

- If this is not the case, does the policy apply to all buildings, or a percentage? Has an assessment of the impact on viability of the implementation of the Policy been undertaken? (BC test).

13. Policy FOX/10 Housing Mix

- Mention is made in the final paragraph of this policy to Standard M4(2). See comments for Policy FOX/9 regarding the Written Ministerial Statement 25 March 2015. If this is not the case, should the term 'where appropriate' be added to allow for flexibility where there may be a need for exceptions to the policy? (BC test)

14. Policy FOX11 Rural Exception sites

- This is repeating Local Plan Policy H/11 about exception sites although there are some locally specific elements. We continue to have concerns that the policy by discouraging all development in the chalklands area is too restrictive. In the future it may be that to meet the local housing needs of the parish that sites in the chalkland area may have to be considered. (BC test)

Chapter 7 Community facilities

15. Policy FOX/12 Protecting Community Facilities

- In the first sentence of the policy the term 'significant harm' is used. This term should be defined for clarity. (BC test)
- The policy asks for evidence, but it is unclear what actual evidence would be required to support this policy. (BC test)
- Policy SC/3 in the Local Plan protects community facilities. The neighbourhood plan policy does include facilities specific to Foxton but repeats only part of the local plan policy criteria – It could be interpreted as a weaker policy. It would be preferable to highlight the specific facilities in Foxton and cross refer to Policy SC/3. (BC test)

16. Policy FOX14 Protect and Increase Recreational and Informal Open Space.

- This policy is all embracing. Policy SC/7 in the Local Plan protects recreation grounds, allotments and community orchards. It is unclear what is meant by existing open spaces – is there a map to show all such areas within the village? Would future green spaces be considered? Is there an overlap with the green spaces protected in Policy FOX/7? (BC test)

Chapter 8 Employment

17. Policy FOX16 New Employment Provision in Foxton

- Local Plan policies cover many of the criteria included in this policy. The only exception is the final criteria about electric charging points (BC test)

Chapter 9 Transport Employment

18. Policy FOX/18 New Development and Connectivity

- The last section of policy talks about proposals that generate a significant amount of traffic in the area. It is not clear how this significance would be measured. (BC test)

19. Policy FOX/20 A10 Cambridge Road Development Opportunity Site

- The policy refers to a "site" but the map identifies two sites. Would both sites be allowed to be developed or only one? (BC test)
- This policy includes the phrase 'minimising negative impact on... the local environment'. It should explicitly recognise heritage assets/the historic environment. (BC test)

20. Appendix 1 Designated heritage assets

- Designated heritage assets should be taken from the National Heritage List for England. (Non-BC test)

- The list of heritage assets can become out-of-date and therefore, if it's considered necessary to include the list, the date and source of the list should be also be stated. (Non-BC test)

68617

Object

Respondent: R2 Developments Limited
Agent: Pegasus Group
Date received: 16/02/2021 via Email

Summary:

Policy FOX/6
Client has land interest in two land parcels.
Parcel A - located to north and east of Barrington Road
Parcel B - located to south east of Cambridge Road.
Considers land suitable for development. Landscape Visual Appraisal carried out on parcels of land.
Objecting to views and gateways proposed in this policy
& shown in Figure 15 and how they impact the parcels of land. Insufficient evidence to justify policy approach put forward in Plan

Full text:

-

Change suggested by respondent:

-

Attachments: Response Form - <https://scambis.oc2.uk/a/sd94j>

68618

Support

Respondent: R2 Developments Limited

Agent: Pegasus Group

Date received: 16/02/2021 via Email

Summary:

Foxton sustainability - paragraphs 2.3 and 3.20

Overview of village's service provision. Benefits from direct mainline rail link to London and Cambridge. Good provision of community facilities.

Foxton designated as Group Village in Local Plan - opportunity to deliver sustainable levels of growth. New residential and employment growth would strengthen vitality and viability of existing businesses and services.

Full text:

-

Change suggested by respondent:

-

Attachments: Response Form - <https://scambs.oc2.uk/a/sd94j>

68619

Support

Respondent: R2 Developments Limited

Agent: Pegasus Group

Date received: 16/02/2021 via Email

Summary:

FOX/19

Support new Travel Hub proposed by GCP. Delivery of hub will make Foxton attractive location for new employment and residential growth - enhance its sustainability beyond other Group Villages. New development could contribute towards delivering highway improvements needed to support hub and improve village connectivity.

Plus East-West Rail proposals enhance sustainability of village. Preferred route close to parish boundary. Could be interchange between this proposal and existing rail line between Foxton and Cambridge. Work could start by 2025.

Full text:

-

Change suggested by respondent:

-

Attachments: Response Form - <https://scambbs.oc2.uk/a/sd94j>

68620

Object

Respondent: R2 Developments Limited

Agent: Pegasus Group

Date received: 16/02/2021 via Email

Summary:

Growth of Foxton Paragraphs 6.1-6.17

Foxton NP should be in general conformity with adopted Local Plan. Emerging Greater Cambridge Local Plan (GCLP) Issues and Options indicating significantly higher housing numbers.

Site Option and Assessment document supporting Foxton NP had 5 potential residential sites. GCLP call for sites yielded 8 residential sites, 1 employment and 1 mixed. NP should be updated to review additional sites.

Consider that Green Belt should be reviewed adjacent to Foxton. Potential for more growth in area.

NP will rapidly be outdated by GCLP. Site Options document not proportionate or robust basis to guide development.

Full text:

-

Change suggested by respondent:

-

Attachments: Response Form - <https://scambs.oc2.uk/a/sd94j>

68621

Object

Respondent: R2 Developments Limited

Agent: Pegasus Group

Date received: 16/02/2021 via Email

Summary:

Parcel A - Land north and east of Barrington Rd - Paragraph 6.1-6.17 and Site Option Assessment Evidence document

Considers site has potential for 50-70 dwellings.

Site in Green Belt but exceptional circumstances to warrant review of Green Belt through preparation of Foxton NP and GCLP.

Landscape and Visual appraisal supports site suitable for development. Good transport and highway links can be delivered by scheme. Foxton Travel Hub will link land to village. development will not impact Conservation Area.

Full text:

-

Change suggested by respondent:

-

Attachments: Response Form - <https://scambs.oc2.uk/a/sd94j>

68622

Object

Respondent: R2 Developments Limited

Agent: Pegasus Group

Date received: 16/02/2021 via Email

Summary:

FOX/20 and Parcel B Land south east of Cambridge Road

Site being promoted through Foxtton NP and GCLP for removal from Green Belt and allocation for employment or mixed use.

Site adjacent to FOX/20 allocation. Support allocation of this land in FOX/20 - sustainable and of strategic importance to village. should include Parcel B within policy.

Landscape and Visual Appraisal support this. confirms land should be released from Green Belt. Good transport and highway links from scheme. No impact on built heritage assets.

Land should be assessed for development potential. Site Option Assessment not proportionate or robust to guide development.

Full text:

-

Change suggested by respondent:

-

Attachments: Response Form - <https://scambs.oc2.uk/a/sd94j>

Foxton Neighbourhood Plan



Response Form

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

Part A – Your Details

Part B – Your Response

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

All comments **must** be received by 5pm on Tuesday 23 February 2021.

Data Protection

We will treat your data in accordance with our Privacy Notices:

www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan.

Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

The Council is not allowed to automatically notify you of future consultations unless you 'opt-in'.

Do you wish to be kept informed of future stages of the Foxton Neighbourhood Plan?

Please tick: Yes No

Part A – Your Details

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

Name:		Agent's name:	Robert Barber
Name of organisation: (if applicable)	R2 Developments	Name of Agent's organisation: (if applicable)	Pegasus Group
Address:	C/o agent	Agent's Address:	Suite 4 Pioneer House, Vision Park, Histon, Cambridge
Postcode:		Postcode:	CB24 9NL
Email:	c/o agent	Email:	██
Telephone:	c/o agent	Telephone:	████████████████
Signature:	Robert Barber	Date:	16.02.21

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

For office use only

Agent number:

Representor number:

Representation number:

Part B – Your Response

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

Policy or Paragraph Number (please state)	See Covering Letter
Do you Support, Object or have Comments? (Please tick)	<input checked="" type="checkbox"/> Support <input checked="" type="checkbox"/> Object <input checked="" type="checkbox"/> Comment

Reason for Support, Object or Comment:

Please give details to explain why you support, object or have comments on the Neighbourhood Plan. If you are commenting on more than one policy or paragraph, please make clear which parts of your response relate to each policy or paragraph

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

The attached letter provides representations in respect of a number of different draft Neighbourhood Plan policies and paragraphs. Each response is clearly signposted by a new title and then confirmation of support/comment/object.

