

# 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](mailto: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/](http://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.

<b>Name:</b>		<b>Agent's name:</b>	<b>Robert Barber</b>
<b>Name of organisation:</b> (if applicable)	R2 Developments	<b>Name of Agent's organisation:</b> (if applicable)	Pegasus Group
<b>Address:</b>	C/o agent	<b>Agent's Address:</b>	Suite 4 Pioneer House, Vision Park, Histon, Cambridge
<b>Postcode:</b>		<b>Postcode:</b>	CB24 9NL
<b>Email:</b>	c/o agent	<b>Email:</b>	██
<b>Telephone:</b>	c/o agent	<b>Telephone:</b>	████████████████
<b>Signature:</b>	Robert Barber	<b>Date:</b>	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"/> <b>Support</b> <input checked="" type="checkbox"/> <b>Object</b> <input checked="" type="checkbox"/> <b>Comment</b>

### 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](mailto: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

16<sup>th</sup> 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

## **Pegasus Group**

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough

 **DESIGN** **ENVIRONMENT** **PLANNING** **ECONOMICS** **HERITAGE**

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales  
Registered Office: Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT

Copyright Pegasus Planning Group Limited 2011. The contents of this document must not be copied or reproduced in whole or in part without the written consent of Pegasus Planning Group Limited

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

T 0121 308 9570 [www.pegasusgroup.co.uk](http://www.pegasusgroup.co.uk)

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | East Midlands | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales Registered Office:  
Pegasus House, Querns Business Centre, Whitworth Road, Cirencester, Gloucestershire, GL7 1RT

©Copyright Pegasus Planning Group Limited 2011 The contents of this document must not be copied or reproduced in whole or in part without the written consent of Pegasus Planning Group Limited

## **CONTENTS**

<b>1. INTRODUCTION</b>	<b>2</b>
<b>2. APPROACH</b>	<b>3</b>
<b>3. LANDSCAPE AND VISUAL BASELINE</b>	<b>5</b>
<b>4. DRAFT FOXTON NEIGHBOURHOOD PLAN</b>	<b>22</b>
<b>5. LANDSCAPE AND VISUAL ANALYSIS</b>	<b>26</b>
<b>6. LANDSCAPE AND VISUAL STRATEGY</b>	<b>30</b>
<b>7. GREEN BELT APPRAISAL</b>	<b>33</b>
<b>8. SUMMARY</b>	<b>38</b>

## **FIGURES**

FIGURE 1: SITE LOCATION

FIGURE 2: TOPOGRAPHY

FIGURE 3: REGIONAL AND COUNTY LANDSCAPE CHARACTER

FIGURE 4: LOCAL LANDSCAPE CHARACTER

FIGURE 5: VIEWPOINT LOCATIONS AND PUBLIC RIGHTS OF WAY

FIGURE 6: VIEWPOINT PHOTOGRAPHS

FIGURE 7: LANDSCAPE AND VISUAL ANALYSIS

FIGURE 8: LANDSCAPE AND VISUAL STRATEGY

## **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)<sup>1</sup>.

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

---

<sup>1</sup> 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 Plan<sup>2</sup> 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 Plan<sup>3</sup> (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:

---

<sup>2</sup> South Cambridgeshire District Council, South Cambridgeshire Local Plan (adopted September 2018)

<sup>3</sup> 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:

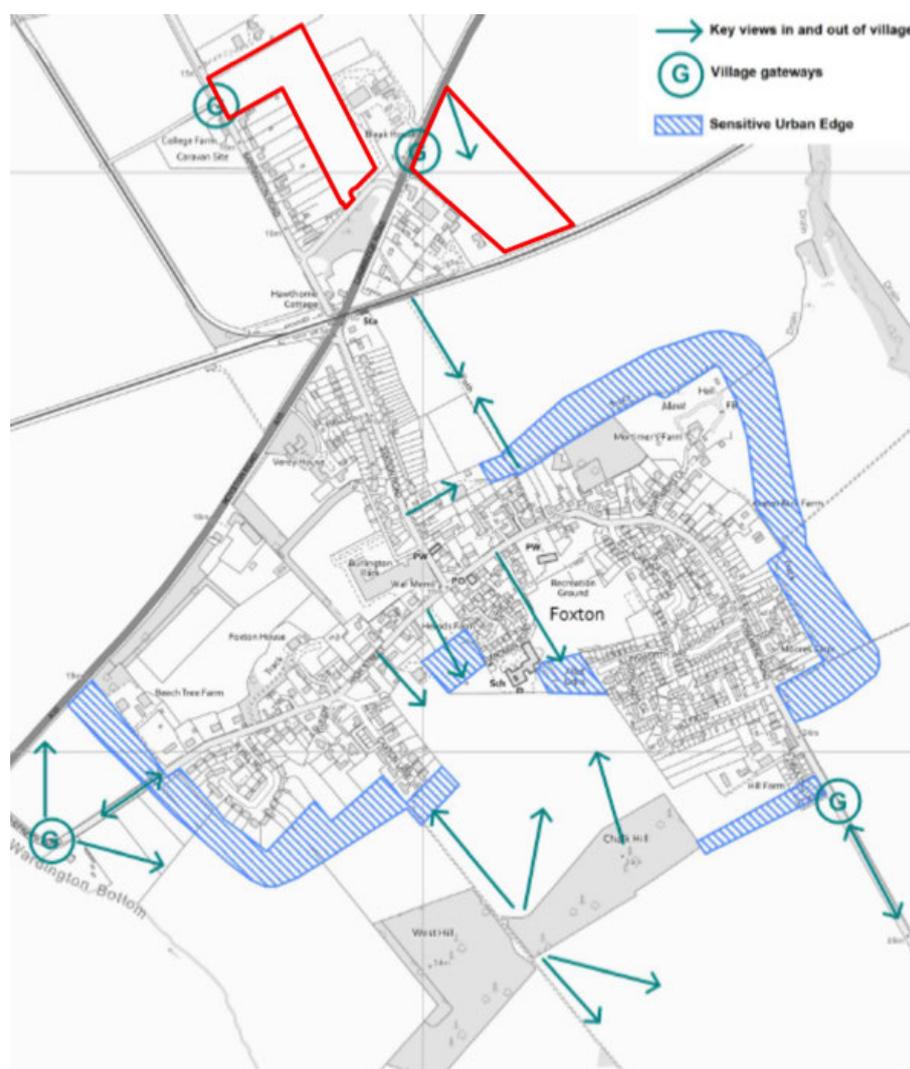
**Table 1: Summary of Draft Foxton Neighbourhood Plan policies relevant to landscape and visual matters**

