Land south of Butt Lane, Milton Park – Phase 1

Landscape and Visual Appraisal

January 2026

Issue Sheet

Report Prepared for: Turnstone Real Estate Limited

Landscape and Visual Appraisal

Revision	Date	Drafted/Reviewed by:	Initials	Comments
Draft v1	27/01/2026	Nicola Longland	NL	For comment
Draft v2	30/01/2026	Nicola Longland	NL	Final Draft

List of Contents

List of Figures

List of Appendices

1. Introduction

1.1.1. LDA Design has been appointed by Turnstone Real Estate Limited to undertake an initial landscape and visual appraisal of the Phase 1 land in respect of a wider site known as land south of Butt Lane, Milton ("the Site"). The Site is being promoted by Turnstone Real Estate Limited for employment-led development.

1.1.2. This note sets out initial findings following a desk study and site visit undertaken in September 2025. The primary purpose of the study is to define the landscape and visual context of the site, undertake a review of Regulation 18 Draft Greater Cambridge Local Plan evidence base and determine the Site's potential to accommodate development, specifically in respect of Phase 1.

1.2. The Site and its Location

1.2.1. As identified on Figure 1, the Phase 1 land is located to the west of the village of Milton, separated by the A10, approximately 10.5ha broadly in a 'U' shape that wraps around the south of the consented (now nearing completion) Cambridgeshire South Police Station (original planning reference 20/04010/FUL). The Phase 1 land is located south of Milton Park and Ride and the consented electric charging hub (planning reference 25/01460/FUL). The east of the Phase 1 land is bound by the A10 and the south and west by Thirteenth Public Drain, beyond which is Milton landfill which rises to the south. The Phase 1 plans form part of a wider scheme across the Site, which includes the Park and Ride facility to the north (Phase 2). Phase 2 is a long-term aspiration, and therefore is not the focus of this appraisal, but is considered in the summary.

1.2.2. Beyond the immediate boundaries of the Site, Butt Lane provides a local east-west connection between Milton and Impington that follows immediately north of Milton Park and Ride. Further north, large, flat and open agricultural fields extend through to Landbeach and beyond. Approximately 1km to the west lies Impington and approximately 1.4km north-east lies Landbeach. At its closest point, Phase 1 land is approximately 200m from the A14/A10 junction with the northern edge of Cambridge beyond.

2. Policy Background

2.1.1. The Site is located within South Cambridgeshire District Council (SCDC), which is part of Greater Cambridge Shared Planning (GCSP). Current local planning policy for the Site is described in Adopted South Cambridgeshire Local Plan 2018. Emerging policy is outlined within Greater Cambridge Regulation 18 Local Plan (December 2025) and supporting evidence base. SCDC adopted local plan outlines current planning policies of relevance to this assessment, but GCSP Local Plan outlines emerging policy. There is no current neighbourhood plan covering the Site or immediate setting.

2.1.2. Figure 2 identifies landscape assets and features within 3km of the Site.

2.1.3. The Site does not fall within any national or locally designated landscapes.

2.1.4. The majority of other assets, such as Conservation Areas and Scheduled Monuments, are located beyond 1km and have no direct relationship with the Site. Within 1km are a number of listed buildings associated with the core of Milton village listed buildings predominantly Grade II with occasional Grade II*. Due to vegetation associated with the A10 and built form these assets have no relationship to the Site.

3. Landscape and Visual Context

3.1.1. This section provides an analysis of the Phase 1 land within its wider spatial context and outlines how this strategic context can help inform the site proposals.

3.2. Topography

3.2.1. The topography of the Phase 1 land and its surrounding area is shown on Figure 3.

3.2.2. The area is characterised by generally flat, low-lying ground at 15m AOD (Above Ordnance Datum) or below. The River Cam flows in a broadly south to north direction approximately 2.5km east of the Site, where the valley floor is between 0-5m AOD. Land gently and subtly rises from the River Cam to the west beyond Impington and Histon at around 15-20m AOD, just beyond the 3km study area. The exception to this low-lying, flat area is found immediately adjacent to the west and south of the Site which comprises made ground associated with Milton Landfill between 20-30m AOD. The historic landfill site comprises an L –shaped plot of land approximately 48.5 hectares in area and is nearing full restoration.

3.2.3. The Phase 1 land itself is typical of the surrounding area being flat and low-lying at between 10-15m AOD.

3.3. Settlements

3.3.1. The settlements within the study area include the city of Cambridge to the south and a number of villages surrounding Cambridge including larger villages of Milton, Impington/Histon, with smaller villages of Landbeach, Horningsea and Fen Ditton.

3.3.2. The extent of Cambridge is bound by the A14. However, the larger villages of Impington/Histon and Milton extend to the north of the A14. The historic cores of the villages are found further to the north but have expanded in all directions, in particular to the south reaching close to Cambridge and local road infrastructure.

3.3.3. The historic development of Milton occurred generally along the High Street which historically provided a north-south connection between Cambridge and Ely, just outside the flood plain of the River Cam to the east. In more recent times, the village has been shaped by the arrival of the A10 bypass located west of the High Street, where 20th century development has extended to meet the bypass. The character of Milton is predominantly 20th Century residential with commercial land uses found to the south of the village and Milton Country Park located to the south-east, on the edge of the River Cam flood plain.

3.3.4. Butt Lane was an historic east-west link between Milton and Impington that was closed to vehicular traffic at Milton with the arrival of the bypass. A pedestrian/cycle bridge provided over the A10 delivers active travel connections to Butt Lane west from Milton. Milton Park and Ride is located immediately west of Milton and the A10, south of Butt Lane. Further development is consented south of the Park and Ride in the form of Cambridgeshire South Police Station (original planning reference 20/04010/FUL) and an electric vehicle (EV) charging hub (planning reference 25/01460/FUL).

