy CC/7: Water quality
- Policy CC/8: Construction methods

Also relevant:

- Greater Cambridge Integrated Water Management Study, Outline Water Cycle Study 2021
- Climate Change Topic Paper, published alongside the First Proposals (Regulation 18: The Preferred Options) Consultation 2021, Greater Cambridge Shared Planning
- Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, Greater Cambridge Shared Planning, 2020

## Objective 8: Support new low carbon and renewable energy infrastructure

9.27 There is one planning policy sitting under this objective.

### Policy HAR 12: Supporting renewable infrastructure in Harston parish

#### Policy context and rationale

9.28 This neighbourhood plan supports in principle standalone renewable energy infrastructure, particularly where such schemes are community-led.

9.29 The following are potential technologies that have been used to implement community energy schemes, many of which have been implemented in the Cambridgeshire and East of England region. Some might have potential if implemented in Harston.

- A. Wind turbine(s) and large-scale solar farms sited in or near the village that could supply energy to the electricity grid, possibly giving a financial return to the village that can be shared across the community (as is the case in Gamlingay).
- B. Small scale solar panels that could be installed on rooftops, on publicly owned buildings (such as the village school and village hall), or on individual domestic dwellings, and which could be used to power their energy needs and/or to feed into the electricity grid generating a cash flow back to the building owner.
- C. Ground source heat pumps that could be installed in/under land owned by various public authorities, which could generate heating energy that could be supplied to Harston households (this has been done locally in Swaffham Prior). This tends to only make economic sense where a village is not connected to the national gas supply and oil-fired boilers are used, not the case in Harston.
- D. Air source heat pumps that could be supplied to Harston households, and which if purchased collectively might attract a discount from suppliers. The UK Government has a scheme which currently provides a £7,500 grant, if such heat pumps will replace a domestic gas boiler installation, essentially paying the whole cost of an installation that can generate sufficient continuous and/or stored energy for an average sized domestic household.
- E. Stored Energy supply facilities that could be accessed to e.g. charge electric vehicles. Such facilities might be installed by vehicle fuelling utilities, who would then share the revenue generated with the Harston Parish Council (e.g. large petrol companies or individual charge point installers such as Podpoint/Virta/Bark etc.). Such facilities could be installed on council-owned land e.g. the Harston Recreation Ground, the Harston Village Hall.

**Policy HAR 12: Supporting renewable energy and low carbon energy infrastructure in Harston parish**

1. Development proposals involving the creation of standalone renewable energy infrastructure or other infrastructure that will facilitate low carbon living in Harston community and deliver community benefits (such as direct provision of zero or low carbon energy) will be, in principle, supported subject to:
  - Proposals preserving or enhancing landscape character in line with other policies in this plan.
  - Proposals being informed by meaningful community engagement undertaken at the pre-application stage or earlier, evidenced via a community engagement statement.
  - Potential impacts of the development on people and the natural environment, including those identified by local residents being assessed and appropriately addressed or mitigated.
2. Community led renewable or low carbon energy projects are particularly supported.

9.30 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- CC/2: Renewable and low carbon energy generation

**Harston Community Project 2:**

To complement Policy HAR 12, Harston Parish Council will investigate the potential (suitability and deliverability) of schemes for the village. See Section 3 of this plan.



## **Objective 9: Flood risk from all sources will be a key consideration in all land use planning decisions and new development will not result in increased risk of flooding.**

9.32 There is one planning policy sitting under this objective.

### **Policy HAR 13: Managing flood risk in Harston parish**

#### **Policy context and rationale**

9.33 Flood risk maps are available to view in the Level 1 Greater Cambridge Strategic Flood Risk Assessment. For ease of reference, the maps showing Harston specific extents are provided (as Figures) in Chapter 2 of this plan. Flood risk extents for surface and fluvial flood risk can also be viewed here: [www.gov.uk/check-long-term-flood-risk](http://www.gov.uk/check-long-term-flood-risk)

#### **Artesian Wells**

9.34 A distinctive feature of the parish is that Harston stands on a number of artesian wells, some sealed up, some flowing. In the past, prior to 1938 when mains water arrived in the village these wells were relied on by residents. Following this, local industrial uses such as at a Cemex cement plant at Barrington, have drawn on the water supply in the underlying aquifer, likely contributing to some artesian wells being dry. In late 2008, the Barrington cement plant was closed, and this may have contributed to the rising water table and some artesian wells in the village reappearing/overflowing and creating localised flooding issues. The well on the village green is prone to overflowing, and this has resulted in localised flooding. The flooding has been attributed to drainage infrastructure not performing adequately.

#### **Ditches in the parish**

9.35 In the past up to mid-20<sup>th</sup> Century, locals used to be employed to maintain the ditches and ensure floodwater drained easily into the River Rhee. Nowadays, some ditches become clogged up and are not maintained well. Very few are Awarded Watercourses maintained by SCDC and most remain the responsibility of riparian owners - mostly local residents. When new development occurs, it is important that riparian owners retain access to the ditches, so they are able to keep them clear (i.e. with gates in boundary fences) and are made aware of their responsibility.

9.36 The requirement for undertaking flood risk assessments as part of new planning applications in areas susceptible to flood risk is set out in the Local Plan, the NPPF 2023 and national planning practice guidance. South Cambridgeshire's 2018 Local Plan includes three applicable policies:

- Policy CC/7: Water Quality
- Policy CC/8: Sustainable Drainage Systems
- Policy CC/9: Managing Flood Risk

9.37 Together these policies should ensure existing risk with respect to areas susceptible to flooding (fluvial flooding in path of River Cam or Rhee, areas at risk of surface water flooding within and outside the settled areas and groundwater flooding) is fully considered and appropriately mitigated in the development management process.

#### **Other flooding events**

9.38 Localised flooding can also occur when infrastructure associated with sewage or water supply is overloaded/damaged, particularly after periods of heavy rain.

9.39 When new development takes place in the parish it is essential that there is adequate foul wastewater infrastructure and water supply capacity to serve the development. Where

capacity is not in place and cannot be provided a development proposal would not be permitted under Local Plan policy TI/8: Infrastructure and New Developments. There is no need to include a Harston-specific policy on this.

9.40 Policy HAR 13 therefore focuses specifically on artesian wells and ensuring that the drainage infrastructure that is necessary to avoid future flood events from these wells is either protected or improved when applicable development proposals come forward.

#### **Policy HAR 13: Managing flood risk in Harston parish**

1. Development proposals on sites that contain an artesian well or which otherwise have the potential to impact on the drainage infrastructure supporting an artesian well should ensure drainage infrastructure associated with the artesian well remains intact or is improved as a result of the development.
2. Development proposals on sites that contain ditches will be expected to ensure access is provided/remains in place so that riparian owners are able to fulfil their responsibilities with respect to maintenance of those ditches.
3. Proposals that result in an increased risk of surface or groundwater flooding will not be supported. Appropriate surface water drainage arrangements must be in place. Sustainable Drainage Systems (SuDS) will in many instances be required under national planning policy and are in all cases strongly preferred in particular:
  - above-ground open SuDs such as attenuation ponds and swales as they provide water quality, amenity and biodiversity benefits, and
  - interception source control such as rain gardens, bioretention green roofs and permeable paving.

9.41 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- CC/7: Water Quality
- CC/8: Sustainable Drainage Systems
- CC/9: Managing Flood Risk

# 10. Housing supply

10.1 There are two objectives sitting under this theme:

**Objective 10:** Existing affordable housing needs will be addressed through the provision of affordable housing schemes targeted at meeting parish needs

**Objective 11:** The size, mix and tenure of new residential development will be suitable for attracting young families to the parish and enabling older residents to downsize

**Objective 10: Existing affordable housing needs will be addressed through the provision of affordable housing schemes targeted at meeting parish needs**

10.2 There is one planning policy sitting under this objective.

**Policy HAR 14: Supporting rural exception sites to meet Harston's affordable housing needs**

## Policy context and rationale

10.3 In the 2023 householder survey, 57% of respondents (265) agreed that more affordable housing was needed in the village. However, 28% said they didn't know and that they would like more data or knowledge to make a better judgement. The 2023 householder survey was conducted in January and since then two important pieces of work have been completed:

- The Harston Housing Needs Assessment (HNA) 2023 – a desktop study undertaken to explore demand and need for all types of housing, drawing demographic information, householder incomes and house prices.
- The Housing Needs Survey 2023 – a Harston specific survey of all households in the parish, seeking an understanding of existing affordable housing needs. The results, published in March 2024, reports there are 32 households with a connection to the parish and in need of affordable housing. The study offers a snapshot in time overview of needs.

10.4 The Harston HNA 2023 finds there is a high level of affordable housing needs in the parish. Specifically, it finds that if the South Cambridgeshire's need for affordable housing (as identified in the Cambridgeshire and West Suffolk Housing Needs for Specific Groups 2021 study<sup>11</sup>) were prorated to Harston, based on its current share of population, there would be a need for 86 affordable homes for rent over the period up to 2041 and a need for 21 affordable homes to buy.

10.5 Furthermore, there are currently (March 2023) 42 households in need of affordable or social rented housing with a connection to the Harston village, according to South Cambridgeshire District Council's waiting list data.

10.6 It is unlikely this need will be met through housing schemes in the plan area. This is due to the limited availability of non-Green Belt land in the parish, but it is also because, within South Cambridgeshire, and in line with national policy, affordable housing is only required on development sites of 11 or more dwellings (see Policy H/10 2018 Local Plan).

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<sup>11</sup> GL Hearn 2021

10.7 This neighbourhood plan is therefore very supportive of other means by which affordable housing to meet Harston specific needs can be delivered, namely through bringing forward a rural exceptions housing scheme. This is a site that provides affordable housing located outside a development framework boundary (the settlement boundary) as an exception to normal planning policy. Policy H/11 in the 2018 Local Plan allows for these to come forward where there is evidence of unmet affordable housing need within the rural area and where a scheme is planned to address some or all of that need.

10.8 Policy HAR 14 requires that the affordable housing brought forward as part of a rural exception site remains affordable in perpetuity and is offered on a preferential basis to people with a strong local connection to the parish. A strong local connection means one of the following applies:

- the applicant has worked (paid employment) in the parish for the last 12 months for sixteen hours or more per week
- the applicant has lived in Harston parish for at least 5 years out of the last 8 years
- the applicant has family members who are resident in Harston parish. Family members are defined as parents, children, or brothers or sisters who have been resident in the parish for a period of 5 years or longer. Other close family ties will be considered in agreement with the district, on a case-by-case basis, or
- there are special circumstances that the district considers give rise to a local connection to Harston parish, for example where the applicant's substantive role is as a carer to a person resident in the parish.

Source: used by SCDC Housing Allocations Team – local connection criteria for rural exception sites.

**Policy HAR 14: Supporting rural exceptions housing to meet Harston's affordable housing needs**

1. Proposals for the development of small-scale affordable housing schemes on rural exceptions sites adjoining the village development framework will be supported provided that:
  - a) the number, size, design, mix and tenure of affordable homes are confined to, and appropriate to, meeting identified needs in the Harston plan area
  - b) the housing remains affordable in perpetuity
  - c) the affordable housing is offered on a preferential basis to people with a strong local connection to the parish, defined in the supporting text to this policy
  - d) all other criteria in South Cambridgeshire Local Plan Policy H/11-1 are met (or its equivalent replacement), and
  - e) the proposed development contributes positively to the existing character of the village and its setting in terms of design, layout, materials, landscaping and biodiversity.
2. In exceptional circumstances, a small number of market homes will be permitted where it can be demonstrated that:
  - a) no other means of funding the construction of the affordable homes is available
  - a) the market housing is subsidiary to the affordable housing element of the proposal, and
  - b) the amount of market housing required is, as demonstrated through a viability assessment, the minimum required to deliver the affordable housing.

10.9 Applicable policies from South Cambridgeshire's 2018 Local Plan:

- H/11: Rural Exception Site Affordable Housing



**Objective 11: The size, mix and tenure of new residential development will be suitable for attracting young families to the parish and allowing older residents to downsize**

10.11. There is one planning policy sitting under this objective.

**Policy HAR 15: Housing mix, including ‘First Homes’ in Harston**

**Policy context and rationale**

10.12. Harston’s housing stock is dominated by larger detached and semi-detached homes (86% of stock). Recent completions have skewed the balance further towards larger homes.

Table 6: Accommodation type in Harston parish

Dwelling type	2011	2021	%
Detached	408	419	57
Semi-detached	207	212	29
Terrace	91	80	11
Flat, maisonette or apartment	14	24	2
Other	2	-	1
Total*	722	735	100

\*Notes on the data: 2011 data refers to all dwellings and 2021 data refers to occupied dwellings only.  
Source of data: Census 2011 (KS401EW) and Census 2021(TS044)

10.13. Larger, 4 bedroom plus homes form more than half of occupied dwellings in Harston, with much lower proportions of medium (3 bedroom) homes, at around a quarter of stock. Smaller homes (1-2 bedrooms) form about 21% of the total.

Table 7: Number of bedrooms in occupied dwellings in Harston (Census 2021, TS050)

Number of bedrooms (occupied dwellings only)	2021	%
1	51	7
2	100	14
3	193	26
4+	390	53
Total: All households	734	100

**Household tenure profile**

10.14. As can be seen in the table below, the plan area has a larger proportion of owner occupation compared to the district and national averages. 15% of households live in affordable housing, with the majority of these rented.

Table 8: Tenure of Harston's households 2021

Tenure	Harston	South Cambridgeshire	England
Owned	73.8%	68.9%	61.3%
Shared ownership	2.5%	2.5%	1.0%
Social rent	13.0%	14.5%	17.1%
Private rented	10.8%	14.1%	20.6%

Source: Table 4-1 ‘Tenure (households) in Harston 2021’ in Harston HNA 2023 (sources: Census 2021, AECOM Calculations)

**Household composition and occupancy**

10.15. The Harston HNA 2023 advises that the household composition (the combination and relationship of adults and children in a dwelling) is an important factor with respect to

understanding housing needs in the plan area over the plan period. As seen from Table 9 below, almost a quarter of Harston’s households are single person households, a slightly lower proportion than found at the district and national level. The parish has a greater proportion of family households aged 66 and over and comparatively more households with non-dependent children than in the wider geographies.

10.16. Between the period 2011 and 2021, the proportion of households in which adult children are living at home grew by 45%, more than double the rate in the wider district and much higher than the growth nationally. This could be an indication of the relative unaffordability of entry-level homes, meaning young people are financially unable to move out and form their own households.

Table 9: Household characteristics in Harston

Household composition		Harston	South Cambridgeshire	England
<b>One person household</b>	<b>Total</b>	<b>22.8%</b>	<b>26.2%</b>	<b>30.1%</b>
	Aged 66 and over	12.9%	12.3%	12.8%
	Other	9.9%	14.0%	17.3%
<b>One family only</b>	<b>Total</b>	<b>72.5%</b>	<b>69.1%</b>	<b>63.1%</b>
	All aged 66 and over	12.9%	11.4%	9.2%
	With no children	16.7%	18.7%	16.8%
	With dependent children	30.3%	29.2%	25.8%
	With non-dependent children <sup>12</sup>	11.4%	9.3%	10.5%
<b>Other household types</b>	<b>Total</b>	<b>4.7%</b>	<b>4.7%</b>	<b>6.9%</b>

Source: Table 5-6 ‘Household composition, Harston 2021’ in Harston HNA 2023 (AECOM)

10.17. The tendency of households to over-or under-occupy their homes is another consideration to the future needs of housing. The Harston HNA 2023 reports that a combined 82% of households live in a home with at least one bedroom more than they would be expected to need and 58% have two or more bedrooms more than they would be expected to need. Only 2% of households have too few. The HNA also finds that almost all (99%) couples aged over 65 have more bedrooms than they would be expected to need.

10.18. The Harston HNA 2023 applies the local authority level household projections (up to 2041) to the age profile of Harston’s households in 2011 to project how Harston’s age profile may look like in 2041. The table below presents the results, focusing on the age of the household reference person (an individual person in a household that acts as a reference point for that household).

<sup>12</sup> Refers to households containing children who are older than 18 e.g. students or young working people living at home.

Table 10: Projected age of households in Harston by 2041

Year	24 and under	25 to 34	35 to 54	55 to 64	65 and over
2011	5	67	258	143	225
2041	4.5	58	244	161	392
% change 2011 to 2041	-10%	-14%	-5%	13%	74%

Source: Table 5-8 'Projected age of households, Harston, 2011 – 2041' in Harston HNA 2023 (AECOM)

10.19. In terms of housing mix, the Harston HNA 2023 concludes:

- There is an excess of larger 4 bedroom plus homes in Harston and on the basis of demographic change and existing stock patterns there is no further requirement for dwellings of this size.
- The majority of need is likely to be for 3 bedroom homes (at 60%), followed by smaller (2 bedroom) homes at 36% with only a modest 4% more 1 bedroom homes likely to be required by 2041.

10.20. The above findings align with the Harston NP Working Group observations that recent development in Harston has tended to favour larger dwellings.

### Affordability

10.21. Housing is generally not affordable in Harston. The HNA 2023 reports that home ownership through the mainstream market is not an option for the majority of people. A household would need an income comfortably above the average (or a very large deposit) to qualify for a mortgage even for an entry-level home in the parish. It also finds that average market rents are not affordable to any of the income groups considered in the HNA. Households earning between £51,500 (at which point entry level rents become affordable) and £120,200 (at which point entry-level market sales homes become affordable) can afford to rent entry level accommodation but cannot afford home ownership.

### Affordable housing

10.22. Affordable housing is a term that refers to housing products outside the main housing market (see glossary for further information). It is defined in the NPPF 2023 as housing for sale or rent, for those households whose needs are not met by the market. As can be seen in Table 9, 15.5% of Harston's households live in affordable housing, the majority of which is rented.

### Affordable ownership: First Homes

10.23. In 2021, the government introduced First Homes, a type of affordable housing to buy. First Homes are a specific kind of discounted market sale housing which:

- a) must be discounted by a minimum of 30% against the market value
- b) are sold to a person or persons meeting the First Homes eligibility criteria
- c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure the discount (as a percentage of the current market value) and other restrictions are passed on at each subsequent title transfer, and
- d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).

10.24. The HNA 2023 finds that even at a 50% discount applied, First Homes are unaffordable to those on average incomes. A 10% uplift in income would be required to make First Homes affordable to average earners in the plan area. It is therefore recommended that the maximum 50% discount on First Homes be applied. The HNA 2023 also finds that whilst

shared ownership appears to be slightly more affordable than First Homes, it is broadly accessible to the same group of people.

#### **Policy HAR 15: Housing mix, including First Homes in Harston**

1. Development proposals that create one or more new dwellings should prioritise the delivery of homes with one, two or three bedrooms, over larger homes (with four or more bedrooms), unless an alternative dwelling size, type and mix can be justified through reference to up-to-date evidence on parish housing stock and local needs or to local site-specific circumstances.
2. For schemes large enough to include a mix in terms of size and/or tenure, the following will be sought:
  - a) In terms of size (market and affordable), at least 60% of new dwellings to be 3-bedroom units and 36% to be 2 bedroom units.
  - b) Where affordable homes are being provided, they should be provided as affordable in perpetuity and meet the following tenure mix:
    - 75% social/affordable rent, and
    - 25% affordable home ownership. Where First Homes are included in the mix, they should be delivered at a 50% discount.
3. Proposals providing an alternative mix to that set out in clause 2 must be supported by up-to-date evidence of existing and future needs in the plan area.

#### 10.25. Applicable policies from South Cambridgeshire's 2018 Local Plan:

- H/9: Housing Mix



# 11. Traffic and parking

11.1. There are two objectives sitting under this theme:

**Objective 12:** Traffic generation from new development proposals will be fully considered and appropriately mitigated.

**Objective 13:** Existing parking infrastructure for motorised vehicles will be improved and better managed in locations associated with village shops and community facilities in order to make our village environment safer and more pleasant.

**Objective 12: Traffic generation from new development proposals will be fully considered and appropriately mitigated.**

11.2. There are two planning policies sitting under this objective:

- Policy HAR 16: Managing the movement of people and vehicles arising from new development
- Policy HAR 17: Recognising and mitigating the impacts of development on Church Street

11.3. Policy HAR 6: Button End is also relevant to this objective.

**Policy HAR 16: Managing the movement of people and vehicles arising from new development**

## Policy context and rationale

11.4. The results of the 2023 householder survey shows that residents are concerned about traffic issues more than any other issue (see Chapter 4).

11.5. The SWOT exercise (see Chapter 4) undertaken following the 2023 householder survey identified a range of issues related to the movement of people and vehicles in and around Harston.

## Parking provision

11.6. Business and services along the High Street and Church Street, have inadequate off-street parking provision. This leads to inconsiderate parking (whether on the highway, cycleway or pavement) that undermines road safety. Where grass verges exist, such as along The Green and the High Street these are damaged by vehicles (often delivery drivers stopping briefly or commercial vehicles, e.g. builders' vans, for longer periods of time) mounting the verges in order to pull up outside businesses. Vehicles are also seen pulling up onto the cycleway along the A10 when needing to stop temporarily. Parking on pavements is inconsiderate for non-motorised users and can be detrimental to their safety, by making them step out onto the road.

11.7. See Appendix 7 for visual overview of parking problems throughout the village.

## High volumes of traffic along the A10

11.8. Unsurprisingly, Harston experiences high volumes of traffic, most of it through-traffic generated by vehicles travelling into or out of Cambridge. The A10 divides the village between east and west. Even though there are three sets of traffic lights spaced out along the A10, the volume of through-traffic means the A10 acts as a barrier to people wishing to travel using active travel modes (walking, cycling etc) from east to west and vice versa. The A10 is also a source of air pollution. The combination of traffic noise, road safety issues and

air pollution have the effect of harming the village street scene environment and people's sense of well-being.

### **Conflict between users along the A10**

11.9. There are numerous locations along the A10 where people need to drive their vehicles out onto the A10: either from private driveways or public places, such as the village hall, and businesses, such as the BP garage. This can lead to conflict between non-motorised users (e.g., pedestrians and cyclists) and motorised road users. This is a particular problem along the western side of the A10, where the cycleway connecting all the way into Cambridge is routed.

11.10. Many of the existing residential driveways that access directly onto the A10 have inadequate visibility onto the cycleway.

### **Church Street & traffic**

11.11. There is too much traffic for this narrow rural road in the heart of the historic core of the village and there are particular challenges associated with the large lorries and farm vehicles that use the route. See Policy HAR 17 for further detail.

### **East West Rail proposals**

11.12. The EWR proposals (proposed to be directed through rural parts of the parish) are likely to be very disruptive at the construction phase and operation phase, not least because the proposals include closing a level crossing and building new roads. The disruption could lead to longer journey times and greater disruption along the A10.

### **Potential intervention measures:**

11.13. One way of addressing the conflict between vehicles and users of the cycleway on the western side of the High Street would be to require any future planning applications to take opportunities to improve visibility at the exit/access points. This could be done through cutting back shrubbery and removing fences at the exits. There is one approved scheme/planning application where the applicants have sought to address this issue by cooperating with neighbours so as to provide a wider shared exit<sup>13</sup>. Policy HAR 16 supports proposals that take opportunities to address this issue.

11.14. A further solution could be through improved traffic control that results in less speeding along the A10 and other village roads. One idea is to install enforcement speed cameras on the A10, at the north and south ends and one in the centre of the village, together with a 30-mph speed limit on London Road, a 20mph speed limit on Church Street, Button End and Station Road.

11.15. To avoid inconsiderate parking on the pavements, the installation of more safety posts may be appropriate.

11.16. A range of measures have been explored for Church Street and these are discussed under Policy HAR 17.

11.17. Many of the potential interventions mentioned above can be delivered outside the land use planning system.

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<sup>13</sup> Planning application reference 23/02287/Ful, pg 16 of design brief

### Strategic-level transport policy

11.18. The Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan (LTCP) covers the Harston NP area. It was adopted in November 2023 and is a long-term strategy to make transport in Cambridgeshire and Peterborough faster, greener and more accessible for everyone. It is available to view here <https://cambridgeshirepeterborough-ca.gov.uk/>

11.19. The LTCP has six goals under themes 'Productivity', 'Connectivity', 'Climate', 'Environment', 'Health' and 'Safety'. Policy HAR 16 is compatible with these goals, in particular 'Safety' which refers to 'Vision Zero', encapsulating an aim to have zero road fatalities or life-changing injuries on the region's transport system by 2050.