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"> <li>• <i>"The resulting pattern of development is appropriate to the surroundings;</i></li> <li>• <i>Boundary treatment and landscaping schemes should be carefully designed so as to prevent undue urbanisation of the location; and</i></li> <li>• <i>Proposals should seek to conserve and enhance mature vegetation".</i></li> </ul>
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"> <li>• <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></li> <li>• <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></li> </ul> <p>The policy sets out for proposals within the 'open countryside':</p> <ul style="list-style-type: none"> <li>• <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></li> </ul>
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".*

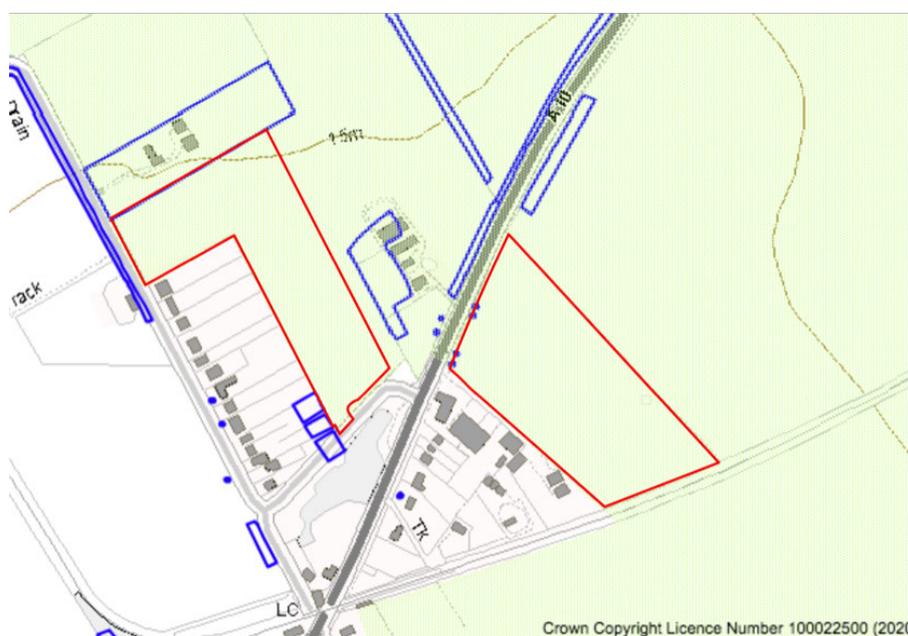
3.20. FNP is considered further in later sections of this LVA.

### 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

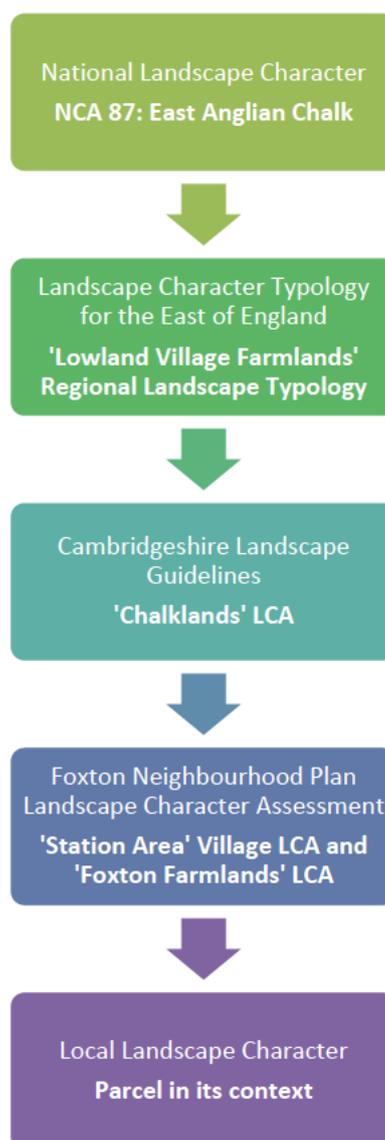
existing settlement built form). The closest listed building is the Grade II 'Milestone' located to the north-east (ca. 505m from Parcel A and ca. 370m from Parcel B).

- 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)<sup>4</sup>. The majority of this area is open

<sup>4</sup> 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)<sup>5</sup>. 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’.

---

<sup>5</sup> 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)<sup>6</sup>. 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)<sup>7</sup>. 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.

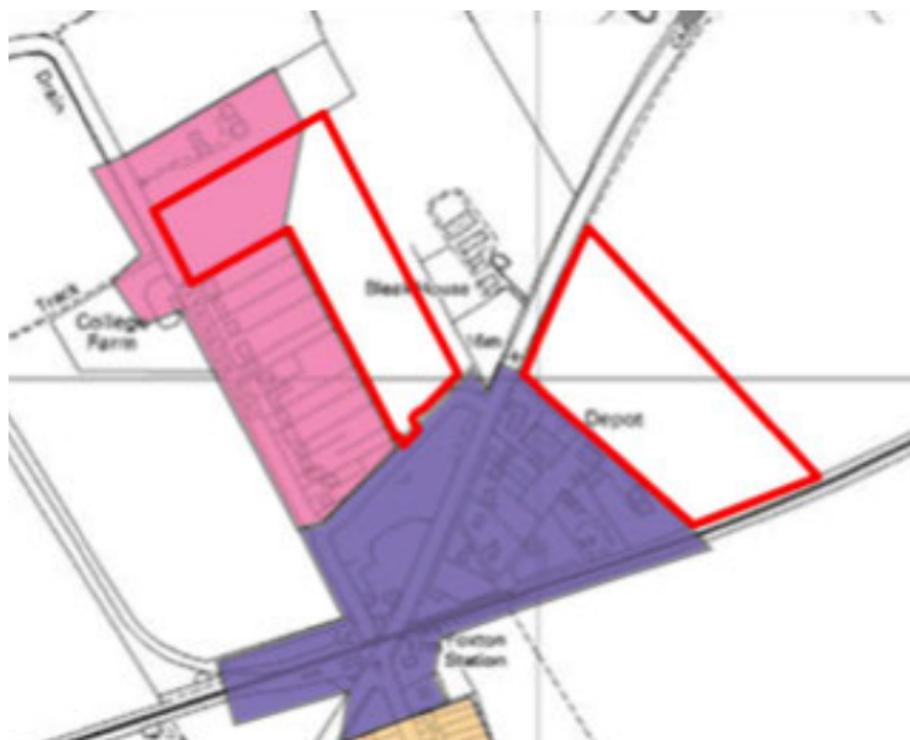
3.38. The study identifies a number of 'Village LCAs', the north-western part of Parcel A is located within the 'Barrington Road' LCA and Parcel B is not located within any LCA but lies adjacent to the 'Station Area' LCA (refer to **Plate 4** below). However, these Village LCAs are not referred to directly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