3.3.5. The villages of Landbeach, Horningsea and Fen Ditton are broadly small linear villages focussed along access roads in either a north-south, or east-west direction found approximately 2km from the Site to the north or east.

3.3.6. Development of the Phase 1 land would be a continuation of development south of Milton Park and Ride, Cambridgeshire Police Headquarters and EV charging hub, found west of Milton.

3.4. Vegetation

3.4.1. Vegetation within the study area is relatively sparce, as shown on Figure 4, being largely limited to roadside and occasionally field boundary hedgerows and tree belts. Arable fields are large scale generally with limited hedgerow or tree boundaries creating an open character. Occasional rectilinear blocks of woodland/tree belts are found in the study area which help to contain long views across the flat landscape.

3.4.2. The Phase 1 land is bound by extensive blocks of woodland which run adjacent to the western and part of the southern Phase 1 land boundary associated with Milton landfill. In addition to these peripheral woodland blocks, tree belts within and around Milton Park and Ride, and south of Butt Lane, serve to visually enclose the Phase 1 land. Vegetation along the western edge of Milton and the A10 also serve to enclose the Phase 1 land.

3.4.3. The Phase 1 land itself is comprised of three arable fields generally orientated in a north south direction, perpendicular to the Thirteenth Public Drain. The field to the east is more triangular in shape, due to the alignment of the A10. Gappy hedgerows and occasional hedgerow trees provide the boundaries to the fields. Along the boundary with the A10, is a mixture of scrub, gappy hedgerow and sporadic trees.

3.5. Access & Movement

3.5.1. There is a limited network of Public Rights of Way (PRoW) within the vicinity of the Site (as shown on Figure 1). The closest PRoW to the Phase 1 land is Mere Way Byway, which is c. 500m west and forms a long, straight connection between the north of Cambridge and Landbeach, along a former Roman Road.

3.5.2. Greater numbers of PRoW and associated long-distance footpaths (e.g. Fen Rivers Way and Harcamlow Way) are found along the River Cam corridor approximately 1.5-2km east of the Phase 1 land. These long-distance paths provide recreational routes of between c. 80-230km.

3.5.3. A number of National Cycle routes are found within the study area, the closest of which being along the High Street of Milton, c. 500m east of the Phase 1 land. From this location, a network of national cycle routes to Cambridge, Milton Country Park and the River Cam corridor can be found.

3.6. Landscape Character

3.6.1. Landscape Character describes a distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another. Landscape Character Assessments are undertaken at a National and Local scale and is defined as the process of identifying and describing variation in the character of the landscape, using this information to assist in managing change in the landscape.

National Landscape Character

3.6.2. At a national level, the Site lies within National Character Area (NCA) profile 88: 94: Bedfordshire and Cambridgeshire Claylands.

3.6.3. NCAs provide useful context but for sites of this scale, Local Character Assessments are more helpful in understanding local influences.

Local Landscape Character

Greater Cambridge Landscape Character Assessment (GCSP, 2021)

3.6.4. This recent document was prepared on behalf of Cambridge City Council and SCDC to provide an up-to-date and consistent Landscape Character Assessment of the whole greater Cambridge area. It provides an assessment at three scales including a detailed study of the wider 'Greater Cambridge Study', a high-level study of rural villages in SCDC, and a high-level study of landscape and open spaces within the smaller 'Cambridge Environs Study Area'. The study of most relevance to this assessment is the Greater Cambridge Study.

3.6.5. As shown on Figure 5, the Phase 1 land and majority of study area is located within Fen Edge Claylands landscape Character Type and within Landscape Character Area (LCA) 2B: Cottenham Fen Edge Claylands. A full description of the key characteristics and guidelines for the landscape type and LCA can be found in Appendix 2. Of relevance to this appraisal are the following key characteristics of LCA 2B:

- "*Well settled rural landscape comprising a number of large villages with historic linear cores located on elevated 'islands'*
- *Pockets of remnant parkland alongside orchards, hedgerows and shelterbelts create a distinctive, localised vegetation pattern in proximity to the villages*
- *Urban influences associated with the urban edge of Cambridge and major road network in the south which are discordant with the otherwise rural character.*"

3.6.6. The assessment also identifies sensitivities and guidelines for Fen Edge Claylands typology as well as specific for LCA 2B.

3.6.7. Key sensitivities and values relevant to the Phase 1 land and study area include:

- *Network of historic ditches and droveways that contribute to the area's sense of place*
- *Peaceful, rural open character of the landscape*
- *Hedgerows, shelterbelts and small clumps of trees forming a distinctive, localised vegetation pattern in proximity to villages*
- *Historic, linear village cores*
- *Framed, long distance views between vegetation from villages across open, arable fields*
- *Pressure for recreation*

3.6.8. The landscape strategy for Fen Edge Claylands typology is:

"*to **conserve** the rural character and the important surviving landscape features such as traditional orchards, droves, drains and linear village cores' it would also be appropriate to **enhance** those features that are declining or are incongruous in the landscape*"

3.6.9. Landscape management guidance relevant to the Phase 1 land and study area include:

- *"Conserve and enhance existing watercourses, drains and ditches to maintain historic*
- *Conserve and enhance the regular small-scale pastoral fields, shelter belts and hedges at village edges features and enhance ecological value of the farmed landscape*
- *Conserve and enhance existing hedgerows and consider opportunities for replanting hedgerows where these have been lost/become fragmented*
- *Encourage opportunities to expand and link woodland, hedgerows and other seminatural habitats to benefit biodiversity whilst managing the open character of the landscape"*

