

- Views from elevated ground to the north of the River Rhee valley include those from Chapel Hill and a public footpath east of Glebe Road. Views towards Parcel A are heavily filtered due to mature vegetation to the north. Views towards Parcel B are more open due to a lack of intervening mature vegetation but are within the context of existing built form in the surrounding landscape (refer to Viewpoints 9 and 10, Figure 6); and
- As well as existing built form common in views as settlement areas rise to the north and south of the parcels away from the River Rhee valley, other urbanising features such as overhead pylons and railway infrastructure are frequent in views.

3.66. The nature of these views are considered as part of the landscape and visual analysis.

4. DRAFT FOXTON NEIGHBOURHOOD PLAN

- 4.1. The Submission Draft version of FNP (2020-2031) was addressed as part of the baseline in earlier sections of this LVA. This set out a brief overview of the Draft policies and 'Key views' and 'Village gateways' (Policy FOX/6) set out by the FNP, and also the supporting Foxton LCA.
- 4.2. This section considers these matters in more detail and in direct relation to Parcel A and Parcel B.
- 4.3. The supporting text to Policy FOX/6 within FNP states that:
- 4.4. *"The intent is to ensure that the village gateways and key views in and out of the village and more widely across the open agricultural landscape are not adversely affected by any new development"*.
- 4.5. The study recognises that some level of impact is likely to occur, but that this can be dealt with appropriately in respect of the gateways. FNP addresses this directly with the recognition that there is the ability to enhance the gateways through proposed planting on 'boundary edges and roadside verges', stating that:
- 4.6. *"Where key views could be interrupted by insensitive development, it is important that the design, location and form of the development takes this into account"*.
- 4.7. Policy FOX/5 of FNP addresses the protection and enhancement of Foxton's landscape character and accepts that development on the eastern side of Foxton in the Green Belt may be acceptable provided it is not located on a sensitive edge, which both the parcels are not, and with sufficient landscaping.
- 4.8. Policies FOX/1 and FOX/8 both highlight the importance of retaining, enhancing and native planting of green infrastructure networks both in terms of biodiversity gains and respecting the rural character of Foxton.

Key views

- 4.9. Key views identified in FNP which are relevant to the parcels are summarised in the following table.

Table 2: Response to Draft Foxton Neighbourhood Plan 'Key view' proposals

Key view	Response to Draft FNP
North-eastern corner of Parcel B towards Foxton village	<p>The reasoning for the identification of this as a 'Key view' within FNP appears to be related to the fact that views from 'the main transport arteries are very important' and views 'towards the Church from the A10'. This view is also not identified as 'Key view' within the Foxton LCA which forms the evidence base to this study therefore no further information can be found at the time of writing.</p> <p>The importance of views towards the Church is also referred to within the Foxton LCA as the Church is considered to be a local landmark. However, this viewpoint was taken as part of the Appraisal fieldwork (refer to Viewpoint 2, Figure 6, Viewpoint Photographs) and the Church is not visible from this location, or along the north-western boundary of Parcel B, due to intervening built form and vegetation. The Church is only visible further north-west along this route (refer to Viewpoint 3, Figure 6).</p> <p>The view along the A10 towards Foxton at present is deemed 'unattractive' due to existing commercial built form and railway infrastructure in published guidance and has potential for enhancement. Therefore, this view should be considered a 'Key view to be enhanced' rather than a 'Key view'.</p>
Chalk Hill towards the parcels	<p>Chalk Hill represents a relatively high point to the south of the village and is identified as a 'Key view' in both FNP and Foxton LCA. This location offers an expansive view across the Parish, as shown as part of the Appraisal fieldwork (refer to Viewpoint 6, Figure 6). The parcels are heavily screened by existing built form and so would not impact on the character of the view. This view should remain as a 'Key view' as it is clear for its identification due to its elevated view across the Parish.</p>
Public footpath north of High Street towards the parcels	<p>This is identified as a 'Key view' in both FNP and Foxton LCA and represents views from the Conservation Area which are deemed as 'very important' in FNP. This view is dominated by railway infrastructure, as shown as part of the Appraisal fieldwork (refer to Viewpoint 5, Figure 6).</p> <p>Views of Parcel A are heavily filtered and views of Parcel B are within the context of adjacent commercial built form/railway infrastructure. The Foxton LCA notes the built form in this location 'do not reflect local vernacular' and 'not visually attractive'. Therefore, this view should be considered a 'Key view to be enhanced' rather than a 'Key view'.</p>

4.10. In summary, the 'Key views' from the north-eastern corner of Parcel B and from the public footpath on the edge of the village are dominated commercial built form and railway infrastructure which is concluded in published studies to be 'unattractive' and not reflective of local character. There is opportunity in these locations to enhance such views

with native planting to contribute to local landscape character as advocated in published guidance. Therefore, the views should be termed 'Key view to be enhanced' in FNP rather than 'Key view'.

Village gateways

4.11. Village gateways identified in FNP which are relevant to the parcels are summarised in the following table.

Table 3: Response to Draft Foxton Neighbourhood Plan 'Village gateway' proposals

Village gateway	Response to Draft FNP
Northern gateway (adjacent to Parcel A)	<p>In relation to the 'Northern gateway', the Foxton LCA states that the character of this gateway emphasises the 'rural agricultural setting' and shows an image of the mature trees on the approach to Foxton to the north of the parcel without any reference to existing built form along Barrington Road, similar to that shown in the Appraisal fieldwork (refer to Viewpoint 4, Figure 6). The description also notes there are no views towards the historic village which suggests that built form does not characterise this approach to the village.</p> <p>However, the character of the location of the 'Village gateway' marker adjacent to Parcel A is associated with the existing ribbon residential development along Barrington Road rather than the wider agricultural landscape. This is supported by the Village LCAs identified in the Foxton LCA which refers to this area as 'Barrington Road' up until the mature vegetation surrounding the residential property to the north of the parcel.</p> <p>Consequently, the potential for a 'Village gateway' defined by the FNP would be better placed and more appropriate on the corner of Barrington Road where it meets Foxton Road, as the character here is reflective of the surrounding agricultural landscape due to screening of built form and Parcel A to the south. This fits in directly with the description of this gateway in the Foxton LCA.</p>
Transport gateway (adjacent to Parcel B)	<p>In relation to the 'Transport gateway' along the A10, the Foxton LCA highlights that St. Laurence's Church is one of the only visible signs of the village from this location and, as highlighted above, this is only visible further north-west along this route (refer to Viewpoints 2 and 3, Figure 6).</p> <p>Therefore, the 'Village gateway' marker in FNP should be further north-east along this route where the Church, commercial built form and railway infrastructure is visible which characterises this approach as set out within the Foxton LCA.</p>

- 4.12. In summary, the markers for both 'Village gateways' described above (as per the FNP) should be relocated on the basis of the physical landscape attributes and landscape character. A more appropriate demarcation of the 'Northern gateway' would be further from Parcel A on the corner of Barrington Road and for the 'Transport gateway', further from Parcel B along the A10 to the north-east where St. Laurence's Church is visible. This would better reflect the characteristics and threshold to the settlement on these approaches respectively. Currently, the 'Transport gateway' is referred to in published guidance as a detractor from the local village character and consequently will have the potential for enhancement to become a 'Village gateway' in line with FNP policies and other published guidance.
- 4.13. Overall, the review undertaken as part of this LVA clearly demonstrates that some of the 'Key views' referred to within FNP should be replaced with 'Key views to be enhanced' as they do not currently contribute to the local landscape character as required. The 'Village gateways', identified adjacent to the parcels in FNP, also need to be reconsidered to ensure they are reflective of their respective descriptions. FNP policies demonstrate development may be acceptable and advocate enhancements to the local landscape character in terms of native planting to screen and soften edges. This offers opportunities for both parcels to enhance 'Key views' from the A10 and village edge. As well as enhancing the 'Transport gateway' along the A10 to become a 'Village gateway' as advocated in the Foxton LCA.

5. LANDSCAPE AND VISUAL ANALYSIS

- 5.1. This section sets out a brief analysis of the parcels in landscape and visual terms and considers their constraints and opportunities in respect of any potential or capacity for development.

Overview

- 5.2. Both parcels represent relatively 'ordinary' areas of arable land which is typical in the surrounding landscape. Aside from boundary vegetation, the parcels are relatively free from any particular landscape features of interest. The immediate context of the parcels is heavily influenced by urbanising features, including existing built form, main transport corridors (A10 and railway) and overhead pylons. This differs from the historic village core of Foxton located to the south.
- 5.3. Further to the north, east and west, the local landscape transitions into wider countryside which is characterised by larger arable field enclosures and belts of mature vegetation often associated with various watercourses and along road networks. There is a clear distinction between this landscape and the smaller field enclosures of the parcels and their immediate context.
- 5.4. Existing built form and mature vegetation lies immediately adjacent to both parcels which provides a degree of containment to the west and north. The surrounding landform is relatively flat therefore mature vegetation in the local landscape also provides some degree of containment. The parcels are relatively open to the east however views from this direction are within the context of existing built form and railway infrastructure. These views are also limited to a section of the A10 on the approach to Foxton, which is deemed in published guidance as 'unattractive', further east views are screened by the rising landform and mature vegetation associated with the Hoffer Brook.
- 5.5. Notwithstanding that the parcels themselves are generally free from substantial constraints in landscape and visual terms, there remains some sensitivities in the surrounding landscape that can be addressed by emerging design proposals. These include views of St. Laurence's Church (Listed Building) from the A10 corridor to the north-east of Parcel B and the existing 'hard and only-partly-screened' Green Belt edge in close proximity to the parcels. 'Key views' identified in published guidance should also be considered, specifically along the A10 corridor and from the historic village core to the south, which have the ability to be enhanced.

5.6. There remains some more specific constraints and opportunities for parcels, some of which are relevant to only Parcel A or Parcel B, which will influence the potential for development on the parcels, along with its spatial extent. These matters are considered further in the following sections.

Landscape and visual constraints and opportunities

5.7. The following key constraints and opportunities have been identified during the landscape and visual analysis (including reference to field work and desk study of landscape character guidance).

5.8. The landscape and visual analysis is considered further in terms of defined constraints and opportunities within the parcels and study area; these are then used to inform the development of a design (refer to Figure 7, Landscape and Visual Analysis). Overall, by taking an approach that places landscape and landscape character at the heart of the design approach, this helps to deliver good design which responds to local character, landscape components and green infrastructure.

5.9. Constraints associated with the parcels are summarised as follows:

- The existing framework of vegetation along Parcel Boundaries that needs to be retained and enhanced wherever possible, noting the opportunity to incorporate this into development proposals creating a positive setting for potential development;
- The TPOs adjacent to the north-western edge of Parcel B and adjacent to Parcel A;
- Residential receptors in close proximity to the parcel with direct views, however noting that these are generally filtered somewhat by intervening vegetation; and
- The relatively open eastern edges of the parcels, however noting that such views are generally limited to a section of the A10 (due to wider containment from rising landform and mature vegetation) and the ability to soften this edge with native landscape planting, as recommended in published guidance; and
- Although not landscape specific, the location of the parcels within the edge of the Cambridge Green Belt and associated matters, however noting that this also presents an opportunity to improve the 'hard and only-partly-screened' Green Belt edge to create a softened interface with the rural landscape, as advocated in published guidance.

