



ALFRED CHARLES HOMES

LAND EAST OF FOWLMERE ROAD

A vision for the sustainable
growth of Foxton

POPHAM



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WHAT IS THIS DOCUMENT?

This document has been prepared by Popham Planning Consultants on behalf of Alfred Charles Homes for submission to Greater Cambridge Shared Planning in connection with their December 2025 – January 2026 “Greater Cambridge Local Plan: Draft Plan consultation”. This consultation welcomes the submission of new sites.

The submission of new sites will help the Council to identify additional land across its administrative area that is available for development. It can then assess the suitability of the pieces of land or “sites” put forward and determine which are best suited to delivering the growth that the area needs. Successful sites may form allocations, or parts of allocations in the new Greater Cambridge Local Plan.

The Greater Cambridge Shared Planning service, which is preparing the new Greater Cambridge Local Plan, provides the planning functions for Cambridge City Council and South Cambridgeshire District Council. Foxton lies in the South Cambridgeshire administrative area.

This document forms part of Alfred Charles Homes’ submission for the site known as Land east of Fowlmere Road, Foxton. Its aim is to demonstrate how careful planning and design could help deliver the additional homes that Foxton and South Cambridgeshire need in a way that would protect the environment and benefit the local community.

Our approach reflects best practice in planning, environmental and technical assessment and masterplanning. It has quality and sustainability at its heart.

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WHO ARE WE?

Alfred Charles Homes is part of a family owned and run holding that has delivered over 1,000 new homes in East Anglia over the last 15 years.

We have a passion for building the high quality new homes that communities need. We are part of a group of companies that employs over 400 people. Our combined workforce provides construction excellence day in, day out, to deliver new homes for those who need them most.

We build homes for national housebuilders and housing associations but value the opportunities offered by our own projects most highly of all. We are painstaking in our search for the "right" site. We seek out sites with a sense of place, character and opportunity.

We let our sites and the communities they sit within tell their own story. We listen, learn, facilitate and employ our design expertise to create attractive and sustainable places that have lasting positive impacts.



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WHAT IS OUR VISION?

Our vision for Land east of Fowlmere Road is the logical infilling of Foxton's "missing" southeast corner to provide vital new homes and strengthen Foxton's southern gateway.

Our vision will be realised by:

- landscape led design;
- a strong sense of place, reflecting the site's settlement edge location and rural setting through high quality, sensitive design, and extensive native hedgerow and tree planting;
- a broad mix of high quality new home types and tenures to ensure the balanced and equitable growth of the village;
- protecting the village's distinctive landscape features and integrating the development into the surrounding built environment and countryside; and
- planning for and integrating the infrastructure and technology required to ensure the neighbourhood's long term sustainability.



THE SITE

DESCRIPTION

The site is shown outlined in red, in the image below. It measures 3.2 hectares.



The Site

The site is a small part of a large and regular shaped arable field. Its boundaries are mixed and include fragmented hedgerow, trees, boundary fences to adjacent dwellings, and open countryside.

The site is generally flat with a very gradual fall from west to east.

A public footpath runs along the northern boundary of the site.

SURROUNDINGS

To the north of the site is a public footpath that runs from Foxton to Newton. Immediately beyond this is residential development and open countryside. Further north is the London-Cambridge railway line and the A10.

To the east of the site is open countryside and beyond this is woodland and the village of Newton.

To the south is open countryside with the village of Fowlmere beyond.

To the west is Fowlmere Road, with residential development forming the southern end of Foxton and countryside beyond.

PLANNING DESIGNATIONS

The site:

- sits within the green belt; and
- is adjacent to the Foxton settlement boundary on two of its four edges.

ACCESS

The site has an existing agricultural access from Fowlmere Road towards the northern end of its frontage.

CONNECTIVITY

Footpaths

The highway footpath on the eastern edge of Fowlmere Road stops just short of the north western corner of the site.

The highway footpath on the western edge of Fowlmere Road (opposite the site) extends to three quarters of the way along the site frontage.

There are no public rights of way (PROW) within the site.

Public footpath 94/4 runs along the northern boundary of the site, connecting Foxton with the nearby village of Newton.