To support our representations to FOX/6 and the promotion of land under the control of our client we have also submitted a Landscape Visual Assessment.

Summary of Comments:

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

See attached letter.

Completed forms must be received by 5pm on 23 February 2021 at:

Email: neighbourhood.planning@scambs.gov.uk or post it to:

Greater Cambridge Shared Planning Policy Team South Cambridgeshire District Council,
Cambourne Business Park, Cambourne,
Cambridge, CB23 6EA

P20-2706

16th February 2021

Greater Cambridge Shared Planning Policy Team
South Cambridgeshire District Council
Cambourne Business Park
Cambourne
CB23 6EA

Dear Sir/Madam,

FOXTON NEIGHBOURHOOD PLAN CONSULTATION – REGULATION 16

On behalf of our client, R2 Developments, set out in this letter are representations to the Regulation 16 consultation on the Foxton Neighbourhood Plan (FNP). These representations review the policies and its approach to promoting and guiding the sustainable growth of the village over the plan period.

Our client has land interests in two land parcels which are closely related to the village. Parcel A is located to the north and east of Barrington Road, Foxton. Parcel B is located to the south east of Cambridge Road, Foxton. A Site Location Plan identifying the location of the two sites is included in the Landscape Visual Assessment which accompanies these representations.

Policy FOX/6 Protect and Enhance Key View and Village Gateways - **Object**

Policy FOX/6 and the associated Figure 15 seek to maintain and enhance keys views around the village and gateways to the village. The principle of identifying of such features, influential to village character, is supported by R2 Developments.

To support these representations a Landscape Visual Appraisal (LVA) of land Parcels A and Parcel B has been prepared by Pegasus Group. As well as assessing the suitability and

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sustainability of both land parcels for development, the LVA has also reviewed the location and role of proposed key view and gateways identified on Figure 15 of the FNP.

Figure 15 currently identifies a village gateway on Barrington Road immediately adjacent to the north western boundary of Parcel A. The LVA has reviewed the role and context of this gateway location in landscape and visual terms. It is acknowledged that there is a village gateway along this northern corridor, however, as evidenced in the LVA the current gateway location identified by Figure 15 should be moved further north and sited on the corner where Foxton Road and Barrington Road meet. This location aligns more closely with the description of the gateway in the Foxton Landscape Character Assessment and is more reflective of the surrounding agricultural landscape.

Figure 15 also identifies a village gateway immediately to the north of Parcel B on Cambridge Road. The LVA has reviewed the role and context of this gateway location in landscape and visual terms. Again, it is acknowledged that there is village gateway along this approach to the village, however, as evidenced in the LVA the current gateway location identified by Figure 15 should be relocated further north east along Cambridge Road from where all of the component characteristics of this approach are visible.

Policy FOX/6 seeks to 'maintain' and 'wherever possible enhance key views'. Given these policy aims it is contended that the key views identified on Figure 15 should be broken down into two categories 'maintain' and 'enhance'. This will ensure consistency and make for a more effective policy tool. In addition, the title of FOX/6 should be amended to 'Maintain and Enhance Key Views' rather than 'Protect and Enhance' as currently worded. Again, this ensures consistency in the policy approach.

Figure 15 identifies a Key View looking south from Cambridge Road over land Parcel B. The view is characterised and described in evidence supporting the FNP as being 'unattractive' and not reflective of village character. Indeed, the Pegasus LVA considers this view to be dominated by railway infrastructure and commercial built form. Based on the evidence and justification provided in the LVA this key view should be renamed to a 'Key View to be enhanced'. There is a significant opportunity to enhance the landscape character of this view through the introduction of sensitive landscape led development,

supported by a comprehensive landscaping scheme which includes significant native planting.

R2 Developments acknowledges and indeed supports the need to maintain and enhance the character of the village. However, it is clear that based on the evidence provided in the LVA that the village gateways specifically identified in these representations need to be relocated to the most appropriate location reflective of the context in which they sit. In addition, the role and name of key views need to be reviewed in the context of the policy aims and the context in which each view sits. Based on the LVA it is clear that the key view affecting Parcel B should be re-classified as a 'key view to be enhanced'.

In light of the above, as currently drafted Policy FOX/6 and Figure 15 are not supported by sufficient evidence to justify the policy approach put forward. The location and use of proposed designations will not deliver the objectives of the NPPF in respect of sustainably conserving and enhancing the natural environment. Accordingly, the FNP is contrary to basic condition d) as set out in the NPPG Paragraph: 065 Reference ID: 41-065-20140306.

In addition, Policy FOX/6 and Figure 15 is contrary to basic condition e) as the rationale and approach to identifying designations is not based on robust evidence (NPPG Paragraph 074 Reference ID: 41-074-20140306).

Foxton Sustainability: Paragraphs 2.3 & 3.20 – **Support and Comment**

In providing an overview of the Parish the FNP sets out a description of the village's service provision. Paragraph 2.3 confirms that the Foxton possess a direct mainline rail link to London and Cambridge, with 36 trains a day stopping at the station. Travel times are 10 minutes to the centre of Cambridge and approximately 1 hour our to London King's Cross. In addition to rail links, Foxton also benefits from regular bus service which runs between Royston and Cambridge (including potential interchange with Cambridge Guided Busway at Trumpington Park & Ride).

Paragraph 3.20 describes the Foxton as possessing '*a good provision of community facilities, including a shop/post office, pub, primary school, pre-school, church, village hall, sports pavilion and recreation ground*'. It is noted that Foxton Parish Council's engagement

with the community as part of the preparation of the FNP revealed that there was support for improving green spaces and increasing the offer of the village in terms of retail and food/drink outlets. R2 Developments agree that the village possess a 'good provision' of community facilities. The service provision and public transport links benefitting the village make it a sustainable place to live.

It is acknowledged that the strategic plan for the area, the South Cambridge Local Plan (SCLP), designates Foxton as a 'Group Village' (ranked third out of four in terms of the Settlement Hierarchy), however, it is strongly contended that Foxton's strategic links set it apart from the majority of other Group Villages and that there is a significant opportunity to deliver sustainable levels of growth at Foxton. Delivering new sustainable residential and employment growth in the village would strengthen the vitality and viability of existing businesses and services and likely attract new businesses to the village due to a rise in the local population. Positively planning for increased levels of sustainable housing and employment growth in the village is the most viable strategy to adopt in the Neighbourhood Plan preparation process if the community's aim of improving the retail and food/drink outlets offer is to be met.

Further Enhancing Foxton's Sustainability: Policy FOX/19 Foxton Travel Hub – **Support and Comment**

Policy FOX/19 acknowledges the potential for a new Travel Hub to come forward in Foxton. In July 2020, the Greater Cambridge Partnership (GCP) submitted an EIA Screening Opinion to South Cambridgeshire District Council (SCDC). The Screening Opinion was supported by Plan which identified the preferred site (Land to the north of A10 and south of the railway line) for the hub. The Plan indicates that the hub could deliver 950 parking spaces, 148 cycle spaces, bus stop improvements on A10 and a network of pedestrian crossing and footway improvements to link the Hub to Foxton Railway Station. The 'Key Benefits' that will arise from the Travel Hub are as follows according to the GCP website:

- *"Maximise the potential for all journeys to be undertaken by sustainable modes of transport*
- *Improve overall connectivity and accessibility within Greater Cambridge to support economic growth*

- *To accommodate future growth in trips along the corridor to Cambridge and reduce traffic impact levels and congestion*
- *Contribute to the enhanced quality of life for those living and working within Greater Cambridge.”*

In addition, to the above-described proposals it is also understood from the content of FNP and the GCP's 'Foxton Travel Hub: Outline Business Case' (June 2020) that a scheme could also include improvements to the A10 level crossing, adjacent to the railway station, such improvements could include a new pedestrian footbridge. Indeed, a new footbridge or underpass has been muted by Network Rail since 2013. The GCP's 'Melbourn Greenway' project also details the ambition to provide a footbridge over the railway line. Whilst the details for the level crossing improvements and new footbridge are yet to be finalised, it is apparent that such improvements would significantly improve north/south pedestrian movement through the village over the railway line and the A10.