Opportunities for the parcels are considered to be:

- The scale of the parcels are such that proposed development could come forward that respects and integrates with the landscape and visual constraints to incorporate a comprehensive approach to mitigation in terms of landscape and open space. The creation of native green infrastructure within proposed open space supports aspirations of published landscape character guidance;
- The location of both parcels adjacent to the north-eastern edge of the settlement of Foxton and their strong relationship with this urban fringe landscape dominated by existing built form, main road and railway infrastructure;
- Opportunity to create high quality areas of design with native landscaping on parcels A and B to enhance 'Key views' and the 'Village gateway' along the A10 corridor identified within FNP and Foxton LCA to strengthen local landscape character in the northern part of the village which is currently deemed 'unattractive' and is separated from the historic village core to the south;
- Opportunity to develop Parcel A without altering the 'Village gateway' to the north, as the character of this parcel has a strong relationship with existing residential development along Barrington Road, as identified in FNP Villages LCAs;
- Opportunity to retain view corridors to the wider agricultural landscape, as identified as a key characteristic of the LCA in published guidance;
- Potential to retain a publicly accessible view corridor across Parcel B towards the local landmark of St. Laurence's Church from the A10, as advocated in published guidance;
- The acceptance within the Draft FNP that development may be suitable on the eastern edge of Foxton with appropriate landscaping and so the opportunity to enhance the local landscape character through native tree and hedgerow planting, as advocated in published guidance;
- Potential to incorporate orchard planting to reflect historic uses within the village of Foxton;
- Opportunity to improve public access which is somewhat limited on the northern edge of Foxton due to a lack of PROW;
- The general containment of the parcels within the local landscape in visual terms due to intervening built form and mature vegetation often associated with watercourses and where filtered views are likely these are in the context of existing built form surrounding the parcels; and
- Existing access to Parcel A from Barrington Road which can be utilised as a proposed access with less disruption.

5.10. The analysis of these can be used to inform the design process and to avoid or minimise potential impacts.

6. LANDSCAPE AND VISUAL STRATEGY

- 6.1. On the basis of the landscape and visual appraisal, it is considered that there is existing capacity for development as a consequence of the existing landscape features, such as containing boundary vegetation and the existing context of built form.
- 6.2. These components contribute to the development potential of Parcel A and B. However, the scale, location and extent of development can also be carefully considered along with a comprehensive and positive approach to mitigation that will further enhance the capacity and development potential.
- 6.3. The Landscape and Visual Analysis has been considered and has been used to inform a design approach for the parcels (refer to Figure 8, Landscape and Visual Strategy).
- 6.4. The design approach for Parcel A is described as set out below:
- In general terms, the development envelope (area within which built form will be located) will be concentrated within the western part of Parcel A as this has the strongest relationship with built form along Barrington Road. This will limit further influence of built form on the wider urban fringe landscape to the north, east and west;
 - Restricting the development envelope from the eastern edge of the parcel will allow for a generous area of high-quality open space with native landscape planting and retain partial views from this area of the wider agricultural landscape, as stated in published guidance as a characteristic of the local landscape character. This will also provide ecological enhancements as the proposed planting can link with the existing green infrastructure along Parcel Boundaries;
 - This also presents an opportunity to soften the existing 'hard and only-partly-screened' Green Belt boundary in this location, as identified in published guidance, with the existing farm complex to the east remaining as this has a stronger relationship in terms of character with the wider agricultural landscape;
 - Existing mature vegetation along the northern and eastern Parcel Boundaries will be retained, including appropriate stand-off's from TPO trees to the north-west and south-west, and enhanced with native planting to maintain the strong visual and physical enclosure this green infrastructure network provides;
 - Within the lowest part of the parcel, in the north-eastern corner, there is opportunity to accommodate attenuation and drainage features;
 - Utilising existing access along the southern boundary of the parcel off Barrington Road to minimise vegetation loss and create an attractive entrance to the parcel

with the potential for a play area to enhance any partial views from the historic village core of Foxton to the south;

- Enhance public access across the parcel through areas of public open space; and
- An area of community orchard planting in the southern part of the parcel, to link to historical orchards within Foxton.

6.5. The design approach for Parcel B is described as set out below:

- In general terms, the development envelope should be concentrated along the western part of the parcel which has the strongest relationship with existing adjacent built form. This will limit further influence of built form on the wider urban fringe landscape to the east and south;
- Restricting the development envelope from the eastern edge of the parcel will allow for a generous area of high-quality open space and native landscape planting to enhance this gateway along the A10 into the village and retain partial views from this area of the wider agricultural landscape, as stated in published guidance as a characteristic of the local landscape character;
- The development should also be restricted from the southern-eastern edge of the parcel to retain a view corridor of St Laurence's Church on the approach along the A10 (refer to Viewpoint 3, Figure 6, Viewpoint Photographs), which is a local landmark as established in published guidance. The Church will be visible above landscape planting along the north-eastern edge due to the rising landform towards the Church;
- Existing vegetation along the north-western and western boundaries will be retained and enhanced with native planting to contribute to the local landscape character and provide ecological enhancements;
- An area of native landscape planting along the southern edge of the parcel will further enhance this gateway into the village as railway infrastructure will be somewhat screened and enhance views from the historic village core of Foxton to the south;
- Within the lowest part of the parcel, in the north-eastern corner, there is also opportunity to accommodate attenuation and drainage features;
- Creation of an access off the A10 corridor along the north-eastern Parcel boundary to minimise vegetation losses whilst also providing appropriate stand-off's from the existing TPO trees further south adjacent to this boundary. This will form part of the open space into parcel along the eastern edge; and
- Enhance public access across the parcel through areas of public open space and the potential to link into the existing commercial area immediately to the west.

-
- 6.6. This will enable a concept plan to come forward in the future that represents a sensitive design solution with mitigation embedded in the proposals from the outset.

7. GREEN BELT APPRAISAL

Overview

- 7.1. Previous sections of this LVA consider the constraints and opportunities of the parcels and its surrounding context in order to inform future concept plans for both the parcels. This is considered on the strengths and weaknesses of the parcels and incorporates mitigation to avoid or minimise potential adverse effects.
- 7.2. This section considers Green Belt matters in terms of the role and function of the parcels and their contribution to Green Belt purposes. Green Belt is not a landscape designation and it does not consider landscape character or other matters such as intrinsic value of landscape character or components. However, the impact on the 'openness' of the Green Belt is closely related to landscape and visual considerations, as are the matters of incursion into the countryside (sprawl) and physical and visual coalescence (merging).

Green Belt policy for South Cambridgeshire

- 7.3. The Cambridge Green Belt Study⁸ was published by SCDC in September 2002 which focuses on the fourth Green Belt purpose ('To preserve the setting and special character of historic towns'). This refers to the historic city of Cambridge, located ca. 10km to the north-east of Foxton.
- 7.4. The parcels are located on the south-western edge of the Cambridge Green Belt and are not included in the majority of supporting figures to the study due to distance from the city. However, the study does refer to 'Outer Rural Areas of the Green Belt' and although the study does not clearly identify the parcels as being within this area, it is reasonable to consider the parcels in this context. The study states:
- 7.5. *"These are areas of landscape from which distinct views of the city are scarce or absent. The function of this landscape is in providing a backdrop to views of the city, and in providing a setting for approaches to connective, supportive and distinctive areas of townscape and landscape".*
- 7.6. The function of the parcels forming a 'backdrop' to the city is not considered to be relevant due to the distance and lack of intervisibility between them and the city of Cambridge. However, the role of the parcels in terms of 'providing a setting for approaches' supports the enhancement of the 'Village gateway' along the A10 and 'Key views' to and from the

⁸ South Cambridgeshire District Council, Cambridge Green Belt Study (September 2002)

settlement of Foxton through a considered landscape and visual strategy for both parcels (refer to **Figure 8, Landscape and Visual Strategy**).

7.7. The Green Belt is currently being reviewed as part of the emerging Greater Cambridge Local Plan.

Strategic analysis

7.8. To establish whether a site is suitable for release from the Green Belt, it is necessary to understand the 'role and function' of the wider site in Green Belt terms where considered against landscape and visual issues. This is important as there is an inherent link between the perception of 'openness' and the physical components of a landscape, its character, and views to, from and within a landscape.

7.9. The following strategic analysis provides an appraisal of both parcels contribution towards Green Belt purposes in respect of landscape and visual matters. The analysis considers the potential impact of change on parcel in terms of introducing built form and the impact of removing the parcel from the Green Belt.

7.10. The NPPF sets out under paragraph 134⁹ the five functions of the Green Belt, as follows:

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

7.11. Each of these aspects is considered in the following tables:

Table 4: Appraisal of Green Belt functions and the wider parcel area relating to Parcel A

Green Belt Purpose	Appraisal of wider parcel area relating to Parcel A
To check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> • The landform rises to the east, associated with Rowley's Hill, which forms a degree of physical and visual containment between Parcel A and the northern part of Foxton with the wider landscape; • Defining features and mature riparian vegetation of the River Rhee to the north also provides a robust boundary

⁹ MHCLG, NPPF (February 2019)

	<p>that prevents sprawl in terms of physical spread as well as perception;</p> <ul style="list-style-type: none"> • The area of landscaping proposed on the eastern edge of Parcel A would form a defined physical boundary of the settlement and provide a degree of containment from the wider landscape to the east; and • The mature vegetation and residential properties to the north and west of Parcel A provide a defined physical boundary.
To prevent neighbouring towns merging into one another	<ul style="list-style-type: none"> • Considerable physical distance between the northern part of Foxton and Parcel A from the nearby settlements including Barrington and Shepreth; • The northern part of the settlement of Foxton is defined to the north, east and west by the strong physical boundary of the River Rhee and Hoffer Brook; and • The development of Parcel A would not extend the settlement of Foxton further than it is already existing in any direction.
To assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> • Relationship with the existing settlement edge is strong within the western parts of Parcel A; • Transport infrastructure has a strong influence on Parcel A due to its proximity visually and aurally to the A10 and railway corridors; and • Notwithstanding these influences, the wider parcel context remains 'countryside' but this is considered to be relatively 'ordinary' in landscape and visual terms.
To preserve the setting and special character of historic towns	<ul style="list-style-type: none"> • This purpose is referred to above in published guidance and the opportunity to enhance the 'Key views' to and from Foxton with native landscape planting is considered to meet the requirement of this purpose; and • Published guidance also notes that Parcel A does not have intervisibility with the historic village of Foxton to the south.
To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	<ul style="list-style-type: none"> • This purpose, and the principles behind it, are applicable to all sites within the Green Belt.

Table 5: Appraisal of Green Belt functions and the wider parcel area relating to Parcel B

Green Belt Purpose	Appraisal of wider parcel area relating to Parcel B
To check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> • The landform rises to the east, associated with Rowley's Hill, which forms a degree of physical and visual containment between Parcel B and the northern part of Foxton with the wider landscape; • Defining features and mature riparian vegetation of the Hoffer Brook to the east also provides a robust boundary

	<p>that prevents sprawl in terms of physical spread as well as perception;</p> <ul style="list-style-type: none"> • The area of landscaping proposed on the eastern edge of Parcel B would form a defined physical boundary of the settlement and provide a degree of containment from the wider landscape to the east; and • The railway line immediately to the south of Parcel B also provides a defined physical boundary.
To prevent neighbouring towns merging into one another	<ul style="list-style-type: none"> • Considerable physical distance between the northern part of Foxton and Parcel B from the nearby settlements including Harston and Newton; • The northern part of the settlement of Foxton is defined to the north, east and west by the strong physical boundary of the River Rhee and Hoffer Brook; and • The development of Parcel B would not extend the settlement of Foxton further than it is already existing in any direction.
To assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> • Relationship with the existing settlement edge is strong within the western parts of Parcel B; • Transport infrastructure has a strong influence on Parcel B due to its proximity visually and aurally to the A10 and railway corridors; and • Notwithstanding these influences, the wider parcel context remains 'countryside' but this is considered to be relatively 'ordinary' in landscape and visual terms.
To preserve the setting and special character of historic towns	<ul style="list-style-type: none"> • This purpose is referred to above in published guidance and the opportunity to enhance the 'Village gateway' along the A10 corridor and 'Key views' to and from Foxton with native landscape planting is considered to meet the requirement of this purpose; and • There is a retained view corridor proposed through the southern part of Parcel B to St. Laurence's Church on the approach to Foxton along the A10 which is noted in published guidance as a key characteristic.
To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	<ul style="list-style-type: none"> • This purpose, and the principles behind it, are applicable to all sites within the Green Belt.