3.6.10. Guidance for integrating development into the landscape relevant to the Phase 1 land and study area include:

- *"Ensure new development is integrated into the landscape sympathetically, is in keeping with the open, rural character, and does not affect long, framed views*
- *Conserve the overall rural character, with dispersed Fen Edge villages, farms and cottages linked by rural roads and historic droves and tracks*
- *Ensure any village extensions are located on the high ground of the Fen Islands, avoiding incremental development on the flat, low-lying fen*
- *Ensure new developments on the edges of villages are integrated by wide hedgerows, copses and shelterbelt planting reflecting the local mixes*
- *Ensure new developments reflect the form, scale and proportions of the existing vernacular buildings of the area and pick up on the traditional building styles, height, materials, colours and textures of the locality*
- *Retain hedges and introduce them as boundaries alongside roads outside village cores*

- *Integrate water features, such as ditches dykes and ponds, into new developments as part of open spaces*
- *Avoid the use of standardised and intrusive urban materials, street furniture, lighting and signage as part of traffic calming measures wherever appropriate"*

3.6.11. Within the assessment, it states that "*The proximity of this rural LCA to Cambridge means that there are a number of localised urban influences particularly in the south and east of the area that locally are discordant and detract from the tranquillity experienced elsewhere within the LCA. These include the major road network and industrial sites such as the factory at Impington and Cambridge Research Park*.". The assessment then goes on to state that Fen Edge Claylands landscape type has a landscape condition of Moderate and a strength of character of Moderate.

3.6.12. With the consented developments immediately north of the Phase 1 land including Cambridge South Police Station and EV charging hub, the localised urban influences to the Phase 1 land are enhanced.

Greater Cambridge Landscape Sensitivity Assessment 2021

3.6.13. This document reviews landscape beyond built extents of settlements in order to help develop an appropriate spatial strategy for the Greater Cambridge Local Plan of Cambridge and Fend Edge Villages. The assessment divides land around Cambridge into 36 assessment units which are then assessed for their sensitivity to residential and commercial development. Where appropriate, recommendations for development opportunities and associated mitigation are provided.

3.6.14. The Phase 1 land and the majority of the study area are located within Assessment Unit CNF07 which extends from Impington to the west, Milton to the east, Butt Lane/Impington Lane to the north and the A14 to the south (extract of CNF07 is provided at Appendix 3). It is judged that this unit has a Medium-Low sensitivity level to development as summarised below:

"*this is a relatively commonplace arable landscape within Greater Cambridge. The Mere Way Green Corridor provides structure and has natural, recreational and historic value. There is a strong sense of separation between Histon and Impington and Milton, and linear woodland and tree belts provide structure in the open landscape. These features are more susceptible to the development scenario. Features which are less susceptible to the development scenario are the highway network, limited access to the countryside, urban influences and scattered urban fringe development which erodes the rural character. Overall, this is assessed as a landscape of* ***medium to low*** *sensitivity to the development scenario*."

The assessment also clarifies that '*there may be opportunities for residential, commercial and mixed-use development with increased height/scale through this Assessment Unit*".

3.6.15. In terms of potential mitigation for CNF07 Assessment Unit, the assessment specifically refers to land west of Milton where "*there may be scope for strategic landscape mitigation measures to help integrate development into the landscape (such as structural planting/buffers or locating development within existing shelterbelts … west of Milton) where carefully designed to be compatible with the characteristics of the wider landscape*."

3.6.16. Given the above, it could be considered that the Phase 1 land is within the lower judgement of sensitivity to development, being 'Low'.

3.6.17. In addition, the assessment recommends that hedgerows are managed and enhanced, alongside potential to expand and link woodland, hedgerows and other semi-natural habitats.

Phase 1 Landscape Character & Value

3.6.18. The Phase 1 land and its immediate surroundings are reflective of the local character area, in particular the key characteristic of being influenced by urban features and major road network associated with park & ride, policy station (nearing completion), A10 and future EV charging hub. The restored made-ground associated with Milton landfill, along with woodland blocks associated with the boundaries of this land use, and the western edge of Milton, along with existing and future built land uses north of the Phase 1 land set this area apart from the wider, more open landscape to the north.

3.6.19. Given the lack of public access to the Site, the adjacent landfill, park and ride and A10, as well as future police station and EV charging hub, as well as lack of landscape features within the Phase 1 land, these factors suggest that the Phase 1 land is an "everyday landscape" (as referenced in Landscape Institute's Technical Guidance Note 02/21 – Assessing landscape value outside national designations), which is appreciated by the local community but has little or no wider recognition of its value.

3.7. Local Guidance Documents

Greater Cambridge Housing and Economic Land Availability Assessment (HELAA) 2021

3.7.1. This document assessed the potential supply of land for residential and commercial development by assessing potential sites in terms of their suitability, availability and achievability. The assessment reviewed a number of criteria under 'Suitability' in order to determine whether potential sites should be considered at the next stage of the emerging Local Plan process, which included landscape of relevance to this report.

3.7.2. The Phase 1 land, including consented Cambridgeshire South Police Station, were assessed as HELAA Site ID 40365. Under landscape comment 2021, it stated the following:

3.7.3. "*Development throughout this site would have a significant adverse impact to the wide and local landscape character and views. It would be an encroachment into the landscape, permanent, remove existing open agricultural fields and an urbanisation of the rural countryside. Even within a reduction in commercial floor space and residential units with landscape mitigation measures the harm would be still be significant and unacceptable*."

3.7.4. The assessment judged parcel 40365 as being 'Red' under 'Landscape RAG Assessment 2021', which is defined in Annex 1 of HELAA under Landscape and Townscape as *'Development of the site would have a significant negative impact which cannot be mitigated'*. The methodology for assessing potential sites within the HELAA was that if any criteria were assessed as 'red' under suitability, that sites were deemed to be 'unsuitable', consequently parcel 40365 was judged to be 'unsuitable'. Landscape was the only criteria that scored a 'red' for parcel 40365.