The proposals for the Foxton Travel Hub are clearly gathering pace, with the GCP committed to undertaking further engagement with the community in 2021. The delivery of the Travel Hub will make Foxton an attractive location for new employment and residential growth and further enhance the village's sustainability credentials well beyond those of other 'Group Villages'. The delivery of significant but sustainable growth in the village would, if required, also see developments contribute towards delivering the highway (vehicular, pedestrian and cycle) improvements needed to support the Travel Hub and improved village connectivity.

In addition to the Foxton Travel Hub, the emerging proposals for East-West Rail (Oxford-Cambridge) stand to further enhance the sustainability of the village. The preferred corridor for the Bedford to Cambridge element of the route runs in very close proximity to the north eastern fringe of Foxton's Parish boundary. It is reasonable to assume that there will be an opportunity for interchange between East-West rail and the existing railway line somewhere between Foxton and the south of Cambridge. The latest published information indicates that construction of the Bedford-Cambridge route may begin as early as 2025, accordingly, it is clear that the proposals and their positive impact on the Foxton, in terms of enhancing the connectivity and sustainability of the area, needs to be addressed in the FNP and the new Greater Cambridge Local Plan (GCLP).

The Growth of Foxton: Paragraphs 6.1-6.17 – **Comment and Object**

It is acknowledged that FNP should come forward in general conformity with the SCLP (2018). However, the draft FNP has been published for consultation at a time when the Greater Cambridgeshire authorities have progressed significant work in respect of the emerging GCLP. The GCLP will increase housing and job requirements in the district; and will plan positively to capitalise on the benefits arising from new major infrastructure projects coming forward in Cambridge and South Cambridgeshire e.g. Foxton Travel hub and East West Rail.

The Issues and Options document indicates that based on indicative calculations from the Cambridgeshire and Peterborough Independent Economic Review (CPIER), around 2,900 homes a year may need to be built in Greater Cambridge, resulting in a potential total need of 66,700 homes over 2017-2040. This is significantly higher than the adopted 2018 Local Plans target of 1,675 homes per year and the 1,800 homes per year target based on the Government's standard method calculation. Based on the CPIER 66,700 housing need figure the Issues and Options document states that the Local Plan will need to allocate housing sites capable of delivering an additional 30,000 dwellings over and above the sites already in the pipeline to be built out between 2017-2040.

The Site Option and Assessment (2019) document supporting the draft FNP identifies that 5 potential residential sites came forward through the call for sites processes undertaken by the Parish Council in October 2018 and the district Council in 2011. In support of the GCLP preparation a call for sites exercise was undertaken by the Greater Cambridgeshire authorities in 2019 and again in 2020. These exercises yielded a total of 8 potential residential sites, 1 site for employment use and one strategic mix used site. The Site Option and Assessment supporting the FNP should be updated to review the sustainability and opportunities arising from the additional sites identified through the GCLP call for sites process.

Paragraph 136 of the NPPF acknowledges that the plan making process (including the preparation of Neighbourhood Plans) can incorporate the review of existing Green Belt boundaries in exceptional circumstances. To assist in facilitating the delivery of the housing and employment growth the preparation of the GCLP will include a review of the

Green Belt, indeed, this work is already underway. Given the significant investment and planned growth in Cambridge and South Cambridgeshire, R2 Development support the case that exceptional circumstances exist to warrant such a review and consider that a modification to the Green Belt is required to deliver economic and housing growth which is recognised by the Government to be of national and potentially international importance. The FNP should review the Green Belt adjacent to the village's Development Framework boundary or be held in abeyance until the Green Belt review process currently being undertaken by the Greater Cambridgeshire authorities has concluded and the strategy for distributing growth is confirmed.

In the light of the evolving planning context and Foxton's undoubted sustainable credentials the 9-dwelling growth requirement afforded to the FNP by the district Council (paragraph 6.6, FNP) is clearly inadequate. It is acknowledged that the FNP identifies sites with the potential to deliver 40 dwellings, however, given Foxton's sustainability credentials and the future public investment in Foxton's public transport infrastructure this figure still remains too low and represents a significant missed opportunity to plan positively for the sustainable growth of the community.

Looking at the progress and timetable to bring forward the GCLP, there is significant potential for the FNP to become out of date in a short space of time and potentially be superseded by the policies of the GCLP in respect of allocating sustainable patterns of growth in conjunction with planned infrastructure projects. The FNP should seize the opportunity to proactively plan for the growth of the village to ensure that proposals come forward in accordance with the ambitions of the local community.

In its current form Chapter 6 of the FNP will fail to fully plan for and shape the future sustainable growth of the settlement. Whilst Foxton is a village it benefits from significant public transport infrastructure which make it a suitable and sustainable location to deliver levels of employment and housing growth in excess of other 'Group Villages' in the district. The Site Options Assessment document is not a proportionate or robust basis in which to guide the sustainable development of the village. Accordingly, the FNP is contrary to basic condition d) as set out in the NPPG Paragraph: 065 Reference ID: 41-065-20140306.

PARCEL A: Land north and east of Barrington Road, Foxton - Paragraphs 6.1-6.17 & Site Options Assessment Evidence Base Document – **Comment and Object to the FNP site section process**

The land north and east of Barrington Road, Foxton is being promoted through the FNP and GCLP for removal from the Green Belt and allocation for residential development. The site has a site area of 3.1ha. It is estimated that the site could yield between 50-70 dwellings. This scale of development is commensurate to the size of Foxton and will deliver sustainable levels of growth to support the vitality and viability of local services and infrastructure.

In terms of development constraints, it is acknowledged that the site currently lies in the designated Green Belt. However, as set out earlier in these representations the exceptional circumstances to warrant the review of the Green Belt through the preparation of the FNP and the GCLP exist in this case. Indeed, the Green Belt is currently being reviewed as a part of the preparation of the GCLP.

The LVA supporting these representations appraises the role and function of the Land north and east of Barrington Road, Foxton (see Table 4 of the LVA) in the wider Cambridge Green Belt and confirms that the land is suitable for release from the Green Belt. Stated earlier in these representations the land has been subject to a landscape and visual impact appraisal to assess its potential to accommodate development in the future. The appraisal confirms that, subject to adopting a sensitive landscape led approach to design, the landscape and visual impact of developing the land would be limited and that this limited local impact would be to some extent mitigated by the retention of mature vegetation and the existing residential development which screen the site.

From a transportation and highways perspective it is anticipated that a safe and robust pedestrian and vehicular access can be delivered off Barrington Road, to the west. In addition, there is potential to provide a secondary pedestrian and cycle access to the south off Barrington Road. Given the scale of the development and the site's proximity to the A10, bus services and railway station it is considered that any increase in traffic flows arising from the scheme in the centre of Foxton at peak times would not be to a level where they would have a significant negative impact on the network.

It is acknowledged, that the site is located to the north of the A10 and railway and currently experiences a degree of severance from the core of the village. However, the Foxton Travel Hub, Melbourn Greenway and Network Rail proposals for dedicated pedestrian crossing (footbridge) would assist in addressing this matter. In addition, the 'Melbourn Greenway' project proposes works to A10 Level Crossing which would see speed limits reduced to 30 mph and the creation of a continuous shared use path along the north western edge of the carriageway. The delivery of these projects would open up the north of Foxton and significantly aid pedestrian and cycle links to the centre of the village.

In respect of other technical constraints, the site is in Flood Zone 1 and as such is at 'very low risk' of flooding from rivers and surface water. The site located approximately 700m north of Foxton Conservation Area, with no designated heritage assets located on site or in the immediate surrounding area. Accordingly, unlike proposals to the south of the railway line, near the village's historic core, the site can come forward with no impact on built heritage assets.