Green Belt strategy

- 7.12. In accordance with the NPPF, Green belt boundaries should be defined clearly, using physical features that are readily recognisable and likely to be permanent.
- 7.13. This LVA has informed the development potential for parcels A and B, a key consideration being the existing 'hard and only-partly-screened' Green Belt edge, as identified in

published guidance, and the opportunity to enhance the 'Village gateway' along the A10 and 'Key views' to and from the historic village of Foxton to the south.

- 7.14. This is reflected through the analysis of constraints and opportunities and subsequent development of the landscape and visual strategy (refer to Figure 8, Landscape and Visual Strategy).
- 7.15. Such an approach includes incorporated mitigation that addresses the interface between the settlement edge and the wider countryside and how this can influence prospective amendments to the Green belt boundary.
- 7.16. The impact of the potential development of the parcels on the wider area would be very limited due to the surrounding existing built form and presence of major transport routes in close proximity. Consequently, parcels A and B are appropriate in landscape and visual terms for development and should be considered for removal from the Green Belt within FNP.

8. SUMMARY

- 8.1. Pegasus Group has been instructed by R2 Developments to undertake a Landscape and Visual Appraisal (LVA) 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').
- 8.2. This Landscape and Visual Appraisal (LVA) has been undertaken to determine the various landscape and visual constraints and opportunities regarding the parcels and their immediate context to inform the design approach and discussion with South Cambridgeshire District Council. The LVA also makes reference to the Draft Foxton Neighbourhood Plan and the contribution of both Parcel A and Parcel B to the Green Belt.
- 8.3. The LVA adopts a 'landscape and visually led' approach, setting out key principles for high level design inputs that relate to the local landscape. Consequently, the LVA is able to identify several high-level design objectives as part of an initial landscape strategy. This can be adopted as a starting point upon which more detailed parcel concept planning can commence.
- 8.4. The approach has identified the key constraints and opportunities of the parcels and their context in relation to landscape and visual matters and this has led to the formation of an overall scale of development that addresses the landscape and visual context and associated sensitivities. This includes retaining views to the locally distinctive feature of St. Laurence's Church Listed Building from the A10 corridor on the approach to Foxton.
- 8.5. In terms of any potential landscape and visual impacts, these are likely to be limited to close proximity receptors but are largely screened due to existing built form and mature vegetation. Mitigation in the form of native landscape planting and enhanced boundary vegetation can be integrated into a scheme to further reduce impacts. This includes from the A10 road corridor and along the southern boundaries of parcels which may be partially visible from the historic core of Foxton. These aspects provide a clear rationale for the location, scale and extent of the proposed development.
- 8.6. Regarding Green Belt contribution, the parcels are located on the edge of the Cambridge Green Belt and the existing boundary adjacent to the parcels is regarded as 'hard and only-partly-screened' within published guidance. This offers an opportunity to supplement this edge with appropriate native landscape planting and enhance the 'Village gateway' along the A10 and 'Key views' from the historic core of Foxton to the south, as

advocated in published guidance. The parcels are not considered to contribute considerably to any of the Green Belt purposes.

- 8.7. Specifically in relation to Parcel A, the review of the Draft FNP demonstrates that a more appropriate demarcation of the 'Northern gateway' would be further from Parcel A on the corner of Barrington Road. This would better reflect the characteristics of the approach described the published guidance.
- 8.8. Specifically in relation to Parcel B, the review of the Draft FNP demonstrates that a more appropriate demarcation of the 'Transport gateway' would be further from Parcel B along the A10 to the north-east where St. Laurence's Church is visible. This would better reflect the characteristics of the approach described the published guidance. Currently, the 'Transport gateway' is referred to in published guidance as a detractor from the local village character and consequently will have the potential for enhancement to become a 'Village gateway'.
- 8.9. The review of the Draft FNP also demonstrates the 'Key views' across Parcel B and from the historic core of Foxton to the south towards both parcels should be replaced with 'Key views to be enhanced'.
- 8.10. Consequently, both Parcel A and Parcel B are considered to be appropriate in landscape and visual terms for development with landscape mitigation as an integral part of both schemes and should be considered for removal from the Green Belt within FNP.

FIGURES



KEY



Parcel boundaries

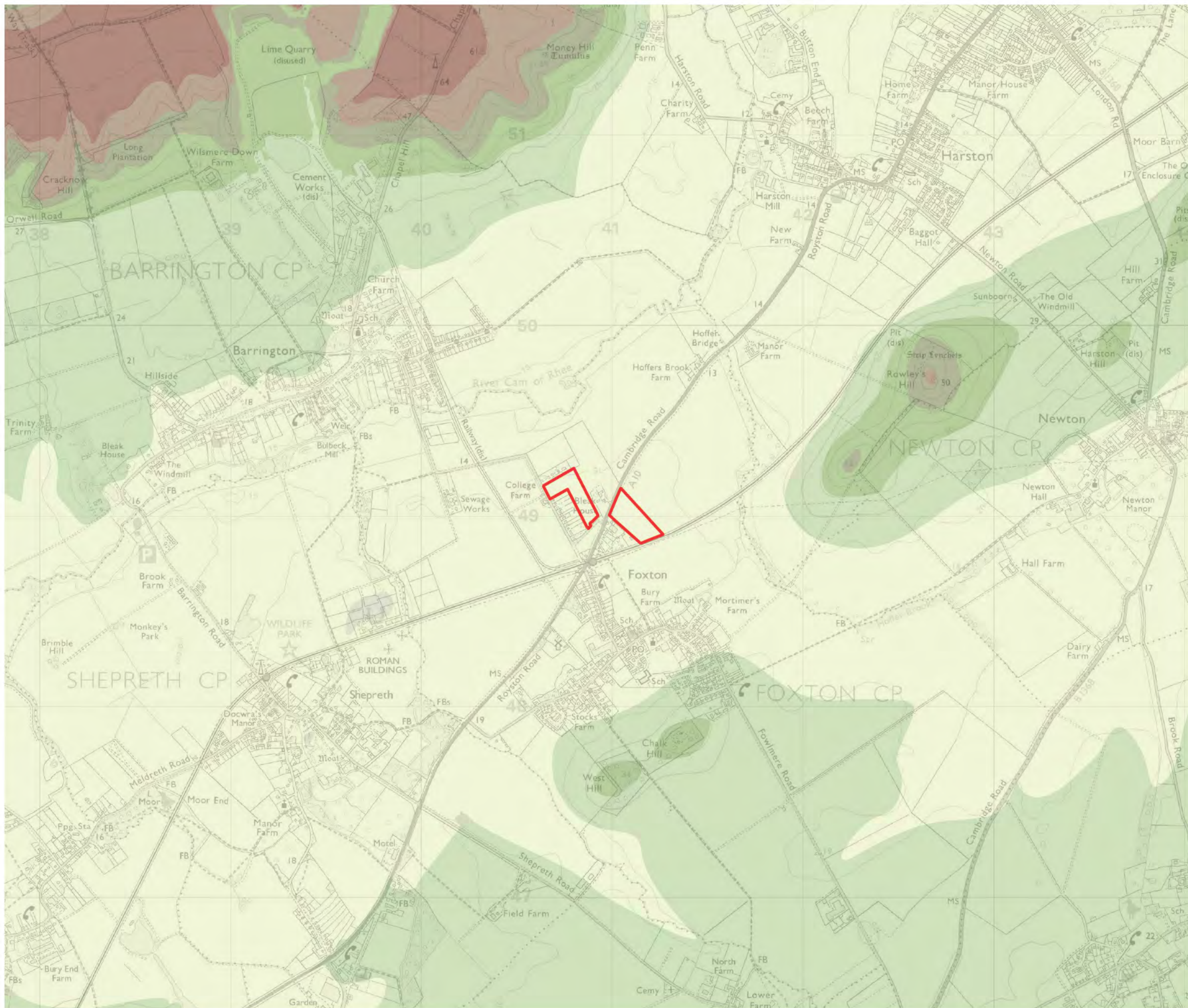
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Client: R2 Developments

Fig. 1: Site Location

Drawing no. : P20-2706_01
Date : 23/12/2020
Drawn by : NF
Checked by : CLW
Scale : 1 : 2500 @ A3



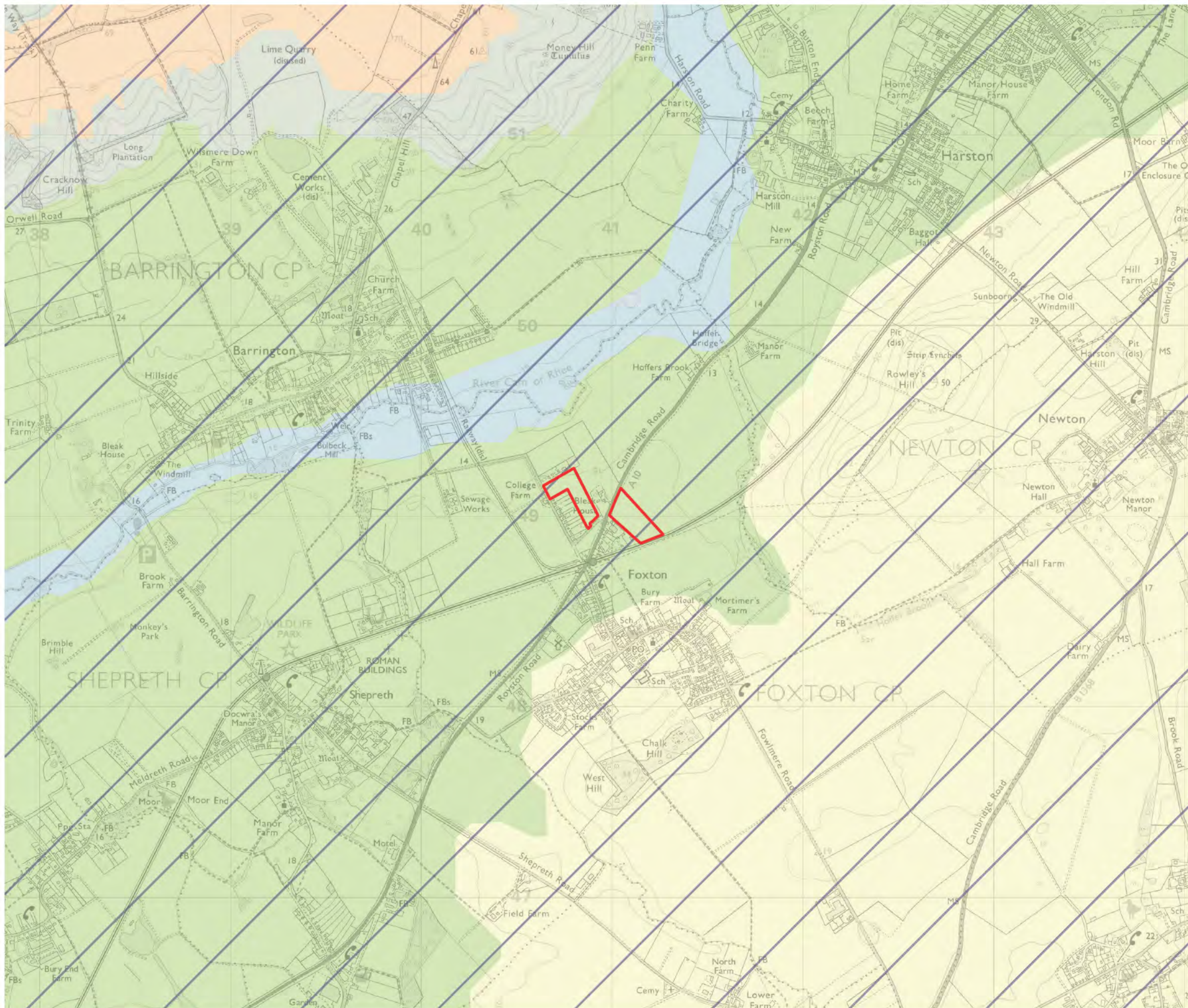


Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton


Client: R2 Developments

Fig. 2: Topography

Drawing no. : P20-2706_02
 Date : 23/12/2020
 Drawn by : NF
 Checked by : CLW
 Scale : 1 : 20000 @ A3