#### **Policy HAR 16: Managing the movement of people and vehicles arising from new development**

1. Development will not be permitted where pedestrian, cycle or vehicle movements arising from the development, including staff, visitors and deliveries, are likely to have a significant impact on highway safety.
2. Where highway safety concerns are demonstrated, consideration will be given to imposing conditions on the operation of the development that mitigate the impact on highway safety such as controlling hours of operation or delivery times.
3. Where existing road safety issues are already established, development proposals will be expected to take available opportunities to address or alleviate these as part of their proposal, wherever practicable to do so. This includes measures designed to reduce the level of conflict between road users along the A10 e.g. increasing visibility at the exit points of driveways.

11.20. Applicable policies from South Cambridgeshire's 2018 Local Plan:

- TI/2: Planning for Sustainable Travel
- TI/3: Parking Provision

#### **Harston Community Project 3 - Safer streets**

To complement Policies HAR 16 to HAR 18, Harston Parish Council will continue to work with stakeholders to investigate and deliver interventions that result in safer streets in Harston village.

## **Policy HAR 17: Recognising and mitigating the impacts of development on Church Street**

### **Policy context and rationale**

11.21. The character and distinctiveness of Harston's historic core, described earlier in this NP in Chapter 7, is in danger of being eroded through unsympathetic development and through heavy traffic flow.

11.22. Church Street suffers from traffic problems that are exacerbated due to demand for on-street parking generated by the GP surgery, which is located on the south side of the road, approximately 200m west of the junction with the A10. Cars regularly park on the south side of Church Street, close to the surgery. This is understood to be a combination of residents and visitors to the surgery. The surgery includes a pharmacy and serves seven villages including Harston. The majority of visitors are likely to travel by car. The on-street parking reduces long sections of Church Street to a single lane with limited gaps to allow vehicles to pull in and allowing only limited visibility for vehicles to pass. The situation causes road safety issues as well as congestion. Deadlock does occur that can only be resolved after a car or lorry mounts the pavement.

11.23. The GP surgery on Church Street has already extended its building footprint. Patient numbers have risen over the last few years from just over 6,000 to circa 8,000 at present (2023). The rise in patient numbers is associated with completed residential developments in nearby villages. The recent expansion resulted in the provision of three additional consulting rooms as well as additional rooms for administration and staff facilities. In the future, patient numbers using the surgery are projected to continue to expand.

11.24. Adding to the urgency of this issue, is the possibility of further development coming forward. For example, a new residential development of 9 units has been approved, at Beech Farm<sup>14</sup>, a location which will require access via Church Street.

11.25. Church Street also suffers from overlarge lorries using it. There are no weight restrictions on Church Street and northbound traffic on the A10 is directed along Church Street to access industrial units located at the Button End commercial area or farm activity. Importantly, not all commercial traffic including HGVs that use Church Street can be linked with the Button End commercial area.

### **Church Street traffic and street scene intervention measures**

11.26. Harston Parish Council and the NP Working Group have identified a number of potential measures that, if delivered as part of a comprehensive package of complementary measures, could alleviate some of the issues. These measures are:

- Provide off-street public parking capacity on land currently called The Footpath. See Policy HAR 19 for further detail.
- Provide a raised table in front of the doctor's surgery, to stop cars from stopping there and provide a safer space for people getting to and from the surgery.
- Introduce a more visible crossing point for cyclists and pedestrians along the A10 (Royston Road), to and from The Green.
- Install speed bumps along Church Street if appropriate.
- Provide double yellow lines along both sides of Church Street from The Green to just past the surgery entrance.
- Introduce a 20 mph zone along Church Street.

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<sup>14</sup> Under construction in February 2024



11.27. The initiatives listed above will support the use of the Melbourn Greenway<sup>15</sup> that runs along the A10. This is an end-to-end walking and cycling transport scheme that connects Trumpington Park and Ride with Royston via a shared path on the A10.

11.28. There is currently (July 2024) a project in place to implement the 'Harston Spur', which will improve access in Harston to the Melbourn Greenway via Church Street. The spur consists of a 20mph zone in Church Street, with associated speed reduction measures to ensure that the speed is self-enforcing. Crossing points for pedestrians in Church Street will be improved, while speed calming measures will ensure that cyclists can safely cycle on the carriageway through Church Street. (A route from Church Street via The Footpath and over fields to the northeast of the Harston village was originally proposed to form part of the spur to link with the Haslingfield Greenway but this section will now not be included.)

11.29. On-street parking problems also occur at The Green.

- Residents along the western side of The Green (46/40 Royston Road) and 1, 1a and 2 Hurrell's Row rely on on-street parking alongside the Green as they have no off-street parking.
- The layby on the northern side of The Green provides some capacity but is often taken up by other drivers.
- The Green itself suffers from damage as some drivers mount the green, leaving tyre tracks and, during wet weather, this can damage the historic green itself.

11.30. Appendix 6 provides a visual illustration of the issues and potential solutions in the Church Street area. Harston Parish Council and the NP Working Group have liaised with the highways authority, the Greater Cambridge Partnership (in particular South Cambridgeshire District Council) and the Greenways Project team on these matters.

11.31. Policy HAR 17 provides an added level of detail to Policy TI/2 'Planning for Sustainable Travel' in South Cambridgeshire's 2018 Local Plan. Clause 3 of that policy requires developers to demonstrate they will make adequate provision to mitigate the likely impacts of their proposal and Clause 4 states that where a proposal is likely to have significant transport implications it will be required to provide a Transport Assessment or Travel Plan. Developments with significant transport implications include those where there are particular local travel problems.

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<sup>15</sup> Note: a previously identified project to direct the Melbourn Greenway alongside The Green and to connect with the Haslingfield to Hauxton section of the Greenway, via the fields opposite The Green has, as of October 2023, been postponed. Instead, the Melbourn Greenway supports the existing cycleway along the High Street and for this to meet up with the eastern end of the Greenway from Haslingfield.

**Policy HAR 17: Recognising and mitigating the impacts of development on traffic movements in Church Street**

1. Where a development proposal in the plan area has potential to lead to adverse traffic related implications along Church Street, the proposals will be required to be assessed in terms of its likely impact on road safety and residential amenity along Church Street. This will apply to all proposals requiring highways access on to Church Street as well as proposals in other parts of the plan area (such as Button End) likely to generate movement of HGVs along Church Street. To be supported, development proposals must either:
  - mitigate their impact through on-site measures or contribute towards the implementation of Church Street traffic and street scene intervention measures (see supporting text and Appendix 6), or
  - demonstrate there will be no adverse impacts on road safety for all users along Church Street as a result of the proposed scheme and that mitigation measures are therefore not necessary as a result of the proposed development.
2. Additionally, development proposals in the plan area that will lead to additional movement of HGV or other wide vehicles (large vans) along Church Street will not be supported, unless it can be demonstrated that mitigation measures are in place that:
  - ensure that traffic can flow along Church Street without drivers of any vehicle being forced to drive on the pavement
  - the historic buildings, including their setting, are not at risk from being damaged by vehicles including through vibrations.

11.32. Applicable policies from South Cambridgeshire's 2018 Local Plan:

- TI/2: Planning for Sustainable Travel
- TI/3: Parking Provision



Image 10: Lorry struggling to get past parked vehicles along Church Street

**Objective 13: Existing parking infrastructure for motorised vehicles will be improved and better managed in locations associated with village shops and community facilities in order to make our village environment safer and more pleasant.**

11.33. There are three planning policies sitting under this objective:

- Policy HAR 18: Parking provision in new development
- Policy HAR 19: The Footpath safeguarded land for future off-street parking
- Policy HAR 20: Telephone exchange site

**Policy HAR 18: Parking provision in new development**

**Policy context and rationale**

11.34. Some roads in the parish are not suitable for on-street parking, even for temporary stops. This applies to:

- The A10. This is a busy route so stopping here will result in halting traffic flows, allowing congestion to build up. Pulling up on the pavement is also not appropriate. On either side this would impede pedestrian movements and on the western side this would also impede the movement of cyclists along the Cambridge cycleway. Nevertheless, a great number of properties front out onto the A10 including businesses and this unfortunately results in vehicles pulling up that then either compromise the safety of the pavement or the road or both.
- Church Street. There is some capacity for on-street parking along Church Street, but as detailed under Policy HAR 17, the extent and location of on-street parking causes unacceptable road safety concerns.
- Station Road, close to the primary school. Here, the bend in the road makes it difficult to park safely. Double yellow lines are already in place.

11.35. It is important that any new proposals do not increase pressure for further on-street parking demand along these routes.

11.36. Clause 3, Policy HAR 18, states that for the streets not listed in Clause 1, curtilage parking must be provided wherever possible. Where it is not possible, dedicated off street parking may provide a solution. In such cases, and in line with the South Cambridgeshire District Design Guide 2010, the spaces should be as close as possible to the development e.g. dwelling, in order to prevent people from parking on the roads.



## Policy HAR 18: Parking provision in new development

1. On the following streets, all parking provision (including for visitors, customers, business vehicles including deliveries) must be provided for within the curtilage of a property or otherwise off the highway, unless the development proposal in question is not likely to have any adverse impact on residential amenity, lead to damage to road verges or compromise road safety through the creation of additional on-street parking.
  - The High Street
  - Church Street
  - Button End
  - Station Road in the vicinity of the primary school
2. The indicative car parking standards and the minimum cycle parking standards set out in the Local Plan Policy T1/3 and Figure 11 in the Local Plan, (and any update to this) provide the starting point for establishing parking requirements for new development proposals.
3. On other streets, curtilage parking must be provided wherever possible. However, where a development scheme is likely to generate some on-street parking, including taking account of visitor parking and delivery drivers, this must be planned for as part of the development proposal. This means ensuring the street design has the capacity to absorb additional on-street parking demand and this can be done:
  - without compromising the safety of all road users, in particular pedestrians, cyclists and those using mobility scooters, and
  - without impeding the flow of pedestrians and cyclists.
4. All parking design should be combined with landscaping to avoid parked vehicles dominating the street scene and to assist with surface water management.

11.37. Applicable policies from South Cambridgeshire's 2018 Local Plan:

- TI/2: Planning for Sustainable Travel
- TI/3: Parking Provision

Other applicable policy document:

- Cambridgeshire County Council Active Travel Strategy 2023  
[www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf](http://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf)
- Cambridgeshire County Council Active Travel Toolkit 2024  
[www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf](http://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf)

## Policy HAR 19: The Footpath safeguarded land for future off-street parking

### Policy context and rationale

11.38. The Footpath is a narrow access road running north from Church Street, almost opposite to the GP surgery. It provides pedestrian and vehicle access to 10 houses and also access to a pumping station at its northern end. The pumping station is serviced by commercial tanker lorries.

11.39. To the east of The Footpath, adjoining Church Street, is an area of open land with several trees, owned by SCDC. Occasionally, it is used informally for parking. This includes by GP surgery staff as a temporary measure during building works taking place at the surgery itself.

11.40. Because of the severe levels of congestion seen along Church Street, that have been exacerbated by the expansion of the GP surgery, and because of land at The Footpath having been used informally as off road parking, the NP Working Group have investigated further the feasibility of delivering a formal off-road parking area at this location.

11.41. During the summer 2023, AECOM were commissioned to establish what could be delivered at this land. The resulting proposal is to provide off-street parking for up to 9 vehicles and improve visibility for all users of The Footpath. Due to the current poor two way visibility into Church Street from The Footpath (due to the combined effect of the road bending and levels of on-street parking), the proposal involves the creation of a new vehicular access east of the existing access and located centrally between the property boundaries on either side. The redundant section of the access road could then be used for pedestrian/cycle access only.

11.42. The proposal would involve the loss of an area of greenspace at the entrance into The Footpath. It is currently used as an informal area of open space providing habitat for wildlife and providing visual amenity to people using The Footpath. The loss of the green space must however be weighed up against the benefit:

Cons

- Loss of an area of informal green space.
- Loss of trees and associated habitat

Pros:

- Improve road safety along Church Street.
- Improve road safety at junction of The Footpath and Church Street.
- Reducing congestion in Harston's historic core.
- Conserving the significance of heritage assets in Harston's historic core.
- New landscaping and habitats where possible on remaining open land.

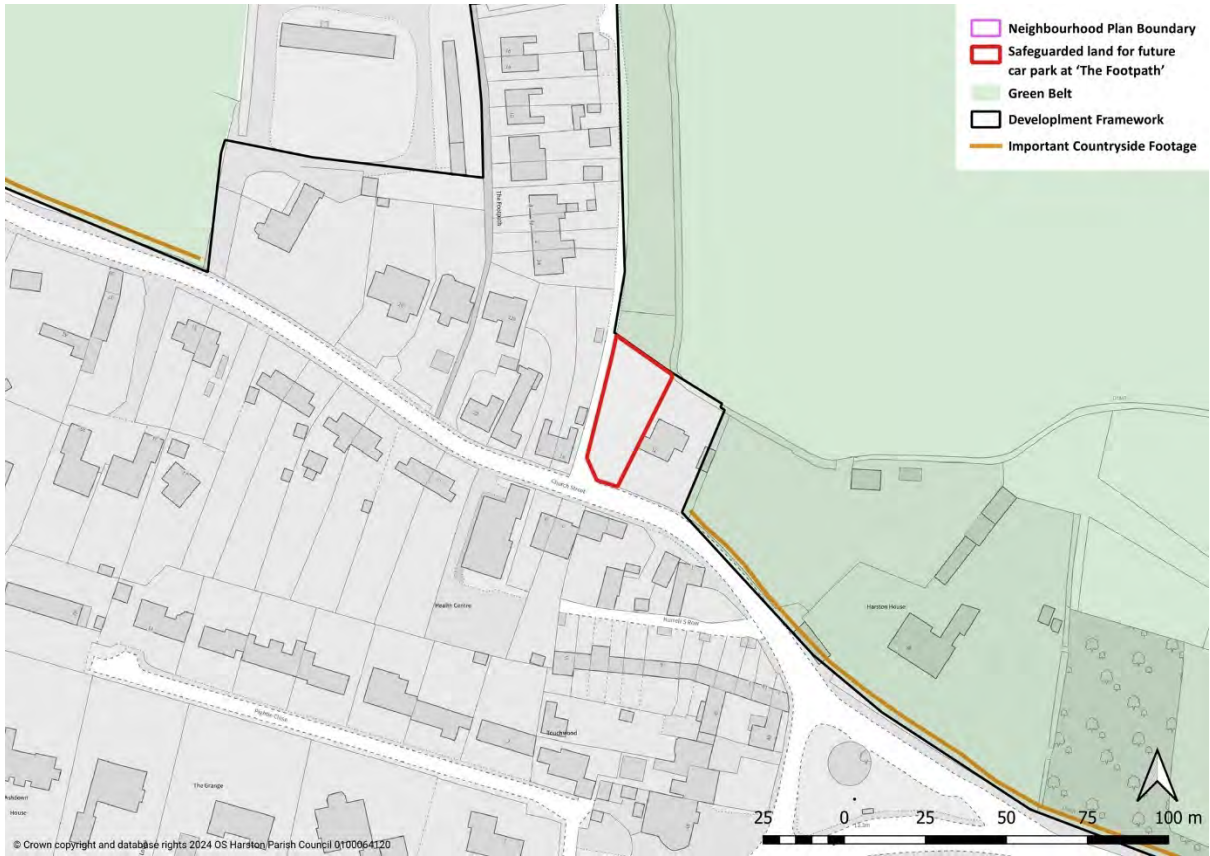
**Policy HAR 19: The Footpath safeguarded land for future off-street parking**

The land shown on Map 15 is safeguarded for the following future uses:

- Southern part of the site as an off-road car park with landscaping to mitigate impact on the openness of the Green Belt to the north.
- Remainder of the site to be set aside for biodiversity enhancements to benefit local wildlife and provide an area of informal amenity space.

11.43. Applicable policies from South Cambridgeshire's 2018 Local Plan:

- TI/2: Planning for Sustainable Travel
- TI/3: Parking Provision



Map 15: Safeguarded land for future car park at The Footpath



Image 11: The Footpath, used as an informal parking area during busy periods

#### Harston Community Project 4

To complement Policy HAR 19, Harston Parish Council will continue to work with stakeholders to ensure:

- The surgery is ensuring staff and visitors make full use of existing off road parking in grounds of the surgery, and do not use Church Street for on-street parking.
- Improvements to the provision of overflow parking on the grassed area adjacent to the recreation ground, making it more visible and accessible.

#### Policy HAR 20: Telephone exchange site

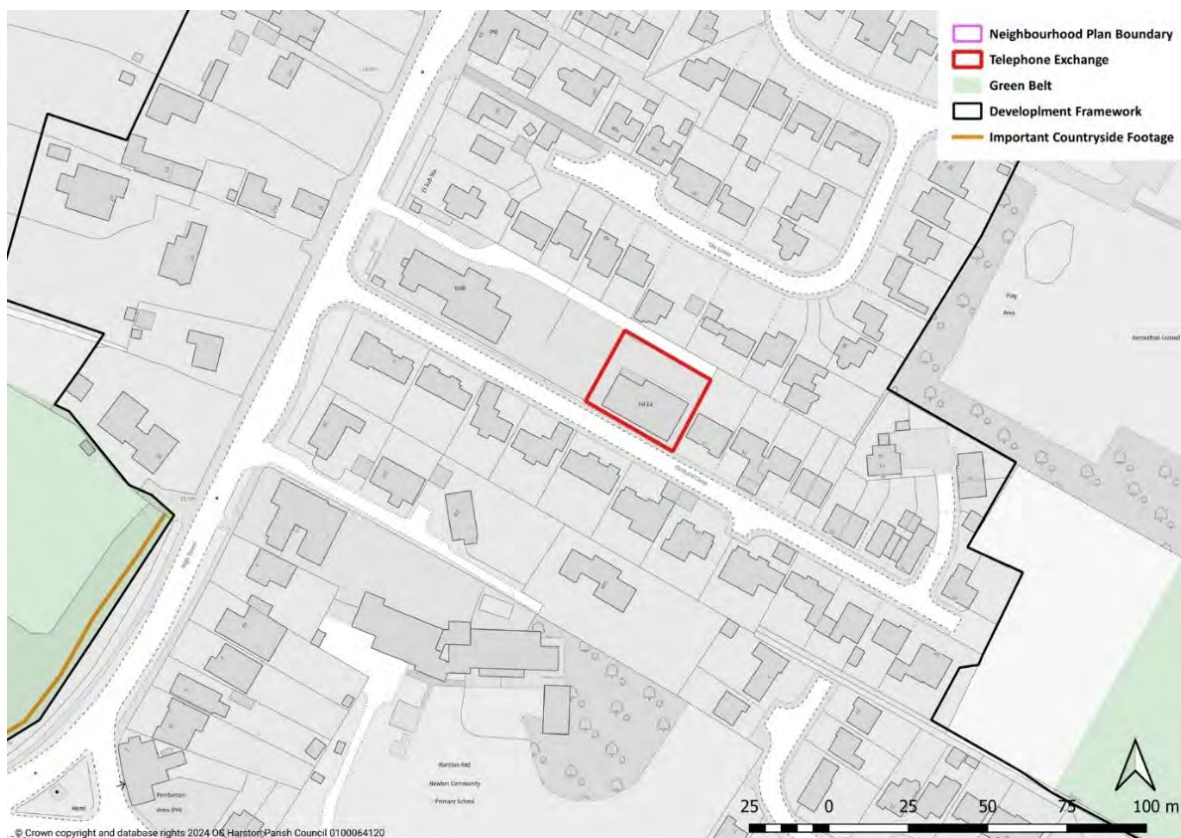
##### Policy context and rationale

11.44. It is anticipated that the land shown on Map 16, located behind Harston Village Hall may at some point during the plan period, no longer be needed as a telephone exchange site. The site is ideally located for the purpose of providing public parking spaces to be accessed off the High Street and via the Harston Village Hall car park.

11.45. This will relieve pressure on the village hall car park and help support shops and businesses in Harston village. It will also benefit parents and carers who use the High Street school entrance when taking and collecting children from the primary school.

#### Policy HAR 20: Telephone exchange site

In the event that it is not needed for its current use, land at the existing telephone exchange site (see Map 16) is identified as a suitable location for future provision of a public car park, to be accessed off the High Street. Development proposals that help deliver this will, in principle, be supported.



Map 16: Site of the telephone exchange.



## 12. Active travel

12.1. There are two objectives sitting under this theme:

**Objective 14:** Different parts of the village will be better connected through an improved rural and village footpath network.

**Objective 15:** New development will utilise all opportunities to secure active travel routes to facilitate access to both neighbouring developments, surrounding countryside and village services.

12.2. There are two planning policies sitting under these two objectives. They are presented together as they are closely interrelated.

12.3. The existing active travel infrastructure in Harston comprises:

- The A10 itself. There are wide pavements on both sides and the western side includes the cycleway which allows for people to cycle directly into Cambridge.
- Two short alleyways that connect the A10 to parts of the housing estates on the east side of High Street.
- Six well-used public footpaths (see Map 17) that are part of the Public Rights of Way (PROW) network and that link the village to the surrounding countryside and to the villages of Barrington, Haslingfield, Hauxton and Newton. This includes a footpath that provides a direct off road route between Church Street and Button End, thereby connecting two parts of the village.
- A network of permissive footpath routes (see Map 18).
- Roads and pavements throughout the plan area where these provide hazard-free and attractive routes for people choosing to travel by foot, bicycle, mobility scooter etc.
- At the individual property level, the space and buildings set aside for hazard-free walking, as well as adequate storage for applicable equipment, e.g. bicycles, mobility scooters, prams, children's scooters.

12.4. Cambridgeshire County Council has developed:

- the Active Travel Toolkit for New Developments, adopted in March 2024 and available to view here [www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf](http://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf)
- the Active Travel Strategy, adopted in March 2023 and available to view here [www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf](http://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf)

12.5. The Active Travel Strategy includes a vision of a connected active travel network across the county and includes routes in Harston parish (see pages 66 -68 of that document).

12.6. The toolkit aims to ensure that all new housing and business developments are built around making sustainable travel, including cycling and walking. The county council expects the toolkit to be completed for larger planning applications (150 dwellings plus, 7,500 m2 commercial floorspace or the site having an area of 5 hectares). It includes a range of matters such as 'connectivity', 'high-quality walking networks', 'high-quality walking cycle routes', 'liveable neighbourhoods', 'cycle parking' and 'managing car parking'.

12.7. The matters addressed in this theme are compatible with the aims of the Active Travel Toolkit.

## Policy HAR 21: Connecting our village through an improved network of active travel rural routes

12.8. The existing active travel network is greatly valued in Harston. 85% of those responding to the applicable question in the 2023 householder survey agreed that ‘attractive countryside and countryside paths’ was a positive aspect about living in Harston. There are however some key weaknesses. Generally, the off-road routes do not connect up different parts of the village well. This has the following disadvantages:

- Despite being located geographically close, the shape of the village (evolved with the A10 dividing it), means that separate parts of the village are segregated from one another.
- It discourages residents located in the northern part of the village from choosing active travel routes when seeking to access key village services such as the recreation ground or the village hall.
- It risks preventing some people from participating in village activities and events held in more central locations.

12.9. The community at Button End is segregated somewhat from the rest of Harston since vehicular access to Button End is gained only at the junction of Church Street and Haslingfield Road. Fortunately, there is an excellent direct and off-road pedestrian route into Button End via the attractive rural public footpath from Church Street. However, Button End itself is not always safe for pedestrians and cyclists due to uneven road surfaces and conflict with vehicles such as those entering and leaving Button End Industrial Estate along this single carriageway.

12.10. The purpose of Policy HAR 21 is to highlight opportunities for addressing the fragmentation in the active travel network and express support for proposals that could deliver improvements.

12.11. The aspirations for improvements to the network are listed in the policy and described as follows:

**1. The provision of a segregated path alongside Newton Road to provide a safe and suitable connection for both pedestrians and cyclists into Newton.** We would like a better link with Newton village from Station Road Harston in the form of a footpath or combined cycleway. This route is used by pupils attending the Harston and Newton Community Primary School, cyclists and walkers. Being an unlit road, it is very dangerous to all. It is regularly used by walkers going to Newton or taking the circular route north to London Road along a narrow existing footpath from Newton to Shelford Road, over the railway and onto The Drift. There is particularly poor vision over the hill. The footpath has been extended slightly from Newton as some new housing has been constructed at the edge of the village. Newton Parish Council is also keen for this off-road footpath to link their village to Harston.

Providing these links, particularly circular routes that link to Hauxton, as well as Newton, encourages people to walk more and be healthy physically, as well as mentally, while they enjoy the surrounding countryside.