Public transport

The nearest bus stops to the site ("Hillfield") are located opposite and adjacent to the northwest corner of the site and provide two-hourly services to Cambridge, Royston and Guilden Morden.

There are additional bus stops located along the above routes at the War Memorial, The Green, Hall Close and Foxton railway station.

Foxton railway station is located 1.1km from the site. It provides a half-hourly services to Cambridge and London during peak hours and an hourly service at other times of the day and evening.





LOCAL AMENITIES

Foxton offers a range of amenities. The table below provides details of the village's services and facilities and their distances and walking and cycling times from the site.

LOCAL AMENITY	DISTANCE FROM SITE	WALKING TIME	CYCLING TIME
Foxton play area	300m	4 minutes	1 minute
Foxton Tennis Club	500m	6 minutes	1 minute
St Laurence's Church	600m	8 minutes	2 minutes
Foxton Post Office and Foxton Store	650m	9 minutes	2 minutes
The White Horse public house	800m	10 minutes	2 minutes
Burlington Park (local employment centre)	800m	10 minutes	2 minutes
Foxton Primary School	950m	12 minutes	2 minutes
Village Hall and Sports Pavillion	950m	12 minutes	2 minutes
Foxton train station	1,100m	14 minutes	4 minutes
Foxton Car Wash	1,300m	16 minutes	4 minutes
Selwyn Hall School (specialist SEMH school)	1,300m	18 minutes	4 minutes
Enterprise Car & Van Hire	1,500m	18 minutes	5 minutes
Ponko (used car dealership)	1,600m	20 minutes	5 minutes
Andrews Coaches (coach and minibus hire service)	1,700m	20 minutes	6 minutes

Distances to local services and facilities from the site

The CIHT document "Planning for Walking" suggests most people will only walk to their destination if it is less than a mile away. All bar one of the village's amenities (Andrews Coaches) are within a one mile walk of the site.

In addition, all of the village's amenities are well within the 5km distance for which guidance on acceptable cycling distances for accessing services considers cycling to be a reasonable alternative to car trips.

Most amenities in Newton and Fowlmere are within a 16 minute cycle of the site. The table below provides details of facilities in Fowlmere and Newton and their distances, walking and cycling times from the site.

VILLAGE	LOCAL AMENITY	DISTANCE	WALKING TIME	CYCLING TIME
FOWLMERE	Flying Start day nursery	2.5km	35 minutes	8 minutes
	The Chequers public house	2.5 km	35 minutes	8 minutes
	Manor Farm Business Park	2.9 km	39 minutes	9 minutes
	Outdoor gym, skate park and tennis club	3.5km	44 minutes	11 minutes
NEWTON	Cricket Ground	4.8 km	1 hr 4 minutes (35 minutes via PROW)	14 minutes
	Little Hands pre-school	5.5 km	1hr 5 minutes (20 minutes via PROW)	16 minutes
	The Queens Head public house	5.5 km	1hr 13 minutes (30 minutes via PROW)	16 minutes
	Days Bakery Farm Shop	5.5 km	1hr 13 minutes (30 minutes via PROW)	16 minutes

Distances to services and facilities in nearby villages from the site

All of the amenities in Fowlmere are well within the acceptable 5km cycling distance.

The amenities in Newton are just under or slightly over 5km by road but a more direct route is available via Footpath 94/4). Use of cycling to replace car journeys for accessing these amenities is still likely therefore.

KEY PLANNING CONSIDERATIONS

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DEVELOPMENT PLAN

Growth

The South Cambridgeshire Local Plan identifies a need for 19,500 new dwellings in South Cambridgeshire by 2031. The Cambridge City Local Plan identifies a need for 14,000 new dwellings, also by 2031.

Following adjustments to the way in which housing need is calculated (brought about by the December 2024 changes to the National Planning Policy Framework) there has been a 13% increase in housing need in South Cambridgeshire and a 62% increase in Cambridge City.