3.7.5. Since the HELAA was carried out, Cambridgeshire South Police Station has been consented within the northern half of parcel 40365 and is now nearing completion, along with consented EV charging hub to the north-east of the parcel. This has a significant bearing on the current suitability of the remaining parcel with regards to landscape. Indeed, GCSP's Landscape Sensitivity Assessment (LSA) (2021) considered development in land to the west of Milton with additional mitigation planting where carefully designed *'to be compatible with the characteristics of the wider landscape'.* This is in conflict with the HELAA landscape judgement of parcel 40365. Given that the HELAA provided a high-level overview of landscape, it is considered that the LSA is a more robust assessment as it is focussed purely on landscape and provides a coherent overview of sensitivity to development around Cambridge.

3.7.6. Given the above, it is considered that the HELAA landscape judgement is out of date and that if this parcel were to be assessed now, that the rating would be 'Amber' ('*development of the site would have a detrimental impact which could be satisfactorily mitigated*'), and the parcel would be judged 'Suitable' overall.

3.8. Greater Cambridge Green Infrastructure Opportunity Mapping (GCGIOM)

3.8.1. The Greater Cambridge Green Infrastructure Opportunity Mapping (GCGIOM) Part 2 Recommendations Report was prepared in 2021 as part of the evidence base supporting the emerging GCSP Local Plan. It identifies opportunities to enhance existing green infrastructure (GI) assets or creation of new GI assets, along with understanding the pressures on GI in order to increase resilience of the natural environment now and into the future.

3.8.2. GCGIOM identifies 14 Strategic Initiatives (spatial and dispersed), of which the following are of relevance to the Phase 1 land and study area:

- **6 – North Cambridge green space**: new strategic green space(s) to the north of Cambridge addressing local deficit in accessible GI and meet growing demand from proposed development in area
- **9 – Pollinator corridors**: network of linear 'pollinator corridors' by promoting locally appropriate wildflower diversity and abundance
- **10 - Expanding great Cambridge's urban forest**: increase tree canopy cover and its distribution to help settlements adapt to climate change
- **11 – Woodland expansion and resilience**: expand woodland areas (and hedgerows) through planting and natural regeneration
- **12 - Urban greening and 'de-paving'**: urban greening interventions (e.g. green roofs, SuDS, street trees and pocket parks) delivering benefits for people, wildlife and the environment.

3.9. Visual Analysis

Zone of Theoretical Visibility (ZTV) Study

3.9.1. To aid the identification of receptors likely to be most affected by development of the Phase 1 land and those which are unlikely to have visibility, a Zone of Theoretical Visibility (ZTV) study was generated, based on initial development height parameters of 10m to the west and 12m to the east. The analysis was carried out using a topographic model including settlements and woodlands as visual barriers in order to provide a more realistic indication of potential visibility (i.e. LiDAR).

3.9.2. The ZTV (Figure 6) shows theoretical visibility of the proposed development across a relatively narrow corridor of land to the north up to Landbeach, approximately 2km from the Phase 1 land. An area of theoretical visibility is also indicated to land just south-east of Waterbeach. Small slivers of theoretical visibility are indicated along the western facing shallow slopes of the River Cam to the east of the study area between 2-3km south-east of the Phase 1 land. Theoretical visibility from land to the north-west, west, south and west are screened by the topography of the made ground in Milton landfill, as well as vegetation that encloses the Phase 1 land, including along the western edge of Milton and the A10.

Actual Visibility

3.9.3. Following site survey, it was found that views towards the Phase 1 land are very limited and extremely localised. There are short distance filtered and direct views from the A10 immediately west of Phase 1 land and up to approximately 50m to the south-east up to the junction with the A14, from the A10 (Viewpoint 3). Visibility from the A10 ceases beyond Butt Lane to the north, where vegetation associated with Milton Park and Ride and Butt Lane screen views. There is intervisibility within fields north of Butt Lane but visibility towards the proposed development from Landbeach is limited and heavily filtered by vegetation along Butt Lane and within/adjacent to Milton Road Park and Ride (Viewpoints 6 & 7). This will be further screened by consented development immediately north of the Phase 1 land associated with Cambridgeshire Police Headquarters and electric vehicle charging station.

3.9.4. No views towards the proposed development would be available from within the River Cam corridor due to intervening vegetation and development associated with Cambridge and Milton.

3.9.5. Photopanels of viewpoints visited are provided at Figure 7.

4. Summary and Opportunities

4.1.1. A summary of the findings of this initial landscape and visual appraisal are as follows:

- **Landscape Character**: The Phase 1 land forms part of LCA 2B Cottenham Fen Edge Claylands. To the south of the character area, it is affected by urban influences, which is particularly apparent within and surrounding the Phase 1 land associated with Milton Park & Ride, construction of Cambridgeshire South Police Station and the A10. The Milton landfill to the south and west of the Phase 1 land is incongruous to the character area with land rising by up to c. 15m above average ground levels in the otherwise flat and low-lying landscape. GCSP LSA judges the sensitivity of the Phase 1 land and surrounding study area as being Medium-Low to development, acknowledging that the woodland blocks west of Milton (i.e. surrounding the Phase 1 lan) would mitigate potential development in this area, and that there could be opportunities for taller development parameters. It is considered that the landscape value of the Phase 1 land is of Community Value. It is assessed that development of the Phase 1 land would not undermine key characteristics of the landscape, and with appropriate landscape-led design, can help enhance or deliver the green infrastructure initiatives and landscape guidelines GCSP aspire for. The same principle applies for delivery of Phase 2.
- **Visual:** Landform and vegetation to the immediate south and west of the Phase 1 land help to contain views of potential development in these directions. The substantial tree belt along the western edge of the Milton, adjacent to the A10, also helps to contain views to the east of the Phase 1 land. Consequently, the only direction where there would be potential visibility of the proposals is to the north. However, this is fragmented by existing woodland blocks/tree planting along Butt Lane, within Milton Park and Ride, as well as the construction of Cambridgeshire South Police Station, immediately north of the Phase 1 land. Due to a lack of PRoW network in this area, visual receptors potentially affected by the proposed development with the greatest effect on views would be limited to users of the local road network (i.e. Butt Lane and A10), users of Milton Park and Ride and users of bridge over A10 linking Milton with Park & Ride. Distant and barely perceptible changes to views would occur to residents associated with Landbeach, c. 1.4km to the north-east. All other visual receptors in the study area would receive negligible effects. Consequently, the effect on visual receptors is extremely localised being within close proximity to the Phase 1 land boundary to north (up to Butt Lane) and east. Future delivery of Phase 2 would not result with significant changes to the conclusions of this appraisal.