---

<sup>6</sup> Cambridgeshire County Council, Cambridgeshire Landscape Guidelines (1991)

<sup>7</sup> 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**);

- 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 <b>Viewpoint 2, Figure 6, Viewpoint Photographs</b>) 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 <b>Viewpoint 3, Figure 6</b>).</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 <b>Viewpoint 6, Figure 6</b>). 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 <b>Viewpoint 5, Figure 6</b>).</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 <b>Viewpoint 4, Figure 6</b>). 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 <b>Viewpoints 2 and 3, Figure 6</b>).</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 Study<sup>8</sup> 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

---

<sup>8</sup> 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 134<sup>9</sup> 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"> <li>• 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;</li> <li>• Defining features and mature riparian vegetation of the River Rhee to the north also provides a robust boundary</li> </ul>

<sup>9</sup> MHCLG, NPPF (February 2019)

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

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

<b>Green Belt Purpose</b>	<b>Appraisal of wider parcel area relating to Parcel B</b>
To check the unrestricted sprawl of large built-up areas	<ul style="list-style-type: none"> <li>• 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;</li> <li>• Defining features and mature riparian vegetation of the Hoffer Brook to the east also provides a robust boundary</li> </ul>

	<p>that prevents sprawl in terms of physical spread as well as perception;</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• The railway line immediately to the south of Parcel B also provides a defined physical boundary.</li> </ul>
To prevent neighbouring towns merging into one another	<ul style="list-style-type: none"> <li>• Considerable physical distance between the northern part of Foxton and Parcel B from the nearby settlements including Harston and Newton;</li> <li>• 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</li> <li>• The development of Parcel B would not extend the settlement of Foxton further than it is already existing in any direction.</li> </ul>
To assist in safeguarding the countryside from encroachment	<ul style="list-style-type: none"> <li>• Relationship with the existing settlement edge is strong within the western parts of Parcel B;</li> <li>• Transport infrastructure has a strong influence on Parcel B due to its proximity visually and aurally to the A10 and railway corridors; and</li> <li>• Notwithstanding these influences, the wider parcel context remains 'countryside' but this is considered to be relatively 'ordinary' in landscape and visual terms.</li> </ul>
To preserve the setting and special character of historic towns	<ul style="list-style-type: none"> <li>• 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</li> <li>• 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.</li> </ul>
To assist in urban regeneration, by encouraging the recycling of derelict and other urban land	<ul style="list-style-type: none"> <li>• This purpose, and the principles behind it, are applicable to all sites within the Green Belt.</li> </ul>

### **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

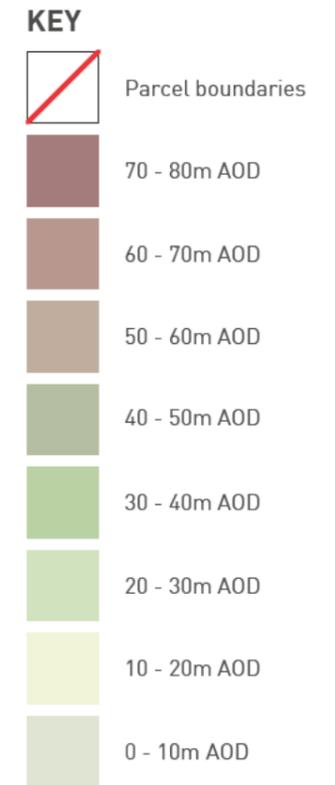
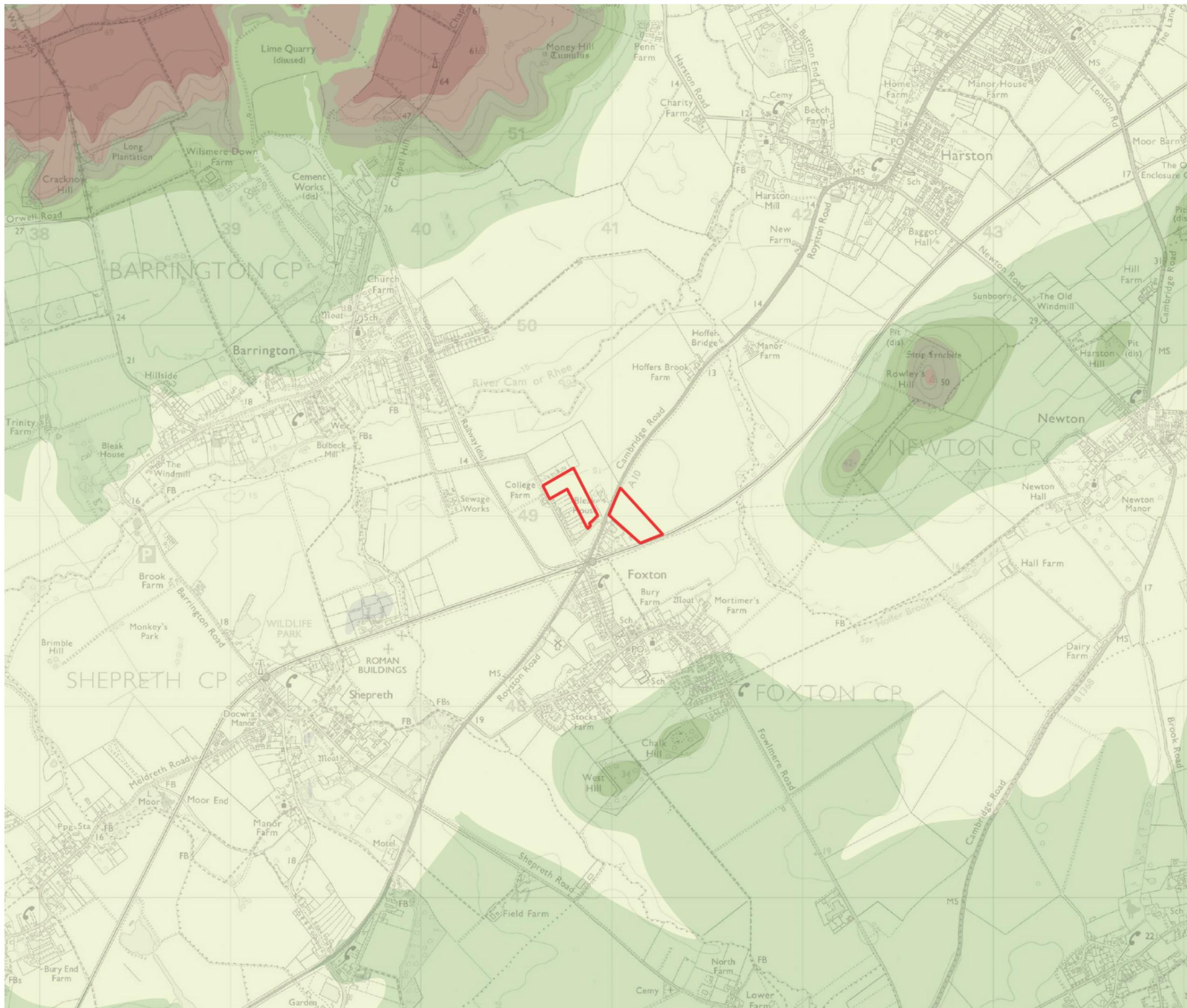
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