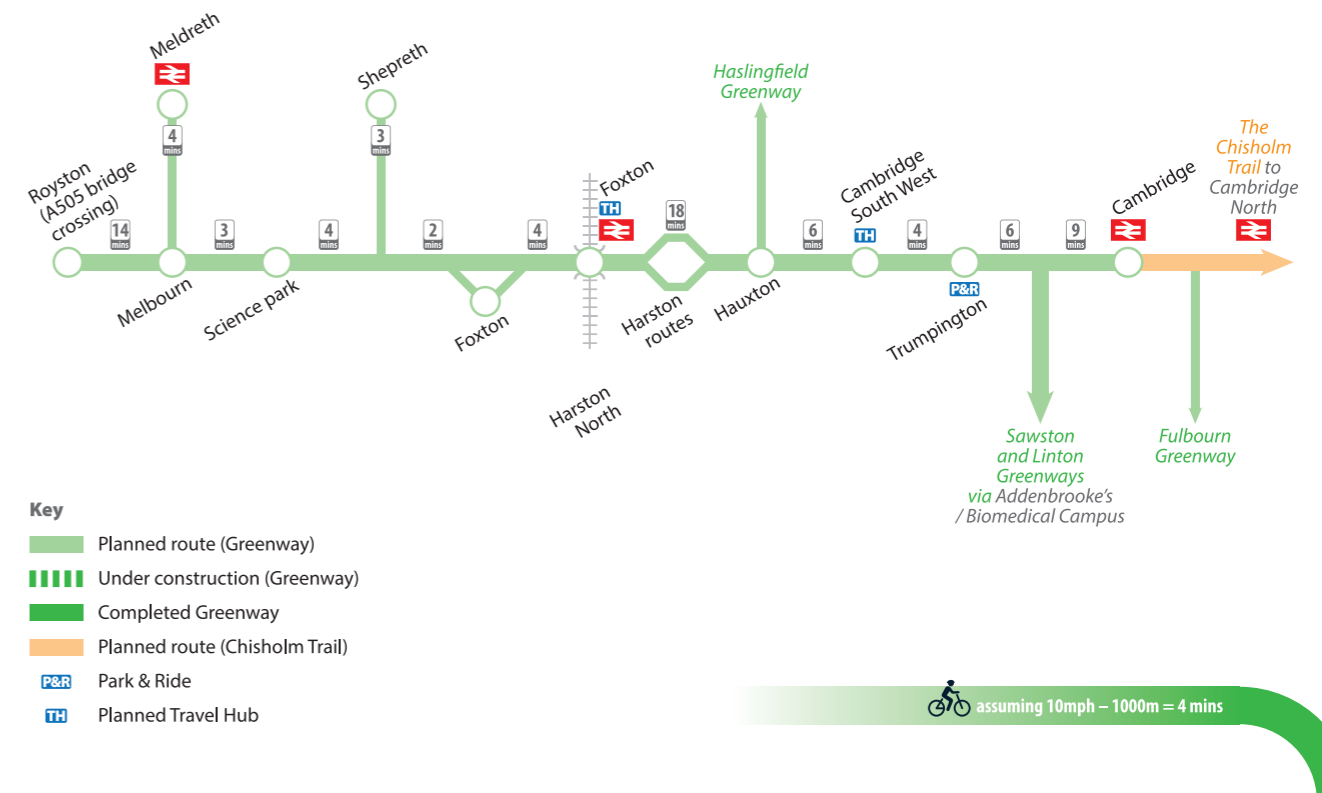
The emerging development plan for Greater Cambridge identifies a need of 48,195 homes by 2045. A significant number of new housing allocations, including medium-sized sites, will therefore likely be required.

Cambridge City is unlikely to be able to meet its housing need within its administrative area. This means that additional housing allocations will likely be required in South Cambridgeshire.

Transport

The development plan emphasises the need for sustainable modes of transport. It aims to reduce travel by car by prioritising alternative sustainable transport options, such as walking, cycling, and public transport (rail and bus services). This involves improving sustainable transport within and between settlements.

The importance of pedestrian safety is a key theme in the neighbourhood plan. There is emphasis on new development improving traffic flows and providing off street parking. The neighbourhood plan also puts emphasis on development proposals in Foxton village (including sites adjacent to the development framework) having adequate pedestrian and cycle connectivity in place. The relevant policy also advises that users of new development should be able to safely access the village shop, school, railway station and bus stops by sustainable means.