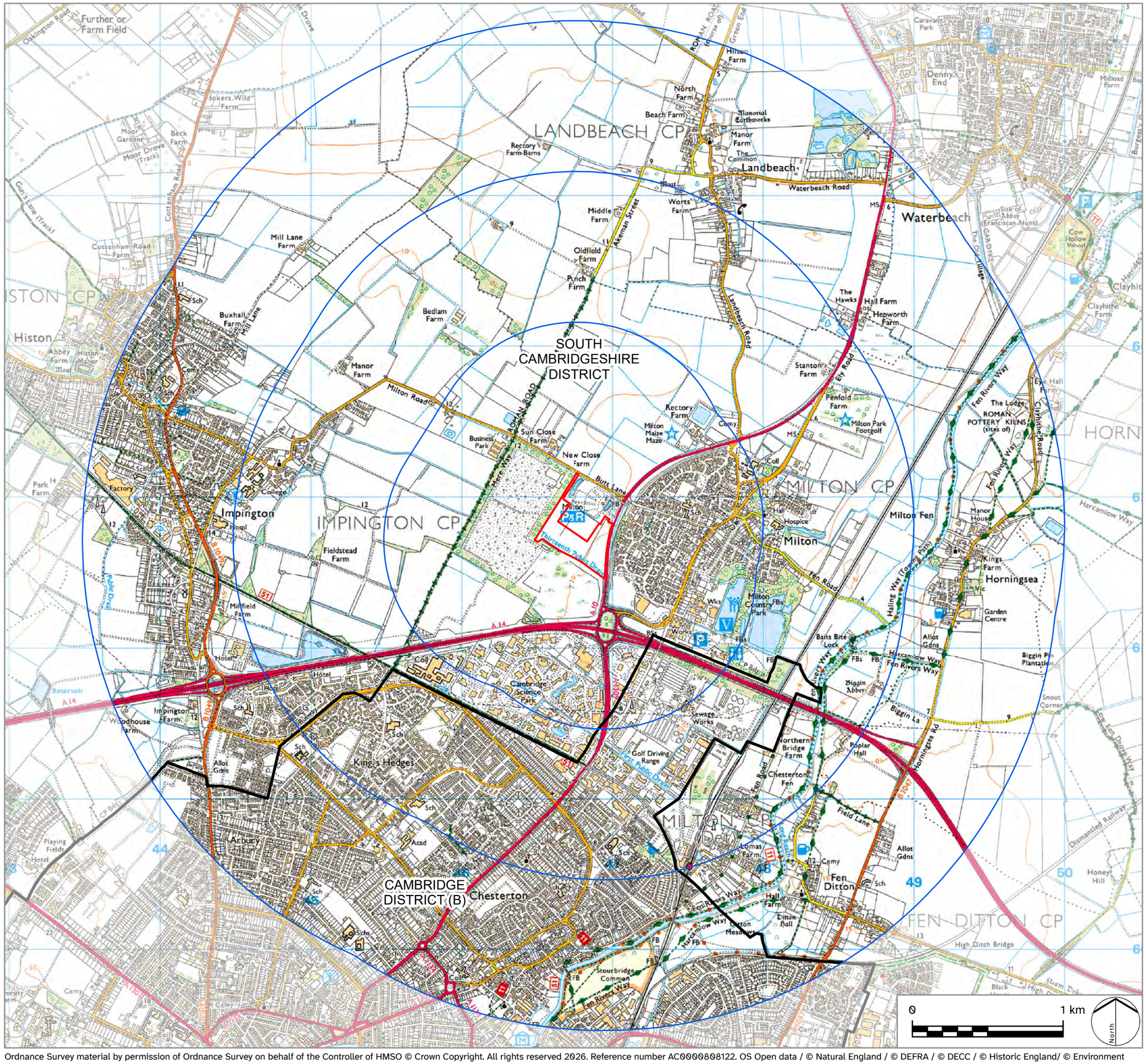
Given the flat and low-lying nature of the landscape to the north, more distant views to Phase 2 would be perceived as a replacement of views towards Milton Park and Ride, Cambridgeshire South Police Station and Phase 1, rather than as an advancement of development into the landscape. Enhancement of woodland and tree planting along Butt Lane will also help to filter and soften views to built form, stitching into the wooded setting found west of Milton.