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



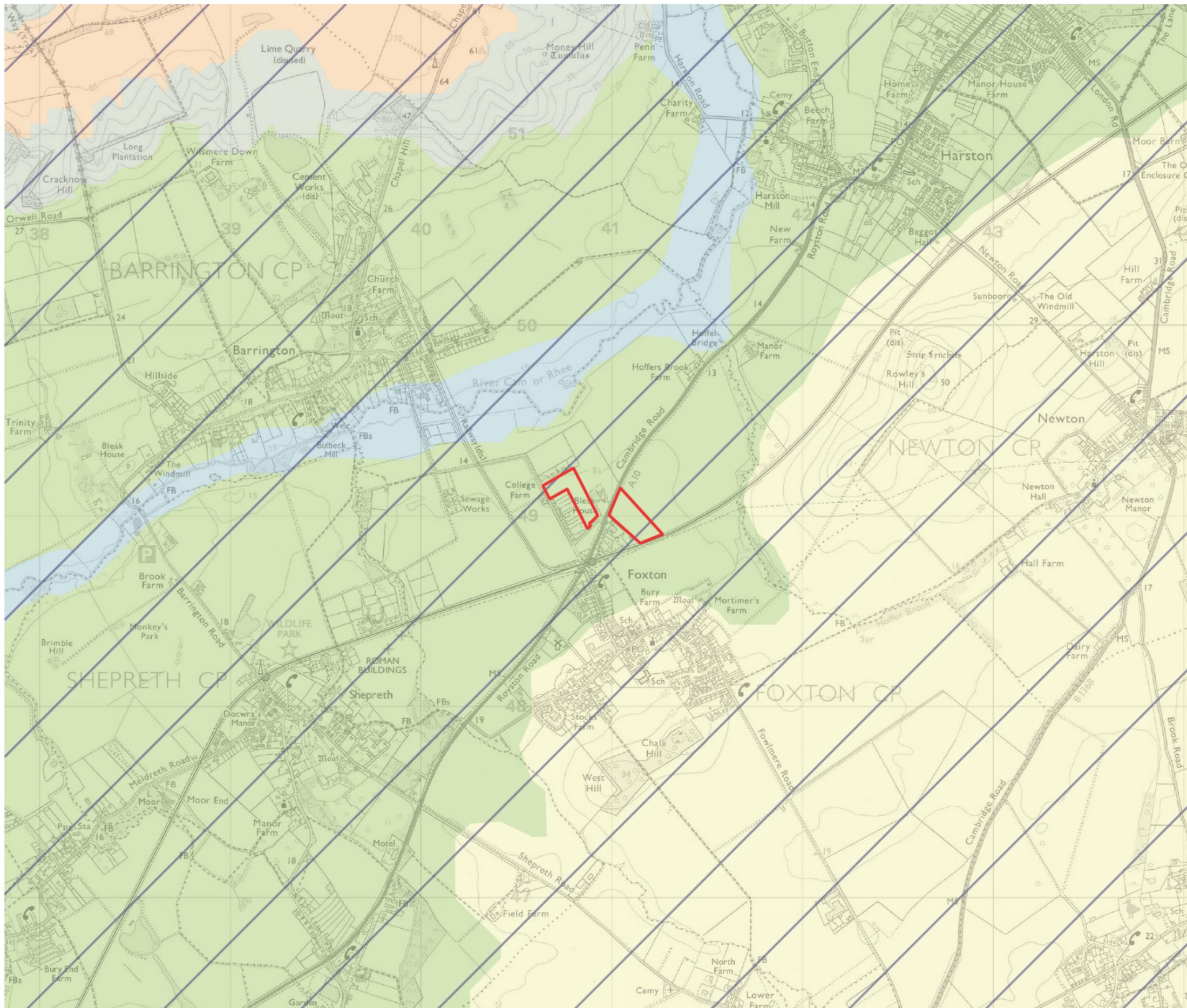


Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

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