Combined footpath/cycleways would be ideal, but we would be hoping for a compacted sand/chalk type path as in Trumpington Meadows Country Park. This is preferred as it is less environmentally damaging than tarmac surfaces. We would also hope that

vegetation either side of the footpath would be maintained to provide for nature. Sensitive lighting schemes such as cats eyes at ground level will be considered.

Cambridgeshire County Council's Active Travel Strategy includes this Harston to Newton active travel route as a planned Tier 2 scheme (see pages 66 – 68 of the 2023 document).

**2. The provision of a new rural route at Newton Road, to the south-west towards Rowleys Hill and to connect into an existing permissive route** that already ascends the chalk ridge and links to Newton and Foxton. This would involve a field edge path from Newton Road, Harston, around the fields near to the top of Rowley's Hill to reach the permissive path that Thriplow Farms have from Foxton uphill, which then drops down towards the Newton footpath, as shown on the aspirational routes map. This is not only important to locals as it creates another circular walk but would increase well-being as people would be able to enjoy the view of their wooded village in its setting from the chalk ridge above.

**3. and 4. The provision of a segregated path alongside London Road from the edge of the village to the Shelford Road junction and improvements to the existing narrow path from the Shelford Road junction to the parish boundary at Hill Farm** (and ideally beyond in Newton parish). From the end of residential London Road to Donkey Lane at Hauxton, before the railway bridge, walkers have to go on the grass verge which is uneven and narrows at its eastern end. This was well walked during the pandemic and a clear grass verge path trodden but recent lack of verge cutting no longer makes it clear. This will provide an invaluable link to enable circular walks via Hauxton, and to link up to the existing narrow footpath from Shelford Road to Newton.

**5. The provision of a safe and attractive rural route that connects residential areas south of London Road to the community orchard**, located adjacent to the site of the recreation ground, comprising two elements:

- A route that connects London Road to The Drift (existing public right of way 116/4).
- A route connecting The Drift to the community orchard and meadow, located in field next to the recreation ground and the site of the pavilion, thereby providing an additional choice of route, away from the busy and noisy A10.

**6. Improvements to existing public footpath from end of Button End to existing bridleway from Haslingfield to Hauxton** are desired to make it more suitable for cyclists and equestrians, now the bridleway is proposed to be upgraded to a Greenway. This public footpath used to be a bridleway until maps were reviewed in 1940s. Further improvements along Button End lane itself (e.g. road surfacing, speed limit) would also make it safer, as would desired route 8, away from the busy and noisy A10.

**7. Provision of a Cam trail route via the edge of the proposed Gravel Pits nature reserve and connecting to existing permissive path from Burnt Mill Bridge.** At present access to the Gravel Pit area is from the industrial estate which is not ideal. A path along the edge of adjoining fields connecting to the existing permissive path would help create circular walks in the area surrounding Cambridge, something Cambridge Nature Network and GCSP promotes with their Green Infrastructure strategy. The existing public and permissive bridleways on Jesus College land are the most regularly used and were highly valued during the pandemic as people appreciated being able to access the surrounding countryside. There is a great desire locally not only to maintain the existing network of

field edge paths/bridleways but to improve it where possible with the least disruption to agriculture.

**8. A further short link is desired alongside the environmental corner halfway along Button End**, as that section of the narrow road has more vans and lorries on it leaving the industrial estate. This would help pedestrians avoid them, as well as join up with the existing permissive bridleway which is still used regularly.

12.12. The creation of routes vii) and viii) described could be part of a Cam trail that stretches from Trumpington Meadows, through the proposed new development west of A10 in Hauxton, onto the public path, then permissive path, then on to the river terrace, past the wood, through the underused meadow, coming out at southern end of Button End.

**Policy HAR 21: Protecting and enhancing our rural routes and strengthening connections within the village through an improved network of active travel rural routes**

**Maintaining and enhancing the existing rural footpath network.**

1. The existing network of rural routes, comprising both Public Rights of Way and the network of permissive routes, shown on Maps 17 and 18, providing important outdoor recreational opportunities and providing active travel links into neighbouring settlements of Barrington, Haslingfield, Hauxton and Newton will be protected or enhanced. Where opportunities arise to create new links into the existing network, proposals will be expected to do so.
2. Where a proposal comes forward that will be visible from a public right of way, consideration should be given to the design and layout so that visual amenity from the public right of way is maintained and, where possible, enhanced. Development proposals that adversely impact the amenity value of the PROW network either through interruption to the network or through proposals which impact adversely on the enjoyment of the network (e.g. impacting on the visual amenity, wildlife value or open setting of a PROW) will not normally be supported.

**Aspirations for improving connections between different parts of the village through improvements to the rural routes network.**

3. Development proposals that will help achieve the parish-wide aspirations listed below, described in the supporting text and shown on Map 18, will be supported.
  1. The provision of a segregated path alongside Newton Road to provide a safe and suitable connection for both pedestrians and cyclists into Newton (see route 1).
  2. The provision of a new rural route off Newton Road, to the south-west towards Rowleys Hill and to connect into an existing permissive route (see route 2).
  3. The provision of a segregated path alongside London Road from the edge of the village to the Shelford Road junction (see route 3).
  4. Improvements to the existing path from the Shelford Road junction to the parish boundary at Hill Farm (see route 3).

Policy continued overleaf...



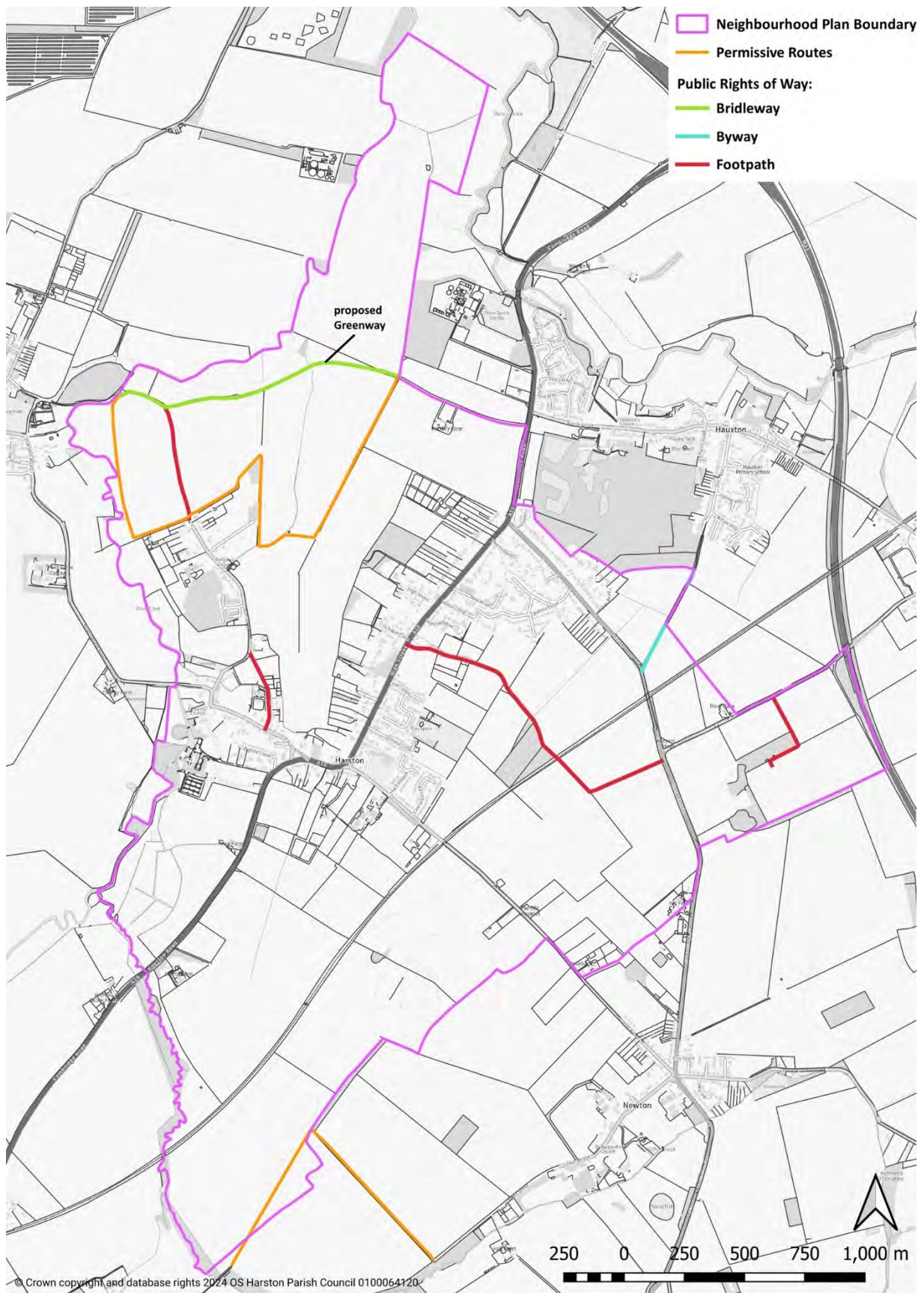
**Policy HAR 21: Protecting and enhancing our rural routes and strengthening connections within the village through an improved network of active travel rural routes**

**Policy continued:**

- 5.** The provision of a safe and attractive rural route that connects residential areas south of London Road to the community orchard, and meadow in the field next to the recreation ground and the site of the pavilion. Such a route will also intersect existing public right of way 116/4, thereby providing an additional choice of route (see routes 4 and 5).
  - 6.** Improvements along Button End (e.g. road surfacing, speed limit) so that it is safer and more suitable for cyclists and equestrians and upgrading of the footpath beyond (route 6).
  - 7.** Provision of a Cam trail route via the edge of the proposed Gravel Pits nature reserve and connecting to existing permissive path from Burnt Mill Bridge (route 7).
  - 8.** A new short route along the eastern side of Button End, to link up with the existing permissive path (see route 8).
4. Proposals that prejudice these improvements from coming forward will not be supported.

12.13. Other applicable policy document:

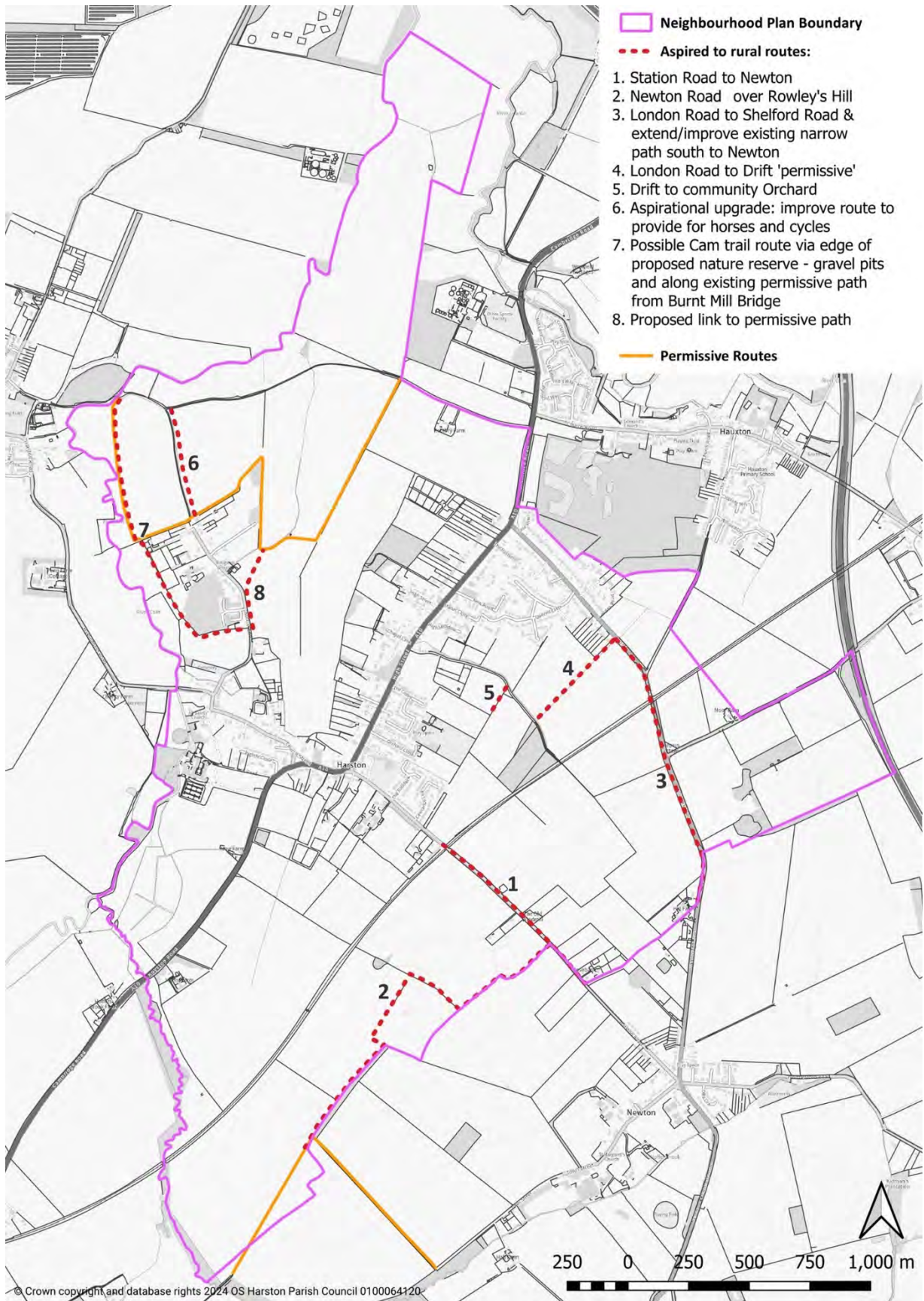
- Cambridgeshire County Council Active Travel Strategy 2023  
[www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf](http://www.cambridgeshire.gov.uk/asset-library/Cambridgeshires-Active-Travel-Strategy-Adopted-March-2023.pdf)
- Cambridgeshire County Council Active Travel Toolkit 2024  
[www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf](http://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Toolkit.pdf)



Map 17: Existing public rights of way in the parish.

Note on Map 17: The bridleway shown on this map is part of the eastern spur off the proposed Haslingfield Greenway.





Map 18: Permissive routes and aspirations for improving rural routes and connecting the village through active travel routes.

## Policy HAR 22: Delivering active travel infrastructure as part of new development

12.14. Regardless of location and size of development, all new development proposals that will lead to the movement of people and vehicles should be designed to facilitate safe and attractive movement for non-motorised users.

### Policy HAR 22: Delivering active travel infrastructure as part of new development

1. All new development proposals (where they generate movement of residents, workers, shoppers, etc.) should take every available opportunity, and appropriate to the scale and nature of the scheme proposed to:
  - Provide improved or new safe, convenient and high-quality internal footpaths.
  - Provide direct footpath connections into neighbouring areas.
  - Improve connectivity across the wider neighbourhood (avoiding or minimising routes along the busy A10) through the provision of new footpath links.
  - Deliver improvements to the safety and attractiveness (e.g. through improved landscaping) of the off-road alleyways and the A10 cycleway.
2. Development proposals should take into account the needs of cyclists and those dependent on mobility scooters. This means providing appropriate infrastructure such as:
  - Secure and sheltered storage infrastructure.
  - Segregated cycle paths where necessary.
  - Suitable pavements with dropped kerbs at crossing points.
  - Ensuring adequate visibility from private driveways onto the highway.
3. Edge of settlement proposals should, wherever possible, incorporate pedestrian permeability out into the countryside, through taking opportunities to link in with the existing Public Rights of Way network.
4. Development proposals that result in decreased pedestrian connectivity between residential areas and shops and services (including the school) or which fail to utilise opportunities to provide new connections will not be supported.



## 13. Harston's village hub and community infrastructure

13.1. There are three objectives sitting under this theme:

**Objective 16:** We will plan to sustain and develop further enhanced community meeting spaces in central locations, to allow for increased opportunities for the community to come together

**Objective 17:** Harston's community infrastructure (comprising our school, health services and community spaces) will be maintained and where necessary expanded to meet the needs of residents

**Objective 18:** We will support shops and businesses along the High Street in order to support parish residents in both their working and leisure time

**Objective 16: We will plan to sustain and develop further enhanced community meeting spaces in central locations, to allow for increased opportunities for the community to come together**

13.2. There is one policy sitting under this objective.

### **Policy HAR 23: Harston Pavilion**

13.3. The Pavilion is located off The Limes, within the recreation ground, and outside the village development framework. Half of the recreation ground is located within the green belt, with the other half designated (through South Cambridgeshire's 2018 Local Plan) as a Local Green Space.

13.4. The community pavilion provides an important space and opportunity for parishioners to come together. The building contains a small meeting room, changing facilities and toilets. The recreation ground contains an enclosed play area for under 5-year-olds and a larger space with play and exercise equipment (zip wire, table tennis, outdoor gym) for older children and adults. There is also a football pitch. The pavilion and recreation ground is used for occasional community events, such as jubilee celebrations and 'picnic in the park'.

13.5. Harston Parish Council plans to redevelop the pavilion. The 2023 householder survey included three questions about these plans covering a) whether people support plans to redevelop it, b) what facilities/activities should be included in the redevelopment and c) what improvements and activities people would like to see on the recreation ground. 69% of those responding supported the plans to redevelop the pavilion. The responses also revealed an overwhelming demand for a café/meeting space in the village combined with a desire for improved facilities to underpin the offering of sports available including indoor activities throughout the year. The establishment of a youth club also came out as a priority. Turning to the recreation ground, demand for tennis courts was the most popular request.

13.6. To the north of the pavilion, and accessed from the recreation ground in several places, there is a further community-maintained outdoor space that is also a designated County Wildlife Site. The land is carefully managed by volunteers and includes a meadow with a few grass paths cut through it (providing an opportunity for walking) as well as a community orchard. See image below.

13.7. The Harston Village Hall, located directly off the High Street, is located more centrally in the village. However, the village hall does not have the benefit of associated outdoor space. A number of respondents to the 2023 householder survey commented on the village hall being a good facility for community groups e.g. lunch club, Better Brew café, talks on local history, HATS amateur dramatics and the Women's Institute.

13.8. Both locations are highly valued as important community infrastructure. The two community meeting spaces complement each other in terms of what type of community space they can offer to the village.

13.9. There are other spaces in the village that are used as community meetings spaces:

- Harston and Newton Community Primary School - hosts the village badminton club as well as cubs and scouts.
- Baptist Church – runs the food hub
- Parish Church – runs a number of monthly community events, e.g. talks, brass band.



Image 12: Outdoor space next to Harston Recreation Ground, maintained by the Harston community

### Policy HAR 23: Harston Pavilion

1. Development proposals that provide an improved and extended pavilion (sits within the recreation ground shown on Map 19), located off The Limes for the purpose of delivering enhanced community facilities (including improved sports and community meeting space provision) will be supported where:
  - a) A comprehensive approach to improving community facilities across the site is delivered, ensuring overall provision complements provision at the village hall.
  - b) The proposed new recreation or sports facility benefits local residents (including teenagers and young adults in the parish) and promotes inclusive activities for local people and the wider community.
  - c) The scheme delivers accessible and user-friendly buildings for all including those with limited mobility.
  - d) The quality of the open recreation space provision is retained or enhanced.
  - e) The provision of over-flow parking (through better access and signage) is improved.
  - f) Development avoids any significant impact on hedgerows or any severance of bat flight lines to protect foraging and commuting habitat for Barbastelle bats which could belong to the population protected by Eversdon and Wimpole Woods Special Area of Conservation (SAC).

- 13.10. Applicable policy from South Cambridgeshire's 2018 Local Plan
- Policy SC/4: Meeting Community Needs

### Harston Community Project 5

To complement Policy HAR 23, Harston Parish Council will continue to work towards the delivery of improved and new facilities at the Community Pavilion. See Section 3.



Image 13: Harston Pavilion



Map 19: Harston Pavilion



**Objective 17: Harston's community infrastructure (comprising our school, health services and community spaces) will be maintained and where necessary expanded to meet the needs of residents**

13.11. There are two planning policies sitting under this objective.

- Policy HAR 24: Harston and Newton Community Primary School
- Policy HAR 25: Harston's Community Infrastructure Priorities

**Policy HAR 24: Harston and Newton Community Primary School**

**Policy context and rationale**

13.12. The Harston and Newton Community Primary school is an invaluable part of community life in the parish, primarily for providing primary education to village children. A pre-school is also run 5 days a week on the site of the school. In addition, the school is used as a community meeting space outside of school hours.

13.13. The number of pupils on the school roll have been steadily falling during the period 2017/18 to 2022/23 and are expected to continue to fall<sup>16</sup>. The Census tells us the primary-aged population in the parish has fallen during the period 2011 and 2021. It is also noted that not all families choose to send their young children to the village school e.g. choosing in instead to send their children to private schools nearby in Cambridge.

13.14. A source of additional concern for the school is the EWR proposals. The current EWR proposals would lead to severing links between Newton and Harston through the closure of the level crossing along Station Road. This will have an impact for children and their carers who currently travel from Newton into Harston to attend school and could affect future pupil numbers.

**Policy HAR 24: Harston and Newton Community Primary School**

1. Proposals which will help sustain and enhance pre-school or primary school infrastructure in the parish (for example through housing which is targeted at younger families) will be considered favourably subject to meeting other policy criteria in this plan.
2. Proposals that would damage the viability of the pre-school or primary school will be resisted.

13.15. Applicable policies from South Cambridgeshire's 2018 Local Plan:

- Policy SC/3: Protection of Village Services and Facilities
- Policy SC/4: Meeting Community Needs
- Policy TI/8: Infrastructure and New Developments

<sup>16</sup> See Academy Consultation Leaflet accessed 19 01 24  
<https://www.harstonnewton.cambs.sch.uk/academy-consultation/>

## Policy HAR 25: Harston's community infrastructure priorities

### Policy context and rationale:

13.16. Community facilities in Harston parish include:

- Harston and Newton Community Primary School
- Pre-school
- Harston Surgery
- Harston Village Hall
- Harston Community pavilion and Harston Recreation Ground
- Baptist Church
- Parish Church

13.17. Village services are also invaluable to the residents including the village pub/restaurant and the shop and post office.

13.18. Policy SC/3: 'Protection of Village Services and Facilities' in the 2018 Local Plan protects buildings and land used to provide community facilities and village services from loss via a development proposal. For premises no longer functioning because they are unviable, the policy would require an applicant to provide evidence to demonstrate this and require premises to be marketed for a minimum of 12 months at a realistic price. This neighbourhood plan supports Policy SC/3 in the Local Plan and there is no need to duplicate the approach in this plan.

13.19. When new development comes forward, new infrastructure may be required to support the additional needs generated by that development. Policy TI/8: Infrastructure and New Developments in the 2018 Local Plan clarifies that "Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms..."

13.20. Through the work of the Harston Neighbourhood Plan Working Group, the following infrastructure priorities have been identified:

- Enhancing and extending the community pavilion.
- Provision of at least one additional football pitch, and possibly also an additional half-pitch.
- An ecological study for the orchard and meadow to include potential flood management e.g., bog area. The latter is necessary to manage excessive flooding on the car park and surrounding fields which have become non-operational during times of excessive rainfall.
- Delivery of Harston's Gravel Pits nature reserve/informal open space that will help address the shortfall in informal open space in the parish and address demand for access to natural spaces.
- Improving Church Street traffic/parking issues.
- Delivery of off-road public car park at land adjacent to The Footpath, off Church Street.
- Delivery of a public car park off the High Street behind the Village Hall car park
- Improving the rural network of footpaths including the delivery of the aspirational routes set out in Policy HAR 21.

13.21. Policy HAR 25 therefore complements the Local Plan approach by setting out existing shortcomings and priorities to be addressed. It is not the intention of this policy to undermine the delivery of necessary on-site infrastructure needs that are triggered by a particular scheme (e.g. on site play provision). However, where schemes are found to have certain

impacts on village life such as congestion, it is deemed appropriate for such impacts to be mitigated through off site contributions towards appropriate interventions.

**Policy HAR 25: Harston's community infrastructure priorities**

1. Provision of new and improved infrastructure in the parish should be informed by the infrastructure priorities identified in the supporting text to this policy.
2. All development proposals in the plan area should contribute towards infrastructure priorities where it is necessary to make the development acceptable and where directly, fairly and reasonably related in scale and kind to the development.

13.22. Applicable policies from South Cambridgeshire's 2018 Local Plan:

- Policy SC/3: 'Protection of Village Services and Facilities
- Policy SC/4: Meeting Community Needs
- Policy TI/8: Infrastructure and New Developments

**Objective 18: We will support shops and businesses along the High Street in order to support parish residents in both their working and leisure time**

13.23. There is one planning policy sitting under this objective.

**Policy HAR 26: Supporting shops and services along Harston's High Street**

**Policy context and rationale**

13.23 Policy HQ/1 (j) in South Cambridgeshire's 2018 Local Plan states that development proposals as appropriate to the scale and nature of the development must "provide a harmonious integrated mix of uses both within the site and with its surroundings that contributes to the creation of inclusive communities providing the facilities and services to meet the needs of the community".