- **Opportunities (See Landscape Strategy – Figure 8):**
  There is an opportunity to integrate the proposals into existing and consented development at Milton Park and Ride and the wider landscape by employing the following strategies:

  a) Setting back development from the A10 so that built form is not too prominent in views from A10. As land is lower lying to the east of the Phase 1 land, set back can be used for sustainable drainage solutions, as well as creating an attractive frontage to the Site.
  b) Retain and enhance existing field hedgerows and trees within the layout.
  c) Creation of tree lined streets in a geometric pattern reflecting local field patterns
  d) Increasing tree canopy cover by creating a grid of green infrastructure connecting the existing woodland blocks around the Phase 1 land, as well as helping to improve urban greening.
  e) Within the more visually sheltered west of the Phase 1 land, larger footprint buildings are to be located whilst smaller footprint buildings to be located in the more visible east.
  f) Limit height of proposed development up to 12m.
  g) Where possible and appropriate, integrate and expand green infrastructure proposals/strategies within adjacent consented development into Phase 1 land layout to create a cohesive masterplan.

Appendix 1 – Figures

Z:\10436_MILTON\8GIS\PROJECTS\10436_LVA_FIGURES.APRX



LEGEND

- Site boundary
- Distance from Site boundary (1,2 and 3km)
- District boundary

LDĀDESIGN

PROJECT TITLE

MILTON PARK

DRAWING TITLE

Figure 1: Site Location and Context

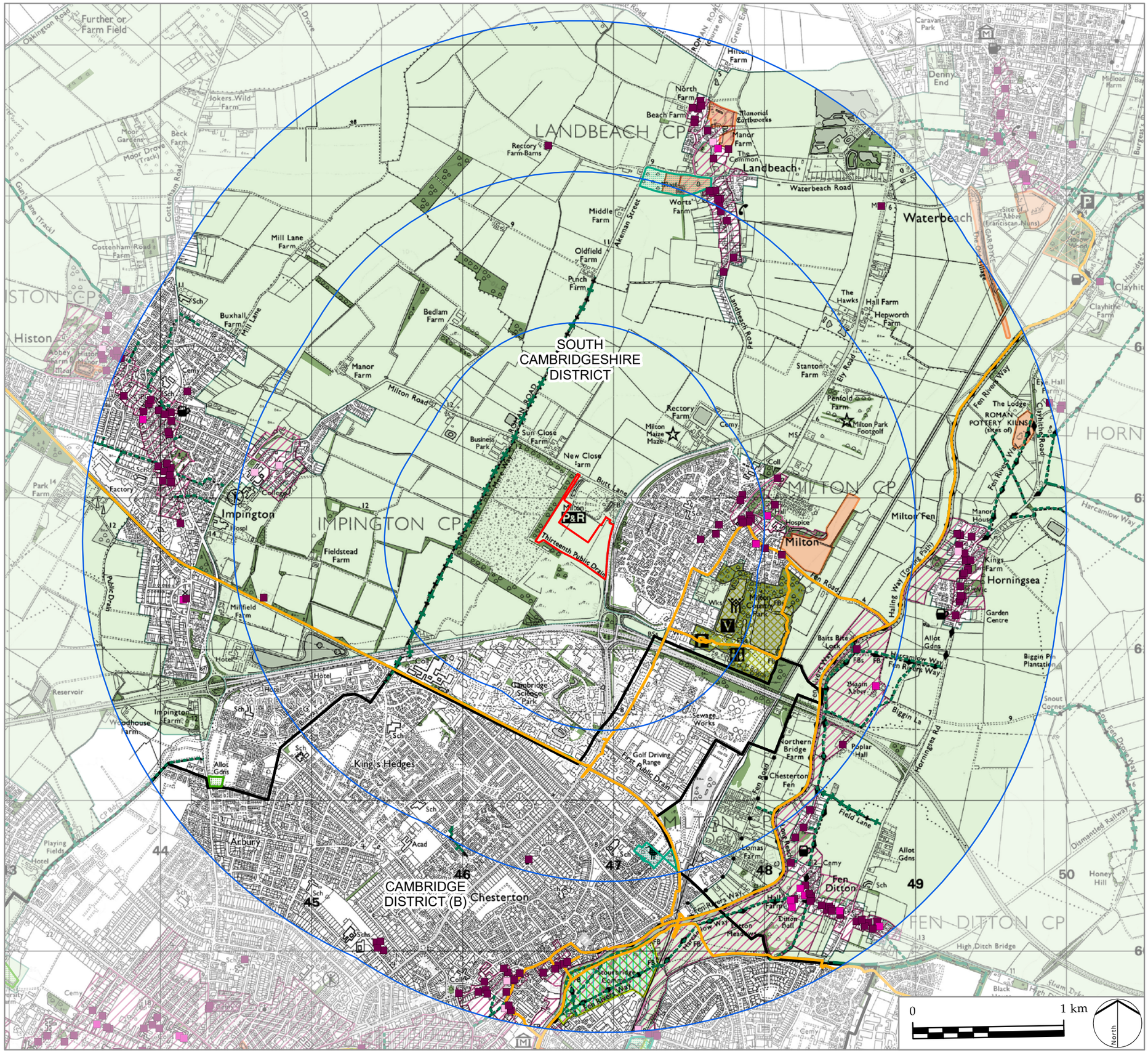
ISSUED BY	Peterborough	T: 01733 310 471	
DATE	28.01.26	DRAWN	VW
SCALE @A3	1:25,000	CHECKED	OWh
STATUS	Draft	APPROVED	NL

DWG. NO. 10436_LVA_001

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

Sources: Ordnance Survey

Z:\10436_MILTON\8GIS\PROJECTS\10436_LVA_FIGURES.APRX



LEGEND

- Site boundary
- Distance from Site boundary (1,2 and 3km)
- Local Planning Authority (LPA) Boundary
- Sites of Special Scientific Interest (SSSI)
- Local Nature Reserves
- Woodland
- Scheduled Monuments
- Registered Parks and Gardens
- Conservation Area
- Country Parks
- Access Land
- Registered Common Land
- Section 15 Land All Types
- Woodland Trust sites
- Green Belt
- National Cycle Network (Public)