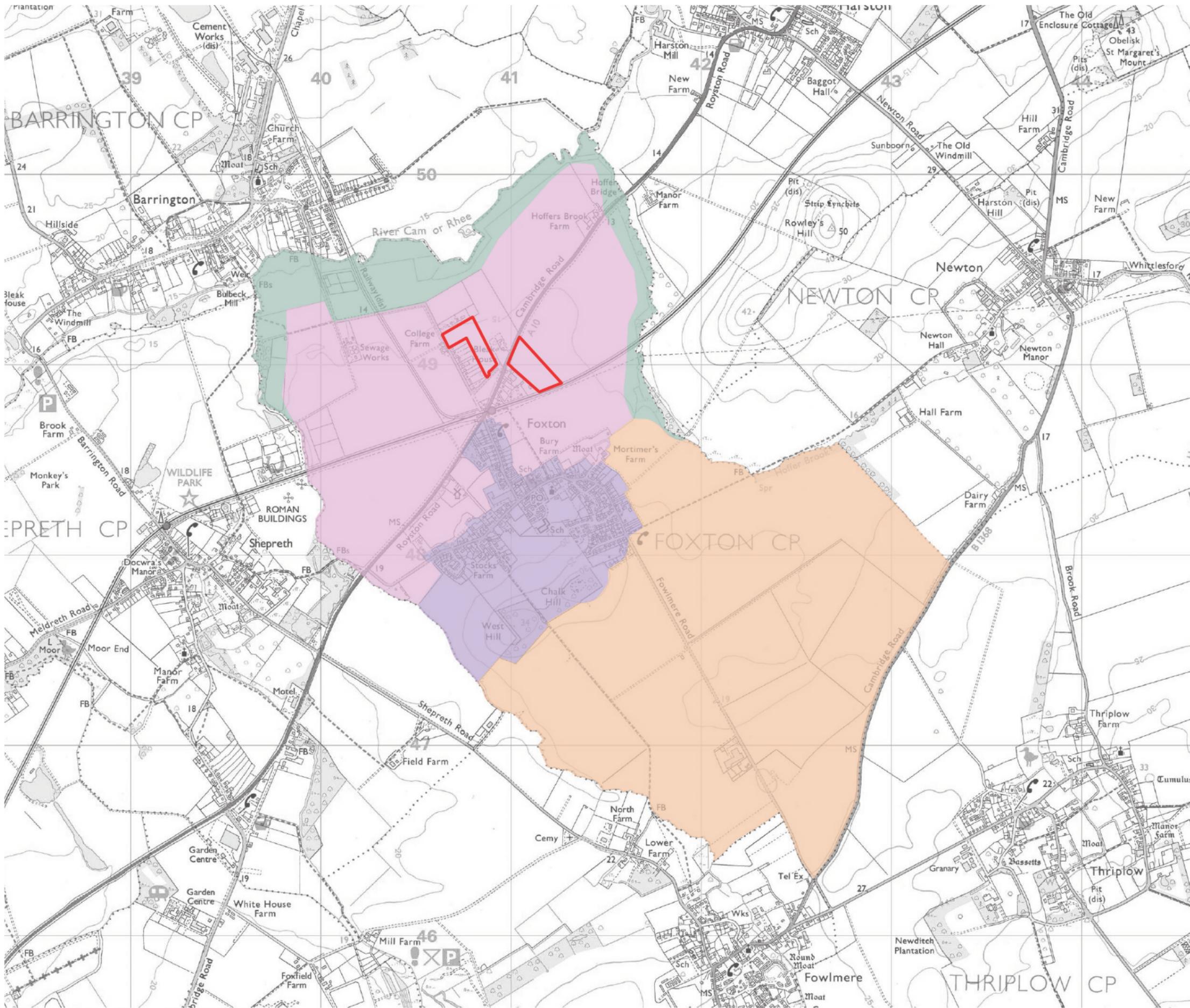
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

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

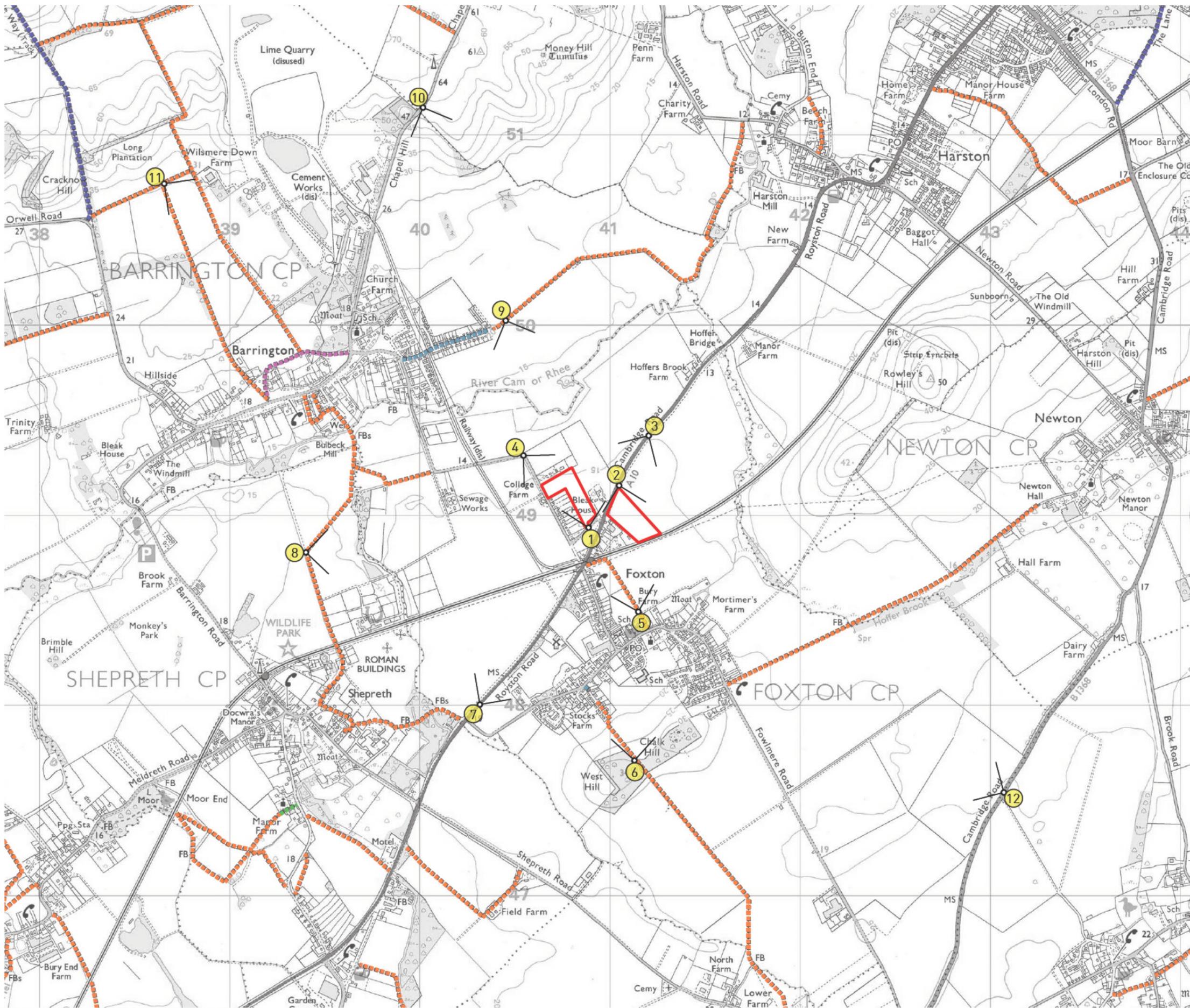
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