KEY

 Parcel boundaries

National Character Area 87: East Anglian Chalk
(The whole study area is located within NCA 87)

**Landscape Typology for the East of England
(Natural England, 2010)**

Regional Landscape Typology

-  Lowland Village Chalklands
-  Lowland Village Farmlands
-  Valley Meadowlands
-  Chalk Hills and Scarps
-  Wooded Village Farmlands

**Cambridgeshire Landscape Guidelines
(Cambridgeshire County Council, 1991)**

Landscape Character Areas

 Chalklands

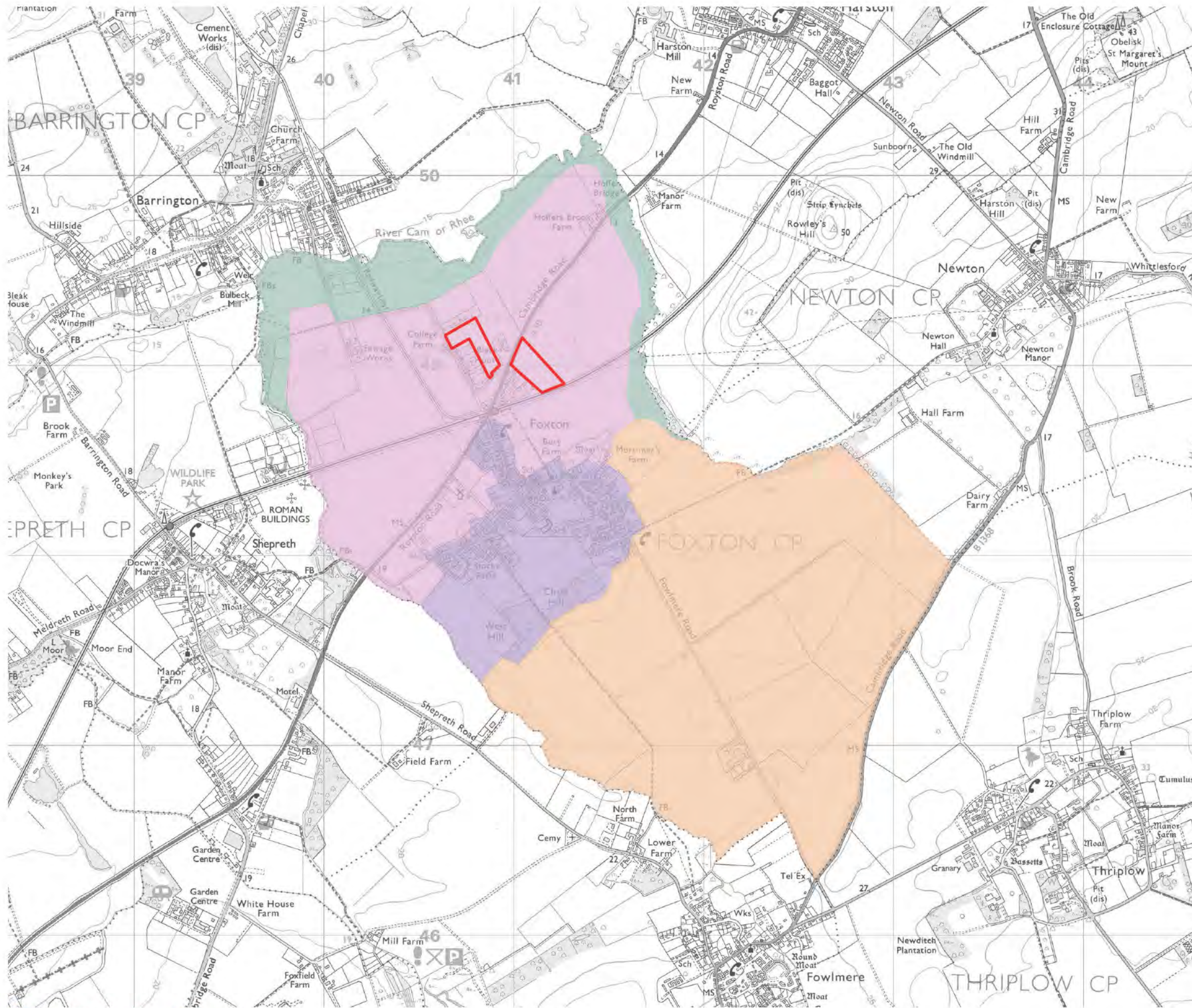
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Client: R2 Developments


Fig. 3: Regional and County Landscape Character

Drawing no. : P20-2706_03
Date : 23/12/2020
Drawn by : NF
Checked by : CLW
Scale : 1 : 20000 @ A3









KEY

 Parcel boundaries

Foxton Neighbourhood Plan Landscape Character Assessment (Foxton Parish, 2017)
Landscape Character Areas

-  Foxton Farmlands
-  Rhee Valley and Tributaries
-  Foxton Chalklands
-  Foxton Village

Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton








Client: R2 Developments

Fig. 4: Local Landscape Character

Drawing no. : P20-2706_08
 Date : 23/12/2020
 Drawn by : NF
 Checked by : CLW
 Scale : 1 : 20000 @ A3





- KEY**
-  Parcel boundaries
 -  Representative viewpoints
 -  Public footpath
 -  Public bridleway
 -  Byway open to all traffic
 -  Restricted byway
 -  Other routes with public access

Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Client: R2 Developments

Fig. 5: Viewpoint Locations and Public Rights of Way

Drawing no. : P20-2706_04
 Date : 04/01/2021
 Drawn by : NF/CLW
 Checked by : JWA
 Scale : 1 : 20000 @ A3



Mature vegetation between existing properties off Barrington Road to west and Parcel A

Parcel A

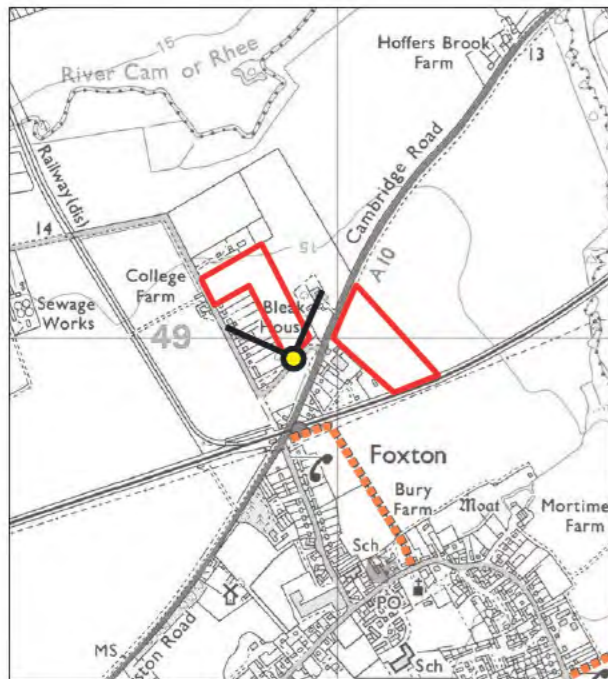
Mature vegetation to north of Parcel A

Farm complex to east of Parcel A



Viewpoint 1: View looking north-west from Barrington Road (adjacent to south-eastern boundary of Parcel A).

Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 40892 48955
Approx. elevation	+16m AOD
Distance to site	On Parcel A boundary, ca. 121m from Parcel B
Approx. H FoV	60°



Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

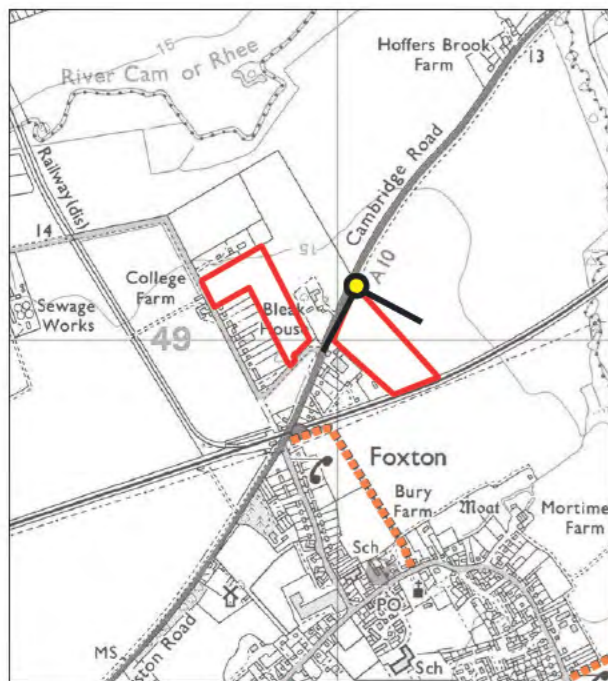
Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 2: View looking south-east from A10 (Cambridge Road) (adjacent to north-eastern corner of Parcel B).

Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 41037 49151
Approx. elevation	+15m AOD
Distance to site	ca. 180m from Parcel A and on Parcel B boundary
Approx. H FoV	60°



Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

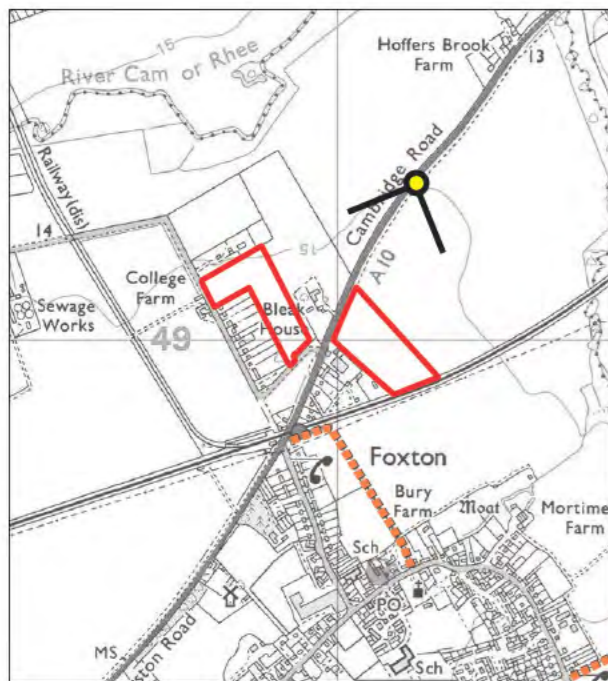
Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 3: View looking south-west from A10 (Cambridge Road).

Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 41212 49435
Approx. elevation	+14m AOD
Distance to site	ca. 435m from Parcel A and ca. 315m from Parcel B
Approx. H FoV	60°



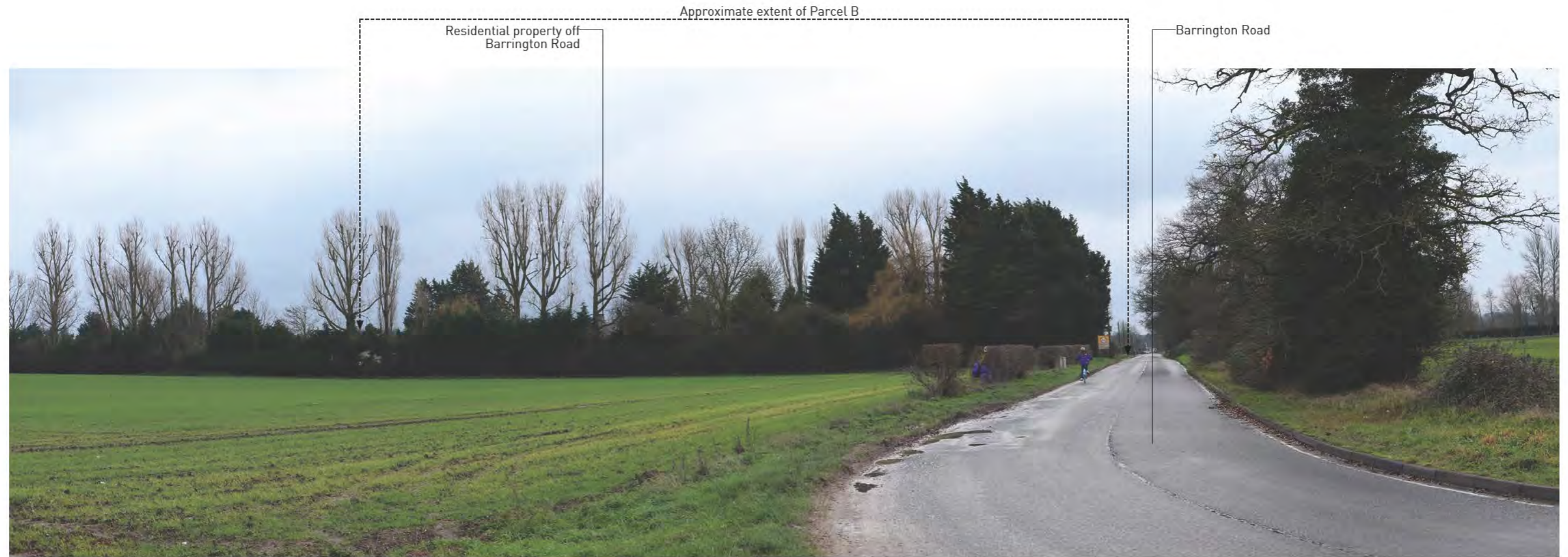
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

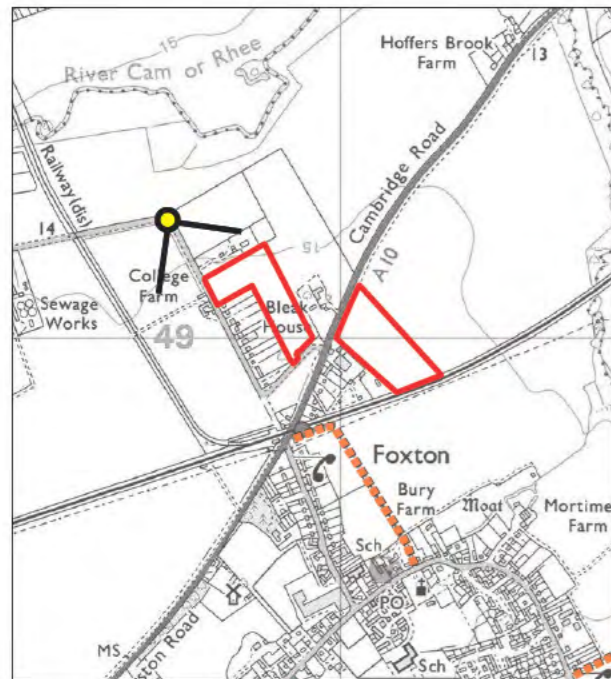
Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 4: View looking south-east from the junction of Foxton Road and Barrington Road.

Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 40541 49319
Approx. elevation	+14m AOD
Distance to site	ca. 180m from Parcel A and ca. 535m from Parcel B
Approx. H FoV	60°



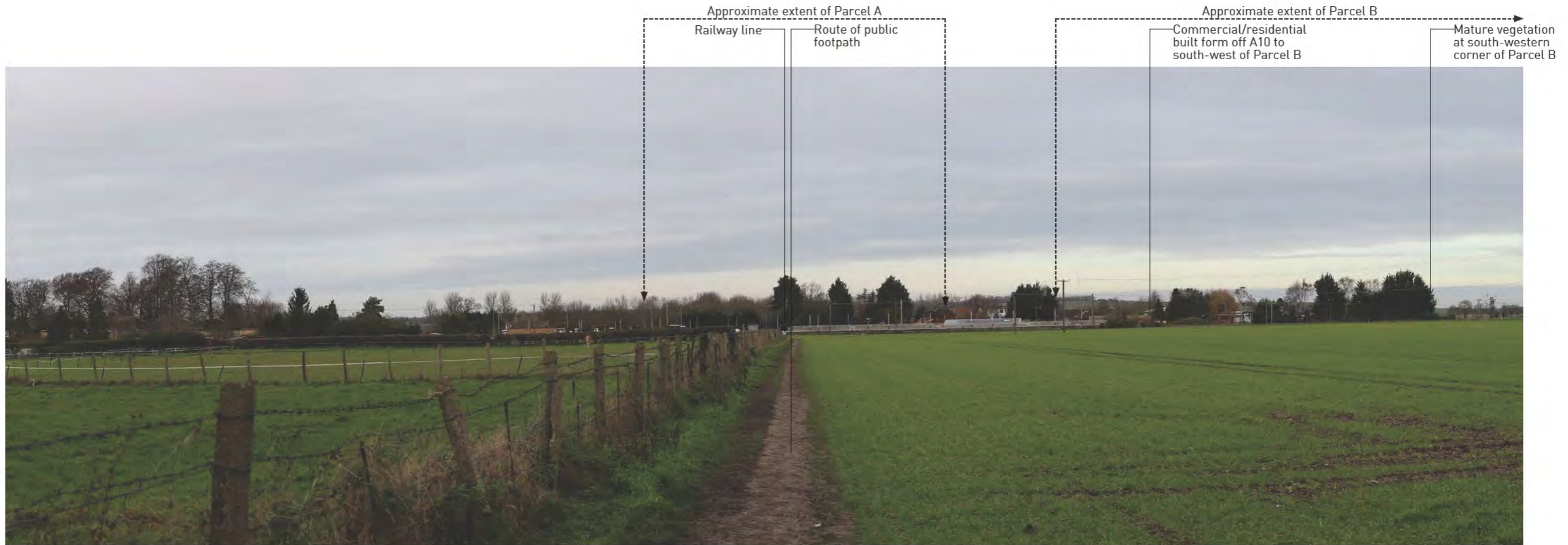
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

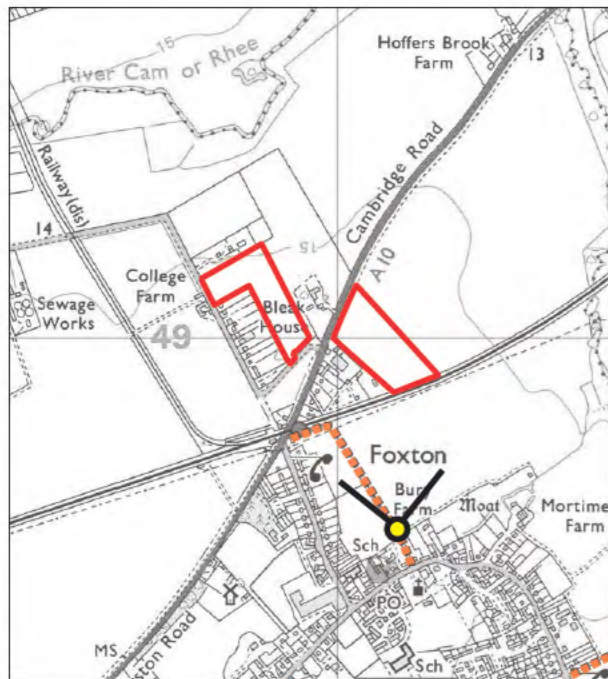
Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 5: View looking north-west from public footpath north of High Street.

Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 41138 48511
Approx. elevation	+17m AOD
Distance to site	ca. 520m from Parcel A and ca. 365m from Parcel B
Approx. H FoV	60°



Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

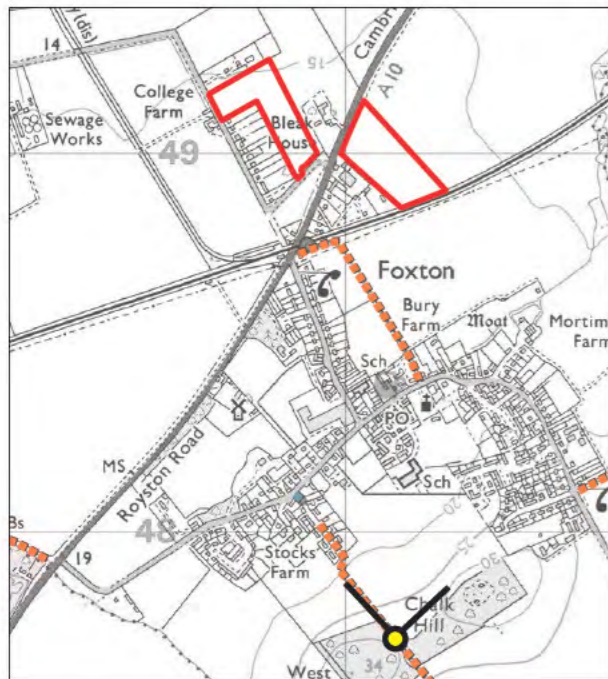
Drawing Ref: P20-2706_05
Client: R2 Developments

Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 6: View looking north from public footpath near to West Hill and Chalk Hill.



Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 41123 47723
Approx. elevation	+29m AOD
Distance to site	ca. 1.25km from Parcel A and ca. 1.15km from Parcel B
Approx. H FoV	60°

Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

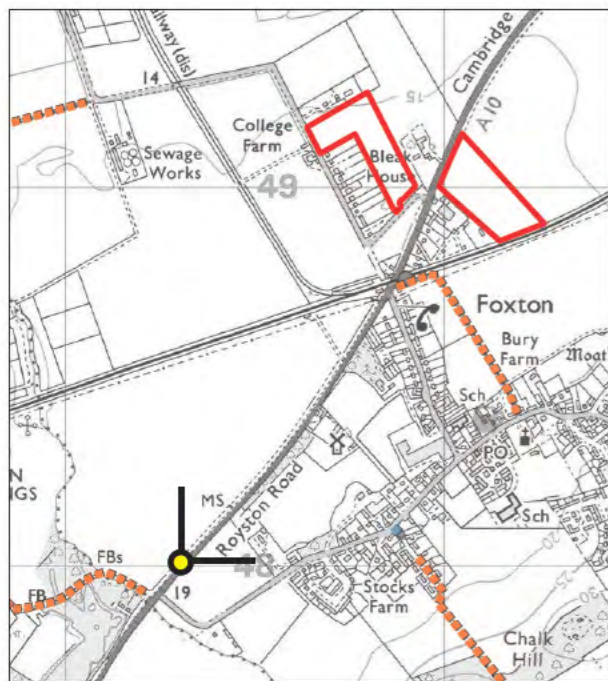
Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 7: View looking north-east from A10 (Royston Road).

Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 40300 48009
Approx. elevation	+15m AOD
Distance to site	ca. 1.10km from Parcel A and ca. 1.20km from Parcel B
Approx. H FoV	60°



Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

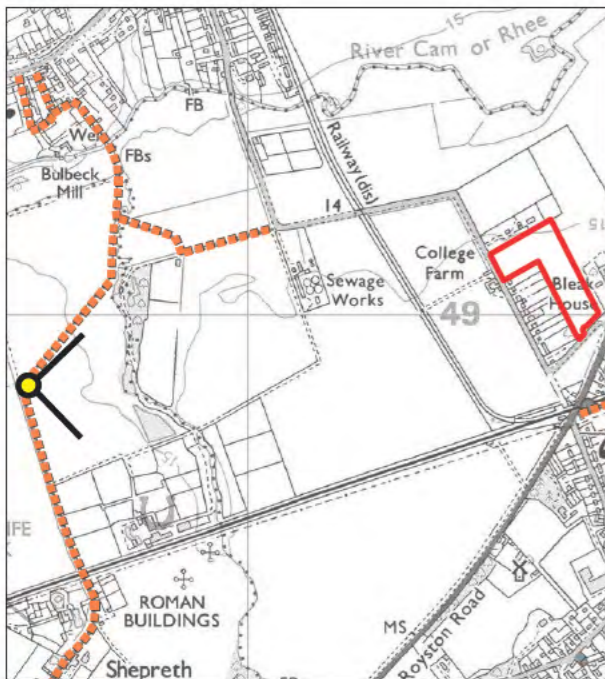
Drawing Ref: P20-2706_05
Client: R2 Developments

Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 8: View looking east from public footpath north of Shepreth.



Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 39398 48816
Approx. elevation	+15m AOD
Distance to site	ca. 1.29km from Parcel A and ca. 1.60km from Parcel B
Approx. H FoV	60°

Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

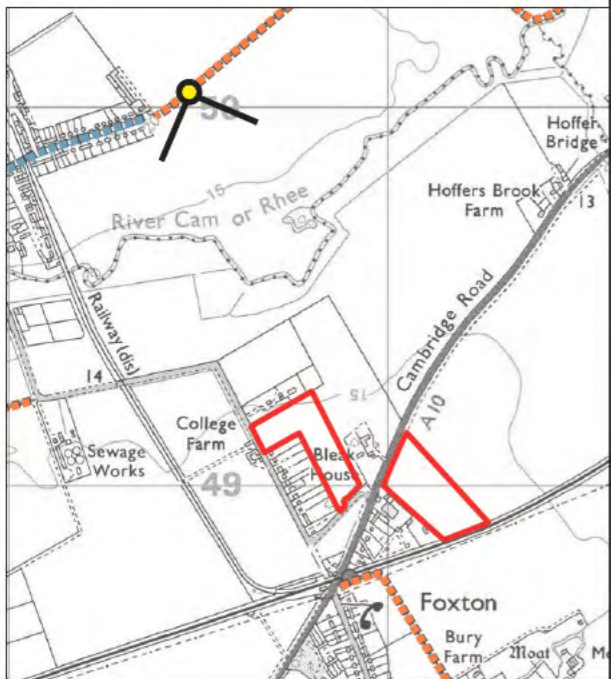
Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 9: View looking south-east from public footpath east of Glebe Road.

Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 40446 50022
Approx. elevation	+17m AOD
Distance to site	ca. 850m from Parcel A and ca. 1.07km from Parcel B
Approx. H FoV	60°



Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 10: View looking south-east from Chapel Hill.



Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 40014 51138
Approx. elevation	+55m AOD
Distance to site	ca. 2.06km from Parcel A and ca. 2.25km from Parcel B
Approx. H FoV	60°

Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

Date : 12/01/21
Drawn by : CLW
Checked by : JWA



Approximate direction of Parcels A and B



Viewpoint 11: View looking south-east from public footpath east of Orwell Road.

Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 38688 50742
Approx. elevation	+30m AOD
Distance to site	ca. 2.54km from Parcel A and ca. 2.88km from Parcel B
Approx. H FoV	60°



Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

Date : 12/01/21
Drawn by : CLW
Checked by : JWA





Viewpoint 12: View looking north-west from Cambridge Road (B1368).



Camera type	Canon EOS 6D with 50mm lens
Date	22nd December 2020
Approx. grid ref	TL 43068 47539
Approx. elevation	+20m AOD
Distance to site	ca. 2.60km from Parcel A and ca. 2.26km from Parcel B
Approx. H FoV	60°

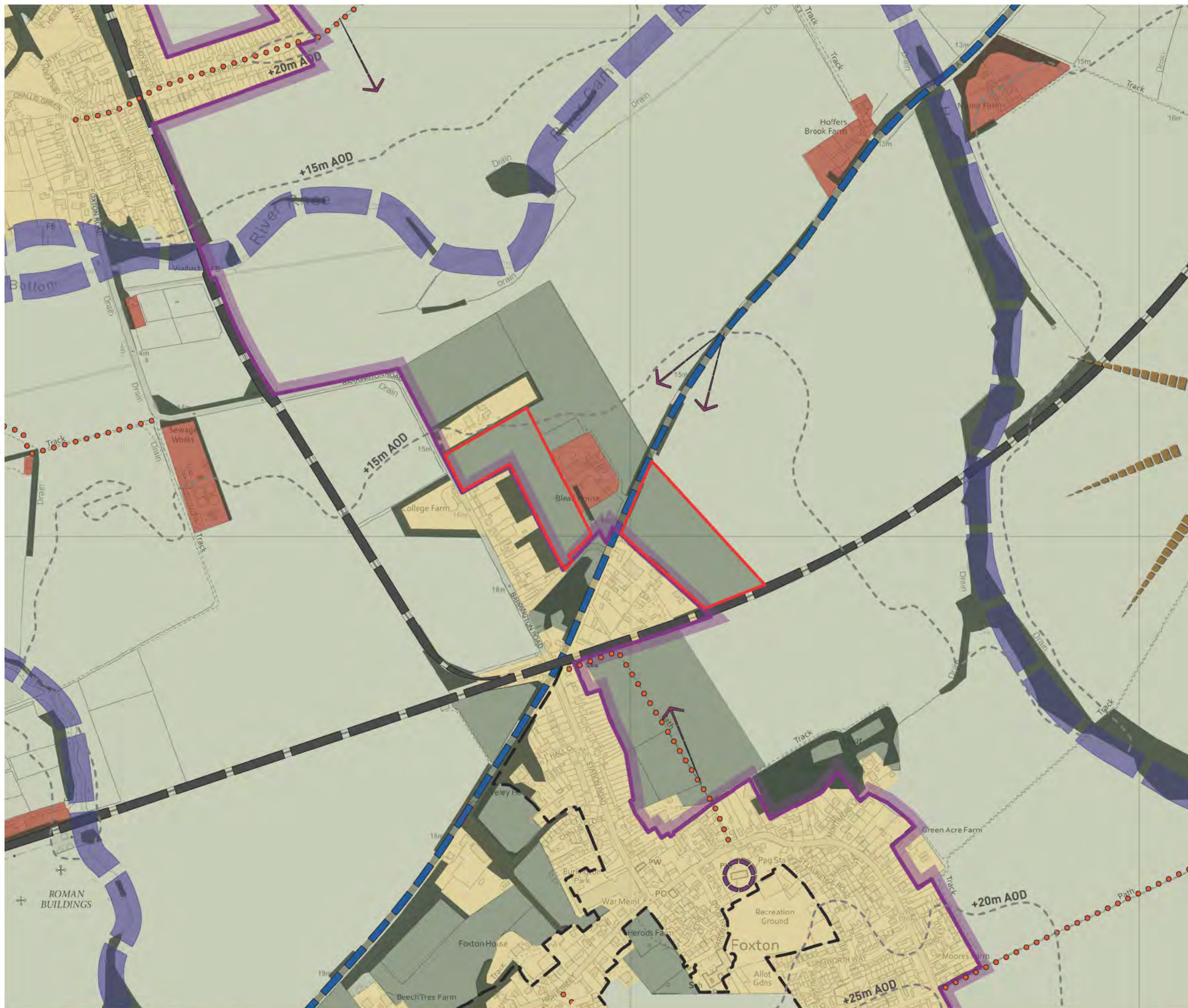
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

















Drawing Ref: P20-2706_05
Client: R2 Developments

Date : 12/01/21
Drawn by : CLW
Checked by : JWA





KEY

-  Parcel boundaries
-  Existing mature vegetation framework providing containment
-  Small field enclosures associated with the settlement edge
-  Medium-larger field enclosures associated with the wider agricultural landscape
-  Existing urban area and settlement pattern
-  Development Framework (Policy S/7) (SCDC Local Plan adopted Sept 2018)
-  Interspersed development in surrounding agricultural landscape
-  Existing Green Belt boundary
-  A10 corridor
-  Railway corridor
-  River/Brook corridors
-  Public Rights of Way network
-  St Laurence's Church (Grade I Listed Building)
-  Generally flat valley landform
-  Rising landform towards Rowley's Hill
-  Filtered views towards the parcels

Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Client: R2 Developments

Fig. 7: Landscape and Visual Analysis

Drawing no. : P20-2706_06
 Date : 26/01/2021
 Drawn by : CLW
 Checked by : JWA
 Scale : 1 : 7500 @ A3





- KEY**
-  Parcel boundaries
 -  Existing adjacent mature vegetation to be protected and enhanced with proposed native landscape planting
 -  Indicative 'softened and screened' Green Belt boundary with native landscape planting
 -  Indicative development envelope
 -  Proposed area of public open space with retained partial views of wider agricultural landscape
 -  Potential orchard planting
 -  Potential attenuation area
 -  Proposed play area
 -  Retained view corridor to St. Laurence's Church (Grade I Listed Building) on the approach to Foxton along the A10
 -  Potential vehicular access
 -  High-quality gateway on the approach to Foxton along the A10

Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Client: R2 Developments

Fig. 8: Landscape and Visual Strategy

Drawing no. : P20-2706_07
 Date : 26/01/2021
 Drawn by : CLW
 Checked by : JWA
 Scale : 1 : 2000 @ A3



Respondent: British Horse Society
Date received: 17/02/2021 via Email

Summary:

Policy FOX/15

Report acknowledges lack of bridleways but no recommendation. Public money should be spent to benefit widest possible groups. Restrictive footpaths do not meet this objective. BHS supports creation of additional permissive only where not possible to create public rights of way. Any off-road paths should include equestrians - most vulnerable road user.

Potential for upgrading existing footpaths to Bridleways – connect to network, plus link neighbouring villages. Examples of footpaths - 94/3 and 94/4.

Used to be a path that connected Footpath 94/3,93/1 to Green Lane in Fowlmere.....reinstated as a Bridleway?

Path beside Mortimers Farm up to Rowleys Hill and back along Hoffers Brook be reinstated and upgraded to a Bridleway?

Fact that Foxton has no Bridleways or Byways needs addressing!

Equestrians must be included to meet local and national policies.

Cyclists, walkers and equestrians have shared successfully Bridleways and Byways since 1968 when cyclists were granted access to them. To date, there has been no report ever of a horse injuring a third party on a public right of way.

Full text:

Cambridgeshire BHS Access would like to comment on Foxton NP as follows:

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

7.19 The local path network is a key component of Foxton's green infrastructure network. Some paths provide essential links with formal and informal recreation areas. The parish-wide public footpath network, maintained by Cambridgeshire County Council in partnership with landowners, is highly valued by the community. There is however a need to create additional permissive footpaths linking with existing public rights of way to form more circular routes. There are no public bridleways or byways in the parish. Opportunities for walking and cycling will be encouraged, including the creation of new permissive footpaths through negotiation with landowners, and cycleways in partnership with local authorities. A priority, and recommended in the Melbourn Greenways consultation by the Greater Cambridgeshire Partnership in 2019, is a cycle route linking Foxton with Melbourn Village College. This would enable pupils from Foxton to safely cycle to school, rather than having to cross the busy A10 twice.