The land north and east of Barrington Road, Foxton should be subject to appraisal through the FNP preparation process. The future appraisal of the site by the Parish Council should take into account these representations and the supporting evidence. In its current form the Site Options Assessment document is not proportionate or robust basis in which to guide the sustainable development of the village. Accordingly, the FNP is contrary to basic condition d) as set out in the NPPG Paragraph: 065 Reference ID: 41-065-20140306.

The land north and east of Barrington Road, Foxton is available for residential development. Its delivery would complement and make full use of the proposals to improve north/south connectivity over the A10 and railway line. The allocation of the site in the FNP for residential could also yield opportunities for the development to aid the delivery of highway improvements in and around the site. The site should be allocated for residential development in the FNP.

PARCEL B: Land south east of Cambridge Road, Foxton: FOX/20 A10/Cambridge Road development opportunity site – **Comment and Object to the FNP site section process**

The land south east of Cambridge Road, Foxton is being promoted through the FNP and GCLP for removal from the Green Belt and allocation for employment use or a mixture of employment and residential uses. Both mixes of development would be appropriate for this location.

The site has an approximate area of 3.5ha and sits directly adjacent to the proposed FOX/20 allocation. The FOX/20 allocation seeks to bring forward a mix of uses (residential, employment and parking) at the site which are compatible with its location adjacent to the railway station. The ambition and principle of seeking to allocate this site for development is supported by R2 Developments. The FOX/20 land is located in a highly sustainable location and a location which is of strategic importance to the village given its proximity to the railway station and potential highway improvements associated with the Travel Hub and Melbourn Greenway.

It is noted that paragraph 11.4 of the FNP notes that the availability and viability of the FOX/20 allocation is still to be confirmed by landowners. Given this uncertainty and the importance of bringing forward new mixed-use development in this location it is strongly contended that the FOX/20 allocation area should be expanded to include the land promoted by R2 Developments which is available and deliverable.

The LVA supporting these representations appraises the role and function of the land south east of Cambridge Road, Foxton (see Table 5 of the LVA) in the wider Cambridge Green Belt. This appraisal confirms that the land is suitable for release from the Green Belt. The land has also been subject to a landscape and visual impact appraisal to assess its potential to accommodate development in the future. The appraisal confirms that, subject to adopting a sensitive landscape led approach to design, the landscape and visual impact of developing the land would be limited and that this limited local impact would be to some extent mitigated by the existing commercial development and rail infrastructure which screen and bound the site.

From a transportation and highways perspective it is anticipated that a safe and robust pedestrian and vehicular access can be delivered off the A10. Given the scale of the development and the site's proximity to the A10, bus services and railway station it is considered that any increase in traffic flows arising from the scheme in the centre of Foxton at peak times would not be to a level where they would have a significant negative impact on the network.

In respect of other technical constraints, the site is in Flood Zone 1 and as such is at 'very low risk' of flooding from rivers and surface water. The site located approximately 300-400 north of Foxton Conservation Area, with no designated heritage assets located on site or in the immediate surrounding area. Accordingly, unlike proposals to the south of the railway line, near the village's historic core, the site can come forward with no impact on built heritage assets.

The land south east of Cambridge Road, Foxton should be subject to appraisal through the FNP preparation process. The future appraisal of the site by the Parish Council should take into account these representations and the supporting evidence. In its current form the Site Options Assessment document is not proportionate or robust basis in which to guide the sustainable development of the village. Accordingly, the FNP is contrary to basic condition d) as set out in the NPPG Paragraph: 065 Reference ID: 41-065-20140306.

The land south east of Cambridge Road, Foxton is available for development and should be included in the FOX/20 site allocation. The inclusion of this additional land will facilitate the delivery of mixed-use development at a sustainable and strategically important site. R2 Developments are open to discussing the wider masterplanning of the site with the Parish Council and neighbouring landowners to ensure a development comes forward which meets the aspirations of all stakeholders and the local community.

We hope these representations and appended documents are useful at this time. Our client would welcome any further engagement with the Parish Council should there be any questions arising from this submission. We look forward to being kept inform of the progress of the FNP.

Yours sincerely,



Robert Barber
Executive Director



Enc LVA Report and Appendices (inc Site Location Plan)

LAND NORTH AND EAST OF BARRINGTON ROAD AND LAND SOUTH-EAST OF CAMBRIDGE ROAD, FOXTON

LANDSCAPE AND VISUAL APPRAISAL

ON BEHALF OF R2 DEVELOPMENTS



5 The Priors, Old London Road, Canwell, Sutton Coldfield, B75 5SH

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1. INTRODUCTION

Terms of reference

- 1.1. Pegasus Group has been instructed by R2 Developments to undertake a Landscape and Visual Appraisal in relation to land north and east of Barrington Road, Foxton (referred to as 'Parcel A') and land south-east of Cambridge Road, Foxton (referred to as 'Parcel B').
- 1.2. This Landscape and Visual Appraisal (LVA) has been undertaken to determine the various landscape and visual constraints and opportunities regarding the two parcels and their immediate context. This exercise will be used to consider the parcels in respect of their development potential and capacity (in landscape and visual terms), inform an iterative approach to design (including mitigation) and subsequently inform discussion with South Cambridgeshire District Council (SCDC).
- 1.3. This LVA also makes reference to the Draft Foxton Neighbourhood Plan and the contribution of Parcel A and Parcel B to the Green Belt.
- 1.4. The iterative process of the LVA considers how constraints and opportunities might serve to influence the development potential of the parcels in respect of the design principles for a masterplan, and to influence an inherent landscape strategy that can be embedded as part of that masterplan.

Parcel overview

- 1.5. Parcel A is located to the north and east of Barrington Road and Parcel B is located to the south-east of the A10 corridor (Cambridge Road). The parcels are located on the north-eastern edge of the settlement of Foxton, which is a village located ca. 10km to the south-west of Cambridge. Parcel A extends to ca. 3.11 hectares (ha) and Parcel B extends to ca. 3.57 ha and both are currently in agricultural use.
- 1.6. The village of Foxton is split by the transport routes of the A10 and railway line and the majority of the settlement area lies to the south of these routes. Parcel A lies to the north of the A10 and railway line and Parcel B lies between these routes. The M11 road corridor lies ca. 4.5km to the east of Foxton.
- 1.7. Additional baseline information is set out in later sections of this LVA.

2. APPROACH

Overview

2.1. The approach and methodology used for this LVA considers best practice guidance, as set out in the following documents:

- Landscape Institute and Institute of Environmental Management and Assessment (April 2013), Guidelines for Landscape and Visual Impact Assessment, 3rd Edition;
- Natural England (October 2014), An Approach to Landscape Character Assessment; and
- Landscape Institute Technical Guidance Note 06/19 (September 2019), Visual Representation of Development Proposals.

2.2. Reference has also been made to additional sources of data and information as part of the baseline information.

Level of assessment

2.3. Principles and good practice for undertaking landscape and visual impact assessment is set out in the Landscape Institute (LI) and the Institute of Environmental Management (IEMA) Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013)¹.

2.4. This guidance acknowledges that landscape and visual impact assessment (LVIA) (or appraisal) (LVA) can be carried out either as a standalone assessment or as part of a broader EIA.

2.5. Whilst this report is not a full landscape and visual impact assessment, where applicable, the concepts and procedures set out in the GLVIA3 have been adopted.

2.6. This report has been prepared as an LVA and addresses matters of individual landscape resources, character areas and visual receptors. The LVA considers the nature of impacts using professional judgement to consider the consequential likely effects. This process informs judgements on a mitigation strategy which will avoid, reduce or remedy adverse impacts.

2.7. Landscape features and elements provide the physical environment for flora and fauna and the associated importance of biodiversity assets. This LVA does not consider the

¹ Landscape Institute and Institute of Environmental Management and Assessment, Guidelines for Landscape and Visual Impact Assessment 3rd Edition (April, 2013)

value, susceptibility or importance on ecology and biodiversity, nor does it consider impacts from an ecological stance.

- 2.8. Heritage assets such as Scheduled Monuments, Listed Buildings and Conservation Areas all contribute to the present-day landscape character, context and setting of an area. These aspects have been given consideration in the LVA in terms of physical landscape resources (for example trees and hedgerows) and landscape character. However, this LVA does not address the historic significance, importance or potential impacts on heritage assets and designations; these assets are assessed in the context of landscape and visual matters only.