13.24. Whilst the shops and services in Harston are not clustered together and instead located in different locations, focused along the A10, they are conveniently located for the purpose of attracting passing trade. This helps to sustain the businesses, shops and services and this in turn, benefits Harson residents.

13.25. Existing shops and services include:

- Post office and village store, High Street
- Hair salon (Hairs and Graces) and barbers
- Queens Head pub and restaurant, Royston Road next to The Green
- BP garage, shop and café
- Ducati motorbike dealership
- Neptune Home Furniture Shop
- Coach House (osteopath and other services)
- Porsche dealership

13.26. New shops and services and the expansion of shops and services are in principle supported subject to the impacts on noise, congestion and road safety for all users being fully identified, understood and where applicable mitigated. Proposals that make the A10 less safe, in particular for non-motorised users will not be supported.

**Policy HAR 26: Supporting shops and services along Harston's High Street**

1. Development proposals along Harston's High Street and Royston Road, and within the village development framework, that diversify and enhance the range of shops and services will be supported provided the following applies:
  - Proposals will not exacerbate existing traffic congestion along the High Street.
  - Adequate parking and servicing arrangements are in place or will be made available as part of the proposal.
  - Proposals will not generate unacceptable noises, fumes, smells or other disturbance to properties in the vicinity.
  - Road safety considerations are fully considered and appropriately mitigated in accordance with Policy HAR 16 'Managing the movement of people and vehicles arising from new development' and Policy HAR 18 'Parking provision in new development'.

13.27. Applicable policies from South Cambridgeshire's 2018 Local Plan

- Policy E/21 Retail Hierarchy
- Policy E/22 Applications for new Retail Development



## 14. Sites

14.1. During the autumn 2023, AECOM were commissioned<sup>17</sup> to undertake a suitability assessment of sites which were potentially available for development in the parish

14.2. To help with capturing all potentially available sites, Harston Parish Council undertook a parish-level call for sites in 2023.

14.3. A total of eleven potentially available sites were assessed by AECOM (after discounting four sites due to their location being both in the Green Belt and some distance away from the village development framework).

14.4. Five of the eleven adjoining the village framework but still in the Green Belt were identified as not suitable for market housing because of their Green Belt status. They could however, come forward as potential rural exception sites (and come forward for consideration under Policy HAR 14 in this NP). A further site, also in the Green Belt was identified as a potential Green Belt infill site and this site could come forward under Local Plan Policy NH/9: Redevelopment of Previously Developed Sites and Infilling in the Green Belt.

14.5. Four sites were identified as potentially suitable for allocation via the Neighbourhood Plan in the site assessment work. Two were brownfield sites in the Green Belt, one on white land off the High Street and another brownfield site, also off the High Street but within the village development framework and partly on white land.

14.6. The Neighbourhood Plan includes policies relating to two of these sites. A rationale for selecting these are provided in Appendix 9.

### **Policy HAR 27: Land at Station Road (SIG Roofing site)**

14.7. The site is currently used for industrial purposes and comprises previously developed land (Old Station Good's Yard) in the Green Belt. Under paragraph 154 of the NPPF 2023, the site could be redeveloped provided the development would not have a greater impact on the openness of the Green Belt than the existing development.

14.8. Whilst outside the development framework and on the settlement edge, the site is currently visually enclosed from the surrounding Green Belt, due to existing boundary treatment. A development proposal should either retain the existing boundary treatment or enhance it, for example through increasing planting that is both resilient to climate change and beneficial to local biodiversity.

14.9. This site currently employs a small number of people. In 2019, the landowner submitted a planning application to develop the site for residential use comprising 16 dwellings (with 40% affordable units) and a small block for employment use/offices to replace any employment loss. Harston Parish Council supported this application due to its accessible location, linked to the village by a path giving access by foot and bicycle. Importantly the site is within easy walking distance (less than five minutes) to Harston Primary School and within a ten minute walk to other shops/services. The proposal was however refused by the local planning authority and then dismissed by the planning inspectorate at appeal. In the appeal

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<sup>17</sup> under the national Neighbourhood Planning Technical Support Programme led by Locality.

decision, the inspector concluded the scheme would not be inappropriate development in the Green Belt but concluded the number of homes being proposed could not be accommodated within the site without harming the character and appearance of the area.

14.10. It is anticipated that this site is likely to come forward for development at some point during the neighbourhood plan period. In the event that it does, Policy HAR 27 provides clarity that residential development on this site is, in principle, supported. It is recognised that the site currently provides a small number of jobs. Potential for expanding the employment uses on this site are however limited due to its Green Belt location. Furthermore, it is considered that the delivery of homes suitable for meeting a range of Harston needs (including smaller homes) would deliver significant benefits to the village.

14.11. As part of formal consultation undertaken on this plan, East West Rail have commented that part of the land included on Map 20, may be required for the purpose of delivering East West Rail. The site boundary shown on Map 20 is therefore subject to change depending on the outcome of the strategic East West Rail work.

#### Policy HAR 27: Station Road (SIG Roofing site)

Residential development that helps to meet Harston specific housing needs as identified in Chapter 10 of this plan and as part of Policy HAR 24 'Harston and Newton Community Primary School' <sup>1</sup> will in principle be supported on land at Station Road (see Map 20) subject to:

- The proposal meeting the exceptions set out for Green Belt land in the NPPF 2023 (para 154).
- Compliance with other policies in this plan.

Note: This means smaller homes suitable for those looking for their first home and homes suitable for families with children or affordable homes that meet the needs of local people whose needs are not met by the market.



Map 20: Land at Station Road, indicative site boundary

### Policy HAR 28: Land at 131 High Street

14.12. The site is 0.46 hectares in size, located to the west of the High Street and within the development framework. The land is previously developed, last used as a nursery (horticultural use). The site is flat and visually enclosed, thereby limiting landscape and visual impacts in the surrounding area.

14.13. Improved visibility splay may be needed in order to provide a safe highway access to the satisfaction of the local highways authority.

14.14. Up to date surface water flood mapping indicates the edges of the site may be prone to flood risk. Proposals will be required to adhere to Policy HAR 13 'Managing flood risk in Harston parish' as well policies at the national and Local Plan level.

14.15. The site would be suitable for a small number of small dwellings.

#### Policy HAR 28: 131 High Street

1. The land shown on Map 21 is allocated for the development of approximately 6 – 8 small dwellings suitable for meeting Harston's needs for smaller family homes and homes for older households to downsize into (i.e. predominantly 2- and 3-bedroom homes) Development is expected to come forward in the medium term (approximately 2030 onwards).
2. The following criteria apply:
  - The scheme must demonstrate safe highway access that meets the satisfaction of the local highway authority.
  - Mitigate for recreational pressure on Eversden & Wimpole Woods SAC, Fenland SAC and Wicken Fen Ramsar site by promotion of circular walking routes of at least 2.7km, dedicated dogs off lead areas and dog waste bins.

14.16. Applicable policies from South Cambridgeshire's 2018 Local Plan

- CC/7: Water Quality
- CC/8: Sustainable Drainage Systems
- CC/9 Managing Flood Risk

14.17. See also:

- Policy HAR 13 'Managing flood risk in Harston parish'



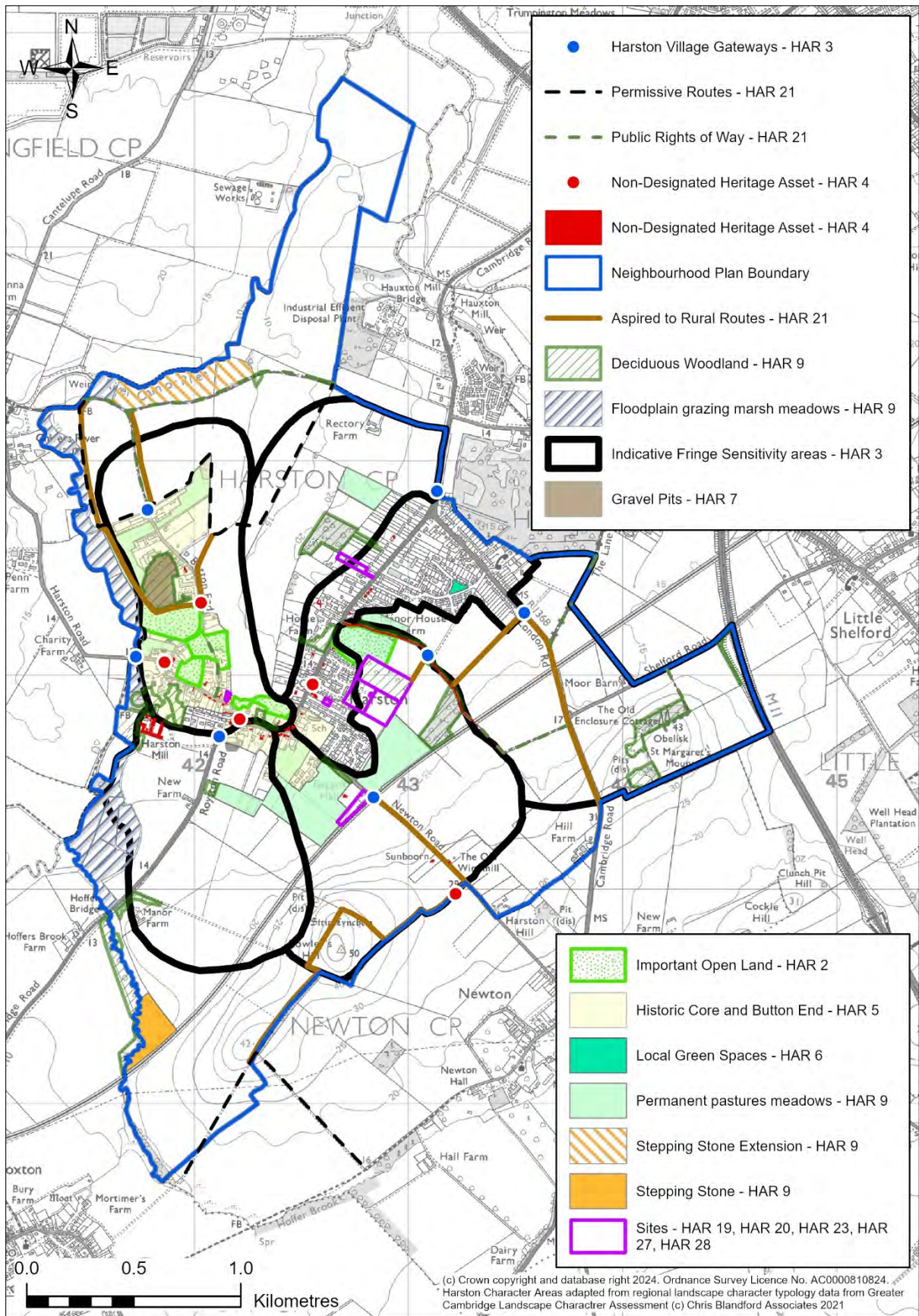
Map 21: Land at 131 High Street



## 15. Policies Maps

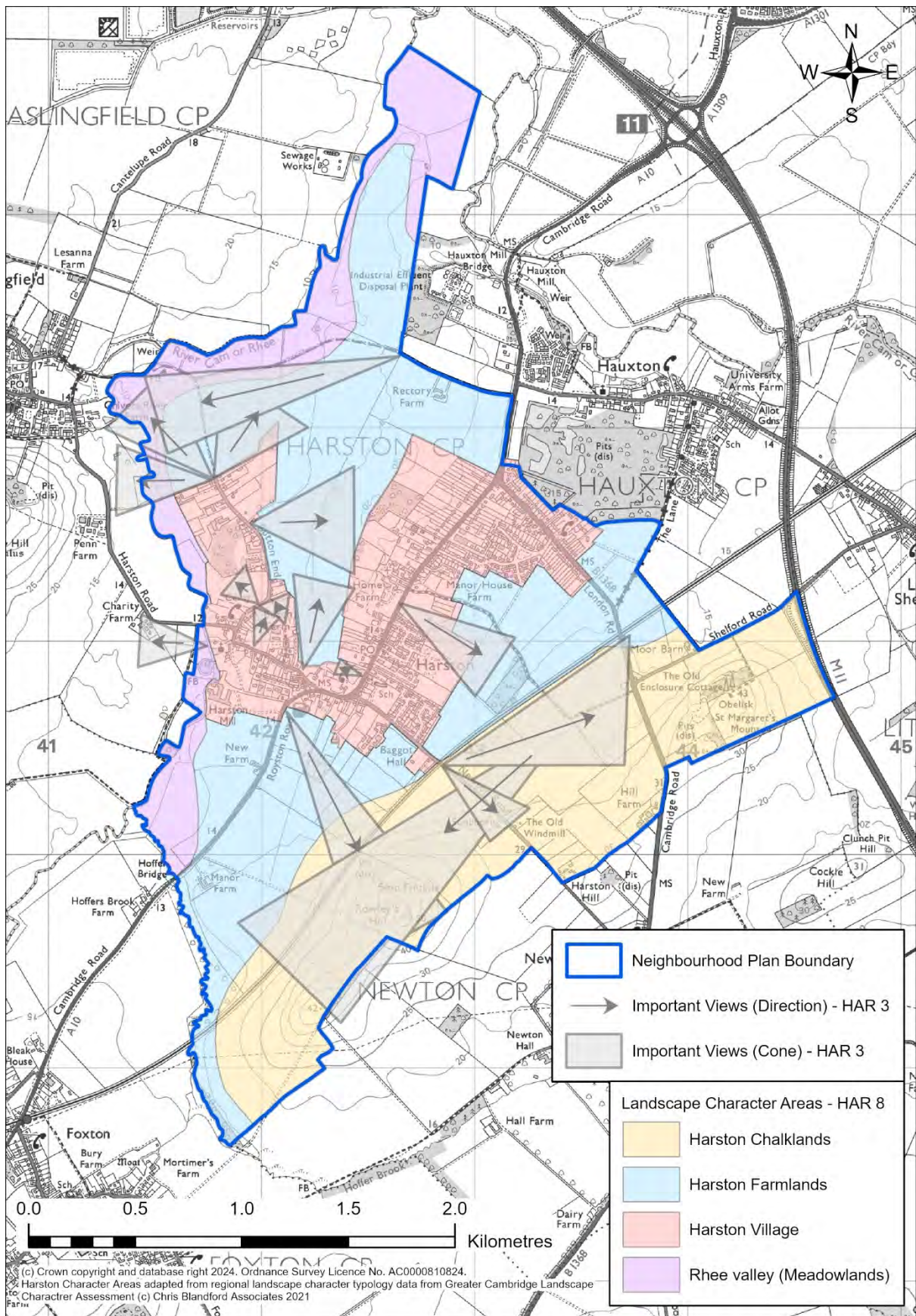
15.1. Maps 22 and 23 show the site specific designations, proposed by the Harston Neighbourhood Plan, through the planning policies contained in Chapters 6 to 14.

15.2. Harston-specific designations contained in the Local Plan must also be read alongside these maps. These include the extent of Green Belt and Harston's 'Development Framework' and are shown on Map 2 in this plan. Map 2 contains mapping data that is extracted from South Cambridgeshire's 2018 Local Plan. When the emerging Greater Cambridge Local Plan is adopted, the designations shown in Map 2 could be superseded through updated Local Plan policies.



Map 22: Policies Map Part 1





Map 23: Policies Map Part 2



# Section 3: Community projects and plan delivery

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## 16. Community projects

16.1. In addition to the Planning policies presented in Section 2 to this plan, a number of community projects have been identified. Often these directly complement individual planning policies and where this is the case, this has been indicated following the applicable policy boxes in Section 2. All community projects are linked to the vision and objectives presented in Section 1 to this plan, but they are delivered outside of the planning system.

### **Community project 1 - Harston Gravel Pits**

16.2. The Harston Gravel Pits provides an area of natural woodland regeneration due to past disturbance from gravel extraction. It is an area of land to the west of Button End that has been identified by the NP Working Group as being suitable for additional informal open space for the benefit of both wildlife and for residents to enjoy.

16.3. This area of land is identified as a priority habitat (deciduous woodland) and directly adjacent to another (floodplain grazing marsh) see Map 13. Adjacent to the gravel pits, there is a distinctive river terrace, a landscape feature not commonly found in this area of the district. As the gravel pits falls within the River Cam Corridor Priority Area, one of six priority areas identified in the Cambridge Nature Network (2021), it is felt that management of this abandoned area would enable it to contribute to the nature network, forming another stepping stone that links to the green Infrastructure in the wider area. It is proposed that Harston Parish Council and a community action group will take over a simple management of the woods, with advice from Wildlife Trust and other sources, removing any existing rubbish, clearing/tidying up some areas and maybe a spot of coppicing of scrub to encourage some field layer would be all that is necessary along with a clear path cut through.



Image 14: Harston Gravel Pits



16.4. Access to the wood would need to be improved away from the industrial estate, and the neighbouring landowner, Jesus College has already been contacted about possible footpath links along neighbouring fields, including the river terrace. These additional footpaths would link up with a wider circuit of paths in the surrounding area. Within the wood a simple circuit of paths would be cleared, linking up with the attractive path that goes along one edge just inside the wood as shown in photo. The field side to left is lined with mainly beeches with a few willows and hawthorn. The right hand side is predominantly hawthorn, but generally of mixed woodland. In some of the pit areas there is quite a bit of water after steady rain which helps vary the habitats.

#### **Community Project 2 Harston community energy scheme**

16.5. Parish councillors will support the setting up of a small group in Harston parish that will explore the feasibility and options for implementing community energy scheme(s) in Harston, potentially including many of the technologies already used in surrounding villages and the wider region. They would also explore funding sources to progress any energy schemes that might deliver village wide benefits.

#### **Community Project 3 Safer Streets**

16.6. Harston Parish Council will consider actions to improve safety along the A10 cycleway through Harston. These will include contacting residents to maximise exit driveway widths from their properties and maintaining good visibility displays by restricting excessive hedge growth from obscuring safe passage across the cycleway, thus minimising the risk of collision with cyclists and pedestrians.

16.7. Harston Parish Council is liaising with the project management team responsible for the Melbourn Greenway cycle scheme to introduce 20mph speed restrictions along Church Street and Button End and place speed reduction humps along Church Street to encourage drivers to slow down.

16.8. Separate from the above, the parish council is applying through the SCDC 20mph implementation project call to introduce 20mph maximum speed limit along Church Street, Button End and Station Road.

16.9. Harston Parish Council is purchasing a 3rd SID [speed indicator device] to help reduce speed by flashing speed warnings to approaching drivers and also collect data to monitor and support further initiatives for speed reduction.

16.10. Harston Parish Council will continue to liaise with stakeholders including County Council, SCDC and neighbouring parish Haslingfield with respect to traffic related concerns including heavy vehicles and HGVs in the Button End area and along Church Street.

#### **Community Project 4 The Footpath**

16.11. Harston Parish Council has confirmed support for the AECOM proposal that is set out in a technical note found at ([https://harstonvillage.uk/wp-content/uploads/2024/02/230914\\_Harston\\_Technical-Note\\_rev2.pdf](https://harstonvillage.uk/wp-content/uploads/2024/02/230914_Harston_Technical-Note_rev2.pdf)) to alleviate on-street parking on Church Street and the impact of the expansion of Harston surgery. This proposal for The Footpath off Church Street will enable a degree of off-road parking in Church Street and the establishment of parking restrictions e.g., yellow lines to improve traffic flow which is currently impeded to a dangerous level particularly during Harston surgery operating hours. It would also provide a safe more central exit from The Footpath access road. The proposal has been shared with Cambridgeshire County Council in its capacity as the highways authority, and SCDC, the owners of The Footpath.

16.12. The council also supports the proposal in the AECOM report to suspend the bus stop no parking area (only used on rare occasion) outside the school to allow safe parking space only for use by parents at drop-off and pick-up times. This recommendation has been shared with Cambridgeshire County Council in its capacity as the highways authority.

#### **Community Project 5 Harston pavilion**

16.13. Harston Parish Council has formed a working group consisting of councillors and residents to improve the sport and amenity space on the Harston recreation ground.

16.14. The Council has engaged architects to design an extension to the front of the existing pavilion to provide a minimum of 70m<sup>2</sup> additional space and to modernise the interior. This will enable greater use of the building for sport users, most immediately for increased football teams of all ages, and in future enable cricket and tennis clubs to operate.

16.15. The extended pavilion will be designed also to be used as a flexible amenity including a kitchen for a selection of voluntary social gatherings e.g., coffee sessions, toddler groups, scout and cubs, birthday parties, youth groups. It will also provide a rain covered perimeter with seating.

16.16. Harston Parish Council, as part of the financial justification of the extended pavilion project, will increase the football pitches from 1 full size to 2 full and one half size enabling multiple teams to operate in Harston for all age groups and abilities.

16.17. Harston Parish Council will consider an ecological study for the orchard and meadow to include potential flood management e.g., bog area. The latter is necessary to manage excessive flooding on the car park and surrounding fields which have become non-operational during times of excessive rainfall, a phenomenon which has become a new norm with climate changes.

16.18. The Parish Council is considering additional car parking spaces necessary to support the additional capacity from the pavilion extension.

## 17. Plan monitoring and implementation

17.1. The HNP has been prepared to deal with issues raised by residents. It includes a vision, themes based objectives and planning policies.

17.2. Harston Parish Council will monitor the following:

### **Implementation of the HNP**

- How the planning policies are being applied to shape decisions on planning applications.
- Whether the community projects are being delivered.
- Whether the plan objectives and plan vision are being achieved.

### **Appropriateness of the HNP**

- Whether the HNP vision and objectives remain representative of views in the community.
- Whether the policies are informed by the most up to date information.
- Whether the planning policies are effective.

17.3. Planning decisions will be monitored as they are determined by the SCDC. Harston Parish Council will retain a record of this and will report annually on all monitoring aspects set out above.