This report acknowledges the lack of bridleways in the area but there is no recommendation within this report to improve the situation. It is morally, socially, economically and environmentally correct that public money should be spent to benefit the widest possible groups and the maximum number of people. Restrictive footpaths do not meet this objective. The BHS supports the creation of additional permissive only where it is not possible to create public rights of way which can be protected in perpetuity for future generations. Paths linking with existing public rights of way to form more circular routes are the most useful, however any off road paths should include equestrians as they are recognised as the most vulnerable road user. There is also the potential for upgrading existing footpaths to Bridleways, which would help to join up the fragmented Bridleway network, as well as providing links to neighbouring villages such as Fowlmere and Barrington and be available to more users. Footpaths with the potential to be upgraded to Bridleways are 94/3 and 94/4. In addition there used to be a path that connected Footpath 94/3,93/1 to Green Lane in Fowlmere.....could this be reinstated as a Bridleway? Similarly could the path beside Mortimers Farm up to Rowleys Hill and back along Hoffers Brook be reinstated and upgraded to a Bridleway?

The fact that Foxton has no Bridleways or Byways certainly needs addressing!

Equestrians must be included in this section to meet local and national policies.

Cyclists, walkers and equestrians have shared successfully Bridleways and Byways since 1968 when cyclists were granted access to them. To date, there has been no report ever of a horse injuring a third party on a public right of way.

Foxton NP

9. Transport

9.1 The purpose of the policies in this section is to help realise the following NP objectives:

Objective 10i: To reduce the impact of traffic in the village and improve safety of all road users. Including equestrians.

Objective 10ii: To encourage people to walk, cycle and use public transport in preference to cars.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Policy intent

9.7 The purpose of policy FOX/17 is to improve the quality of life in Foxton by reducing the impact of traffic in the village and improve safety of all road users. In meeting this objective any measures should ensure the rural character of the village is retained and 'urbanisation' is avoided.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

New Development and Connectivity

9.8 There is good pedestrian connectivity in Foxton, with pavements and paths providing access to all key facilities. However, in a number of locations there is a pavement on only one side of the road that can hinder safe access to properties, bus stops, etc. (Figure 27), and not all routes are fully accessible to those with reduced mobility. While there are no dedicated crossing points on any road, there are few hazards to crossing the main thoroughfares in the village centre and visibility lines are generally good. This is not the case for the A10: The recent creation of a shared pedestrian/cycle path along the route of the A10 has provided a refuge crossing point, but pedestrians and cyclists are largely reliant on the level crossing closing in order to safely cross the road. Difficulty crossing the A10 acts as a significant barrier to the coherence of the village, hindering access to services and facilities such as Foxton School and the village shop for residents who live north of the railway line/A10.

Equestrians also have difficulty crossing the A10 and whilst ideally they would not choose to do so, they are forced to by the fragmented Bridleway network if they want to access other areas. Provision for a safe crossing should also be provided for equestrians. The fragmentation of the existing bridleway network in this area is partly due to the failure of previous planning and transport projects to include provision for equestrians – this can be seen in the bridleways and byways severed by past A10 improvements. This failure should not be allowed to continue. Equestrians need the same access and provision as cyclists.

9.9 In June 2019, the Greater Cambridge Partnership (GCP) consulted on proposals to create the Melbourn Greenway, with new and improved cycling and walking routes between Cambridge and Royston via Melbourn (with its Village College, attended by Foxton pupils). The consultation included specific proposals relating to Foxton: reducing speed limits on the A10 in the vicinity of the level crossing; introducing a 20 mph limit and a public realm scheme in the centre of Foxton village; and a continuous shared use path on the northern side of the level crossing. Foxton Parish Council supported the proposals as they would improve cycling and walking connectivity with neighbouring villages, Cambridge and Royston. Decisions on how best to progress the project are awaited.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies. The Greenways also include equestrians.

9.12 Foxton has an uninterrupted, off-road, segregated pedestrian/cycle route that connects it north through Harston to the outskirts of Cambridge and the Addenbrookes Biomedical Campus, and south towards Melbourn. This may be improved if the GCP proposals for the Melbourn Greenway are implemented.

The path alongside the A10 is a multi user path including access for equestrians. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies. The Greenways also include equestrians.

9.13 Cross-country public footpaths connect Foxton to Shepreth, Newton and Fowlmere (Figure 24), but there is no off-road cycle connectivity with neighbouring villages.

Any off road paths should also include equestrians as one of the most vulnerable road users. There is the potential for upgrading footpaths to Bridleways, which would help to join up the fragmented Bridleway network, as well as providing links to neighbouring villages such as Fowlmere and Barrington. Footpaths with the potential to be upgraded are mentioned in Section 7.19 above ie footpaths 94/3 and 94/4.

9.16 Local Plan policy T1/2 Planning for Sustainable Travel covers many of the local aspirations to ensure provision for sustainable transport in any future developments in Foxton but the wording is generic whereas Policy FOX/18 provides local context. Policy T1/8 Infrastructure and New Development in the Local Plan covers the need to ensure that when new developments come forward, opportunities will be sought to improve the network of footpaths and cycle links and infrastructure through additional provision and/or upgrading existing pavements/paths. To achieve this, financial contributions may be sought via S106 agreements/Community Infrastructure Levy. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

S106 agreements/Community Infrastructure Levy should be used for all Non Motorised Users to get the best value from this funding. As mentioned below equestrians contribute a lot to the local economy.

9.17 Policy FOX/18 aims to ensure that any future development provides adequate pedestrian and cycle connectivity through a Transport Statement. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Equestrians are the most vulnerable road user group.

Because of the fragmented nature of the bridleway network in this country, equestrians have no choice but to use the roads, which of course are becoming more and more busy as new houses are built, and with this brings more accidents and near misses on the roads affecting equestrians. Horse riders are the most vulnerable road users.

Equestrian accident statistics

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

43 humans died

315 horses died

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

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

Horse riders currently only have access to 22% of public rights of way.

The provision of safe off road hacking for equestrians has many benefits.

Horse riders are mostly female making them a Protected Characteristic Group in terms of the Equality Act. A lot of older women also ride, a group who are known not to engage in traditional exercise such as going to the gym however, horse riding and all the related horse care provides regular exercise, along with the benefits of mental well-being, as horse therapy is well known for relieving stress. Councils should therefore be encouraging this group, along with all other horse riders to get out into the countryside and enjoy this rural pursuit, but this becomes less attractive if the only place to ride is on the roads, which brings me onto my next point regarding creation of additional Bridleways.

Other NPs that the BHS has reported on, have included the creation of additional Bridleway access, either by upgrading footpaths to Bridleways or by creating new Bridleway paths. They have also tried to improve links with surrounding villages, and thus helping to link up the fragmented Bridleway network as I have mentioned in Section 9.13 above.

In Foxton there are several local equestrians as well as the large livery yards South Cambs Equestrian Centre at Barrington, which accommodates equestrians who will ride out in the Foxton area. The equestrians should be considered in the same way as other Non-motorised users. There are approx. 25,500 horses in Cambridgeshire, contributing £91.8 million pa to the local economy (figures exclude the racing industry). A joined up, safe off road access network is essential for the Cambridgeshire equestrian industry to continue to input positively into the local economy.

Local and national policies and statistics, referred to above to inform the Foxton NP, are set out in more detail below.

Please get in touch with me if you need any further information. I very much look forward to working with the Foxton NP Group to improve safe access to the countryside and ensure safe access for all non-motorised users.

Kind regards,

Lesley Golding

BHS Access & Bridleways Officer

The economic case

- Estimated £5,548 pa per horse to the economy
- £4.7 billion economic value of the equestrian sector
- 847,000 horses in Britain (25,500 horses in Cambs excluding the racing industry)
- 1.8 million regular riders of 3 million total
- Estimated 67% of riders are female (the proportion is likely much higher for hacking)
- Lack of access to horses and riding facilities is a barrier for 22% of lapsed riders returning

<https://www.beta-uk.org/pages/news-amp-events/news/national-equestrian-survey-2019-provides-optimistic-view-of-industry.php>

• 'Rights of way and other forms of off-road access are essential facilities for this industry to flourish, and to save riders from having to risk their lives riding on the roads. The lack of a comprehensive rights of way network is inhibiting the horse industry's growth.'

o 'equestrian access is a form of sustainable recreation... gives more people the chance to participate in sport and leisure activities... equestrian rights of way are especially needed in urban areas ... where there are many riders and drivers who are totally dependent on them for exercise many women and children feel safer when riding alone than they do when walking or cycling alone.

o Failure to provide for horse riders and carriage drivers '... calls into question present policies on gender, health and wellbeing, welfare, equality of opportunity, discrimination and personal freedom'

<http://www.rightsofway.org.uk/wp-content/uploads/DOWNLOAD-Making-Ways-For-Horses-HERE.pdf>

The East has one of the worst records for road accidents involving equestrians (NHS Hospital Episodes Statistics)

National and Local Policies supporting equestrian access provision:

- The Cambridgeshire and Peterborough Local Transport Plan refers throughout to the need to provide for Active Travel which is defined as 'walking, cycling and horse riding'. <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp/>
- Highways England Accessibility Strategy states:

'Our vision focuses on supporting our road users' journeys, pedestrians, cyclists, equestrians, those with disabilities (such as users with mobility or sensory impairments) and other vulnerable users – while delivering longer-term benefits for communities and users

alike.' https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/526226/S150749_Accessibility_Strategy_4pp_V3.pdf

• NPPF

Policy 58 Requiring Good design

Create safe and accessible environments.

Paragraphs 73 and 81 of the NPPF require Local Authorities to plan positively for access to high quality open spaces for sport and recreation which can make

important contributions to the health and wellbeing of communities and to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

NPPF Section 8 Promoting healthy communities

Policy 73 access to high quality open spaces for sport and recreation and can make important contribution to the health and wellbeing of communities.

Policy 75 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users. For example by adding links to existing rights of way networks.

Policy 81 local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

• The Cambridgeshire Rights of Way Improvement Plan published by the Cambridgeshire County Council in 2016 contains the following statements of action and guiding principles.

Guiding Principle 2 "Countryside Access provision should be safe for users and encourage healthy activities...'

Statement of Action 5 'Filling in the gaps'

Statement of Action 8 'A better countryside environment' and relates to guiding principle GP8 (page 22) "The countryside access experience in Cambridgeshire should be straightforward, enjoyable and inspiring."

[https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update___April_2016%20\(1\).pdf](https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update___April_2016%20(1).pdf)

• Appendix 11 of The Cambridgeshire Green Infrastructure Network clearly states that walking, horse riding and cycling access is now required and should incorporate the linking of existing permissive access and rights of way network for walkers, cyclists AND horseriders.

<https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

• The British Horse Society's report Making Ways for Horses – off-road Equestrian Access in England – Equestrian Access Forum August 2012, highlights the importance of horse riding for health and well being. <http://www.rightsofway.org.uk/wp-content/uploads/DOWNLOAD-Making-Ways-For-Horses-HERE.pdf>

Change suggested by respondent:

-

Attachments: None

68624

Comment

Respondent: British Horse Society
Date received: 17/02/2021 via Email

Summary:

Chapter 9 Transport

9.1 The purpose of the policies in this section is to help realise the following NP objectives:

Objective 10i: To reduce the impact of traffic in the village and improve safety of all road users. Including equestrians.