Collating baseline information

- 2.9. To capture a comprehensive description of the baseline position for landscape and visual receptors, information has been collated using a process of desk study and field survey work. Field survey work was completed during December 2020.

Consideration of effects

- 2.10. Having established the relevant baseline position, the LVA process then considers uses professional judgements in relation to the sensitivity of the landscape receptors and visual receptors, specifically in response to the nature of the proposed development; the nature of potential impacts; and consequently, how these can inform an iterative approach to design.

3. LANDSCAPE AND VISUAL BASELINE

- 3.1. Both parcels are located adjacent to the north-eastern edge of the settlement of Foxton. The parcels lie to the north-west and south-east of the A10 respectively and are both located to the north of the Cambridge Line railway. The parcels are located on the northern extent of the settlement of Foxton however the majority lies to the south of the railway line with the linear settlement core aligned along High Street and Fowlmere Road.
- 3.2. Parcel A is broadly 'L-shaped' in plan form and is defined to the north-west and south-east by Barrington Road. It is defined to the south-west by the rear garden mature vegetation associated with residential properties off Barrington Road. Parcel A is defined to the north-east partially by an agricultural building and track associated with the adjacent farm and is not defined to the north-east as the wider agricultural field continues. Parcel A is defined to the north by mature vegetation consisting of a hedgerow with hedgerow trees, beyond which lies a residential property and its grounds off Barrington Road.
- 3.3. Parcel B is broadly rectangular in plan form and is defined by the A10 to the north-west (including several evenly spaced mature trees) and, to the south, by the Cambridge Line railway to the south-east. Parcel B is defined to the north-east by the edge of an agricultural field enclosure bound by post and rail fencing. The south-western boundary is defined by low-cut hedgerow with some groupings of mature trees, beyond which lies the A10 and various areas of commercial/residential built form which are generally 'unattractive' and out of character with the wider settlement edge and context of Foxton.
- 3.4. The nature of existing development in the northern parts of Foxton, which both parcels are located immediately adjacent to, is characterised by a mixture of ribbon and detached residential development as well as an area of commercial built form. A single farm complex also exists within the interface to the wider agricultural landscape to the east.
- 3.5. Further south, beyond the A10 and railway corridor, the settlement of Foxton broadly consists of linear development along Station Road, High Street and Fowlmere Road with smaller pockets of development associated with residential estates off such routes. The settlement predominantly consists of residential development and associated amenities including a primary school and village hall as well as pockets of commercial development. Reference to relatively recent residential development also exists including north of High Street and west of Fowlmere Road on the approach to Foxton from the south.

- 3.6. The presence of the A10 and railway line routes through the settlement of Foxton influence the surrounding area, notably the northern part of Foxton where the parcels are located. The A10 joins the M11 road corridor to the north-east, this route lies ca. 4.5km to the east of Foxton and is separated by the settlement of Newton and the surrounding agricultural landscape.

Adopted local planning policy

- 3.7. The parcels are located within the administrative area of SCDC, which adopted the South Cambridgeshire Local Plan² in September 2018 to guide future development in the District until 2031.
- 3.8. The SCDC Adopted Policies Map shows that the parcels, and existing development to the north of the railway line, are excluded from the 'Development Framework' (Policy S/7). The adopted Local Plan notes that:
- 3.9. *"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."*
- 3.10. The location of the parcels on the north-eastern edge of Foxton will be referred to later in this LVA.

Emerging local planning policy

- 3.11. Cambridge City Council and SCDC are in the process of producing a Joint Local Plan known as the 'Greater Cambridge Local Plan'. The 'Call for Sites' data received in January/February 2020 was published in September 2020 and both Parcel A and Parcel B are included as promoted sites (for residential development of ca. 60-90 units and commercial development of 12500 sqm floor space, respectively).
- 3.12. The Submission Draft version of the Foxton Neighbourhood Plan³ (FNP) (2020-2031) was submitted by Foxton Parish Council to SCDC in February 2020. FNP, once made by SCDC, will form part of the statutory development plan for the District and is being developed to:

² South Cambridgeshire District Council, South Cambridgeshire Local Plan (adopted September 2018)

³ Foxton Parish Council, Foxton Neighbourhood Plan (Submission Plan) (February, 2020)

- 3.13. "influence what local growth is needed, where this should be located, as well as other improvements to village facilities and the local environment".
- 3.14. Regarding 'Key Issues', FNP identifies 'Environment, historic character and village setting' as one and highlights the importance of 'safeguarding open countryside and the rural character of Foxton' in particular.
- 3.15. FNP puts forward a number of policies in relation to 'Environment and Local Character', those relevant to the parcels and their immediate context are set out as follows:

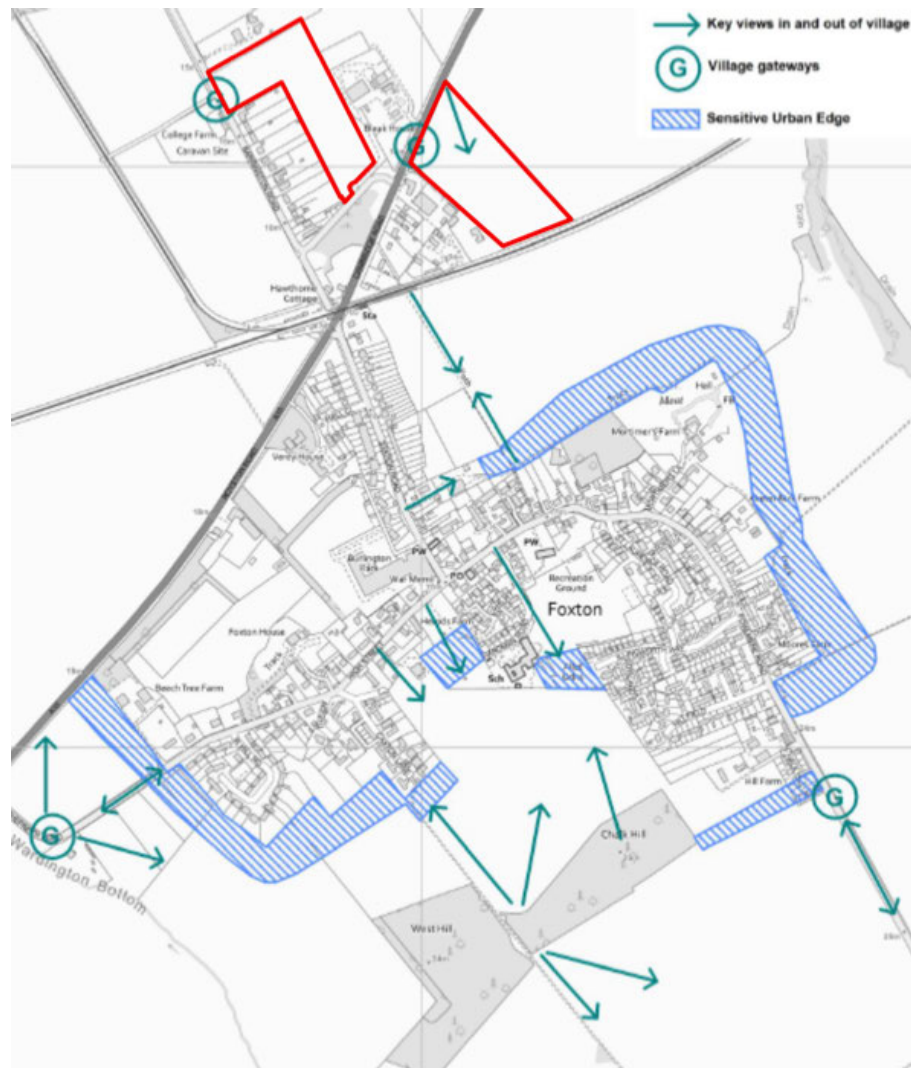
Table 1: Summary of Draft Foxton Neighbourhood Plan policies relevant to landscape and visual matters