The Greater Cambridge Partnership (GCP) are in the process of delivering the “Melbourn Greenway” (see image above). The aim of the greenway is to make travel safer and easier for the residents of and visitors to Melbourn, Meldreth, Shepreth, Foxton and Hauxton. It will provide safer connections to jobs, schools and services along the A10 (from Royston to Cambridge) with wider paths, better crossings and 20mph speed restrictions on village streets.

A “Foxton Travel Hub” formed part of the original Melbourn Greenway proposals. The travel hub is intended to comprise 500 vehicle parking spaces (with 40 – 60% solar panel canopy coverage), 150 cycle parking spaces and a pedestrian and cycle bridge with lift access over the railway. This scheme was paused in 2023 by the GCP due to funding constraints but other funding opportunities are now being explored.

Green infrastructure

The restoration and enhancement of blue and green biodiversity networks is a key aspect of the development plan.

Proposals should reinforce, link, buffer and create new green and blue infrastructure and promote public enjoyment of such spaces.

Design

The neighbourhood plan notes the importance of Foxton’s rural character. Any development should reflect the local area in terms of materials, scale, development pattern and conservation of trees and hedgerows. Developments on settlement edges should be landscaped and should maintain and enhance the village’s gateways.

Environment

The importance of respecting, retaining and enhancing the distinctiveness of the local landscape character is a key theme throughout the development plan. Boundary treatments and landscaping schemes should be carefully designed to prevent undue urbanisation of the area. Any development affecting the village gateways should ensure that there are opportunities to enhance the gateway wherever possible.

All new development should include sustainable design and construction features, optimising energy consumption and targeting zero carbon emissions.

The importance of achieving net gains in biodiversity is also highlighted.



HOW HAVE WE ESTABLISHED AND TESTED OUR VISION?

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Specialist assessment of the site and its surroundings have informed our vision and our proposals for realising it. The assessments have established the following.

Community

Protecting, enhancing and providing community facilities is a clear theme in the neighbourhood plan. Increasing the offer of open space in the village, including recreational space, is also highlighted.

Housing

The aspirations of the neighbourhood plan are to provide housing for first time buyers and older people wishing to downsize.

The local plan highlights the need to provide housing for a diverse community, with a wide choice, type and mix of dwellings

Housing densities of around 30 dwellings per hectare should be targeted.

NATIONAL PLANNING POLICY FRAMEWORK

Current National Planning Policy Framework

Paragraph 77 supports the plan's approach to delivering large scale growth. It explains that *"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as ... significant extensions to existing villages and towns"*.

It goes on to say that *"strategic policymaking authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way"*.

Draft National Planning Policy Framework – Plan-making and national decision-making policies

Reforms proposed to the NPPF in December 2025 have led to a new draft of the National Planning Policy Framework that is the subject of a current consultation.

Policy S5 of the new draft concerns development outside settlements and supports the approval of the development of homes where they are *"within reasonable walking distance of a railway station which provides a high level of connectivity to jobs and services, physically well related to a railway station or a settlement within which the station is located; is of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; and where the development would not prejudice any proposals for long-term comprehensive development in the same location"*.



AGRICULTURAL LAND

According to Natural England's Agricultural Land Classification Map for the East Region, the site is grade 2 land (very good).

LANDSCAPE AND VISUAL

Landscape

The site lies within the Morden to Duxford Lowland Chalklands Landscape Character Area. This is characterised by low hedges, scattered trees, occasional copses on high ground, long distance views across arable fields and historic linear features including roads, trackways and earthworks. It has a sparse settlement pattern and small villages are elevated from river valleys with isolated farms and cottages interspersed.

The Neighbourhood Plan's landscape character assessment the area in which the site lies is categorised as Foxton Chalklands. It notes that the landform slopes gently southwards and eastwards, creating physical and perceptual separation between Foxton and neighbouring villages. It also indicates that despite its openness, the landscape retains a sense of structure through native tree belts, intermittent roadside planting and scattered mature trees that help to break up the scale of the large arable fields.

The landscape sensitivity of the site is high, reflecting:

- the openness and rural character of the area;
- the site's contribution to the village's rural setting; and
- the value placed on maintaining clear settlement edges and separation from the wider countryside.