Objective 10ii: To encourage people to walk, cycle and use public transport in preference to cars.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Full text:

Cambridgeshire BHS Access would like to comment on Foxton NP as follows:

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

7.19 The local path network is a key component of Foxton's green infrastructure network. Some paths provide essential links with formal and informal recreation areas. The parish-wide public footpath network, maintained by Cambridgeshire County Council in partnership with landowners, is highly valued by the community. There is however a need to create additional permissive footpaths linking with existing public rights of way to form more circular routes. There are no public bridleways or byways in the parish. Opportunities for walking and cycling will be encouraged, including the creation of new permissive footpaths through negotiation with landowners, and cycleways in partnership with local authorities. A priority, and recommended in the Melbourn Greenways consultation by the Greater Cambridgeshire Partnership in 2019, is a cycle route linking Foxton with Melbourn Village College. This would enable pupils from Foxton to safely cycle to school, rather than having to cross the busy A10 twice.

This report acknowledges the lack of bridleways in the area but there is no recommendation within this report to improve the situation. It is morally, socially, economically and environmentally correct that public money should be spent to benefit the widest possible groups and the maximum number of people. Restrictive footpaths do not meet this objective. The BHS supports the creation of additional permissive only where it is not possible to create public rights of way which can be protected in perpetuity for future generations. Paths linking with existing public rights of way to form more circular routes are the most useful, however any off road paths should include equestrians as they are recognised as the most vulnerable road user. There is also the potential for upgrading existing footpaths to Bridleways, which would help to join up the fragmented Bridleway network, as well as providing links to neighbouring villages such as Fowlmere and Barrington and be available to more users. Footpaths with the potential to be upgraded to Bridleways are 94/3 and 94/4. In addition there used to be a path that connected Footpath 94/3,93/1 to Green Lane in Fowlmere.....could this be reinstated as a Bridleway? Similarly could the path beside Mortimers Farm up to Rowleys Hill and back along Hoffers Brook be reinstated and upgraded to a Bridleway?

The fact that Foxton has no Bridleways or Byways certainly needs addressing!

Equestrians must be included in this section to meet local and national policies.

Cyclists, walkers and equestrians have shared successfully Bridleways and Byways since 1968 when cyclists were granted access to them. To date, there has been no report ever of a horse injuring a third party on a public right of way.

Foxton NP

9. Transport

9.1 The purpose of the policies in this section is to help realise the following NP objectives:

Objective 10i: To reduce the impact of traffic in the village and improve safety of all road users. Including equestrians.

Objective 10ii: To encourage people to walk, cycle and use public transport in preference to cars.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Policy intent

9.7 The purpose of policy FOX/17 is to improve the quality of life in Foxton by reducing the impact of traffic in the village and improve safety of all road users. In meeting this objective any measures should ensure the rural character of the village is retained and 'urbanisation' is avoided.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

New Development and Connectivity

9.8 There is good pedestrian connectivity in Foxton, with pavements and paths providing access to all key facilities. However, in a number of locations there is a pavement on only one side of the road that can hinder safe access to properties, bus stops, etc. (Figure 27), and not all routes are fully accessible to those with reduced mobility. While there are no dedicated crossing points on any road, there are few hazards to crossing the main thoroughfares in the village centre and visibility lines are generally good. This is not the case for the A10: The recent creation of a shared pedestrian/cycle path along the route of the A10 has provided a refuge crossing point, but pedestrians and cyclists are largely reliant on the level crossing closing in order to safely cross the road. Difficulty crossing the A10 acts as a significant barrier to the coherence of the village, hindering access to services and facilities such as Foxton School and the village shop for residents who live north of the railway line/A10.

Equestrians also have difficulty crossing the A10 and whilst ideally they would not choose to do so, they are forced to by the fragmented Bridleway network if they want to access other areas. Provision for a safe crossing should also be provided for equestrians. The fragmentation of the existing bridleway network in this area is partly due to the failure of previous planning and transport projects to include provision for equestrians – this can be seen in the bridleways and byways severed by past A10 improvements. This failure should not be allowed to continue. Equestrians need the same access and provision as cyclists.

9.9 In June 2019, the Greater Cambridge Partnership (GCP) consulted on proposals to create the Melbourn Greenway, with new and improved cycling and walking routes between Cambridge and Royston via Melbourn (with its Village College, attended by Foxton pupils). The consultation included specific proposals relating to Foxton: reducing speed limits on the A10 in the vicinity of the level crossing; introducing a 20 mph limit and a public realm scheme in the centre of Foxton village; and a continuous shared use path on the northern side of the level crossing. Foxton Parish Council supported the proposals as they would improve cycling and walking connectivity with neighbouring villages, Cambridge and Royston. Decisions on how best to progress the project are awaited.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies. The Greenways also include equestrians.

9.12 Foxton has an uninterrupted, off-road, segregated pedestrian/cycle route that connects it north through Harston to the outskirts of Cambridge and the Addenbrookes Biomedical Campus, and south towards Melbourn. This may be improved if the GCP proposals for the Melbourn Greenway are implemented.

The path alongside the A10 is a multi user path including access for equestrians. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies. The Greenways also include equestrians.

9.13 Cross-country public footpaths connect Foxton to Shepreth, Newton and Fowlmere (Figure 24), but there is no off-road cycle connectivity with neighbouring villages.

Any off road paths should also include equestrians as one of the most vulnerable road users. There is the potential for upgrading footpaths to Bridleways, which would help to join up the fragmented Bridleway network, as well as providing links to neighbouring villages such as Fowlmere and Barrington. Footpaths

with the potential to be upgraded are mentioned in Section 7.19 above ie footpaths 94/3 and 94/4.

9.16 Local Plan policy T1/2 Planning for Sustainable Travel covers many of the local aspirations to ensure provision for sustainable transport in any future developments in Foxton but the wording is generic whereas Policy FOX/18 provides local context. Policy T1/8 Infrastructure and New Development in the Local Plan covers the need to ensure that when new developments come forward, opportunities will be sought to improve the network of footpaths and cycle links and infrastructure through additional provision and/or upgrading existing pavements/paths. To achieve this, financial contributions may be sought via S106 agreements/Community Infrastructure Levy.

Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

S106 agreements/Community Infrastructure Levy should be used for all Non Motorised Users to get the best value from this funding. As mentioned below equestrians contribute a lot to the local economy.

9.17 Policy FOX/18 aims to ensure that any future development provides adequate pedestrian and cycle connectivity through a Transport Statement. Equestrians must be included in this section as the plan needs to meet the requirements of local and national policies.

Equestrians are the most vulnerable road user group.

Because of the fragmented nature of the bridleway network in this country, equestrians have no choice but to use the roads, which of course are becoming more and more busy as new houses are built, and with this brings more accidents and near misses on the roads affecting equestrians. Horse riders are the most vulnerable road users.

Equestrian accident statistics

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

43 humans died

315 horses died

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

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

Horse riders currently only have access to 22% of public rights of way.

The provision of safe off road hacking for equestrians has many benefits.

Horse riders are mostly female making them a Protected Characteristic Group in terms of the Equality Act. A lot of older women also ride, a group who are known not to engage in traditional exercise such as going to the gym however, horse riding and all the related horse care provides regular exercise, along with the benefits of mental well-being, as horse therapy is well known for relieving stress. Councils should therefore be encouraging this group, along with all other horse riders to get out into the countryside and enjoy this rural pursuit, but this becomes less attractive if the only place to ride is on the roads, which brings me onto my next point regarding creation of additional Bridleways.

Other NPs that the BHS has reported on, have included the creation of additional Bridleway access, either by upgrading footpaths to Bridleways or by creating new Bridleway paths. They have also tried to improve links with surrounding villages, and thus helping to link up the fragmented Bridleway network as I have mentioned in Section 9.13 above.

In Foxton there are several local equestrians as well as the large livery yards South Cambs Equestrian Centre at Barrington, which accommodates equestrians who will ride out in the Foxton area. The equestrians should be considered in the same way as other Non-motorised users. There are approx. 25,500 horses in Cambridgeshire, contributing £91.8 million pa to the local economy (figures exclude the racing industry). A joined up, safe off road access network is essential for the Cambridgeshire equestrian industry to continue to input positively into the local economy.

Local and national policies and statistics, referred to above to inform the Foxton NP, are set out in more detail below.

Please get in touch with me if you need any further information. I very much look forward to working with the Foxton NP Group to improve safe access to the countryside and ensure safe access for all non-motorised users.

Kind regards,

Lesley Golding
BHS Access & Bridleways Officer

The economic case

- Estimated £5,548 pa per horse to the economy
- £4.7 billion economic value of the equestrian sector
- 847,000 horses in Britain (25,500 horses in Cambs excluding the racing industry)
- 1.8 million regular riders of 3 million total
- Estimated 67% of riders are female (the proportion is likely much higher for hacking)
- Lack of access to horses and riding facilities is a barrier for 22% of lapsed riders returning

<https://www.beta-uk.org/pages/news-amp-events/news/national-equestrian-survey-2019-provides-optimistic-view-of-industry.php>

• 'Rights of way and other forms of off-road access are essential facilities for this industry to flourish, and to save riders from having to risk their lives riding on the roads. The lack of a comprehensive rights of way network is inhibiting the horse industry's growth.'

o 'equestrian access is a form of sustainable recreation... gives more people the chance to participate in sport and leisure activities... equestrian rights of way are especially needed in urban areas ... where there are many riders and drivers who are totally dependent on them for exercise many women and children feel safer when riding alone than they do when walking or cycling alone.

o Failure to provide for horse riders and carriage drivers '... calls into question present policies on gender, health and wellbeing, welfare, equality of opportunity, discrimination and personal freedom'

<http://www.rightsofway.org.uk/wp-content/uploads/DOWNLOAD-Making-Ways-For-Horses-HERE.pdf>

The East has one of the worst records for road accidents involving equestrians (NHS Hospital Episodes Statistics)

National and Local Policies supporting equestrian access provision:

- The Cambridgeshire and Peterborough Local Transport Plan refers throughout to the need to provide for Active Travel which is defined as 'walking, cycling and horse riding'. <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/tp/>
- Highways England Accessibility Strategy states:

'Our vision focuses on supporting our road users' journeys, pedestrians, cyclists, equestrians, those with disabilities (such as users with mobility or sensory impairments) and other vulnerable users – while delivering longer-term benefits for communities and users alike.'

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/526226/S150749_Accessibility_Strategy_4pp_V3.pdf

• NPPF

Policy 58 Requiring Good design

Create safe and accessible environments.

Paragraphs 73 and 81 of the NPPF require Local Authorities to plan positively for access to high quality open spaces for sport and recreation which can make important contributions to the health and wellbeing of communities and to plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

NPPF Section 8 Promoting healthy communities

Policy 73 access to high quality open spaces for sport and recreation and can make important contribution to the health and wellbeing of communities.

Policy 75 Planning policies should protect and enhance public rights of way and access. Local authorities should seek opportunities to provide better facilities for users. For example by adding links to existing rights of way networks.

Policy 81 local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf

• The Cambridgeshire Rights of Way Improvement Plan published by the Cambridgeshire County Council in 2016 contains the following statements of action and guiding principles.

Guiding Principle 2 "Countryside Access provision should be safe for users and encourage healthy activities...."

Statement of Action 5 'Filling in the gaps'

Statement of Action 8 'A better countryside environment' and relates to guiding principle GP8 (page 22) "The countryside access experience in Cambridgeshire should be straightforward, enjoyable and inspiring."

[https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update__April_2016%20\(1\).pdf](https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update__April_2016%20(1).pdf)

• Appendix 11 of The Cambridgeshire Green Infrastructure Network clearly states that walking, horse riding and cycling access is now required and should incorporate the linking of existing permissive access and rights of way network for walkers, cyclists AND horseriders.

<https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>

• The British Horse Society's report Making Ways for Horses – off-road Equestrian Access in England – Equestrian Access Forum August 2012, highlights the importance of horse riding for health and well being. <http://www.rightsofway.org.uk/wp-content/uploads/DOWNLOAD-Making-Ways-For-Horses-HERE.pdf>

Change suggested by respondent:

-

Attachments: None