Policy ref.	Summary of Policy
Policy FOX/1 Rural Character	<p>This policy sets out requirements for new developments to ensure they respect the rural character of Foxton, including:</p> <ul style="list-style-type: none"> • <i>"The resulting pattern of development is appropriate to the surroundings;</i> • <i>Boundary treatment and landscaping schemes should be carefully designed so as to prevent undue urbanisation of the location; and</i> • <i>Proposals should seek to conserve and enhance mature vegetation".</i>
Policy FOX/5 Protect and Enhance Foxton's Landscape Character	<p>This policy highlights the importance of retaining and enhancing Foxton's local landscape character, with specific reference to the Foxton LCA (referred to below).</p> <p>The policy sets out that for proposals on the 'edge of the built-up area':</p> <ul style="list-style-type: none"> • <i>"Development schemes must be accompanied by a landscape scheme to enable it to blend into its local landscape character area. Where there are sensitive edges abutting open fields, these shall be respected and proposals that create hard edges to the perimeter of the settlement shall be resisted; and</i> • <i>Development on the eastern side which buffers the Green Belt, but is not classified as a sensitive edge, must include careful landscaping and design measures of a high quality".</i> <p>The policy sets out for proposals within the 'open countryside':</p> <ul style="list-style-type: none"> • <i>"Development proposals in the open farmlands of the Foxton Chalklands may only be acceptable where supported by demonstrable evidence, for example a Landscape Visual Impact Assessment, that unacceptable visual impacts on the open landscape and the traditional setting and settlement form of Foxton will not arise".</i>
Policy FOX/6 Protect and Enhance Key Views and Village Gateways	<p>This policy states that:</p> <p><i>"new buildings including extensions to existing buildings, should maintain and wherever possible enhance the key views in and out of the parish".</i></p> <p>It also states that:</p>

	<i>"development that would affect the gateways to the village should ensure that opportunities to enhance the gateways are implemented where possible".</i>
Policy FOX/8 Biodiversity and New Development	This policy highlights the importance of retaining existing 'features of biodiversity value' including boundary hedgerows and trees. It also sets out ways in which to provide a net gain in biodiversity, including native tree and hedgerow planting.

3.16. Policy FOX/6 refers to 'Key views and Village gateways' (refer to **Plate 1**, below). The western edge of Parcel A is identified as part of a 'Village gateway'. The north-western edge of Parcel B is considered to be part of a 'Village gateway' and a 'Key view' into the village from the north-eastern corner. There are also 'Key views' identified by FNP from the public footpath to the north of High Street and from the Chalk Hill to the south of the village towards the parcels.

Plate 1: Extract from Draft Foxton Neighbourhood Plan showing 'Key views, gateways and sensitive edges' (Parcel A and Parcel B boundaries shown in red)



3.17. These views and gateways will be expanded upon in the review of Foxton LCA below, which forms part of the evidence base for FNP, and later in this LVA.

3.18. The triangular area of land immediately to the south-west of Parcel B with existing commercial/residential built form is identified within FNP as 'A10/Cambridge Road Redevelopment Opportunity Site'. Policy FOX/20 states that:

3.19. *"Any redevelopment must be master planned to incorporate landscape and public realm improvements in order to provide an enhanced sense of place at this important village gateway site".*

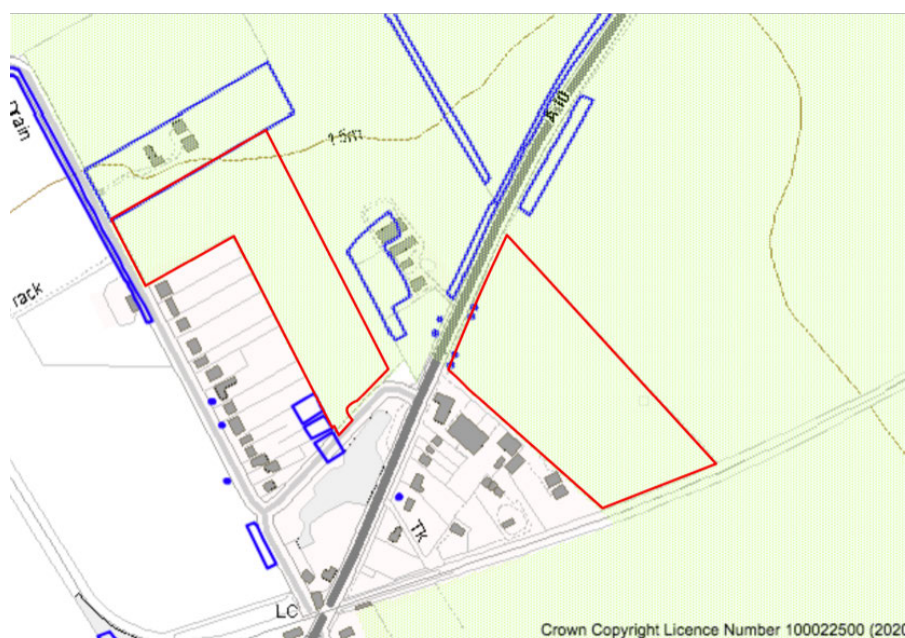
3.20. FNP is considered further in later sections of this LVA.

Designations

3.21. Neither parcel is subject of a formal landscape designation. However, several designations related to landscape and visual matters are present in the surrounding context.

3.22. There are Tree Preservation Orders (TPOs) on four elm trees adjacent to the north-western boundary of Parcel B (refer to **Plate 2** below). There are also TPO group designations adjacent to the north-western, eastern and south-western boundaries of Parcel A.

**Plate 2: Extract from mapping on SCDC website (accessed January 2021)
(Parcel A and Parcel B boundaries shown in red, TPOs in blue and Green Belt
in green)**



3.23. Although not a specific landscape designation, both parcels are located on the edge of the Cambridge Green Belt. The location of the parcels within the Green Belt will be further addressed later in this LVA.

3.24. Numerous listed buildings are present in the local landscape, mainly located in the southern part of the settlement of Foxton (these being separated from the parcels by the

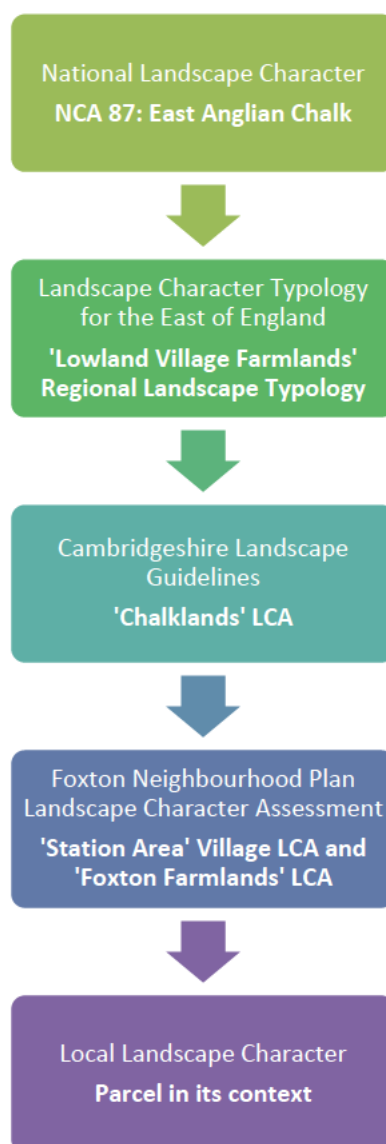
existing settlement built form). The closest listed building is the Grade II 'Milestone' located to the north-east (ca. 505m from Parcel A and ca. 370m from Parcel B).

- 3.25. Several Scheduled Monuments are present, the closest being 'Settlement site at Manor Farm' located to the north-east (ca. 1km from Parcel A and 800m from Parcel B).
- 3.26. Foxton Conservation Area is located to the south (ca. 465m from Parcel A and ca. 350m from Parcel B).
- 3.27. Several Sites of Special Scientific Interest (SSSI) also lie in the local landscape, the closest being Barrington Pit SSSI located to the west (ca. 2.1km from Parcel A and 2.5km from Parcel B).
- 3.28. The parcels are physically and visually separated from these designations and therefore are not further referred to.