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

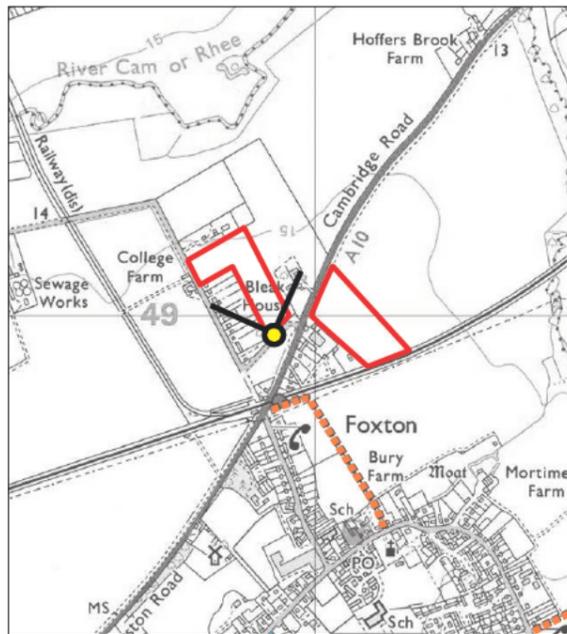
Mature vegetation to north of Parcel A

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

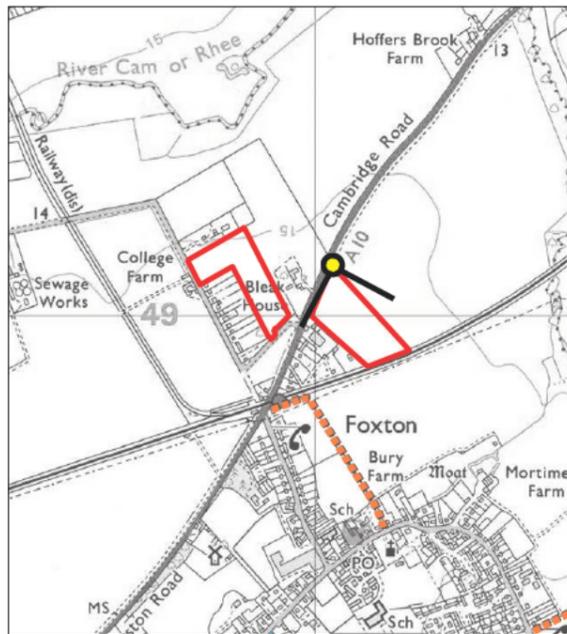
Date : 12/01/21  
Drawn by : CLW  
Checked by : JWA





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

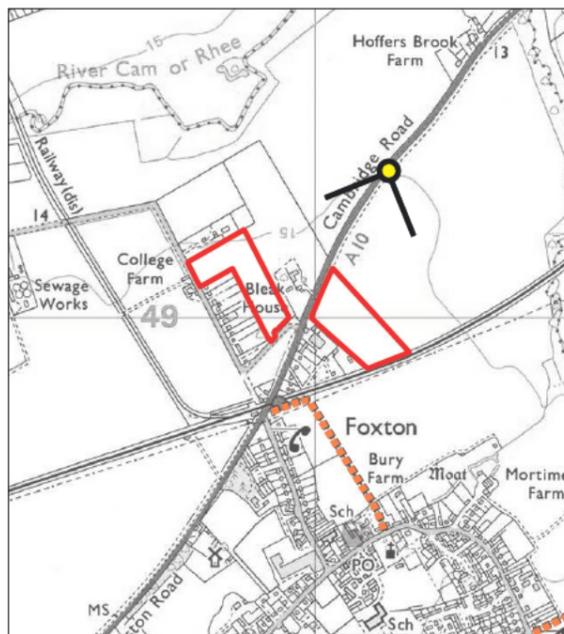
Date : 12/01/21  
Drawn by : CLW  
Checked by : JWA





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

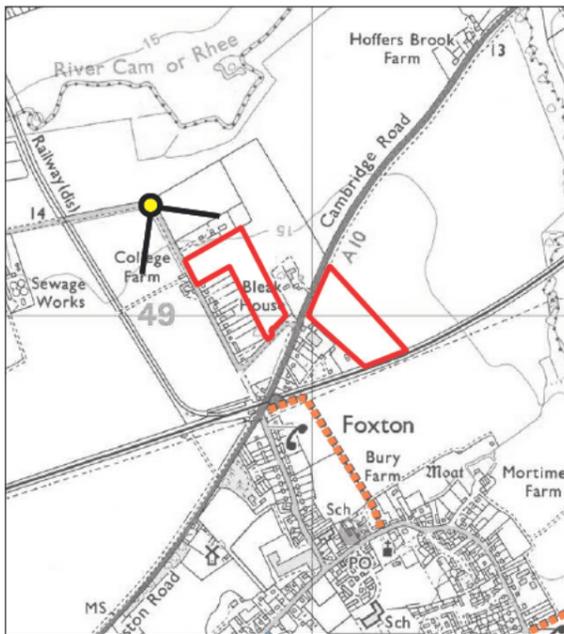
Date : 12/01/21  
Drawn by : CLW  
Checked by : JWA





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

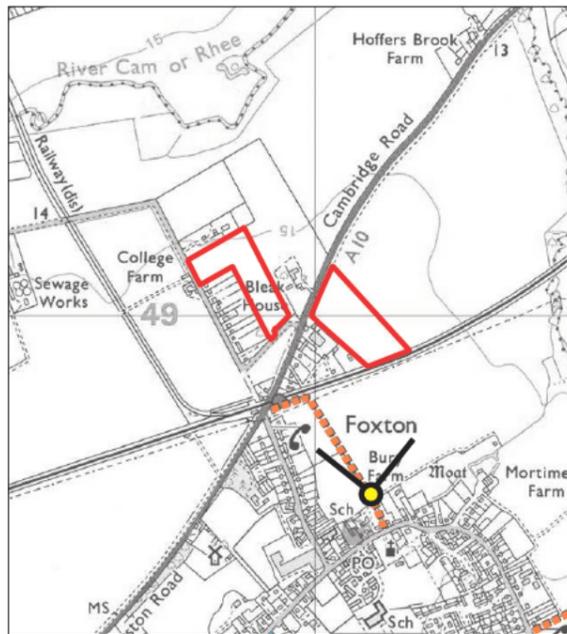
Date : 12/01/21  
Drawn by : CLW  
Checked by : JWA