# Glossary

Term	Definition
Active Travel	Refers to journeys on foot, cycle or other 'wheeled' modes of active travel (e.g. mobility scooter, wheelchair, pushchair, cycle freight, on horse), although other non-motorised users may also use the network.
Affordable housing	<p>Defined in the NPPF 2023, as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <p>a) <b>Affordable housing for rent:</b> meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>b) <b>Starter homes:</b> is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p>c) <b>Discounted market sales housing:</b> is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d) <b>Other affordable routes to home ownership:</b> is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing</p>



Term	Definition
	provision, or refunded to Government or the relevant authority specified in the funding agreement.
Biodiversity Net Gain (BNG)	Biodiversity net gain (BNG) is a strategy to develop land and contribute to the recovery of nature. It is a way of making sure the habitat for wildlife is in a better state than it was before development.
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
County wildlife site	County Wildlife Sites contain some of the best areas of wildlife in Cambridgeshire. They provide a valuable network of wildlife resources across the county, along with other wildlife sites. Many sites also support rare or threatened plants and animals. Although CWSs are not protected under legislation, planning authorities need to consider the potential impact of development on CWSs as part of the planning process. (Source: Local Plan 2018)
Development Framework	The name given in South Cambridgeshire's 2018 Local Plan to the boundary that defines the built up area of the settlement for planning purposes. Other local plans may use the term 'settlement boundary' or 'built-up area boundary'.
'Fabric First' approach to reducing heat demand of a building	Refers to the focusing on the conservation of heat through wall insulation, windows, airtightness (together with ventilation), optimising design to passively capture heat, before looking at heat generation.
First Homes	<p>Defined in national planning practice guidance in 2021 as: "a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes.</p> <p>Specifically, First Homes are discounted market sale units which:</p> <ul style="list-style-type: none"> <li>a) must be discounted by a minimum of 30% against the market value;</li> <li>b) are sold to a person or persons meeting the First Homes eligibility criteria (see below);</li> <li>c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and,</li> <li>d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).</li> </ul> <p>First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations"</p>
Greater Cambridge Partnership (GCP)	The local delivery body for a city deal with central government, working to improve the quality and efficiency of transport, housing and skills in Greater Cambridge. Partners in the GCP are Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire

Term	Definition
	District Council, University of Cambridge and Cambridgeshire and Peterborough Combined Authority Business Board.
Local Plan	A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.
Local Planning Authority	The public authority whose duty it is to carry out specific planning functions for a particular area. In Harston, South Cambridgeshire District Council is the relevant local planning authority
Major development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m <sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
National Planning Policy Framework (NPPF) 2023	The National Planning Policy Framework sets out the Government's planning policies for England and the Government's requirements for the Planning System. The policies in the NPPF must be taken into account when preparing local and neighbourhood plans. It was last updated in December 2023.
Neighbourhood Plan	Defined in NPPF 2023 as: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.
Net Zero	The point at which the amount of greenhouse gases being put into the atmosphere by human activity equals the amount of greenhouse gases that is being taken out of the atmosphere
Paragraph 57 in the NPPF 2023	"Planning obligations must only be sought where they meet all of the following tests: a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development."
Rural exception sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
SCDC	Stands for South Cambridgeshire District Council, the local planning authority for our district
Special Area of Conservation (SAC)	An area defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as an important conservation site.
Supplementary planning documents	Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material

Term	Definition
	consideration in planning decisions but are not part of the development plan.
Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

# Appendix 1 – Application of design guidance and codes to development

Code	Prefix	When to use the code
<b>Local Architecture (LA01)</b>	LA01.1	<b>Building height, scale and roofscape.</b> Code to be applied when determining the height and roofscape of development in the Neighbourhood Area.
	LA01.2	<b>Fenestration and architectural details.</b> Code to be applied when determining the fenestration and architectural details of development in the Neighbourhood Area.
	LA01.3	<b>Architectural materials and colour palette.</b> Code to be applied when determining the architectural materials and colour palette of development in the Neighbourhood Area.
	LA01.4	<b>Building modifications, extensions, and plot infills.</b> Code to be applied when determining the building of infills, modifications and extensions in the Neighbourhood Area.
<b>Rural Village (RV02)</b>	RV02.1	<b>Village streets.</b> Code to be applied to development that proposes new streets in the Neighbourhood Area.
	RV02.2	<b>Plot and building layout.</b> Code to be applied to development that proposes new plots, new buildings or extensions in the Neighbourhood Area.
<b>Landscape Design (LD03)</b>	LD03.1	<b>Landscaping.</b> Code to be applied to development in the Neighbourhood Area to ensure locally distinctive and wildlife friendly landscape design.
	LD03.2	<b>Boundary treatments.</b> Code to be applied to development in the Neighbourhood Area to ensure locally distinctive boundary treatments.
<b>Sustainability (SU04)</b>	SU04.1	<b>Building fabric thermal mass.</b> Code to be applied when determining the thermal mass of development in the Neighbourhood Area.
	SU04.2	<b>Insulation.</b> Code to be applied when determining the insulation of development in the Neighbourhood Area.
	SU04.3	<b>Airtightness.</b> Code to be applied to ensure airtightness of development in the Neighbourhood Area.
	SU04.4	<b>Permeable pavement.</b> Code to be applied to ensure permeable pavement for development in the Neighbourhood Area.

Source: Table 03 in Harston Design Guidance and Codes 2023



# Appendix 2 – Design checklist

This appendix is applicable to Policy HAR 1 in this plan 'New Development and Design'. The following questions should be considered when new development comes forward in the parish, as applicable to the proposal.

## 1. General design guidelines for new development

*Does the scheme...*

1. Integrate with existing paths, streets, circulation networks and patterns of activity?
2. Reinforce or enhance the established settlement character of streets, greens, and other spaces?
3. Harmonise and enhance the existing settlement in terms of physical form, architecture and land use?
4. Relate well to local topography and landscape features, including prominent ridgelines and long-distance views?
5. Reflect, respect and reinforce local architecture and historic distinctiveness?
6. Retain and incorporate important existing features into the development?
7. Respect surrounding buildings in terms of scale, height, form and massing?
8. Adopt contextually appropriate materials and details?
9. Provide adequate open space for development in terms of both quantity and quality?
10. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?
11. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other?
12. Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours?
13. Positively integrate energy efficient technologies?
14. Ensure that places are designed with management, maintenance and the upkeep of utilities in mind?
15. Seek to implement passive environmental design principles by firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

## 2. Street grid and layout

16. Does it favour accessibility and connectivity? If not, why?
17. Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
18. What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
19. How will the new design or extension integrate with the existing street arrangement?
20. Are the new points of access appropriate in terms of patterns of movement?
21. Do the points of access conform to the statutory technical requirements?

## 3. Local green spaces, views and character

22. What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
23. Does the proposal maintain or enhance any identified views or views in general?
24. How does the proposal affect the trees on or adjacent to the site?
25. Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.

26. Has the proposal been considered within its wider physical context?
27. Has the impact on the landscape quality of the area been taken into account?
28. In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
29. How does the proposal impact on existing views which are important to the area and how are these views incorporated into the design?
30. Can any new views be created?
31. Is there adequate amenity space for the development?
32. Does the new development respect and enhance existing amenity space?
33. Have opportunities for enhancing existing amenity spaces been explored?
34. Will any communal amenity space be created? If so, how will this be used by the new owners and how will it be managed?
35. Is there opportunity to increase the local area biodiversity?
36. Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
37. Can water bodies be used to provide evaporative cooling?
38. Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required?)

#### **4. Gateway and access features:**

39. What is the arrival point, how is it designed?
40. Does the proposal maintain or enhance the existing gaps between settlements?
41. Does the proposal affect or change the setting of a listed building or listed landscape?
42. Is the landscaping hard or soft?

#### **5. Building layout and grouping:**

43. What is the typical built pattern of buildings?
44. How have the existing groupings been reflected in the proposal?
45. Are proposed groups of buildings offering variety and texture to the townscape?
46. What effect would the proposal have on the streetscape?
47. Does the proposal maintain character of dwelling clusters stemming from the main road?
48. Does the proposal overlook adjacent properties or gardens? How is this mitigated?
49. Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
50. Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of the day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

#### **6. Building line and boundary treatment**

51. What are the characteristics of the building line?
52. How has the building line been respected in the proposals?
53. Has the appropriateness of the boundary treatments been considered in the context of the site?

#### **7. Building heights and roofline**

54. What are the characteristics of the roofline?
55. Have the proposals paid careful attention to the height, form, massing and scale?
56. If a higher than average building(s) is proposed, what would be the reason for making the development higher?
57. Will the roof structure be capable of supporting photovoltaic or solar thermal array either now, or in the future?

58. Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

#### **8. Household extensions:**

59. Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
60. Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
61. Do the proposed materials match those of the existing dwelling?
62. In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
63. Are there any proposed dormer roof extensions set within the roof slope?
64. Does the proposed extension respond to the existing pattern of window and door openings?
65. Is the side extension set back from the front of the house?
66. Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
67. Can any materials be re-used in situ to reduce waste and embodied carbon?

#### **9. Building materials and surface treatments**

68. What is the distinctive material in the area?
69. Does the proposed material harmonise with the local materials?
70. Does the proposal use high-quality materials?
71. Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
72. Do the proposed materials respect or enhance the existing area or adversely change its character?
73. Are recycled materials, or those with high recycled content proposed?
74. Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
75. Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

#### **10. Car parking**

76. What parking solutions have been considered?
77. Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
78. Has planting been considered to soften the presence of cars?
79. Does the proposed car parking compromise the amenity of adjoining properties?
80. Have the needs of wheelchair users been considered?
81. Can electric vehicle charging points be provided?
82. Can secure cycle storage be provided at an individual building level or through a central/communal facility where appropriate?
83. If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

# Appendix 3 – Non-designated heritage assets and a description of their significance

This appendix is applicable to Policy HAR 4 in this plan.

## Criteria for designating Harston's Buildings of Local Interest

Historic England Advice Note 7: Local Heritage Listing (May 2016) states that 'local lists play an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment, *as part of the wider range of designation*. They enable the significance of any building or site on the list to be better taken into account in planning applications affecting the building or site or its setting.'

The following criteria set out by Historic England form the basis for selection. Similar criteria are used by Cambridgeshire County Council.

### 1. Age (A)

The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.

### 2. Rarity (R)

Appropriate for all assets, as judged against local characteristics.

### 3. Aesthetic Interest (AI) Architectural and Artistic (Cambridge criteria)

The intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics.

### 4. Group Value (G)

Groupings of assets with a clear visual design or historic relationship.

### 5. Archaeological Interest (Ar)

The local heritage asset may provide evidence about past human activity in the locality, which may be archaeological – that is in the form of buried remains – but may also be revealed in the structure of buildings or in a manmade landscape. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

### 6. Archival Interest (Ac)

The significance of a local heritage asset of any kind may be enhanced by a significant contemporary or historic written record.

### 7. Historical Association (H)

The significance of a local heritage asset of any kind may be enhanced by a significant historical association of local or national note, including links to important local figures. Blue Plaque and other similar schemes may be relevant.

### 8. Designed Landscape Interest (DL)

The interest attached to locally important historic designed landscapes, parks and gardens which may relate to their design or social history. This may complement a local green space designation, which provides special protection against development for green areas of particular importance to local communities for their current use. See note below.

### 9. Landmark Status (L)

An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

### 10. Social and Communal Value (SC)

Relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence, sometimes residing in intangible aspects of heritage, contributing to the 'collective memory' of a place.



**Asset type is:**

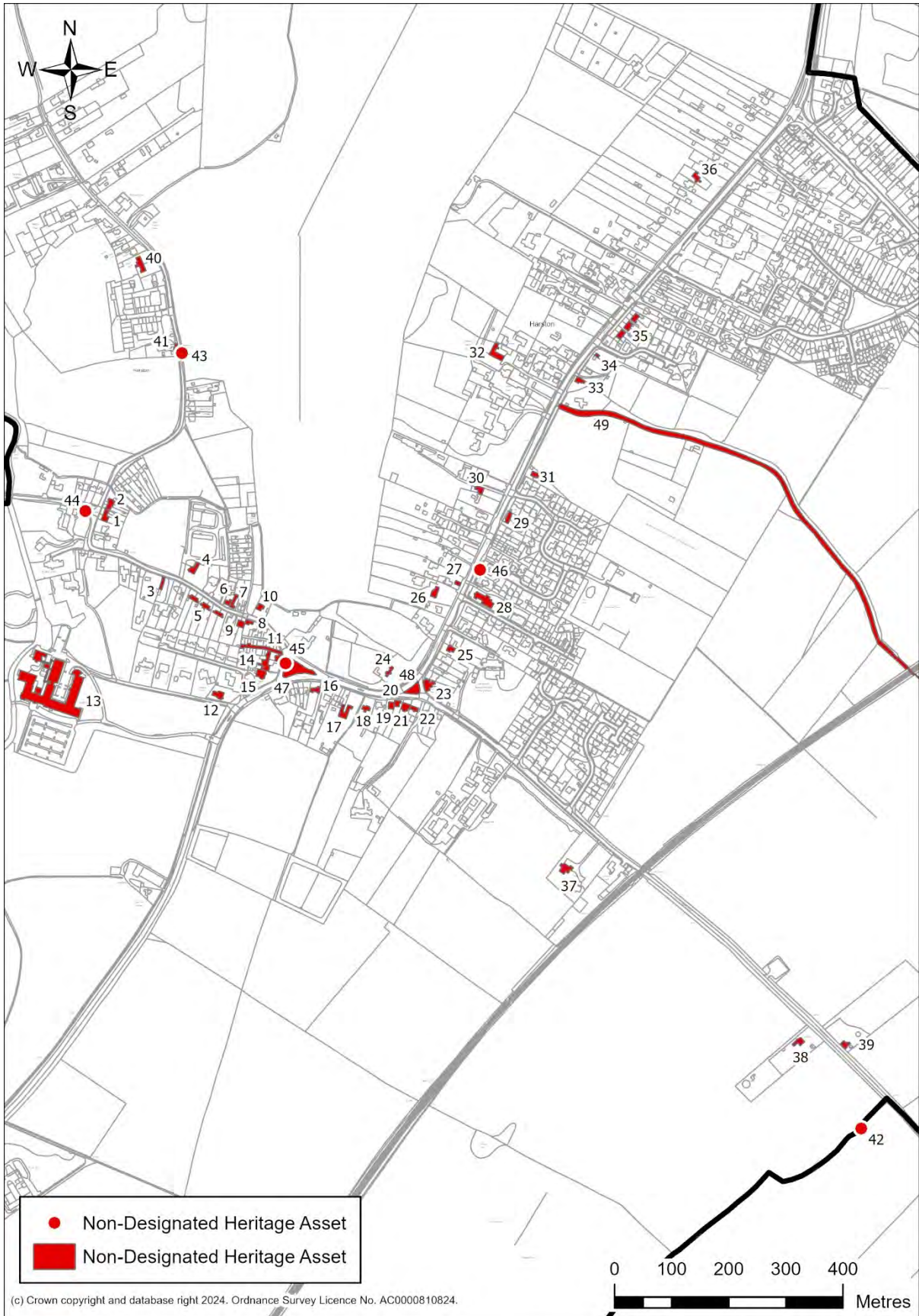
**Buildings**

**Parks & Gardens** e.g. public parks and gardens; remembrance gardens; urban squares; cemeteries; privately owned landscaped parkland or historic gardens

**Landmarks, Art Works and Way Finders** e.g., public works of art such decorative village signs, war memorials, statues, sculptures or murals; Wayfinders such as milestones, street signs and finger posts; historic street furniture such as lighting, post boxes, telephone boxes

**Other Sites, Structures & Landscapes** e.g. buried archaeological sites; earthworks; landscape features such as medieval ridge and furrow; open spaces with historical associations such as Midsummer Common in Cambridge; ruins; boundary walls; bridges; Fenland drainage structures such as locks and gates; structures associated with railway infrastructure; stink pipes; tunnels; historic road/pavement surfacing

Map 24 shows the location of the non-designated heritage assets.



Map 24: Non-designated heritage assets.

Non Designated Heritage Asset	
	<b>Historic core: Button End</b>
1	<p><b>2-6 Button End</b></p> <p><b>Description:</b> Collection of 3 terraced cottages which were part of the 6 cottages that formed Hill View Cottages. In 1961 Chesterton RDC changed the numbering system so that the address changed from 4-6 Hill View Cottages to 2-6 Button End. They have old internal beams, old style small windows with wooden sliding sashes, claybat walls above a brick plinth. The roof was of span design covered with double lap clay tiles. Survey done in 1968 suggested the cottages were built 200 years previously. To being with the property had an outside toilet with the waste put in holes dug in the garden. At the left-hand side of the terrace was in the lean-to which many locals still remember housed a sweet shop. This operated for many years but was demolished in 1968. The cottages were considered uninhabitable in 1968, but the new owners renovated them. Have historical records/deeds and how renovated. Many finds of old pipes in garden.</p> <p><b>Significance: G, A, R, AI, Ac, H</b></p>
	<b>Historic core: Church St</b>
2	<p><b>Hill View Cottages – 72-76 Church St</b></p> <p><b>Description:</b> 6 cottages formed the row of Hill View Cottages originally before houses and streets were renamed and renumbered. The cottages were built about 250 years ago. Originally three dwellings 1-3, now converted and extended to two larger ones in Church St. Original beams – built c 1750. 1.5 storey terrace with gambrel roof in render with plain tiles, dormers &amp; 8:8 sash windows. Representative of local vernacular forms &amp; techniques. The right hand cottage No 1 was once an inn called the Sign of the Gate, primarily serving the coprolite miners of the second half of C19th. Rev Mansfield-Williams, Harston vicar 1954-60, recalls there was an iron stanchion fixed to the chimney to hold the sign. He also recalled that Harston vicars, including Rev Bosanquet (1844-48), used it as lodgings in preference to the damp vicarage! Other memories of living at the cottages can be seen at: <a href="https://www.harstonhistory.org.uk/content/memories/maureen-ellwood-nee-northrop-memories">https://www.harstonhistory.org.uk/content/memories/maureen-ellwood-nee-northrop-memories</a></p> <p><b>Significance: G, A, R, AI, Ac,H</b></p>
3	<p><b>37-39 Church St</b></p> <p><b>Description:</b> Originally were 3 residences built before 1800 with front brick facing added in 1849 and occupied by the Newling family (from before 1800 – 1962) &amp; Hopkins, related, until 1988. The Newlings ran an early agricultural engine contractors business from 1858 – 1912, taking their steam threshing machines around the neighbouring farms to harvest and thresh their crops although the barns that housed their machinery have disappeared. Details of their Harston history can be seen at: <a href="https://www.harstonhistory.org.uk/content/people/newling-family">https://www.harstonhistory.org.uk/content/people/newling-family</a> The building nearest Church St used to be thatched, but was later tiled. All three buildings were eventually converted into one residence. Connections to adjacent listed Fountain Cottage (once Farm) Have historical records/deeds/photos</p> <p><b>Significance: A,R,AI,G,Ac,H</b></p>
4	<p><b>34 Church Street - Beech farm house and estate</b></p> <p><b>Description:</b> This farm existed from before enclosure in 1802 and may be on the site of an old manor. Estate stretched from Church St to present M11. Sold as part of the Green/De Freville estate in 1886 – 150 acres mostly arable with some grasslands by river, plus a number of labourers' cottages; tenant was John Watson. Bought by John Ives. Many of farm buildings were newly rebuilt then. Current house was built in the C19th. The house was described as 'substantially built in white brick</p>

<b>Non Designated Heritage Asset</b>	
	<p>and slated and contains dining and drawing rooms, kitchen, dairy, pantry, storeroom, back kitchen, brewhouse, 7 bedrooms, WC, attic and box rooms, with good cellarge in basement'. Also included were an artesian well, barns, stables, several cottages and 150 acres mostly arable with some grasslands by river. Tenanted by John Watson in C19th, George Warren was the tenant farmer in 1899 when sold again. Beech Farm - house noted as gentleman's residence in 1926 sale and had acquired an additional 55 acres, a tennis court, independent hot water supply and modern drainage. The artesian well still flowed in 2018 but was lost when house was renovated by Jesus College, owners of estate since 1920s. Farmer Crow &amp; son ran farm from 1930s to 2010s when farmhouse rented out/sold and lands managed by Newton farms.</p> <p><b>Significance: H, Ac, SC</b></p>
5	<p><b>1920 row of 6 Council Houses 15-25 Church Street</b></p> <p><b>Description:</b> first council houses built under 1919 Addison Act – large, good quality, special design/architecture of group of houses with long gardens so can grow vegetables &amp; dispose of sewage waste. Original design been largely preserved for the whole row although some of tall chimneys have been removed. 3 bedrooms with washroom &amp; copper. In 1970s council converted old coalhouse &amp; toilet into downstairs bathroom. These early council houses were the most spacious and to good standards which probably helped them retain their integrity.</p> <p>Was built on land owned by Longs of Harston House, sold when estate broken up in 1893 and large gardens used land called 'Camping Close' – old communal area for Methodist gatherings &amp; other events.</p> <p><b>Significance: H, AI, R, G, SC</b></p>
6	<p><b>Lilac Cottage- 22 Church St</b></p> <p><b>Description:</b> Believed to have been built c 1850s; not there on 1799 inclosure map. Described in 1937 sales document as a "small country house with an attractively timbered elevation". Originally built with 4 bedrooms upstairs and 3 sitting rooms, kitchen and scullery downstairs with outbuildings.</p> <p>Lived in by Runhams, possibly in village since 1830s – originally shoemaker, then by 1880s was market gardener/small farmer with cattle. Last Runham died 1936. Later rented out by, then lived in by Beatrice Ashby (well-known local family &amp; teacher) after renovations. Large, lovely garden sold off for building of 22A in early 21 century leaving small garden. Enhances Church St streetscape with old schoolhouse &amp; old school next door.</p> <p><b>Significance: G, H, SC - may include as group with 20 Church Street.</b></p>
7	<p><b>The Old School &amp; House 20 Church Street.</b></p> <p><b>Description:</b> House there in the historic core of the village, before 1799 Inclosure map, but smaller - a photo shows single storey to right, later raised to 2 storeys. School behind house was built after c1855 when Liddy Eden married builder Alfred Jude and she taught in the newly built school after Rev Durbin had acquired land from Jesus College. It became the National School until 1876 when it became a board school but it was overcrowded. The school room at the back had 84 pupils in 1876. The new Victorian school built on the High St took over in 1877.</p> <p>By 1881 it had become a Reading room, supported by Rev Durbin. Then used as Sunday School and as youth club in C20. Apart from the churches, this building was the first to provide a dedicated place of education for the village - a role which it played in various guises for over 100 years.</p> <p>A newspaper article in 1988 reported that it housed several organs that had been used for musical events in the past.</p>

<b>Non Designated Heritage Asset</b>	
	<p>Today, both house and schoolroom are one residence. Note original arched windows of school room – those of house changed over time; arch to square &amp; back again.</p> <p><b>Significance:</b> A,R,Al,G,Ac,H,SC</p>
<b>8</b>	<p><b>5 Church St: 'Dormer Cottage'</b></p> <p><b>Description:</b> built around 1750 &amp; on 1799 inclosure map - used to be two labourers' cottages, lath &amp; plaster, tiled but originally thatched, each with 4 rooms, which were part of William Long's Harston Estate for sale in 1893 - typical of the time for village. Representative of local vernacular forms &amp; techniques. They are now one residence, No 5 Church St. Although condemned in 1930s as they used to flood as they were below ground level, once they became owner occupied (as opposed to having tenants) they were renovated. Has some original ceiling beams. It has been extended with conservatory and addition of more dormer windows. Few labourer's cottages left in village, forms group with one opposite.</p> <p><a href="https://www.harstonhistory.org.uk/content/places/church-street/no-5-dormer-cottage">https://www.harstonhistory.org.uk/content/places/church-street/no-5-dormer-cottage</a> provides more detailed information on the occupants of Dormer Cottage and its change from two old labourer's cottages to one.</p> <p><b>Significance:</b> A,R,Al,G,Ac,SC</p>
<b>9</b>	<p><b>Stag Villas, 7 &amp; 9 Church St</b></p> <p><b>Description:</b> Two semi-detached brick houses, built by William George Jude (Haslingfield builder) in 1904 on land formerly of Long's Harston Estate. Part of historic core and next to other dwellings of local historic interest. Only example of Edwardian semi-detached houses with patterned brickwork in the village built to a much higher standard than local cottages. Part of the original garden wall can still be seen, topped by a concrete ball. Better quality buildings for rent to better off workers/ professionals e.g. music teacher, policeman. More details about the occupants, some well-known in the village, can be found at: <a href="http://www.harstonhistory.org.uk/content/new-contributions/no-9-church-street-formerly-no-2-stag-villas">www.harstonhistory.org.uk/content/new-contributions/no-9-church-street-formerly-no-2-stag-villas</a> and <a href="https://www.harstonhistory.org.uk/content/places/church-street/no-7-church-street-formerly-no-2-stag-villas">https://www.harstonhistory.org.uk/content/places/church-street/no-7-church-street-formerly-no-2-stag-villas</a>.</p> <p>Name from local tale that builder saw a stag passing when building it.</p> <p><b>Significance:</b> R,Al,G,Ac,SC</p>
<b>10</b>	<p><b>Pantile Cottage, 12 Church St</b></p> <p><b>Description:</b> The front section was once two stud and plaster, boarded labourers' cottages that form front part; in past stairs went up from lounge area - part of former Harston House estate sold in 1893. Built around 1700 probably of wattle &amp; daub. Original timber framed building- still ceiling timbers in front part downstairs and in bedrooms indicate former layout, &amp; timbers at gable ends. Front and back walls of front section of house have brick walls outside but plastered inside. In the two downstairs rooms in the old part the fireplace/chimney areas are very deep, going back about 3 feet so they are probably the original fireplace/range area. (Two rows of old cottages nearby were removed in 1920s -30s when the council houses were built in The Footpath). Few labourer's cottages left in village. A Civil War musket ball was unearthed in the back garden in 2018. It is reputed that there were some hostilities in this part of the village and other artifacts - musket balls, tunic buttons - have been discovered.</p> <p><b>Significance:</b> A,R,Al,G,Ac,SC</p>
<b>11</b>	<p><b>Hurrell's Row cottages</b></p> <p><b>Description:</b> were built at least by about 1860 off Church Street (yet 1799 inclosure map shows some buildings were there then - probably the first 5) and described as</p>