Landscape character

- 3.29. Reference has been made to published guidance on landscape character for the area (refer to **Figure 3, Regional and County Landscape Character** and **Figure 4, Local Landscape Character**). The parcels are located in the following landscape character areas/types (LCA/Ts):

Plate 3: Summary of landscape character hierarchy



3.30. The following sections set out a summary of the characteristics relevant to the parcels and their local context.

National landscape character

3.31. At a National level, the parcels are located in National Character Area (NCA) 87, East Anglian Chalk (as defined by Natural England)⁴. The majority of this area is open

⁴ Natural England, NCA Profile 87: East Anglian Chalk (NE529) (March 2015)

countryside however does include some commuter villages to the city of Cambridge (although the city itself located in the adjacent NCA).

3.32. Key characteristics for the NCA identify the defining landscape elements and features that contribute to character; those relevant to the parcels and their wider context include:

- *“Underlying and solid geology dominated by Upper Cretaceous Chalk. The chalk bedrock has given the NCA its nutrient-poor and shallow soils;*
- *Distinctive chalk river, the River Rhee and River Granta, flow in gentle river valleys;*
- *The rolling downland, mostly in arable production, has sparse tree cover but distinctive beech belts along long, straight roads. Certain high points have small beech copses or ‘hanger’, which are prominent and characteristic features in the open landscape. In the east there are pine belts;*
- *Settlement is focused in small towns and in villages. There are a number of expanding commuter villages located generally in the valleys; and*
- *Today major roads and railways are prominent landscape characteristics of the NCA”.*

Regional landscape character

3.33. Landscape character is addressed at a regional scale within the Landscape Character Typology for the East of England (2010)⁵. The parcels and their immediate context are located within the ‘Lowland Village Farmlands’ Regional Landscape Typology which is described within the study as follows:

3.34. *“This is a well settled, low lying landscape which is often crossed by major river corridors. The density of settlement, intensive agriculture and major transport infrastructure mean that this is often a busy, rural landscape”.*

3.35. The study also sets out ‘key integrated objectives’ for the ‘Lowland Village Farmlands’, one of which relates to ‘issues and opportunities’ resulting from urban growth. Specific aims include reference to enhancing public access and green infrastructure networks, notably on urban fringes to ‘soften the interface with the rural landscape’.

⁵ Natural England, Landscape Character Typology for the East of England (November 2010)

County landscape character

3.36. Landscape character is addressed at a county scale within the Cambridgeshire Landscape Guidelines (1991)⁶. The parcels and their surrounding study area are located within the 'Chalklands' LCA. The study sets out 'Principles for Landscape Improvement and Management in the Chalklands', those relevant to the parcels include:

- *"Creation of landscape corridors along river valleys;*
- *Historically significant hedgerows should be carefully conserved and new hedges planted to emphasise the existing landscape; and*
- *Footpath corridor improvements".*

Parish landscape character

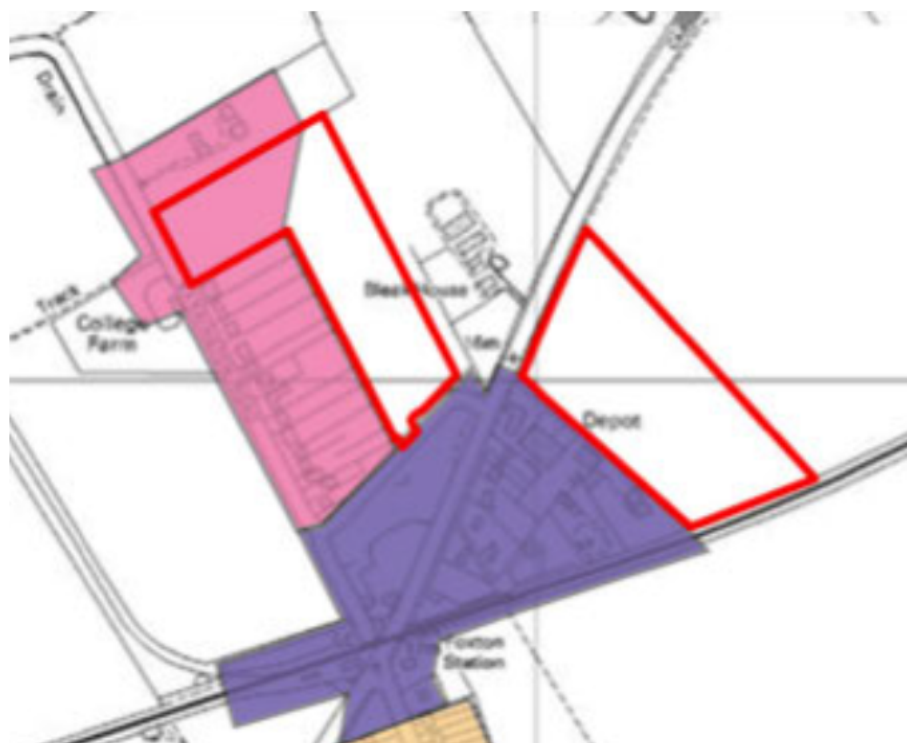
3.37. Landscape character is addressed at a more detailed level in the Foxton Landscape Character Assessment (December 2017)⁷. This study was prepared as part of the evidence base for FNP. The objectives were to identify/collect local landscape information and use this to determine constraints and opportunities for development within the Parish as well as conserving/enhancing valued characteristics and create new features/assets.

3.38. The study identifies a number of 'Village LCAs', the north-western part of Parcel A is located within the 'Barrington Road' LCA and Parcel B is not located within any LCA but lies adjacent to the 'Station Area' LCA (refer to **Plate 4** below). However, these Village LCAs are not referred to directly in the study but covered within the wider LCA described below.

⁶ Cambridgeshire County Council, Cambridgeshire Landscape Guidelines (1991)

⁷ Foxton Parish Council, Foxton Landscape Character Assessment (December 2017)

Plate 4: Extract from Foxton LCA showing Village LCA (Parcel A and Parcel B boundaries shown in red)



3.39. The parcels are located within 'Foxton Farmlands' LCA (refer to **Figure 4, Local Landscape Character**) which is described within the study as:

3.40. "...gently sloping agricultural land between the village and the Rhee valley, bisected by the A10 and the railway line and their associated development".

3.41. The study gives a detailed overview of the LCA, those parts relevant to the parcels and their local context are summarised as follows:

- "Flat open arable fields, with the landscape offering pleasing views to the wider landscape;
- Stream-side tree belts, hedgerows and scattered mature trees form boundaries to the extensive fields;
- Visual intrusion of the railway and its associated infrastructure, together with the very noisy A10 trunk road;
- The outskirts or gateway to village edge at the intersection of the road and railway is defined by commercial buildings and open parking areas. This location lacks legibility and structure, and the buildings do not reflect the local vernacular;

- *The non-residential sites are not visually attractive as one approaches the villages. It gives the impression of a transport rather than a village gateway;*
- *The Church tower is a local landmark;*
- *Sharp edge outside the boundary of the housing along Barrington Road. This edge forms the outer extent of the Cambridge Green Belt;*
- *The trees lining Barrington Road screen and enhance the mainly 1920s housing, which forms a small ribbon development. This part of the village is physically separated from its historic core; and*
- *The landscape feels much more peaceful and rural the further away one gets from the vehicle and train noise, but it lacks visual distinctiveness”.*

3.42. The study then sets out an ‘Evaluation’ of the ‘Foxton Farmlands’ LCA, those points relevant to the parcels and local context are summarised as follows:

- *“Farmlands provide the traditional rural well-managed agricultural setting for the village, separating it from the main transport arteries, and the neighbouring parishes and villages. Its value is in its land use, its sense of rurality, space and open views;*
- *This character is impacted visually and aurally by the realities of the modern transport network that bisect it, and yet this also affords views to those passing through in cars and on the train;*
- *The views south into the village from the railway and road are key sensitivities in this character area. The church tower is especially valued. The fields south of the station and their tree belt backdrop provide the setting for the church and the historic village; and*
- *Opportunities for landscape enhancement through further tree planting, of appropriate species. This would help screen infrastructure such as the railway yard fencing and the commercial buildings off the A10, as well as to strengthen existing roadside planting to screen the traffic and absorb its noise”.*

3.43. The study then defines ‘Key views, landmarks and gateways’ for the Parish. Relevant to the parcels, the identified ‘Key views’ include locations from the wooded chalk hill to the south of the village and from the village north of High Street along the public footpath. These views are dominated by railway infrastructure and the village of Foxton respectively and the parcels are not readily visible. Further details on views towards the parcels from these locations will be set out later in this LVA.