Visual

Visibility of the site is generally limited to short and medium range views from public rights of way, Fowlmere Road and nearby residential development. These receptors generally experience the site within an open rural context.

Views from Fowlmere Road are filtered in places by roadside hedgerow and trees.

The site is more openly visible from the public right of way directly to the north (and extending east).

In the views of the site from Foxton Wood, which are expansive views across the chalkland landscape, the site occupies a relatively small proportion of the overall view and is seen in the context of the existing built form.

The sensitivity of receptors experiencing the site in views from these locations is generally medium-high.

Overall

The site has potential to accommodate carefully designed residential development that reflects the existing scale and grain of the village without giving rise to undue landscape or visual effects.



TRANSPORT

The site is very well located in relation to the built-up area of Foxton making local amenities easily accessible.

Public transport provision in the village is well established. Regular trains make key local, regional and national centres easy to access at all times of the day and evening.

Two-hourly bus services to Cambridge and Royston provide a realistic and convenient alternative for accessing key local and regional centres, including for commuters.

The site has excellent pedestrian connectivity with the rest of Foxton in the form of the existing footway on eastern side of Fowlmere Road, which ends adjacent to the northwest corner of the site.

Additionally, the site has an existing direct connection to the public rights of way network. Footpath 94/4 runs along the site's northern boundary.

The site's circa 200m frontage on Fowlmere Road provides ample opportunity for safe vehicular access as well as providing further pedestrian access options.

The local highway network is considered to have sufficient capacity to cater for the additional movements that development of the site may generate.

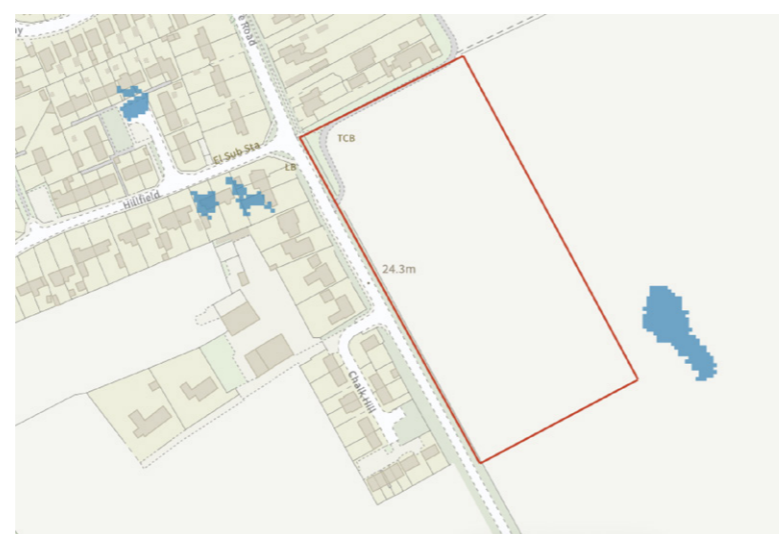
ARBORICULTURE

- There are no trees within the site. However, there are some lengths of hedgerow and trees on the western boundary of the site (Fowlmere Road frontage) that have the potential to be affected by development at the site.
- Four of these trees are the subject of tree protection orders (TPOs).

FLOOD/DRAINAGE

The site lies in flood zone 1.

The site has no risk of surface water flooding, as can be seen from the plan below.



Extract of Environment Agency Flood map for planning – surface water

The site's overall risk of flooding is therefore low.

HERITAGE

The site lies 250m from the closest part of the Foxton conservation area.

The nearest listed buildings are detailed in the table below.

BUILDING NAME	LISTING GRADE	DISTANCE FROM SITE
20 Fowlmere Road	II	300m
Baron's Farmhouse	II	380m
Water Pump	II	425m
1&3 Mortimers Lane	II	440m

There are no non-designated heritage assets within 250m of the site.

It is therefore unlikely that the site lies within the setting of any designated or non-designated heritage assets.



WHY HERE?