<b>Non Designated Heritage Asset</b>	
	<p>12 mean dwellings built of clunch blocks in Helen Greene's 1937 book. Collapse of one building mid-terrace in 2015 showed clunch foundations, 2-3 feet of brick wall with claybat walls above. Layout – 2 rooms up and down, originally a spiral staircase. No 4 retains a lot of original features including sliding windows. Fireplace/chimney stack shared by adjoining cottages giving different location of alcove in alternate residences. Each had an outdoor building with coal store and toilet, now used just for storage. Originally one tap located halfway down the lane provided water. Most have no back garden, Nos 1-7, or back windows, and back on to the back garden of 40 Royston Rd. Surviving terraces rare in Harston with their original layout.</p> <p>It is thought they were built by the Hurrell family (large local landowners) to house their workers as in 1861 census, but may have been bought in 1860 sale by Hurrells. Arthur Hurrell certainly owned all the cottages until 1910 when William George Jude bought them, including a former blacksmith's shop.</p> <p>Jude sold the freehold cottages in 1933 to (James) Harry Albert Nash who started to sell them off individually from 1950s and all sold independently by 1970.</p> <p>The first building in the row was the washhouse but has had a second storey added once it was converted from a business premise to residential. The Clock Shop was run in it by Eric Webb for many years, but some can remember a TV shop there before, in the 1960s.</p> <p><b>Significance:</b> A,R, AI,G,H,SC</p>
	<b>Historic core Royston Road - old commercial area</b>
<b>12</b>	<p><b>50 Royston Road Manor Lodge/Mill Cottage</b></p> <p><b>Description:</b> Although accessed off Mill Road the address is Royston Road. The existing dwelling is a modernised and extended C20th.version of the original thatched one which had two bedrooms plus a large all-purpose room.</p> <p>Known in 2014 as Manor Lodge, it had previously been known as Mill Cottage, as Freeman's Cottage (after the coach driver who lived there and was employed by the Smith family who were the mill owners for many years), and as The Gatekeeper's House, the last because the then inhabitant was responsible for looking after the gate which (supposedly) controlled access down to the Mill.</p> <p>When she inhabited it in the 1960's, Louisa Cullingford had no electricity and collected her water from the pump in the front yard of the Queen's Head pub. The cottage, originally thatched, had two bedrooms plus a large all-purpose room; the toilet was in a lean-to at the back, with the "night soil" being used to fertilise the wonderful garden, which was accepted as being one of the best in the village.</p> <p>It has strong associations with both the Mill and the Manor, with the changing name reflecting the changing times.</p> <p><b>Significance:</b> SC, H, AC</p>
<b>13</b>	<p><b>Harston Mill</b></p> <p><b>Description:</b> The mill was first recorded in the Domesday Book in 1086 when it was part of the manorial estate &amp; valued at 30 shillings. It would have been mainly grinding corn &amp; possibly later cloth fulling. In the early 13<sup>th</sup> century, it was given by Maud of Lanvale to the Knights Hospitaller of Shingay but reverted back to the manor in 1298 &amp; for many years was in the Wale family as Lords of the manor of Tiptofts.</p> <p>It's history for the succeeding 400 years is not well documented but in 1709 Gregory Wale leased the land including watermills to Edward Nightingale. In 1778 Thomas Wale leased William Allen the watermills. In 1802 the Wales sold the manor to the Taylors by which time James Allen was the tenant. From the 1840s the Smith</p>

<b>Non Designated Heritage Asset</b>	
	<p>family leased the mill and purchased the freehold in 1933 although the need for local milling was declining. For many years the buildings were used for storage &amp; were sold to Trouw &amp; Co Ltd in 1960s. The site was used until the 1980s for the production of animal feed.</p> <p>The mill buildings were built in 1869 -1880s. The tall mill still stands, surrounded by new buildings, and houses scientific, research &amp; development companies.</p> <p>An archaeological survey carried out in 1999-2000 prior to extensions to the build revealed a sequence of activity from Stone Age times onwards.</p> <p><b>Significance:</b> A, R, A, H, Ac, L</p>
<b>14</b>	<p><b>40-46 Royston Road</b></p> <p><b>Description:</b> Group of houses - The Saddlers' &amp; Weaving cottages; Camping Close House &amp; Queen's Head</p> <p>Group of adjoining houses that run from 40-48 Royston Road were once all owned by Christopher Wedd, a saddler who moved to Harston around the 1840s. They were probably built in the 18<sup>th</sup> century but No 46 and No 40 (<b>Melbourn house</b>) had new facades built on in the 1860s.</p> <p>No 40 has evidence of earlier materials inside- an old mantle dated 1822 with initials DG embedded in it, yet this was advertised in 1869 27 Mar CIP, 10 April Cambridge Chronicle &amp; Journal: To let: a newly erected residence near the Cross. Has 9 rooms + garden, 5 min walk from station, apply C. Wedd, saddler. Described in 1920 sale as a freehold Villa Residence.</p> <p>No 46 was called <b>Camping Close House</b> and held land behind called Camping Close, a pasture where children played, or methodists held meetings. It was later planted with orchards before being developed as Pightle Close. No 46 appears to have a new front section built around 1870s in front of an older house of lower height- differing roof heights can be clearly seen and inside there are several steps down from the new part. It would appear the owner speculatively remodelled the dwelling then advertised it as a Country residence.</p> <p>No 44 (<b>Saddlers Cottage</b>) and 42 were originally the foreman's cottage for the saddler to live in and 42 the business premises &amp; stabling. A number of different saddlers and shoemakers worked there until the 1920s when all the premises were bought by Sir W Graham Greene of Harston House. The buildings were gradually converted into residences after the 1920s sale. It is thought Helen Greene housed the dyeing and weaving business she started about 1918 in the business premises, now known as <b>Weaving Cottage</b>.(No 42) where original rooms/stables were converted and an outside staircase added, then enclosed.</p> <p>This row of buildings, along with the Queen's Head, front the historic Green in the village, the core of the village and together form a focal point as you enter Harston from the south.</p> <p><b>Significance:</b> A,R,AI,G,Ar,H,SC, L</p>
<b>15</b>	<p><b>48 Royston Road</b></p> <p><b>Description:</b> <b>The Queens Head</b> was likely built early C18th, but possibly as early as C16 as clay pipes and glass bottles have been found during alterations to foundations dating back to then.</p> <p>It is shown as being an ale house at the end of a line of buildings facing The Green on 1799 Inclosure map. It was sold in 1890 as part of the late Christopher Wedd's estate, a local saddler and formed part of the group of buildings he owned on the west side of Swan Green and is seen as you enter Harston and its historic core from the south. The Ashby family were innkeepers/tenants for many years (1890-1937). In 1933 the cottage building to the south (left) of the Queens Head was removed to</p>

<b>Non Designated Heritage Asset</b>	
	<p>widen the main road (and provide the present carpark) and the pub was partially restored and modernised in 1937.</p> <p>Although described by a previous landlord as basically a two bedroom up, two room down type building with a block of stables at the back for 4 horses, and a trough at the front for the horses, it had considerable additions built in 1963. When run by the two Ashby sisters prior to 1963 it used just the front room and a meeting room and a small kitchen behind. Then Greene King took it over and virtually demolished the whole lot behind the front façade and rebuilt it. There was an extension added on to the southern end of the lounge making it much bigger and there was a long two storey extension built going back behind and at right angles to the original pub - with the cellars on the ground floor. The old stables were removed, and a garage replaced them that is still there.</p> <p><b>Significance:</b> A,R,Al,G,Ar,H,SC</p>
<b>16</b>	<p><b>25 Royston Road</b></p> <p><b>Description:</b> <b>Helen Greene's Orchard Cottage</b> - was built in 1930 partly on the site of the Old Swan Inn. It was built by Sir W Graham Greene who made sure it was carefully designed along with 27-31, to fit in with character of this old historic centre of village surrounding The Green, providing the setting for the listed Harston House opposite, where he lived. The architect was Mr Betham. The house has rendered elevations under a tiled roof, possibly in Arts &amp; Crafts style. The 1930 house had a kitchen and scullery area which was later extended towards the front of the house with very little change to the overall layout. It also had a garage built alongside, again unusual as only one or two people in the village had a car at that time.</p> <p>The original house design also reflected the original occupants connection to the Swedish occupant (Signe Laven) of Sunbourn on Newton Rd, with balconies and outdoor sleeping area - linked to their common professions of physiotherapy/physical education for health improvement.</p> <p>Built for his sister, Helen, to move there from Harston House as he disapproved of her women 'friendships'. There used to exist a path behind the council houses that linked to a cottage further along Royston Rd that the Greenses also owned. It was called Evergreene and Helen's companion Marie Hall lived there after her death. Helen was a prominent philanthropic &amp; community leader in the village and is still well remembered by the older generation in the village</p> <p>Its once very attractive large mature garden with many feature trees has gradually been diminished by building of two large houses in it.</p> <p><b>Significance:</b> Al, G, H, Ac, SC</p>
	<b>Old commercial area around Memorial Green</b>
<b>17</b>	<p><b>13 Royston Road, The Granary</b></p> <p><b>Description:</b> can be traced back through the deeds to about 1700, when, as a farmhouse, it was known as "The House at the Witch Tree". The farm, an arable one of the then customary strips in the common fields, was held as a tenancy of the Manor of Harleston Shadworth, by copyhold.</p> <p>The property descended through its various tenants, all descendants of the William Atkins who held it c.1700, though its fields seem to be lost and it was left with a "close of orchard land". In 1861, the then owner bought his right to the freehold of the land for a substantial sum from the Lord of the Manor. In 1910, the last descendant of the family, a widow, died and the property was auctioned. The buildings then on the site were two thatched cottages, one large, one small, the farm</p>

<b>Non Designated Heritage Asset</b>	
	<p>buildings, and a well. The property was bought by T.R.Smith &amp; Sons, the Harston family of millers, who held it for the next 54 years.</p> <p>Both the cottages have gone: the present three Granary Cottages (Nos.15, 17 and 19 Royston Road) occupy the site of the larger cottage and presumably therefore of the old farmhouse. The buildings were converted to a granary for use in connection with the milling business; they consisted of a U- shaped building, with a continuous open first floor, and a series of small chambers underneath. Once the mill closed in 1960s the property was converted to a residence by Mr. and Mrs. B.D. Threlfall.</p> <p>The conversion, planned by Mr Threlfall himself, who was a civil and structural engineer, used the eastern leg of the U and the bottom part, leaving the western leg almost as it was. The old timber floor was removed in the converted part - it was too low to give adequate headroom beneath and too uneven on top to use - and was replaced by a floor of pre-stressed concrete beams and breeze blocks. One bay of the eastern wing was cut completely through at ground level to provide car access to the front door, and the first floor bridged over this.</p> <p>Externally, the main change was the insertion of many windows (there were none before) and the rough casting of the upper portion. The lower parts of the walls (to original floor level) were blocks of clunch, cut locally; the upper portions claybat, also made locally, and the rendering was applied to weatherproof this portion, rather soft when exposed. The original roof of slates has been retained - much of the timbering inside is very primitive and has to be seen to be believed. Another addition outside is the north wall to the centre part of the U, which replaces a timber wall, and has been built with re-used clunch blocks.</p> <p>Internally, the conversion gives a large modern house, preserving many traditional features while using modern techniques to the full. There are seven bedrooms, two bathrooms, a very large living room, a dining room, kitchen and cloakroom. In the east wing, but separated from the main ground floor by the covered way, are a double garage, workshop and store. Heating is by the electric underfloor method; gas is also laid on.</p> <p><b>Significance:</b> A1, A2, H,</p>
<b>18</b>	<p><b>11 Royston Road, Roebourne House</b></p> <p><b>Description:</b></p> <p>Detached house built in 1901 to replace row of old cottages. Built for well off &amp; rented out to tenants of independent means. Ornate architecture - black wood and intricate white woodwork - on front/gables, and chimneys. Used to have room in attic, but stairs removed and a few other alterations to update house, with laundry room, French doors, etc.</p> <p>220 year old barns at back and old 3 acre orchard, now tree-lined pasture. The barn nearest the house was built of brick with a tiled roof while the other end barn was made of claybat (more common for the poorer older buildings) and had a wooden hayloft above with horse stables below, and a tiled roof. The barn had wooden beams that must previously have been cut for other uses. When the end wall crumbled it was replaced with breeze blocks. There was a well near the end of the barn, but this was filled in, for safety reasons, with the bricks that were dug up in the garden from where the cottages used to be. Old clay pipes, glass bottles and lots of horseshoes, many of them quite small, were also dug up.</p> <p>Part of line of buildings on Royston Rd forming part of historic core.</p>

<b>Non Designated Heritage Asset</b>	
	<b>Significance:</b> A, R, G, Ar, H
<b>19</b>	<p><b>7 Royston Road</b></p> <p><b>Description:</b> The cottage was built mid-C19 on land that had previously been part of the Green, before Inclosure. Part of the old commercial area around Memorial Green, including 1, 3, 5 and 13 Royston Road, it had a grocery store there from about 1904 and butchers (with local pork &amp; imported beef &amp; mutton) all run by the Pask family. A 1920s photo shows it with workers Frank Lawrance &amp; Frank Wisbey, both local families. (The Pask butchers then moved to the High St until Pask retired in 1933). The property became residential, Ditton Cottage, and was owned by the Lawrance family of blacksmiths in the 1960s and 70s.</p> <p><b>Significance:</b> A,G,H,SC</p>
<b>20</b>	<p><b>5 Royston Road</b></p> <p><b>Description:</b> Built in 1820s on land that had previously been part of the Green before Inclosure, attached was a Post Office from about the 1850s until 1940s run by the Gwilliams family, and nephew Ilsley. The house had a ground floor brick building with tiled roof added to accommodate the Post Office. This gave the area the name 'Post office corner'. It was part of the old commercial area around Memorial Green, including 1, 5, 7 and 13 Royston Road, all submitted for non-designated heritage listing. It was later owned by Vera Norfolk, sister-in-law of Mr Stocker of 1 High St, and she ran a haberdashery/dress shop there named 'Vera's Boutique' from about the late 1950s-70s. Once this ceased operating, a second storey was added, otherwise the building was altered little. Other memories of the shop found at: <a href="https://www.harstonhistory.org.uk/content/places/royston-road/royston-road">https://www.harstonhistory.org.uk/content/places/royston-road/royston-road</a></p> <p><b>Significance:</b> A,G,H,SC</p>
<b>21</b>	<p><b>3 Royston Road, Byron Lodge</b></p> <p><b>Description:</b> Built in mid-19th century on land that had previously been part of the Green before Inclosure. Part of the old commercial area around Memorial Green, including 1, 5, 7 and 13 Royston Road. Formerly named Bath cottage as in 1881 William Stockbridge, age 36, lived with his brother Charles age 23, in Bath Cottage on the High Rd. William was a farrier and carpenter.</p> <p>Was Badcock's bakery in early C20. The house was quite large for a family those days, with seven bedrooms, a lounge, dining room, kitchen and cellar. The Badcock family lived there with the father, John Richman Badcock running a bakery. Behind the house was a barn used to store bakery sacks of flour in the loft, with the flour let down on a chute into the bakery. There was a stable which housed the horse which pulled the cart that took round the bread that was delivered daily. Anita Custerson, the daughter of John Richman Badcock, her husband William Custerson and their twin daughters, Judy and Shirley lived in Bath cottage in the 1940s. She nursed her widowed father until his death in 1950. Margaret Mellor (nee Badcock) the bakers daughter born 1911 tells of her memories of living there:  <a href="https://www.harstonhistory.org.uk/content/memories/margaret-louisa-mellor-nee-badcock">https://www.harstonhistory.org.uk/content/memories/margaret-louisa-mellor-nee-badcock</a></p> <p>There was also a long back garden leading up to an orchard with russet apple trees where a nanny and billy goats with two little kids, plus hens and ducks were kept. The outbuilding and long garden still remain and are found behind the adjoining Fountain Cottage which has a small garden.</p> <p><b>Significance:</b> A,G,H,SC</p>
<b>22</b>	<b>1 Royston Road, Fountain Cottage</b>



<b>Non Designated Heritage Asset</b>	
	<p><b>Description:</b> Fountain Cottage was built after 1800 on land that had previously been part of the Green before Inclosure. The name may have derived from the artesian water source provided by a pump on the Memorial Green opposite, or it may possibly have had a well behind the property as an OS 1901 map indicates. Once 4 cottages, it was later combined into one facing Memorial Green where water used to be collected from pump on the Green, and probably later gave the cottage its name. Guy Aldis, an architect, moved with his family to Cambridgeshire in 1948 and acquired the four cottages in Harston, the end one with a sitting-tenant, a Mrs. Samuels. He then converted the three vacant cottages into one house. The fourth cottage was incorporated a few years later following the death of the sitting tenant. They named their home 'Lamorna', with postal address, Fountain Green, Harston.</p> <p><b>Significance:</b> A,G,H,SC</p>
	<a href="#"><i>High Street</i></a>
<b>23</b>	<p><b>The Pemberton Arms, 2 High Street</b></p> <p><b>Description:</b></p> <p>The Pemberton Arms, 2 High Street was a public house in the old commercial area/historic core of Harston and provides a background setting to the War Memorial, along with other C19th century buildings surrounding The Memorial Green that provide a coherent visual grouping. The existing building is of a traditional Georgian design with a rectangular plan form and features a hipped slate roof with a rendered exterior and timber sash fenestration. To the rear and north elevations of the building are later single storey extensions that provided a kitchen and games room, respectively. The 1893 sales document described it as: A highly valuable freehold property consisting of a full licensed public house containing tap room, bar, parlour, kitchen &amp; cellar, 5 bedrooms, with stable, fowl house, paddock and field of arable land containing in all 2 acres. The property is built of clay bats &amp; slated and is in good state of repair. The boarded &amp; tiled buildings are claimed by the tenant.</p> <p>It was built about 1865-70 on land belonging to Mr Long of Harston House who retained some interest in the Inn until it was sold in 1893. It was named after a member of the well-known Pemberton family of Trumpington whose sons married into local families. It was very popular, having quoit beds where competition games were played with a number of Cambridge pubs, mostly on Saturday evenings. In 1913 newspapers recorded the landlord was Owen Churchman and <i>'The sanitary arrangements are about the best in the village. About a dozen carts can stand in the yard, which is the largest in Harston. People leave their horses there while they take the train, making it the most convenient in the village'</i>. It also had allotments.</p> <p>The Comrades of the Great War had their headquarters there, probably why they built the war memorial near it. In 1930s - 50s local labourers would go there early in morning to seek hiring on for harvest/ agricultural work.</p> <p>Doors closed finally in 2015 after being sold to property developer but permission to demolish and build a Co-op seems to have been abandoned.</p> <p><b>Significance:</b> A, R,AI,G,Ac,H,SC</p>
<b>24</b>	<p><b>1 High St, the cottage part of historic core facing Memorial Green</b></p> <p><b>Description:</b> Sited adjacent to the Grade 2 listed Harston House and part of the village's historic core. Originally a C17th thatched &amp; timbered house, with internal original beams, thought to be converted from two cottages that used to be a part of the Long's Harston Estate until it was sold in 1893. The garden in front of the house once was part of the Village Green, and after 1802 had a forge built in the building still standing near the road. Occupied by Clement Jude in early C20th, a well-known</p>

<b>Non Designated Heritage Asset</b>	
	<p>local builder. The forge bellows/furnace were removed by the Stocker brothers whose parents bought it around 1940. Their mother ran a rose nursery on the front land stretching towards the three Horseshoes (now Neptune) from 1956 to the 1970s. The surrounding pastures are kept for horses.</p> <p><b>Significance:</b> A,R,Al,G,H,SC</p>
<b>25</b>	<p><b>Old Schoolhouse, 8 Station Road and school</b></p> <p><b>Description:</b> In 1870s the house, of earlier date, was acquired with the school land bought from Mr Silk, &amp; became the schoolmasters house - the first being Mr Beaumont. Used by school master until 1970s.</p> <p>The new Victorian <b>board School</b> (replacing the Church St school) was built in 1876 in the High St. There were two classrooms initially with children sat behind long rows of desks (galleries). It had a front entrance below the clock, many more buildings have been added for the current school, but the old Victorian block has much of original architecture. Instead of separate toilets in the playground those are part of the old block. The new infant block was built to east in 1950s and the hall added around 1971.</p> <p>The house, together with the Victorian school reflect Victorian times and are little changed in street appearance. Locals have recorded memories of helping with domestic chores in the schoolhouse, and caning for stealing chestnuts from the schoolhouse garden.</p> <p><b>Significance:</b> A,R,Al,G,Ac,H,SC</p>
<b>26</b>	<p><b>The Old House, 25 High St</b></p> <p><b>Description:</b> The house is thought to have been built in 1612. It was in an old close and the long plot may have originated as a long strip in a large village medieval open field. All that can be seen from the outside of the structure is the late Tudor Chimney in the middle of the house. It was formerly called Poplar Farm due to the avenue of poplars that used to lead up to the front door.</p> <p>It was the Hays family house in the late C18th until 1919, having moved from their farmhouse in Button End and moved their Barn to the Old House Garden in 1848. It had a large area of orchard behind. In spite of its age and features, it has never been listed as it has had so many alterations and extensions. It has some internal old beams &amp; old fireplace/inglenook, but the front is little altered. Still has old air raid shelter in garden and original outside stand-alone toilet (not in working order!) Has a good record of how the house has been adapted and changed through time with plans showing alterations while retaining some of the original features like discovering the inglenook fireplace in 1970s.</p> <p>It had several owners in 1920s &amp; 1930s until the Bisseckers and then the Heap families each had it for over 30 years and were prominent families/benefactors in the village. See: <a href="https://www.harstonhistory.org.uk/content/places/high-street/25-high-street-old-house">https://www.harstonhistory.org.uk/content/places/high-street/25-high-street-old-house</a></p> <p><b>Significance:</b> A,R,Al,Ac,H,SC</p>
<b>27</b>	<p><b>29 High Street</b></p> <p><b>Description:</b> No 29 has always been a single storey, detached building with a rendered finish. It is thought this property was Ayres' Grocery shop in 1929. It has always been a commercial building changing uses from grocers to antiques, to estate agents and more during C20th. At one stage there was Miss Jackson's hairdressers to the left, no 27, and a shop to the right that was at times a paint shop, haberdashery or butchers. Many locals remember the characters that ran the shop and those next door at various times over the last century. See memories on <a href="http://harstonhistory.org.uk">harstonhistory.org.uk</a></p> <p><b>Significance:</b> H, SC</p>

Non Designated Heritage Asset	
28	<p><b>Village Hall</b></p> <p><b>Description:</b> The land on which the hall is built had been owned and farmed from the late 1700's by the Hays family and was purchased following fund raising activities in 1922-23.</p> <p>The architect was Mr Betham, employed by Sir W Graham Greene, and the main contractor was Mr Clement Jude of Harston. The Architects Journal of 27 October 1926 carried the following description: 'The hall by Mr Bentham has a low-pitched roof, covered with English interlocking tiles which are weathering admirably. The trusses, purlins and rafters are exposed internally. The additional rooms have flat roofs. The walls are plastered externally and fair-face internally. The only small indulgence the architect allowed himself was a porch with a gallery room over it, supported on heavy elm beams which are very jolly. Mr Jude, a village builder of experience, after a long search, found elm seasoned enough to make the doors and the village blacksmith made the hinges. The blacksmith, Harry Lawrance also made the weathervane.</p> <p>The small building to left of driveway has the letters BC&amp; HECo and is in fact an electricity substation. (Beds, Cambs &amp; Hunts Elec Co).</p> <p>The total cost of building the Hall and all surrounding site works was £2504. The hall was officially opened by Sir William Graham Greene on 2 November 1923.</p> <p>It was used by the army in WW2 and had to be much repaired afterwards.</p> <p>Numerous alterations/additions have appeared over time not least of which is the location of the main entrance - originally at the front, subsequently at the side and currently at the rear. The stage has been moved from original position at back of hall to front of hall.</p> <p><b>Significance:</b> A,R,AI,Ac,H,SC</p>
29	<p><b>56 High St, Coach &amp; Horses public house</b></p> <p><b>Description:</b> Was a new pub built on the east side of the High Street by James Northfield in the early C19 after the land had been freed up by enclosure of The Green common land in 1802. It had been allocated to James Beard but James Northfield took over the land and pub in Jan 1819. He owned the pub until his death in 1839 when William Ekin became the new owner. It was originally called the Waggon and Horses and its name seems to have changed in the 1870s to the Coach &amp; Horses although several later documents used both names.</p> <p>1839 description: <i>'a well-accustomed Roadside Public House', together with its extensive Stabling, Yard and Garden'</i></p> <p>The 1906 auction catalogue describes the pub as;</p> <p>'Stud-built and tiled, with ample draw-up for vehicles. The ground floor has an entrance lobby opening into a large and comfortable tap-room with fitted seats to bay window, circular high-backed settles and small Spirit Bar near which is a Bar Parlour with bay window, and a Beer Cellar. At the back is a Kitchen with range, communicating by a Passage with a Private Sitting Room. On the first floor are six Bedrooms and an Attic, approached by two separate Stairways. There is also a detached washhouse at the rear containing copper and a WC.</p>