Public Rights of Way (PROW)

- Footpath
- Bridleway
- Byway open to all traffic
- Restricted Byway

Listed Buildings

- Grade I
- Grade II*
- Grade II

LDĀDESIGN

PROJECT TITLE

MILTON PARK

DRAWING TITLE

Figure 2: Planning Context

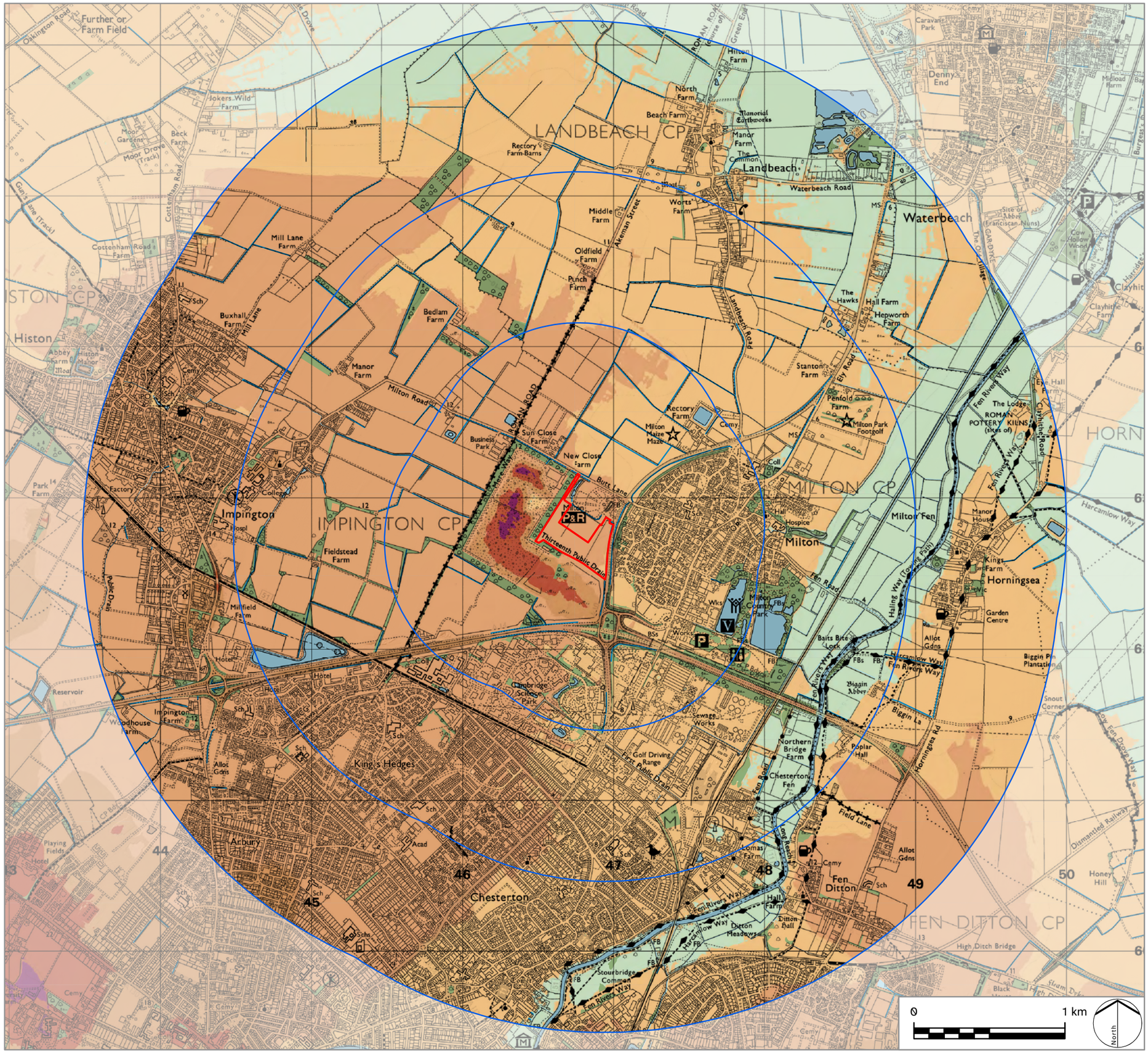
ISSUED BY	Peterborough	T: 01733 310 471	
DATE	28.01.26	DRAWN	VW
SCALE @A3	1:25,000	CHECKED	OWh
STATUS	Draft	APPROVED	NL

DWG. NO. 10436_LVA_002

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

Sources: Ordnance Survey, Natural England, Historic England, Woodland Trust, Walk Wheel Cycle Trust, DLUHC. Office for National Statistics licensed under the Open Government Licence v.3.0; Contains OS data © Crown copyright and database right 2023

Z:\10436_MILTON\8GIS\PROJECTS\10436_LVA_FIGURES.APRX



Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of HMSO © Crown Copyright. All rights reserved 2026. Reference number AC0000808122. OS Open data / © Natural England / © DEFRA / © DECC / © Historic England/ © Environment Agency. Contains Ordnance Survey data. Aerial Photography -

LEGEND

- Site boundary
- Distance from Site boundary (1,2 and 3km)
- Water line
- Water area
- Woodland

Elevation (m AOD)

- 25 - 30
- 20 - 25
- 15 - 20
- 10 - 15
- 5 - 10
- 0 - 5
- -5 - 0

LDĀDESIGN

PROJECT TITLE

MILTON PARK

DRAWING TITLE

Figure 3: Topography

ISSUED BY	Peterborough	T:	01733 310 471
DATE	28.01.26	DRAWN	VW
SCALE @A3	1:25,000	CHECKED	OWh
STATUS	Draft	APPROVED	NL

DWG. NO. 10436_LVA_003

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

Sources: Ordnance Survey, © Environment Agency copyright and/or database right 2022. All rights reserved.