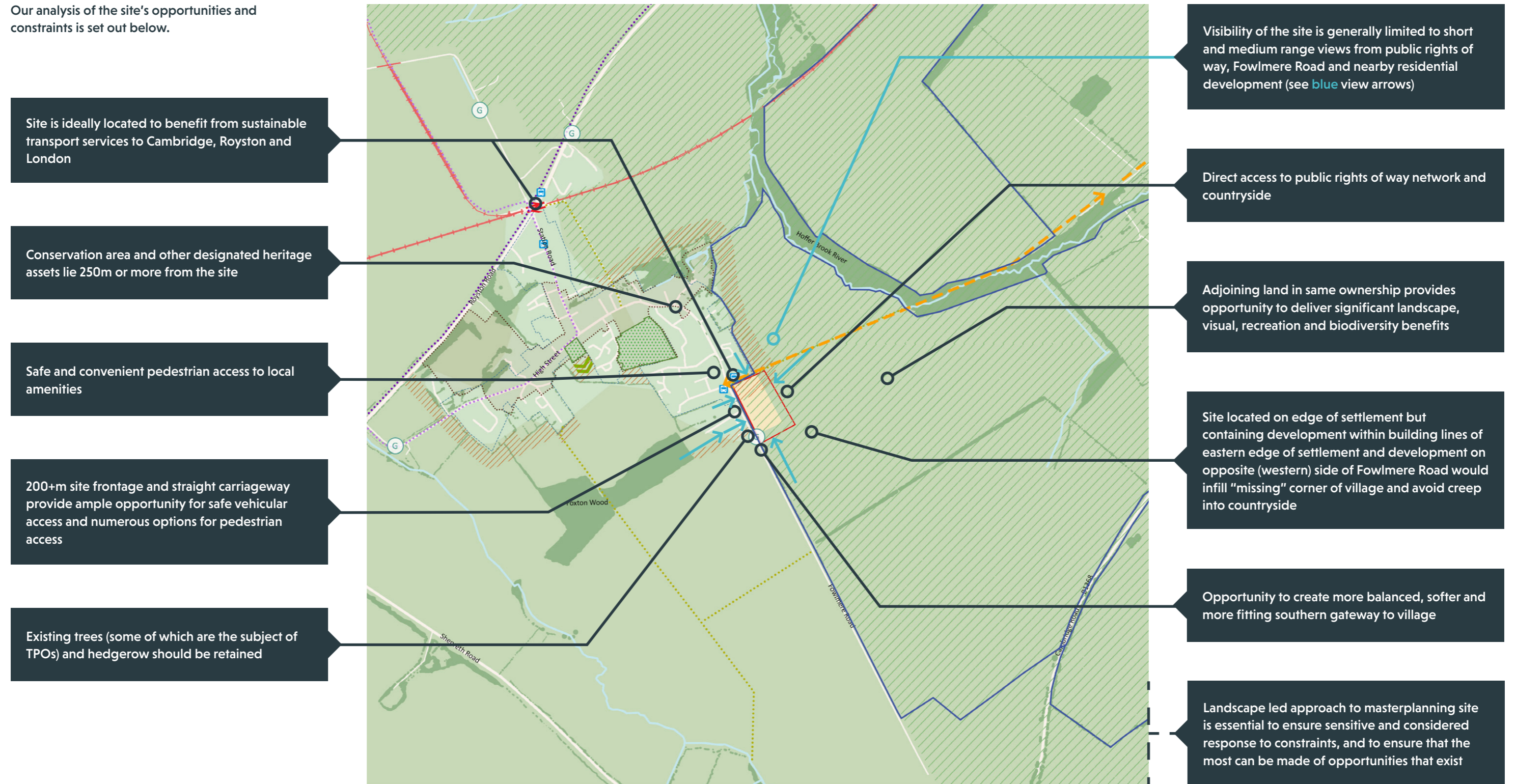
The site's position and characteristics make it an excellent location for the future growth of Foxton because it:

- is available now;
- is clean, unmade land that is suitable for residential use;
- has no significant development constraints (see sections 6 & 8);
- is within walking distance of all of Foxton's amenities;
- is within walking distance of frequent railway services to key local, regional and national centres;
- is well connected to the footpath network and the countryside and has excellent potential to create new and improved connections;
- is of sufficient size to accommodate a policy compliant development in terms of open space, play space, green infrastructure, biodiversity net gain and SuDS; and
- has developer backing to ensure its delivery.