<b>Non Designated Heritage Asset</b>	
	<p>At the side of the house is a Large Yard approached from the Roadway through a Pair of Boarded Gates and containing on the South a Brick and Tiled Range of Buildings forming Butcher's Shop with Oven, having trade window overlooking the Village Street, a 2-stall stable, Piggeries and Open Cart Shed.'</p> <p>Nora Sellen's 'Harston Scrapbook' 1965 describes the pub as:</p> <p>'Many years ago there was a well in the back garden but quite recently this has been filled in. The cellar is small and about five feet below ground. Inside the bar it is very warm and cosy and many people have to bend their heads when they come in because the ceiling is so low. The saloon bar has been altered so the ceiling is higher. Also in the saloon bar the present landlord (Mr Christine) has put a Jukebox and billiards and now most youngsters stay in there. The three front bedrooms have dormer windows. There used to be two petrol pumps but these are no longer there.'</p> <p>The pub closed in 1985 after which it was converted to offices and residence – the Coach House. May 2017 housed an interior design business, now 2022 has several businesses using it.</p> <p><b>Significance:</b> SC, H, Ac</p>
<b>30</b>	<p><b>57 High Street, Lincoln House</b></p> <p><b>Description:</b> Originally owned by Wallman family from around 1760 until c1918 – small farmers, butchers and apple growers – and connected to Nos 55 &amp; 53 (listed). You can see an outside brick passage from the priest hole in No 53 by fireplace to no 57.</p> <p>Described in an 1818 sales catalogue as 'residence, The dwelling house with hall, parlour, kitchen, washhouse, brew-house, pantry, 4 bedrooms with closets, 2 attics, good cellaring. Situated at an agreeable distance from the High Road, commanding pleasing views with a delightful frontage garden containing numerous espalier fruit trees, fenced from the north by a lofty wall clothed with fine healthy peach and nectarine trees, and a large luxuriant grape vine in front of the house'.</p> <p>Lincoln House and the cottages next door were all part of the small Wallman's farm until 1918 upon the death of the owners, as shown by newspaper advert: 1918 May 31, 3 lots in Harston. Lot 1, an old-fashioned residence fronting the High Street with gardens in front, including numerous farm buildings and a large orchard, previously occupied by the late Mrs Wallman, 3 acres, 3 roods, 0 perches. Lot 2, two houses with gardens and orchards in fruit front and back, yard, buildings - adjacent to lot 1, let to Mrs Stoney &amp; R J Sheldrick at rents totalling £25 pa, 2 roods 27 perches. These two cottages next door, now one, are listed.</p> <p>Mr &amp; Mrs Topham owned No 57 High Street until 1989 and gave it its name as his parents were from Lincoln.</p> <p><b>59 High St</b> used to be just the farm buildings of Wallman's farm (No 57) including Castle Cottage (workmans) and later in 1930s a yard where Premier Travel buses were kept. This later became a car sales premise although some barns were left behind, more recently one converted to a residence.</p> <p><b>Significance:</b> A,R,Al,G,Ac,H,SC</p>
<b>31</b>	<p><b>Old Police House, 70 High Street</b></p> <p><b>Description:</b> In 1925 there was a pressing need for a new police house as the existing rented one was needed by the owner. A Cambridge newspaper reported that a suitable site had been found outside the village, but the Chief Constable accepted a most suitable site next to the park which Mr Arthur Hurrell had offered</p>

<b>Non Designated Heritage Asset</b>	
	<p>as a gift to the county. In October 1955 planning permission was given to build a police office and garage and a new driveway off the main road with the original driveway being closed (subsequently re-opened). No longer used in 1970s as a police house it was then sold as a residence only. Many remember it and the policemen.</p> <p>The dwelling has since almost doubled in size with the garage &amp; original police office connected to main dwelling.</p> <p><b>Significance:</b> R,Al,Ac,H,SC</p>
<b>32</b>	<p><b>Baptist Chapel, Chapel Lane</b></p> <p><b>Description:</b> The original chapel was erected in 1799 where the old graveyard is now, on a piece of land obtained, in trust, from Mr Swan Wallis for the sum of £1. It replaced the barns and Camping Close field used for Methodist preaching by C18th Dissenters. (connections with the origins of the movement &amp; with the Ranters). It had a large church membership and Sunday schools and a day school in C19th. The present building was erected in 1870, and a new schoolroom built in 1886.</p> <p>Brick built in Neo-classical style with 11 multi-paned arched and one circular windows. Ornate red brickwork by local builders repeated in extension to right. Inside raised dias originally there for choir; galleries above reached by stairs next to entrance. Details of renovations at:<a href="https://www.harstonhistory.org.uk/content/topics/a-history-of-harston-baptist-church-1786-1986">https://www.harstonhistory.org.uk/content/topics/a-history-of-harston-baptist-church-1786-1986</a>, but much of original interior &amp; exterior design remains. Original roof insulation, discovered in 1979, was 3 inches of sand overlying old newspapers. Electric lighting arrived in the early 1930s and during the war years the schoolroom initially became a canteen for the troops and later was used by Pye Ltd. to produce radio equipment. Distinctive architecture. History of Baptist church booklet written by Mr Wisbey to celebrate 200 years. Landmark clearly seen at the head/end of Chapel Lane as viewed from the High Street.</p> <p><b>Significance:</b> A, R, Al, G, Ac,H,SC, L</p>
<b>33</b>	<p><b>The Old Manse, 94 High Street</b></p> <p><b>Description:</b> Detached square plan type in gault brick with ashlar quoins, pyramidal hipped slate roof, central stack, 8:8 sash windows &amp; elaborate painted Ionic doorcase. Well preserved example.</p> <p>It would have been built some time after Inclosure in 1802 &amp; pre 1854, directly opposite from where the Baptist Church is located. The 1799 Inclosure map shows the land to the south and east was allocated to Allen Samuel and by 1827 he had bought this land too, originally allocated to Thomas Whitby (a Baptist). By 1865 the dwelling it was sold to John Wallman who in 1875 sold it for £400 to the Trustees of the Baptist Chapel Harston for use as a manse. The first pastor to occupy it was Mr S H Akehurst.</p> <p>In 1895 a damp course was put in &amp; the underneath of the ground floors sealed. Wood work, rafters, guttering etc repairs were carried out in 1920s and electric light installed in 1931 with piped water added in 1936, and hot water and improved sanitation in 1954.</p> <p>It remained as The Manse until 1972 when it was sold as it was unused and needed considerable modernisation and repairs for which funds were not available. As a residence it had a sunlounge added in 1978.</p> <p><b>Significance:</b> A,R,Al,G,H,SC</p>
<b>34</b>	<p><b>102 High Street, Walnut Cottage - Wheelwrights</b></p>



<b>Non Designated Heritage Asset</b>	
	<p><b>Description:</b> One of two older semi-detached cottages owned by the prominent family of Park House opposite and still rented out today. Built mid-C19th. In 1870 Frederick Willers (born about 1848) and family were living in Walnut Cottage and in that year Frederick started the family wheelwrights/carpenters/joiners/coffin maker business, working from a yard at the side of that cottage until the late 1940s. As the supplier of coffins to the Village, they also “provided” funerals. Under Frederick George Willers (born 1914, son of George Thomas Willers) the business stayed there until about 1954 when it moved first to Haslingfield Rd, then Button End.</p> <p><b>Significance:</b> SC,H, AC, G</p>
<b>35</b>	<p><b>108 - 118 High Street ‘Pest houses’</b></p> <p><b>Description:</b> Three pairs of semis built c 1946 for Dr Walter Ripper who started Pest control, at the Hauxton Works. All semis were of a specific design, built of brick but painted white with hip tile roofs, window shutters held back each side in a contrasting colour, and vertical plaster work lines to left of door area painted in a contrasting dark colour. Design and shape has been retained keeping the architectural integrity of the group, with some extensions added to the back. Good design and quality for the time.</p> <p>No main drainage - cesspits at bottom of gardens - drains to cesspits at angle so some went into cesspit next door who had two on their land. The houses had been built on the site of an old house that had been pulled down;</p> <p>Downstairs there was a living room, dining room, pantry, small kitchen with a coke boiler and bathroom with toilet. Initially a copper would heat water. Outside were two sheds, (earth floors, pantile roof), one for coal (smaller &amp; open on one side), the other where kept the bikes, tools, etc. Upstairs was one large bedroom and two small ones.</p> <p>They were built for managers working at Pest Control but said they were for ‘agricultural workers’ (employed by Pest Control) to get round planning regulations. As they were built for managers of Pest Control many people who worked at the Hauxton works lived in these houses over time and still have clear memories of them e.g. <a href="https://www.harstonhistory.org.uk/content/memories/janet-bennett-memories">https://www.harstonhistory.org.uk/content/memories/janet-bennett-memories</a></p> <p><b>Significance:</b> G, Ac, H poss A</p>
<b>36</b>	<p><b>Pinehurst, 153 High Street</b></p> <p><b>Description:</b> Built between 1911-20, in 1989 the house was in a state of disrepair. It was renovated with an extension added by 1990, but its character kept. Retains original external features - windows, woodwork and pine trees. Unusual round window in earlier photos disappeared and replaced. Overhanging front gable in earlier photos replaced by large wooden post supports. Unusual shape bay windows below front gable; three front gables and woodwork retained.</p> <p>Described by occupant in 1920s with “Pine trees in front and down both sides. The lawn in front was more than big enough for two tennis courts – there was one. Orchards on one side and extensive at the rear of the house, also vegetable gardens, cow and milking sheds...some poultry and pigs.</p>

<b>Non Designated Heritage Asset</b>	
	<p>Has early associated memories from 1930s/40s - in WW2 billeted officers with nissen huts and tents in the garden. Locals recall this use and memories given from early occupant who was a child living there in 1920s. Part of land sold off for adjacent house No 151. <b>Significance:</b> A,R,Al,Ac,H,SC</p>
	<b>Station Road</b>
<b>37</b>	<p><b>Tiptofts, formerly Birnam, Station Road</b> <b>Description:</b> Near Station House - original individual 1930s design, art deco, little changed - windows, door, tiled fireplace in tiny maids room, bell board for rooms. Set alone in acreage. Built in 1939 this is a well preserved, rare, unusual example in the village. Original plans show little change to appearance. Have history of family who built the house and memories of living there and contributions to community. <a href="https://www.harstonhistory.org.uk/content/memories/moore-family-memories">https://www.harstonhistory.org.uk/content/memories/moore-family-memories</a> <b>Significance:</b> R,Al,Ac,SC</p>
	<b>Newton Road</b>
<b>38</b>	<p><b>Sunbourn, Newton Road</b> <b>Description:</b> Built in 1920s/30s in dominant position on top of Newton hill above Harston, on land acquired in 1924 by Signe Laven, Swedish physio, with connections to the Greene family in Harston House. The house was built c1925 and the outside walls of the upper storey were clad with wood, whilst the lower was plastered. The wood cladding was stained dark and the shutters with a heart-shaped hole in the centre were painted bright green. The windows had leaded panes and the frames were painted white. There was one chimney, and this was copied from one of the beautiful old chimneys at Harston House. The bricklayer was a skilled man and he and the builder decided to build the walls with an air space inside so as to make them warm and dry. Buildings based on Austrian chalet type style, with many original features- balconies, doors, windows, stained glass on internal door, wood cladding, brass ornamentation above fireplace (possible connection to Newton metalwork school). The original house was very compact and snug. The gates were designed and made by the local blacksmith, Harry Lawrance, specifically for Sunbourn. There were three bedrooms and a bathroom upstairs and a hall, drawing room and kitchen/dining room downstairs. Extensions were added in the thirties, and some additions in 1989 by later owners providing additional rooms &amp; bigger kitchen, but resulting in need for another set of stairs up at other end of house. Sunbourn is named after the Swedish painter Carl Larson's home 'Sundbourn'. <b>Significance:</b> R,Al,Ac,H,L,SC</p>
<b>39</b>	<p><b>Windmill Cottage, Newton Road</b> <b>Description:</b> Brick built early mid C19 windmill cottage with pantile roof was built in front of a tower windmill that operated until c 1900s. Lower part of brick windmill remains showing design with metal platform possibly for loading grain or flour. An old unused artesian pump remains next to the cottage. Original deeds describe the buildings as 'all that tower windmill with the stones, gears and fixtures in and about the same. Also, the cottage, stable, barn, shed and piggeries (buildings) belonging, standing and being in part or parts of the said allotment'. 1805 Ordnance Survey map shows a windmill at this location. A metal 'plaque' on windmill walls is dated 1823. From the deeds, the mill was in the hands of the Foster family with the freehold of the mill &amp; land leased to William Willmott until 1873 when they sold it to Willmott. It had various owners after 1895 but by 1908 it was described as a disused mill and 2 acres 3 roods, 34 perches on Newton Hill Harston. <b>Significance:</b> A,R,Al,Ac,L?,SC</p>

Non Designated Heritage Asset	
	<b>Button End</b>
40	<p><b>Fleece Cottages</b>  <b>Description:</b> The Fleece inn was a lath and plaster build with brick footings occupied part of what is now Nos 1 &amp; 2 Fleece Cottages. Both cottages have extensions to the sides of the original building. In her 1937 book on Harston, Helen Greene said it was built by Mr Whitchurch of Baggot Hall in about 1830 for Mr George Willers who never actually owned the property. He had large cellars where he brewed his own ale, considered the best in the district. The pub also had a large room right across the top floor and was used to celebrate weddings and other events such as village feasts. In the 1850s it had a number of railway workers boarding there and in the 1860s-80s it was known to serve the coprolite workers working on the nearby pits and brickfield. From 1830-53 George Willers was recorded as the Publican, but some members of the Willers family still lived in Fleece Cottages in 1911, the pub having closed down.  <b>Significance:</b> H, Ac, SC, G</p>
41	<p><b>Greystones,</b>  <b>Description:</b> Greystones is now a two storey building with a slate roof but was originally built as a single storey building with a thatched roof. When the roof needed repairing in 1970 occupants of the tied cottage asked for it to be tiled to reduce any risk of fire. The original gutter level of the thatched roof is shown by the beams still showing on the exterior of the building.</p> <p>It is believed that Greystones was the original farmhouse of the Hays family who still farm in the village, and have lived in the listed Baggot Hall for over 100 years, having moved from Button End. No date of construction is known but a newspaper article of 1785 reports that a fire destroyed barns and outhouses but not the farmhouse.</p> <p>At a later date more cottages were attached, two at the southern end of Greystones parallel to the road and one at the northern end at right angles. A sales document from 1932 states that there were five attached properties- four in a row parallel to the road with one at right-angles to it at the end - so Greystones at some point was two cottages but now is only one. The sale was part of the Hays estate sale, but it appears that the buildings remained in the Hays ownership and continued to house their farm workers. This group are some of the oldest buildings in Button End.  <b>Significance:</b> H, Ac, SC, G</p>
	<b>Structures</b>
42	<p><b>ROC post, Newton Road</b>  <b>Description:</b> Royal Observer Corps post used in WW2 with underground structure below Rowley's Hill constructed to monitor nuclear fallout. They were manned by volunteers and operated during the Cold War. A standard design concrete structure consisting of a 14-foot-deep access shaft, a toilet/store and a monitoring room. It still has ladder down to chamber below with original furniture/original iron beds. Have local memories of its use.  <b>Significance:</b> R,AI,Ac,H,L,SC</p>
43	<p><b>Artesian water monuments</b></p>
-	<p><b>Descriptions:</b></p>
46	<p>1. <b>Well-head monument, Button End</b> 'cement' well-head water supply points funded by the Greene family- inscribed 1928 LG (Lucy Greene died that year). Originally there were steps down into the ditch to access the pipe which still has water flowing out. The structure has been damaged by farmer's ditch clearing</p>

<b>Non Designated Heritage Asset</b>	
	<p>operations but is being repaired. Living memories of grandparents collecting water for nearby labourer's cottages.</p> <p><b>2. Well-head monument on Rhee House</b> brick <b>garden wall</b> on bend of Church St &amp; Haslingfield Rd. Funded by Greene family with inscription 'In Memoriam/m 1927 AMG' ( in memory of Alice Greene). No longer a water source.</p> <p><b>3. Well-head monument on The Green</b> - was continuously flowing – funded by Greene family for locals to use and is connected to an artesian well in the grounds of the neighbouring Harston House. Has inscription 1921 GG &amp; EG (Graham Greene &amp; Edward Greene). Of cement construction but around 2020 local PC added modern tap and drilled notice into the monument. Adding tap seems to have caused a new spring to appear above this point on the Green, flowing over it.</p> <p><b>4. Well-head</b>, High St, to the right of PO/shop before village hall. Another artesian water source; Brick built well-head with steps down from street to ditch and iron handrail still in place provided by Dr Young from his nearby Bath House in the early C20th. On a stone tablet it has Greek inscription 'Aπιotov hev + 4 unclear letters' and 1905 showing. A few years ago, the spring reappeared under the floor of a nearby house and had to be diverted into 'town ditch'. (Springs reappeared after Barrington Cement works shut down and reduced abstraction of water).</p> <p><b>Significance:</b> A,R,Al,Ac,H,L,SC</p>
	<b>Historical open spaces</b>
<b>47</b>	<p><b>The (Swan) Green, Royston Road</b></p> <p><b>Description:</b> Connected historically to White Swan Inn that bounded its southern side until burnt down in 1928 and bounded to north by Harston House (once called Thoroughfare Inn) and west by group/row of buildings owned in C19th by saddler and Queen's Head pub. The area was a busy stopping place for travellers that passed through along the north-south route and east west route that crossed here – probably why some sales documents referred to the area as The Cross. A 19th century Grade 2 listed Trinity milestone is found on the Green. Once the old centre of the village and used to be location for village fairs until 1930s with living memories of such. Artesian well &amp; Village sign are sited there. There remains several fir trees planted by Greene family - originally five to represent the five sisters who lived at Harston House. A couple remain, but are overshadowed by newer deciduous trees with wide canopies.</p> <p><b>Significance:</b> A, G, H, L, SC</p>
<b>48</b>	<p><b>War Memorial Green</b></p> <p><b>Description:</b> at junction of Station Road, High Street and Royston Road - was part of the original Village Green pre Inclosure. War Memorial Green is surrounded by older C19th and earlier housing and forms part of the historic core of the village. Important green area for siting of war memorial - possibly because the comrades of the Great War used to meet at the adjacent Pemberton Arms. General area previously called Post Office corner before War Memorial with its Green established clearly in 1920s.It used to have a village standpipe/pump.</p> <p><b>Significance:</b> A, G, H, L, SC</p>
<b>49</b>	<p><b>The Drift</b> (off High Street - leading to Shelford Road)</p> <p><b>Description:</b> A tree-lined ancient trackway from before Inclosure in 1802 linking Harston to Little Shelford Rd with adjoining wood - The Rookery. In WW2 army trucks were kept there camouflaged by trees lining trackway. Troops were also billeted there in tents. There used to be a guardhouse at the High Street entrance - a cement base remains which is believed was the site of the guardhouse. This is a well-known land feature in the village being a well wooded trackway that provides a pleasant walk from the protected countryside frontage opposite listed</p>

	<b>Non Designated Heritage Asset</b>
	Park House, that links to the outskirts of the village, that instantly gives the rural feel to the walk from the A10. Well used by residents Significance: A, R, H, SC



## Appendix 4 – Harston’s locally important views

A view is a sight of a landscape from a place which is accessible to the majority of people i.e. from public vantage points, either within the built-up area, including towards locally important heritage assets/distinctive buildings or into or out of the surrounding countryside, including towards distinctive land features. There is no restriction on the width of these views; they may only be a glimpse of something in the landscape which is significant to us. The views may also develop as the viewer progresses down the viewing corridor. The views vary in depth and width, and function, but help to affirm or reinforce our sense of place.

Map 6 in the main body of this plan shows the views that are highly valued by the residents of Harston Neighbourhood Area and that NP Policy seeks to protect. Each view is described further below. Although each view (marked by a cone on the location map) is shown by a photograph taken from a specific point, in almost all cases the view can be seen and appreciated from a wider perspective in the vicinity of the photo location, as the viewer walks, drives or cycles down or through the viewing corridor. While the photo provides a general representation of the view, the key features that underlie the value of the view and that are to be maintained and protected by any development are identified in the accompanying text.

It is important that any new development proposals coming forward respect and do not significantly adversely impact locally valued views, landscape character and setting that contribute towards establishing a sense of place in the parish. Future developments which fall within the view areas shown in the Neighbourhood Plan, should in fact look to enhance the key landscape and built development features identified, with special attention given to the design and layout.

In some cases, the views are of visually important open land, which is undeveloped, within or on the edge of our settlement, which contributes to the form, character or setting of our area. A number of views are behind Important Countryside Frontages that already exist. Map 5 shows these areas of visually important open land. Development of this land would fundamentally alter our landscape setting, perhaps by reducing spaces between settlements or increasing the sense of urbanisation in our village. This open land should be protected/retained and recognised as important contributors to settlement character which would benefit from improved public access.

The majority relate to views out of the village to the surrounding countryside but other key views in the surrounding landscape are considered important, particularly for the setting of the village and enjoyment of the surrounding countryside by its residents.

### View A

Location: by Harston House wall, church Street.



**Description:** View looks north over an old, enclosed pasture, with old historic buildings and old walls framing either side. Beyond the hedge/tree bound pasture can be seen arable farmland over gently rising (chalk) topography.

The view changes and becomes much longer once the trees have shed their leaves. Then you can see the soft vegetated edge of the back gardens in the distance along the west side of the High St (in right half of photo) that frame the view.

Both winter and summer views are valued as they allow the feel of the countryside to enter the built village, and local residents enjoy the changing vegetation and colours.

This open frontage is a defining characteristic of this historic part of the village as the horse pasture, a visually important open space, reinforces the separate character of arable farmland beyond from the historic core of the village around Harston House while providing for the latter's rural setting. The pasture and well conserved old farm buildings used to be associated with Harston House's farm, long since gone, so are valued for their historic link.

A previous proposal for the Melbourn Greenway to divert through this area has been put aside as it lacked popularity. Transition areas between built village and Green Belt, that frame the view to right, need to ensure their vegetation is not removed.

### View B

Location: Church St to west of Beech Farm through the thinly tree lined stretch along the road.



**Description:** The view is relatively short, seen through different gaps in the vegetation and is less visible when trees are in leaf. With less leaves the view extends across the first pasture—often seen with sheep grazing and over the field beyond so Beech Farm Cottages can be seen in the distance in Button End. The view is enclosed by tree-lined hedge boundaries with Beech Farm House to right and cottages in Button End to left.

This view is valued as it emphasizes the western end of Church Street increasing ruralness as it is less densely developed. This relatively small old, enclosed pasture, which is occasionally grazed by sheep is a visually important open space, important also for biodiversity, that gives the village its rural and more tranquil feel. It separates housing to right and left and from the more dispersed housing north towards Button End. The view in contrast provides the link to Beech Farm cottages that used to house Beech Farm workers, giving a visible connection to Button End in the distance. The pasture once was the site of Beech Farm buildings before it was remodelled so reflects the historical development of the area.

When the new re-development at Beech Farm occurs in the immediate future, trees bordering the east and south side of the field need to be maintained and protected. Many to the east have TPOs on them.

### View C

Location: at northern end of the tarmacked part of The Footpath public path leading north from Church St.



**Description:** A relatively short flat view looking NNW along a movement corridor with pastures either side and the wooded area of Button End abandoned gravel pits in the distance. Beech Farm Cottages can be seen at end of the public footpath. Pastures to right/east are hedge bound, framing the view.

Locals value this interesting view across the old hedge enclosed pastures, important for biodiversity, which contain rare breed sheep and pigs, reared using varied and sustainable farming methods, and which carry on the characteristic tradition of small holdings within the village. It has other historic connections, having once upon a time been the location of the Nightingale fair but also providing a connection between Beech Farm house and the cottages of its past workers.

The footpath is walked daily by many and is highly valued, not only because it provides a quicker, quieter and more rural link, than continuing along Church St, for walkers wishing to reach Button End, but because it gives an immediate feel of being in the countryside. These

visually important open spaces form part of the more dispersed/low density village character area that allow the countryside to enter the village.

It is important to retain the wooded area in the distance which screens the industrial estate but also the openness of this view, so it hopefully won't be impacted by inappropriate 'farm' building as in the past. As it is relatively narrow and well-walked, the path has sunk down in the middle and gets muddy in winter. Improvements could be made to level and widen the path to improve the surface. Designating an Important Countryside Frontage along the edge as it leaves The Footpath might be considered.