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

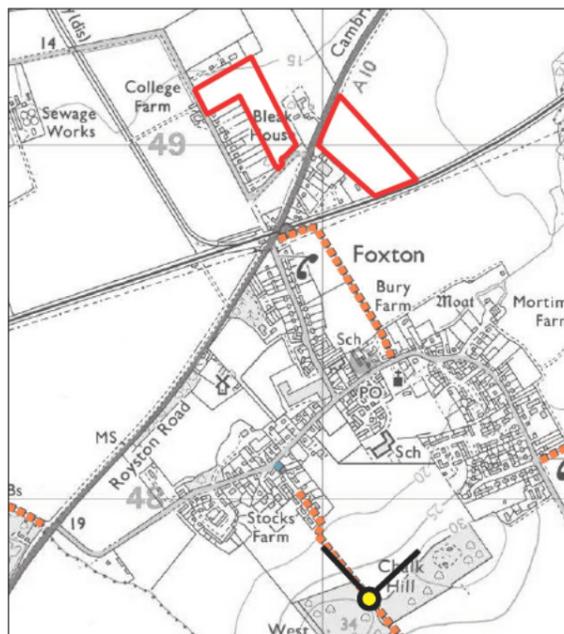
Date : 12/01/21  
Drawn by : CLW  
Checked by : JWA





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

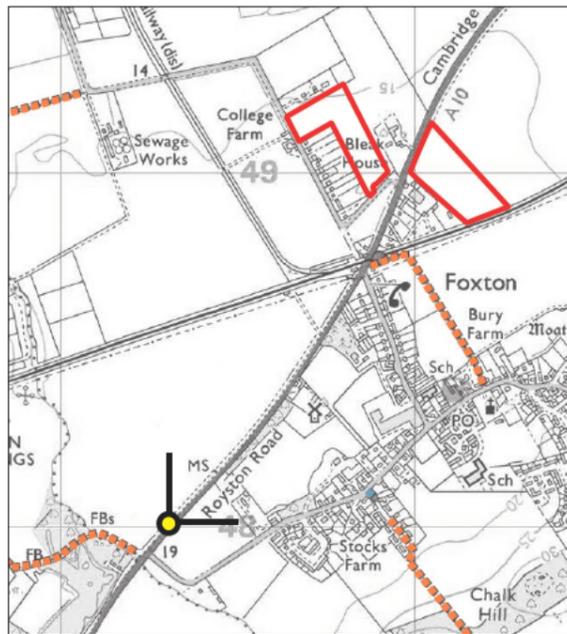
Date : 12/01/21  
Drawn by : CLW  
Checked by : JWA





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

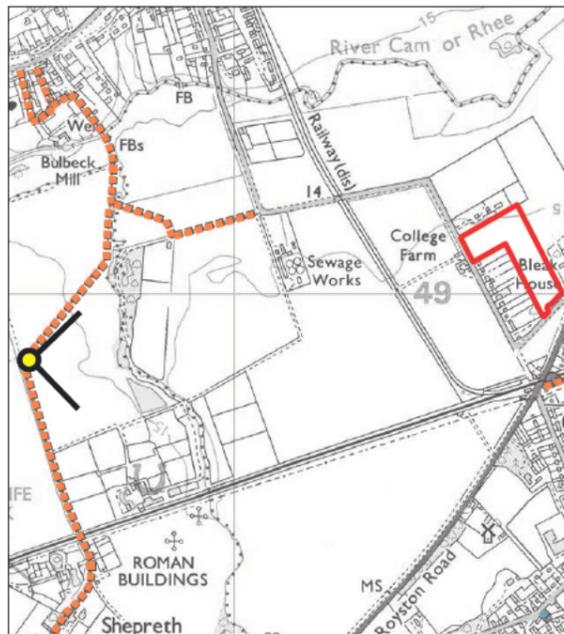
Date : 12/01/21  
Drawn by : CLW  
Checked by : JWA





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

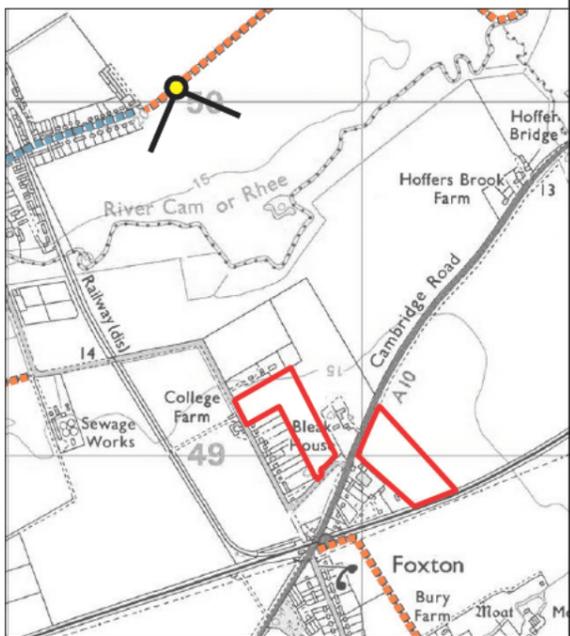
Date : 12/01/21  
Drawn by : CLW  
Checked by : JWA





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**

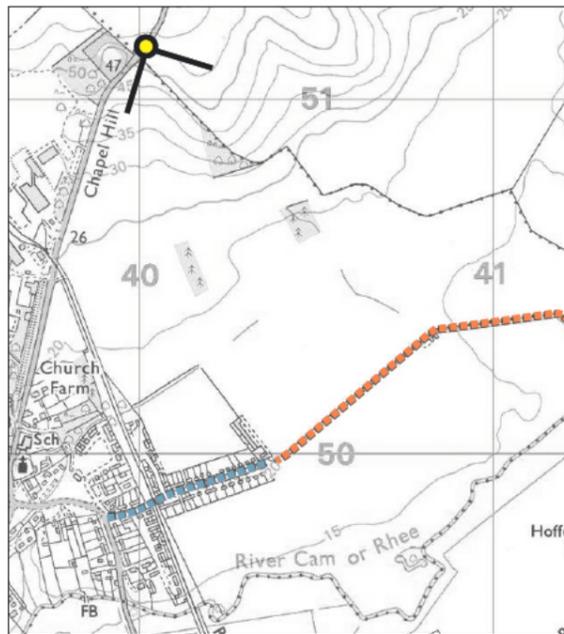
Drawing Ref: P20-2706\_05  
Client: R2 Developments