OPPORTUNITIES AND CONSTRAINTS

Our analysis of the site's opportunities and constraints is set out below.



DEVELOPING OUR VISION

The findings of our specialist assessment work have generated a number of design principles and recommendations for development of the site. They are as follows.

LANDSCAPE AND VISUAL

- Development to respect building lines of eastern and southern extents of village.
- Arrange development to form strong and defensible settlement edge to avoid intrusion into open countryside.
- Building heights, massing and roof forms should remain consistent with surrounding development.
- Create outward facing development.
- Create a robust green infrastructure framework that reflects local chalkland characteristics – this should include strengthening existing hedgerows using native species typical of the area, new native hedgerows and tree belts along site boundaries.
- Site boundary and frontage landscaping to be retained and managed by landowner or management company to avoid damage, or removal and replacement with unsympathetic features.

- Open space and landscape buffers should serve both visual and functional purposes, creating a gradual transition between built development and surrounding countryside.
- Outward facing boundary treatments should comprise hedgerows, low timber fencing and native planting to achieve soft rural edge.

HIGHWAYS AND TRANSPORT















- Access to be provided towards northern end of site frontage (location of existing agricultural access).
- 2.4m x 43m visibility splays are achievable and appropriate in context of local highway conditions.
- Pedestrian connectivity to be provided via northwest corner of site and along site frontage (next to carriageway or behind frontage vegetation).



CONCEPT MASTERPLAN

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The design principles and recommendations generated by our assessment work have been used to prepare a concept masterplan (see below).

- Masterplan Key
-  Site Boundary - 3.2ha / 32,000m²
 -  Pedestrian access
 -  Site entrance - location based on existing field access.
 -  Connectivity from PROW
 -  Primary route
 -  Secondary route
 -  Potential for expansion of informal footpaths
 -  PROW maintained - potential opportunity to enhance with landscape planting.
 -  Development Area - 2ha / 20,500m²
 -  LAP/open space - 0.06ha / 600m²
 -  Field boundary enclosure planting - hedgerow, tree and copses to suit wider landscape character area.
 -  Existing hedgerows and trees
 -  Transitional Planting
 -  Footpath link - Main pedestrian access into site



Concept masterplan

The key elements of the concept masterplan are detailed below.

1. INTEGRATING THE SITE WITH THE SURROUNDING DEVELOPMENT BY:

- respecting and reflecting the surrounding, relatively rigid, pattern of development; and
- aligning extent of new built form with the building lines of existing development to the north and east.

2. INTEGRATING THE NATURAL ENVIRONMENT INTO THE SCHEME DESIGN WITH:

- landscaping along the site's boundaries to enhance the village gateway, soften the approach to Foxton along Fowlmere Road and aid the transition from built form to countryside to the east and south;
- outward facing development to avoid the harmful effects of "hard" boundary features;

- structural landscaping within the development to break up the built form; and
- a development scale and density that reflects the site's edge of settlement location.

3. MAXIMISING GREEN AND BLUE INFRASTRUCTURE WITH:

- wide landscape margins to soften the transition from built form to countryside and provide landscape and biodiversity enhancement, opportunities for recreation and access to nature;
- central amenity space;
- use of above ground landscaped surface water conveyance and attenuation features where possible to maximise landscape, amenity and biodiversity benefits; and
- landscape and ecological enhancement of existing Footpath 94/4 across adjoining land in same ownership (as far as Hoffer Brook) to create new green corridor linking existing and new habitats.

4. CREATING A SUSTAINABLE MOVEMENT NETWORK, INCLUDING:

- linking adjacent footway into the development;
- circular walking routes within the site; and
- low speed shared surfaces that put pedestrians and cyclists on an equal footing with cars.

5. A RESIDUAL DEVELOPMENT AREA OF 2 HECTARES WITH SCOPE FOR:

- a semi-formal outward facing development that reflects both the extent and pattern of development in the area; and
- approximately 70 - 75 dwellings.

WHAT ARE THE RISKS?