### **View D**

Location: On public footpath south of Beech Farm Cottages



This is almost the opposite view to view C and is the enclosed view looking SSW towards the historic core. The view is towards the junction of Button End, Haslingfield Rd and Church Street. The field is separated from that in view B by hedgerows and trees and to the left is the tree-lined boundary of Beech Farm. To the right are cottages at southern end of Button End.

This open view over the old pastures is valued as written for view C, providing both a separation and connection between Button End and Church Street, as well as important for biodiversity. It is also valued as it shows part of the historic core, with the church, manor & Rhee House, all grade listed buildings that are in a well landscaped setting in the distance.

It is important to protect and maintain the hedgerow and tree boundaries, particularly when the Beech Farm area is developed as it provides the soft edge to the built up area.

### **View E**

Location: From the road edge, opposite those meadows seen in views B, C & D after the end of the row of late 1930s housing at the southern end of Button End.





**Description:** This is a panoramic view west & NW across a little-used meadow taking the eye to the tree line in the distance which marks the edge of the river terrace, 3-4 m above the narrow river floodplain meadow area, and enclosing the view. Central can be seen the deciduous wood which has regenerated on the old disused gravel pits. To the right can be seen a small group of older housing found along Button End Lane. To the left is a hedgerow which divides the meadow from the local cemetery.

This area is valued for its panoramic view west over open land both towards the River Rhee and north towards a deciduous woodland. The latter, as it was abandoned mid-C20th, provides a much appreciated haven for wildlife- deer, badgers, black squirrels to name but a few. This open area is also of archaeological importance as a site of possible Saxon burials, with old field boundaries, but is valued in particular as it provides both a separation from the more densely settled historic core, but also links to, and provides a setting for more rural Button End with cottages seen in the distance.

This area (predominantly fallow field) could be enhanced with improvement to a wildflower meadow and possible development of a nature reserve in the old gravel pit woodland with improved access through this field.

#### **View F.**

Location: Opposite Fleece Cottages, north of the industrial estate on Button End.



**Description:** This longish view is seen through a wide gap in the hedgerow boundary on the right/east side of the lane and a similar view can be seen just beyond Hope Cottage. The view looks over the arable farmlands to the east while in the distance Hill Top Farm, originally known as Brickfield House or the White House as it used to be called, can be seen near the top of the chalk rise. This marks the western edge of High St back gardens which encloses this view.

The open frontage opens up a wide, distant attractive view, valued as that the viewer feels he is immediately in the countryside even though this area separates the built up area of Harston to west from Button End. Locals value this visual historical link to the rest of the village while appreciating the countryside between. In addition to this wide open land, in the foreground is a corner is under environmental stewardship, providing a more diverse habitat for wildlife.

Clearly identifying where locals can walk along the edge of the environmental area will help maintain its ecological value as well as conserve the view. Retention of some gaps is useful to provide the link between residences and the countryside.



**View G:**

Location: From the gate at end of Button End Lane (no through road) 3 separate views are appreciated viewing west to east.



Panoramic view looking northwards from Button End into the countryside, joining together all 3 views

**Gi:**



This view is looking west along a wide grassy field edge permissive path, bounded on left (south) by hedgerow & trees which soften the village edge and with treeline of the River Rhee ahead, bounding the western edge of the field, with open arable farmland to right/NW. Rising above the open farmland the chalk hill (Money Hill) above Haslingfield can be seen in distance.

This view and area provides enjoyment for local walkers where nature can be seen and enjoyed. Beyond the River Rhee treeline is one of the very few hills in this flat area so it is highly valued. The route of the proposed EWR near Haslingfield will be visible and so the view will be directly affected by the construction and operation of the new railway.

Improvements to the Cam/Rhee green corridor south of Cambridge seen along the treeline should be encouraged and supported, including better access, in addition to the Environmental Stewardship agreements existing to improve the biodiversity and riverside environment.

**Gii:**



This view is looking north along the tree/ditch lined public footpath which bounds the open arable farmland along its (eastern) right side. The tree line in the distance that swings to the left follows the footpath, (sometimes called the Baulks) linking Harston to Haslingfield. Glimpses of the latter amongst trees can be seen in the distance to NW over arable farmland.

A line of trees has grown up in the ditch over last 25 years which not only helps to divide up the panoramic view and make it more interesting but provides a valued more varied habitat than the open arable fields.

The open farmland creates a clear separation between Haslingfield and Harston and walkers have said the area can feel quickly remote and tranquil. In contrast the paths linking the villages should be maintained/improved allowing for a circular route which cyclists, walkers and horse riders can all use to appreciate the scenery the travel through.

**Giii:**



This fairly long and wide view looks northeast over open arable farmland, although the large field feels enclosed by the hedgerow/treed boundaries to north and east in the distance. The permissive footpath, with a wide field margin, continues along the field edge to the east swinging south around a clump of trees, including some large willows (County Wildlife site of lowland Fen).

Again, this view is valued highly as it feels the countryside goes on for some distance and paths through it have been well-used for many years as it provides a rural and quiet route for walkers and horse riders to explore the fields, hedgerows and the lowland Fen area.

Retention of permissive paths in this area is very important to local residents for the above reasons but also as it links to other field edge permissive paths helping create more circular walking routes amongst the countryside.

### View H

**Location:** Royston Road just before you enter village from the south.



**Description:** This view looks southeast, over a wide grass verge, through a wide gap in the treed hedgerow over flat arable farmland towards the distinctive group of trees on Rowley's Hill in the distance, part of a chalk ridge. A large crater can be seen below the summit - a disused clunch pit. A small wood breaks up the view to left as do hedgerow bound field edges which hide the rail line.

As the land gently rolls up to the chalk ridge this gives a sense of providing the setting for the village in contrast with the flat farmland below- giving us a strong sense of place. As the hard chalk from the clunch pit was used for local building material in the past this provides an interesting aspect to the view as well as emphasizing our historic links to the area.

Strip lynchets below the clunch pit were ploughed out around 1980. It would impact greatly on the view if the clunch pit was affected by future developments such as East West Rail which may also cut through Rowley's Hill.

### View Ji

**Location:** By hedgerow between No 1 High St and Neptune store.



**Description:** This view looks west over a well-kept hedgerow, between scattered trees and over an old pasture where horses still graze. The pasture is framed to left by The Cottage (Local Heritage Asset), to the right by Neptune store and by hedgerows and trees bounding the field to the west in the distance.

The protection of this view behind an Important Countryside Frontage is greatly appreciated by locals as it helps to retain the old field patterns around and providing the setting for adjacent Grade II listed Harston House, which is hidden behind the trees to the left, although more visible in winter.

This area is visually important open land giving the feel of the countryside entering the village but the smaller pastures/old enclosures with large trees forming the field boundary enclosing them and separating them from the open arable land behind, give this area a more intimate and local feel.

It is important to retain this area as it gives a spacious feel to the beginning of the High Street which, going north, has a lot more properties on narrower, long, old enclosure strips.

### **View Jii**

**Location:** By hedgerow between No 1 High St and Neptune store



**Description:** This view from a similar location to Ji but looking NW shows recent building of two large houses along the eastern boundary (to right) where there has been a removal of the soft edge of the field boundary behind Neptune.

This has altered the rural character of the view changing the isolated landmark Neptune building fronting the High St to one forming the front of a line of large buildings behind it making it look more built up instead of rural.

Replacement planting of trees/hedgerows along the eastern boundary of this view is needed to soften this edge of the pasture behind the ICF.



### View K

**Location:** opposite Park House, on High St



**Description:** This view looks east over a ditch and straggling low hedgerow across a horse pasture with a strong line of trees to north/left to right and a wood in the distance, beyond another field.

This area behind an Important Countryside Frontage allows the countryside to come right up to main road but the treed boundaries actually separate two C20th built up areas within the village on the east side of High St. It does however act as a visual link between them and the openness of this visually important land should be maintained.

There are strong historical links to the area. It was common land until 1802 enclosure and has traditionally been grazed by cattle and still by horses, a continuation of the once rural business connected to the old Park House Stables opposite, now converted to residences. Locals enjoy seeing the grazing horses as part of a rural activity. The local landowner, living at Park House opposite, used to allow this area called Park field to be used for cricket or football in the past before the present Recreation Ground was created in nearby The Limes. It also had fairs or gymkhanas in the past so is seen as part of our rural local history and heritage.

The tree-lined boundaries bordering the northern edge of this open area along The Drift, a public footpath, give a more intimate sense of enclosure as do the trees in the distance, part of the Rookery Wood. The wood is also very important as there is little woodland in the area. Different aspects of this view can be seen through gaps in the treed boundary of The Drift and the quiet is highly valued in contrast with the noisy A10.

### View N

**Location:** Just east of level crossing on Newton Rd.





**Description:** This wide open view looks east up Newton Road Hill towards the chalk ridge with wide grass verges with arable fields either side beyond the hedgerows. A group of trees at the top almost camouflage the small group of residences there.

This is considered one of the most important views as it is in contrast to the flat land most of the village is on and shows the chalk ridge rising from the village.

The dwellings create interest and a strong connection to the village. They are significant architecturally and historically with the old windmill ruin and cottage, Sunbourn chalet style building and Sarek with its modern unusual shape, design and materials that catches the sun with a warm glow in the evenings.

The road is a well-used route for walkers and cyclists making their way to neighbouring Newton and beyond but a safer off road footpath is aspired to. Different views can be seen along the chalk ridge to north, east and south which locals value – particularly to Rowley’s Hill to the south and St Margaret’s Mount to the east.

### View L

Location: Just east of level crossing on Newton Rd.



**Description:** This view looks northeast, through a gap in the hedgerow, over a rolling wide open landscape of different colour arable fields with more intermittent field boundaries, to the wooded top of St Margaret’s Mount in the distance. The hedgerow line across the view disguises the road from Newton to London Rd, in Harston.

This wide open view with large skies give a real sense of place with the wooded high end point of the chalk ridge providing an interesting contrasting landscape for locals to see, appreciate, walk and ride near compared with the flat land the village is located on. A view of St Margaret’s Mount can also be seen from various points along the footpath north of the railway line before it reaches Shelford Road and emphasizes the way the chalk ridge surrounds the village to the southeast and east, reinforcing our sense of place.

The obelisk monument on top of St Margaret’s Mount, which has links to Harston Manor’s history, and old C19 clunch/chalk pits that used to contain lime kilns, cannot be seen from Harston but can be walked to.

East West Rail will cut across this view if it goes ahead creating a visual disturbance and loss of tranquillity, as well as disruption to natural habitats and wildlife.

### View M

Location: on public footpath between Shelford Road and The Drift



**Description:** This wide, long view looks south gently rising across large open arable farmland towards Rowley's Hill in the distance with its distinctive small group of trees. There are a few small groups of trees/vegetation that surround small residential plots and the eastern edge of the village to the right.

Rowley's Hill in the distance is an important land feature for the village as it can be seen from several other viewpoints along this footpath, as well as from Newton Road. Rowley's Hill is the highest point on the chalk ridge and provides part of the greatly valued rural setting for Harston which nestles on the flat land below to right/west of photo.

The proposed route of EWR is likely to disrupt and mar this tranquil landscape.

### View P

Location: from track on a rise by Rectory Farm



**Description:** This panoramic view, seen through a gap in the hedgerow by the bridleway, looks west across wide open arable fields to Money Hill by Haslingfield in the far distance.

This view is valued as the raised ground allows for a much longer view that connects the eye to the neighbouring village, with church tower visible, in the wooded distance. It also allows for appreciation of the tranquil, almost isolated, countryside between, despite the wide, hedgerow lined, well-used bridleway that connects them.

Proposals to turn the bridleway into a Greenway with a wide surfaced route needs to ensure the countryside feel is retained and path surfaces do not look urbanised.

### View Q

Location: On footpath to Barrington on Harston 's western boundary on west side of river.



**Description:** This view looks west from the footpath on flat meadow land towards with the chalkland landscape between Barrington and Haslingfield, with views across to Chapel Hill and the clunch pits beyond.

This view is highly valued as the higher land contrasts with the flat land of Harston below creating a beautiful, distant landscape to enjoy.



Figure 6: sketch of View Q from footpath by meadows beyond 2<sup>nd</sup> circular metal gate, looking across open farmland with crops and occasional trees towards Chapel Hill. A beautiful view which is threatened with destruction by East West Rail.



## Appendix 5 – Significant tree groups in the parish



### Significant tree groups in Harston (in addition to TPOs)

- 1 Line of 6 mature trees fronting road with treed plot boundaries of Tiptofts plot
- 2 Long narrow stand of trees/wood + ditch fronting road with trees fronting Baggot Hall
- 3 Line of 6 mature trees in gardens Nos 39, 41, 43, 47
- 4 Double line of mature trees fronting school field, and along sides with 'forest' area at back
- 5 Line of trees along ICF, west side of High St & line on east side in front gardens
- 6 Group of conifers & deciduous trees in Harston House grounds/by wall & on The Green opposite
- 7 Trees and grass verge lining road on east side
- 8 Row of trees/scrub along ICF in Church St next to Beech Farmhouse & 3-4 trees on south side of road
- 9 Gravel pits wood
- 10 Group of mature, tall Poplar trees
- 11 Hill Top Farm wood
- 12 Tree lines public path, the Drift
- 13 The Rookery- deciduous wood
- 14 Trees and scrub bordering west, north and south side of Recreation Ground

Basemap data: © OpenStreetMap contributors, SRTM; Basemap cartography: © OpenTopoMap (CC-BY-SA)

# Appendix 6 – Visual illustration of traffic related issues and potential solutions in historic core

Traffic related issues and potential solutions in Church St and The Green

Many **large HGVs** use Church St which isn't suitable as it is too **narrow** and lorries end up mounting the pavement. Farm traffic unable to use Church St during surgery hours.

Harston surgery is expanding but has **insufficient parking** spaces and those it does have behind the surgery are narrow and turning is not easy so this puts off many people. People prefer to park on Church St by the surgery on south side of the road show by the blue line, especially if they are just picking up a prescription.

This creates **congestion and safety issues** as traffic has to pull out from behind parked cars and cannot see oncoming traffic, especially as they are on a bend, until they are face to face. Deadlock often happens with cars and lorries mounting the pavement.

**Parked cars on road** make it unsafe for the many pedestrians trying to reach surgery or cyclists.

Residents of 46, 40 Royston Rd (*wrongly labelled Church St on map*) and 1, 1a, 2 Hurrell's Row **rely on on-street parking** alongside The Green as they have no off-street parking. The lay-by on the other side of The Green is always full.

**Parking solution proposed:** Provide 8-9 parking spaces set back in The Footpath, keeping vegetation on other side of parking, with new exit road with improved sight lines as suggested by AECOM technical team. Needs to be looked at in conjunction with S Cambs plans to Double Nature & revitalise allotments in The Footpath.

**Solution to safety issues proposed:** 20 mph speed limit proposed for Church St and by the Green. **Speed humps in Church St** Yellow lines could be placed outside surgery area from The Green to make that stretch safer, should parking be provided in The Footpath. **Raised road table** near surgery

The proposed Melbourn Greenway across the fields will no longer happen but more cyclists may use Church St and Button End to reach the proposed **Haslingfield Greenway**.

The **Green is an historic area** of Harston and does not need to lose any land- it is a heritage asset. It has an old artesian well which sometimes causes road flooding.

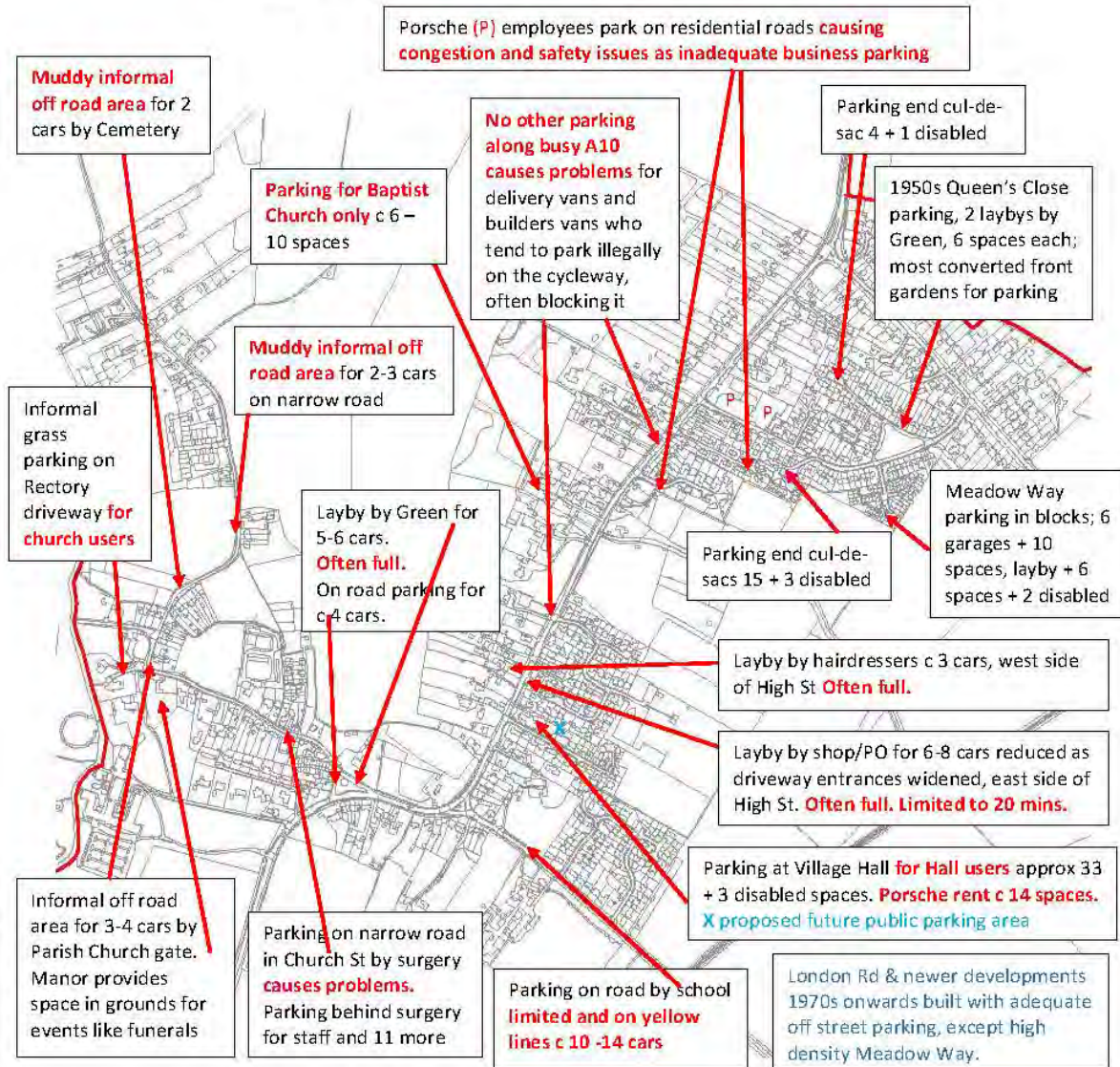
Lorries, cars and vans often **speed away** from the congestion of Church St towards the A10, but the junction with the A10 is where the cycleway and cyclists cross

Should the roads around The Green be restricted to one way, **lorries would be unable to turn** on and off the A10 without mounting an area of The Green which would ruin it. Already some **corners are damaged** by lorry tire marks.



# Appendix 7 - Village-wide parking issues and potential solutions

## Parking provision and issues in Harston

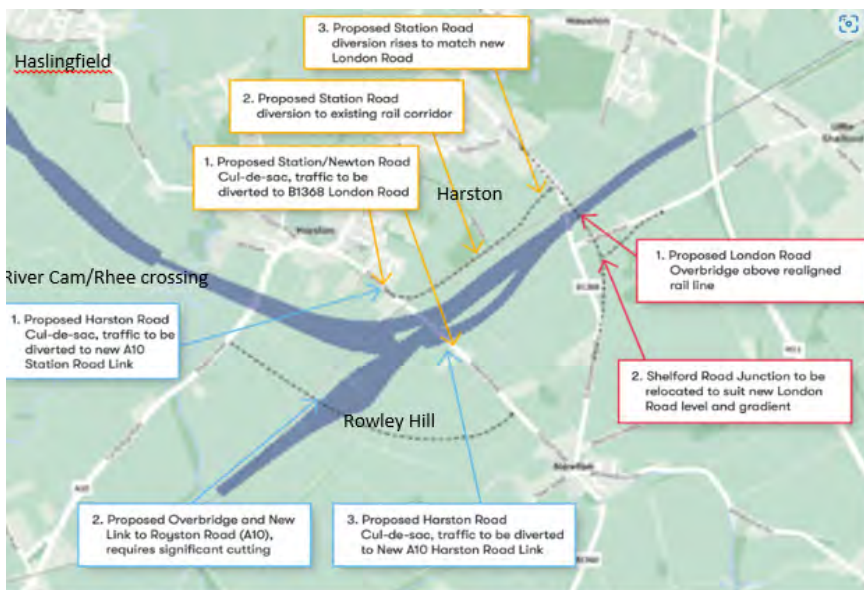


# Appendix 8 - Some notes on potential implications of East West Rail to local area

These notes have been prepared by Harston residents:

The proposed route of EWR will go south of Haslingfield Village, passing through Chapel Hill, and crossing over the River Cam and its floodplain. It would then pass south of Harston Village. This might necessitate an elevated track of up to 10- 12m above ground level from Chapel Hill, Haslingfield, over the A10 to Rowley's Hill/Newton Road, Harston where it would join the (King's Cross) Royston Branch Line via a new grade-separated junction. Presently EWR's preferred configuration has the King's Cross Line rising over the westbound EWR lines. The westbound EWR lines are likely to be cut into the northern side of Rowley's Hill.

The map below shows that to accommodate motorised traffic two new roads are being proposed; firstly, from the A10 south of Harston bridged over the line to the top of the hill on the existing Newton Road. The second from Station Road along the proposed redundant line onto London Road. London Road and Shelford Road would need to be realigned to accommodate a new bridge over the line. EWR are currently revalidating alternative road highways alignments and connections in this area, and they expect to present their proposed road alignments at the next public statutory consultation, mid-2024. This includes taking into account feedback received on the potential diverted road link between Newton and Harston villages, including the visual impact of a road highway over the new railway.



This map shows the full extent of the proposed East West Rail route past Harston  
Figure 7: Map provided by East West Rail and annotated locally

During EWR 2021 non-statutory consultation, they presented outline details about where the new railway might need to be 'in cutting' or 'on embankment/viaduct' and displayed the 'reasonable worst case' scenario. Since local feedback they have been looking at potential opportunities to reduce or remove viaducts and embankments, by: taking the railway under roads in cuttings instead of building viaducts over them; making minor diversions to potential route alignments to allow the railway to be lowered; diverting the roads over the railway on smaller bridges instead of building viaducts over existing roads.

## Appendix 9 – Rationale for site selection

Four sites were identified in the AECOM site assessment report as being potentially suitable for allocation through the Neighbourhood Plan. These were:

**1. Centenary Works, in Button End.** This is in the Green Belt, and at quite a distance away from the village development framework so is in an unsuitable location. However, because it is a brown field site it could potentially be considered developable but in order to be in keeping with the characteristics of the surrounding low density area - typically one dwelling within a large plot, a development of 1-2 dwellings only would be considered suitable.

It was decided that there are existing planning policies in South Cambridgeshire's 2018 Local Plan that provide an appropriate decision-making framework for such a scheme to come forward and no value would be added by allocating this site as part of HNP.

**2. SIG Roofing site on Station Road.** This is a Green Belt brownfield site and is close to the village development framework. It is regarded as a site that has the potential to address parish-specific housing needs. Being located in the Green Belt and on the settlement edge, it is however a sensitive site. Any scheme would need to be carefully designed and landscaped to assimilate successfully into its settlement edge location. A proposal on this site has been refused in the past, and an allocation through the HNP will help this site to come forward.

**3. Land off (57) High Street.** This is not a Green Belt location, but it is outside the village development framework. AECOM have estimated the site has the capacity to deliver 8 dwellings although it is noted the landowners would want more in order to address the costs of addressing site constraints. There is a non-designated heritage asset located in the vicinity of the site that itself is adjacent to a listed building. It is understood that development here could only come forward if the non-designated heritage asset were knocked down. Due to concerns regarding impact on heritage and local character this site has not been allocated as part of this plan.

**4. Land off 131 High Street.** This is a brownfield site, a closed garden nursery with old greenhouses which are gradually being removed, half within village framework and half in white land. It is already surrounded by other residential development. AECOM have accepted the 6 dwellings estimate. As long as the highways constraint on vehicle trips on strategic road network can be dealt with, Harston Parish Council considers this to be a suitable site for development which will become available within next 4-5 years