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°



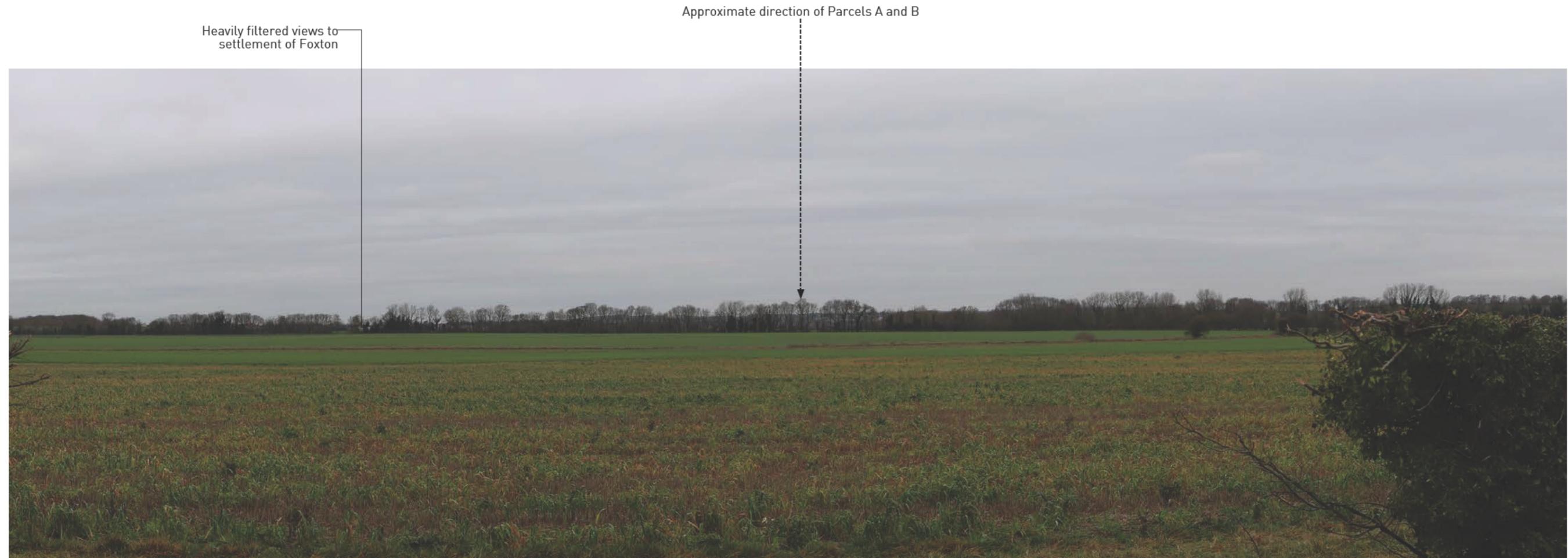
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

**Fig. 6: Viewpoint Photographs**

Drawing Ref: P20-2706\_05  
Client: R2 Developments

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





Heavily filtered views to settlement of Foxton

Approximate direction of Parcels A and B

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°

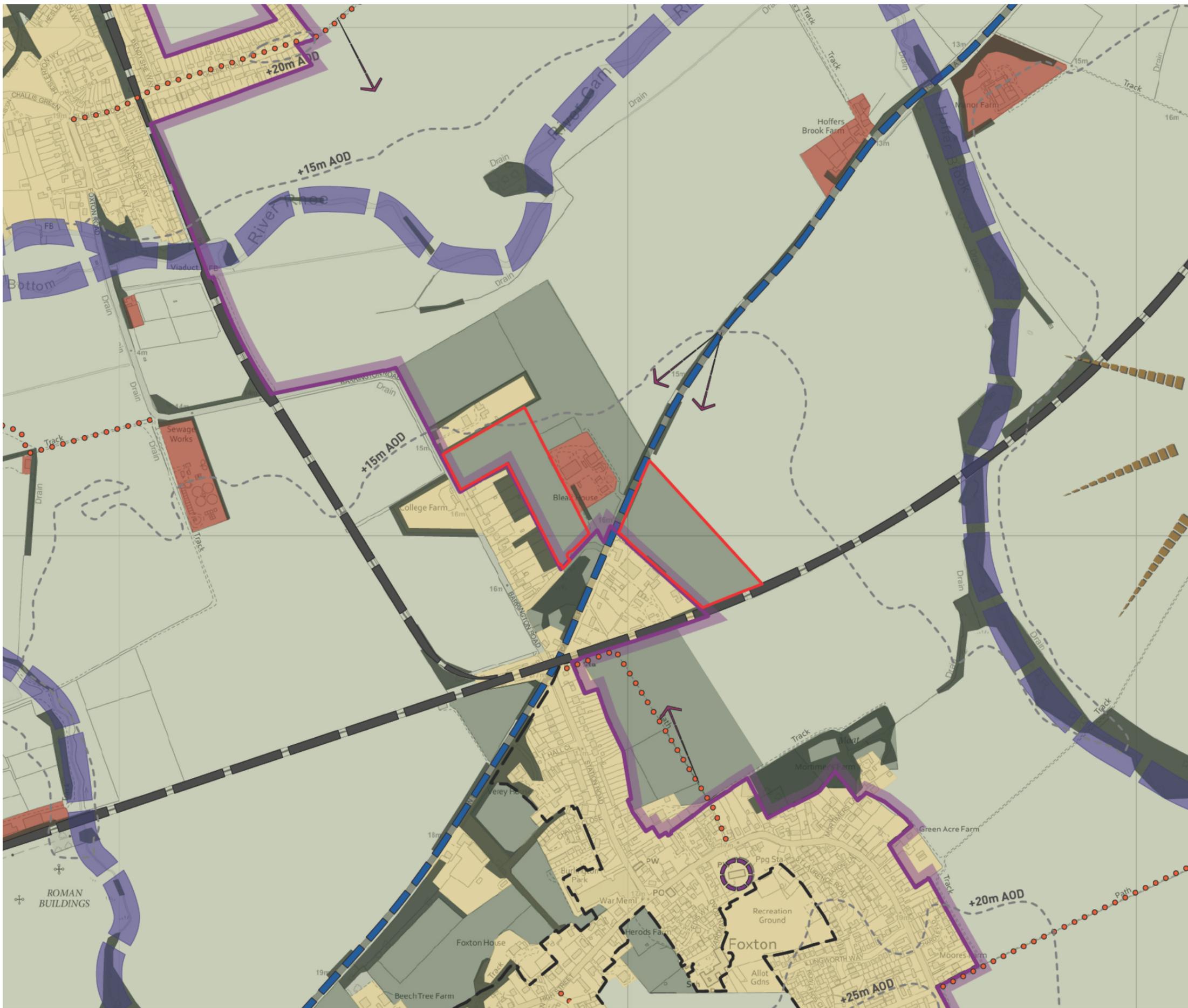
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

**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