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GROWTH MIGHT NOT BE NECESSARY

Following recent adjustments to the way in which housing need is calculated, the provision for new housing in the development plan is no longer sufficient to meet the needs of the area. A significant number and scale of new allocations are therefore likely to be required to address future housing needs in the area.

DEVELOPMENT AT THE SITE MIGHT BE TOO BIG

Our approach is evidence led. The assessment work we have undertaken has indicated that the site is suitable for development.

As our proposals progress, further work will be undertaken to ensure that the scale and details of any future development scheme we put forward is appropriate for the site and its surroundings.

DEVELOPMENT AT THE SITE MIGHT HAVE AN ADVERSE LANDSCAPE OR VISUAL IMPACT

Development of the site would lead to change to the local landscape and views of it. However, our assessment shows that any changes would be limited to the local area and would not impact the wider landscape character area. Whilst the site is located in a sensitive, edge of settlement location, it is possible to use development to create a strong and defensible settlement edge, protecting the countryside and enhancing views of the settlement edge in the longer term.

Careful design and mitigation in the form of native landscape planting would be used to ensure that any residual impacts of development are acceptable, if not positive.

DEVELOPMENT OF THE SITE MIGHT HAVE A DETRIMENTAL IMPACT ON THE ENVIRONMENT

The site is currently agricultural land, which means that it is of low sensitivity in natural environment terms. Careful design, which avoids impacts occurring in the first place, and minimises and mitigates any impacts which can't be avoided, will ensure a low overall impact on the natural environment. Proposals for enhancement, which will form an important part of any future development, are likely to mean that the overall effect of the development on the environment in the longer term is a positive one.

DEVELOPMENT AT THE SITE MIGHT OVERLOAD THE HIGHWAYS NETWORK

Development of the site would result in increased movements on the highway network but our initial study work suggests that the network could accommodate a residential development at the site without any notable adverse effects.

DEVELOPMENT AT THE SITE MIGHT CAUSE FLOODING

Initial assessment work shows that the site has a low risk of flooding. Any future drainage proposals for the site would be based on sustainable drainage principles and would be closely scrutinised by the Lead Local Flood Authority to ensure that they would not increase the risk of flooding at the site or elsewhere.

HOW WILL OUR VISION BENEFIT THE LOCAL COMMUNITY?

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Delivering our vision will provide enduring benefits for the local community and the environment.

NEW HOUSES OF THE TYPES AND TENURES THAT THE COMMUNITY MOST NEEDS

The provision of high-quality new housing of the types and tenures required by the local community (affordable housing, housing suitable for first time buyers, older people's housing and housing for those wishing to downsize) will help support the social diversity of the village and a healthy, thriving community.

GREEN INFRASTRUCTURE AND BIODIVERSITY

New landscape and wildlife planting will expand Foxton's green infrastructure network and provide a significant biodiversity net gain. This is likely to include extensive native hedgerow and tree planting.

NEW PUBLIC OUTDOOR SPACES

In addition to the landscaping, green infrastructure and biodiversity enhancements we propose, we would provide access to land that is currently not accessible to the public. New routes to the public footpath network would also bring the community closer to nature and the countryside.

SUPPORT FOR LOCAL BUSINESSES

Development at the site would increase the customer base of local services and facilities, improving their viability and helping to ensure that they will be able to continue to serve the local community in the long term. It would also provide an economic boost for the local area during the construction phase, benefitting local construction firms and materials suppliers in particular.



WHERE NEXT?

Our vision for the sustainable growth of Foxton is one that involves a vibrant and prosperous future for both people and nature.

We're passionate about achieving a successful and sustainable future for Foxton and we know that this can't happen without carefully planned growth.

Our vision starts from this premise. It is based on careful assessment of the village and its environment, and involves the provision of much needed housing without the harm that new development can entail. By realising our vision, our goal is to contribute to the sustainable growth of the village and to create an enduring positive impact.

This document demonstrates that development of the site has the ability to achieve this goal, making living in the village of Foxton possible for more people and providing homes that may better suit the needs of people who already live here.

We hope that you share our vision and we look forward to exploring, with you, how we can contribute most effectively to the sustainable growth of the village as we progress our proposals.