3.44. The study also identifies a ‘Northern gateway’ which is located adjacent to Parcel A and the study shows an image of ‘mature trees on the approach to Foxton along the

Barrington Road' which characterises this approach. The study also makes reference to views from the river valley emphasising the 'rural setting'. The study also states:

- 3.45. *"The low, flat landform, together with roadside mature trees, do not give views towards the historic village from Barrington Road".*
- 3.46. In relation to the 'Transport gateway' that is identified in the study (which is located adjacent to Parcel B), the study states:
- 3.47. *"Buildings such as the church and farm barn are the only visible signs of the village as one approaches along the A10. Closer to the level crossing, the commercial buildings and railway infrastructure are more dominant, but this transport gateway gives no hint of the attractive, long-established village just 500 metres away".*
- 3.48. The study proceeds to set out a series of 'Landscape sensitivities, constraints and opportunities for potential new development' in the Parish.
- 3.49. Specifically related to the Foxton Farmlands LCA, in the 'land close to the station and A10' (adjacent to Parcel B), the study highlights the physical separation of this part of the Parish from the historic and 'long established' village and the existing Green Belt edge is 'hard and only-partly-screened'.
- 3.50. The study suggests native hedgerow planting in this location to 'screen and soften' any development. Relating to the LCA, the study also notes historical orchards within Foxton and the 'deficit in accessible natural greenspace within Foxton parish'.

Landscape character summary

- 3.51. The parcels are in agricultural use and are located on the north-eastern edge of the village of Foxton. The parcels, along with pockets of surrounding built form, lie toward the south-western edge of the Cambridge Green Belt. Further east, the rising landform associated with Rowley's Hill and mature vegetation associated with the Hoffer Brook separate this area physically and visually from the wider agricultural landscape.
- 3.52. The parcels are within an area which is separated from the historic core of the settlement of Foxton by the railway line and A10 road corridor. These busy routes lie almost immediately to the south-east of Parcel A and immediately to the north-west and south-east of Parcel B. The landform rises to the south towards the main settlement area away from the River Ghee valley which also creates separation between the areas.

- 3.53. Both parcels have a strong relationship with adjacent areas of built form and lie within an area identified as an 'unattractive' gateway to Foxton due to various commercial units/parking areas and visual and aural intrusion from the railway and A10 infrastructure, as set out in published guidance. This area differs considerably from the flat, agricultural landscape in the surrounding area with occasional farmsteads.
- 3.54. Overhead pylons and streetlamps also lie adjacent to both parcels. The historic village core is not visible from this approach to Foxton. However, St. Laurence's Church (Listed Building, Grade I) is visible which is a key local landmark within Foxton and is one of the only visible signs of the village from the north, as stated in published guidance.
- 3.55. Parcel A is well contained locally by mature vegetation to the west, south and north-west. The north-eastern and eastern boundaries are relatively more open in visual terms but are contained somewhat by a farm complex immediately to the east. The parcel is also in close proximity to existing built form on the majority of its boundaries. The connection with residential development along Barrington Road is evidenced by the identification of part of Parcel A within the 'Barrington Road Village LCA' in the Foxton LCA.
- 3.56. Parcel B is well contained locally to the south-west by a complex of residential/commercial built form but is relatively open in visual terms to the north-west, east and south-east due to a lack of vegetation on these boundaries. Published guidance recommends planting native hedgerow in this locality on this edge on the approach to the settlement from the A10.
- 3.57. Key characteristic features defined in published guidance for the local landscape include a flat and open arable landscape with views of the wider landscape and a mixture of tree belts, hedgerows and scattered mature trees along field boundaries. The sense of tranquillity is heightened further away from the transport corridors.
- 3.58. Improvements to the local landscape, as recommended within published guidance, relate to enhancing public access where possible and green infrastructure networks, notably in the form of hedgerows and trees, to soften urban edges and absorb noise. The Foxton LCA notes the 'hard and only-partly-screened' existing Green Belt edge in close proximity to the parcels. This study also makes reference to historical orchards within the village and a lack of natural greenspace.
- 3.59. Overall, both parcels have a stronger relationship with the adjacent commercial/residential land uses and busy transport routes rather than the surrounding agricultural landscape.

Visual baseline

- 3.60. This LVA references a series of viewpoints that are representative of views in the area, particularly 'higher sensitivity' visual receptors using the PROW network.
- 3.61. These illustrate the nature of views towards the parcels in the context of the surrounding landscape (refer to **Figure 5, Viewpoint Locations and Public Rights of Way and Figure 6, Viewpoint Photographs**).
- 3.62. The different types of representative visual receptors include:
- Users of the local PROW network, including a public footpath which extends south of Foxton to Chalk Hill (given it forms a relatively elevated vantage point);
 - Residential properties and commercial units in close proximity to the parcels, including those off Barrington Road (adjacent to Parcel A) and off Cambridge Road (adjacent to Parcel B); and
 - Users of the local road network, including the A10 corridor in close proximity to the parcels and from the wider landscape, however such routes tend to be screened somewhat by interesting vegetation, landform or existing built form.
- 3.63. The general visibility of Parcel A across the local landscape and nature of existing baseline views is set out as follows:
- Parcel A is somewhat screened in close proximity due to existing built form and mature vegetation along the north-western, south-western and southern boundaries (refer to **Viewpoints 1 and 4, Figure 6, Viewpoint Photographs**);
 - The mature vegetation to the north of the parcel characterises the 'Northern gateway' along Barrington Road, referred to in the Draft FNP and Foxton LCA (refer to **Viewpoint 4, Figure 6**);
 - The parcel is more open in visual terms to the east and the existing farm complex immediately to the east of the parcel is visible from the A10 on the approach to Foxton, however it should be noted this approach is considered to be 'unattractive' in published guidance and has existing context of residential built form along Barrington Road (west of Parcel A) and the settlement edge of Barrington in the distance to the north-west (refer to **Viewpoint 3, Figure 6**); and
 - Views from adjacent residential receptors along Barrington Road are heavily screened by intervening mature vegetation (refer to **Viewpoint 1, Figure 6**).
- 3.64. The general visibility of Parcel B across the local landscape and nature of existing baseline views is set out as follows:

- Parcel B is somewhat screened to the south-west by existing residential and commercial built form (refer to **Viewpoint 2, Figure 6**);
- The parcel is relatively open to the north-west, north-east and south-west due to a lack of mature boundary vegetation however views are within the context of the existing 'unattractive', as set out in published guidance, residential and commercial built form adjacent and railway infrastructure to the south. This view, from the north-eastern corner of the parcel, is considered to be important in the Draft FNP (refer to **Viewpoint 2, Figure 6**);
- Views of the St. Laurence's Church are stated as important in the Foxton LCA; however, these are not available from the north-western Parcel boundary due to intervening built form but are available on the A10 approach to the north-east of the parcel (refer to **Viewpoints 2 and 3, Figure 6**); and
- Views from adjacent residential receptors along Cambridge Road are partially screened but are within the context of existing built form and urbanising features such as pylons (refer to **Viewpoint 2, Figure 6**).

3.65. The general visibility of the parcels across the wider landscape and nature of existing baseline views is set out as follows:

- Potential views of the parcels are generally contained from the wider landscape by intervening built form and mature vegetation in the surrounding landscape often associated with various watercourses in a generally flat landscape (refer to **Viewpoints 7, 8, 11 and 12**);
- Views are also screened towards the parcels due to the containment of the rising landform to the east associated with Rowley's Hill and vegetation along the local road and PROW network, including the public footpath from Foxton to Newton to the south-east of the parcels;
- Views from the public footpath extending north of the main village area, north of High Street, which the Foxton LCA study and Draft FNP identify as a 'Key view', are dominated by railway infrastructure. Views of Parcel A are heavily screened by existing built form and mature vegetation. There are partial views of Parcel B within the context of commercial/residential built form immediately to the south-west (refer to **Viewpoint 5, Figure 6**);
- Views from the elevated section of public footpath across Chalk Hill to the south of the village, noted in the Foxton LCA study as a 'Key view', are dominated by the village of Foxton and so views of the parcels are heavily screened (refer to **Viewpoint 6, Figure 6**);