Z:\10436_MILTON\8GIS\PROJECTS\10436_LVA_FIGURES.APRX

Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of HMSO © Crown Copyright. All rights reserved 2026. Reference number AC0000808122. OS Open data / © Natural England / © DEFRA / © DECC / © Historic England/ © Environment Agency. Contains Ordnance Survey data. Aerial Photography - Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Microsoft, Vantor

LEGEND

Site boundary

LDĀDESIGN

PROJECT TITLE

MILTON PARK

DRAWING TITLE

Figure 4: Aerial Photograph

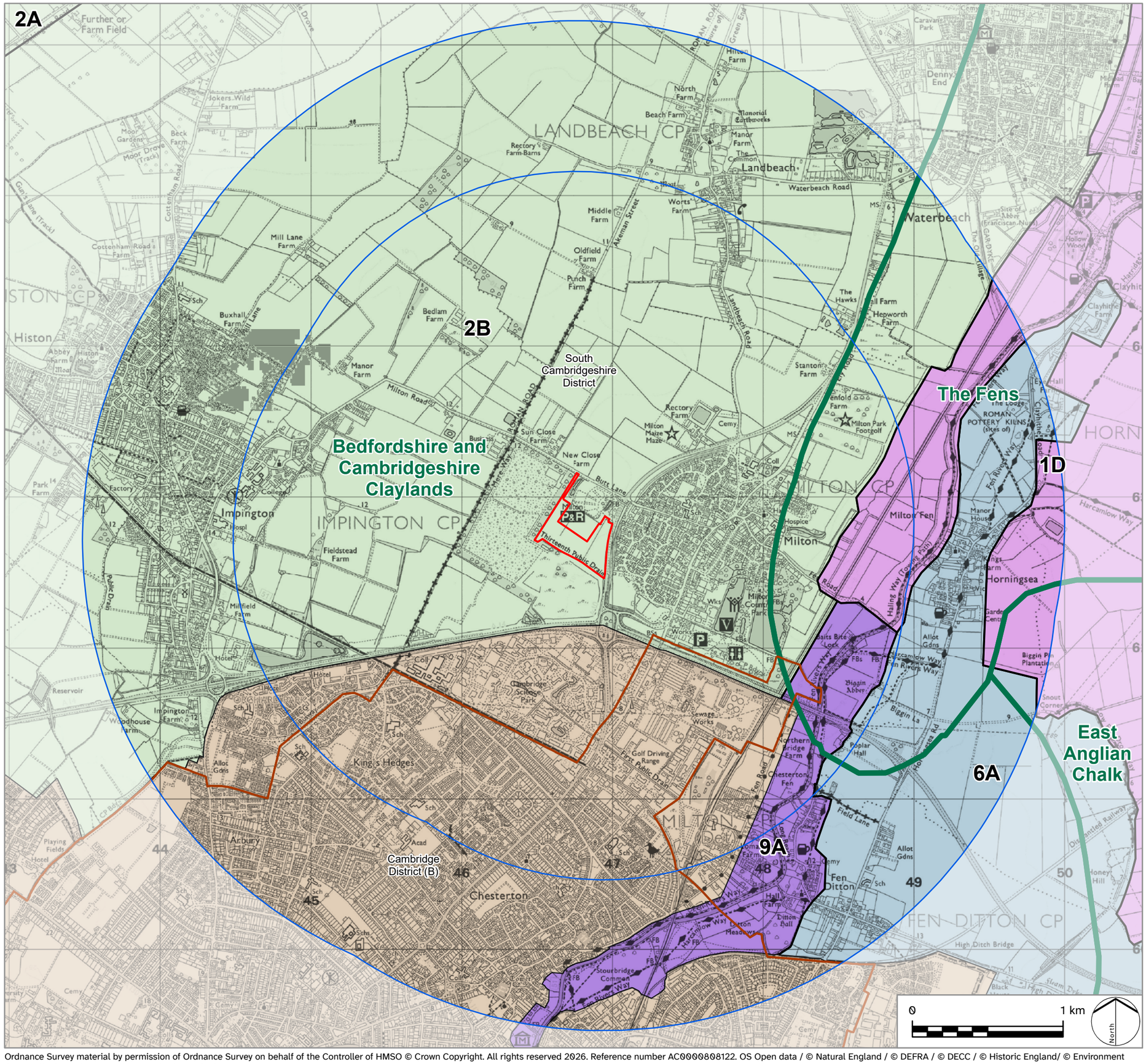
ISSUED BY	Peterborough	T: 01733 310 471	
DATE	28.01.26	DRAWN	VW
SCALE @A3	1:10,000	CHECKED	OWh
STATUS	Draft	APPROVED	NL

DWG. NO. 10436_LVA_004

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

Sources: Esri, Maxar, Earthstar Geographics, and the GIS Community

Z:\10436_MILTON\8GIS\PROJECTS\10436_LVA_FIGURES.APRX



LEGEND

- Site boundary
- Distance from Site boundary (1,2 and 3km)
- District boundary
- National Character Areas

Greater Cambridge Landscape Character Types and Areas

- Cambridge Urban Area
- 1: The Fens
  1D: North Fen to Milton Fen
- 2: Fen Edge Claylands
  2A: Longstanton Fen Edge Claylands
  2B: Cottenham Fen Edge Claylands
- 6: Fen Edge Chalklands
  6A: Fen Ditton Fen Edge Chalklands
- 9: River Valleys
  9A: Cam River Valley – Cambridge

Note: Character area boundaries have been drafted by LDA Design based on Greater Cambridge Landscape Character Assessment 2021 for the purpose of this LVA.

LDĀDESIGN

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 5: Landscape Character

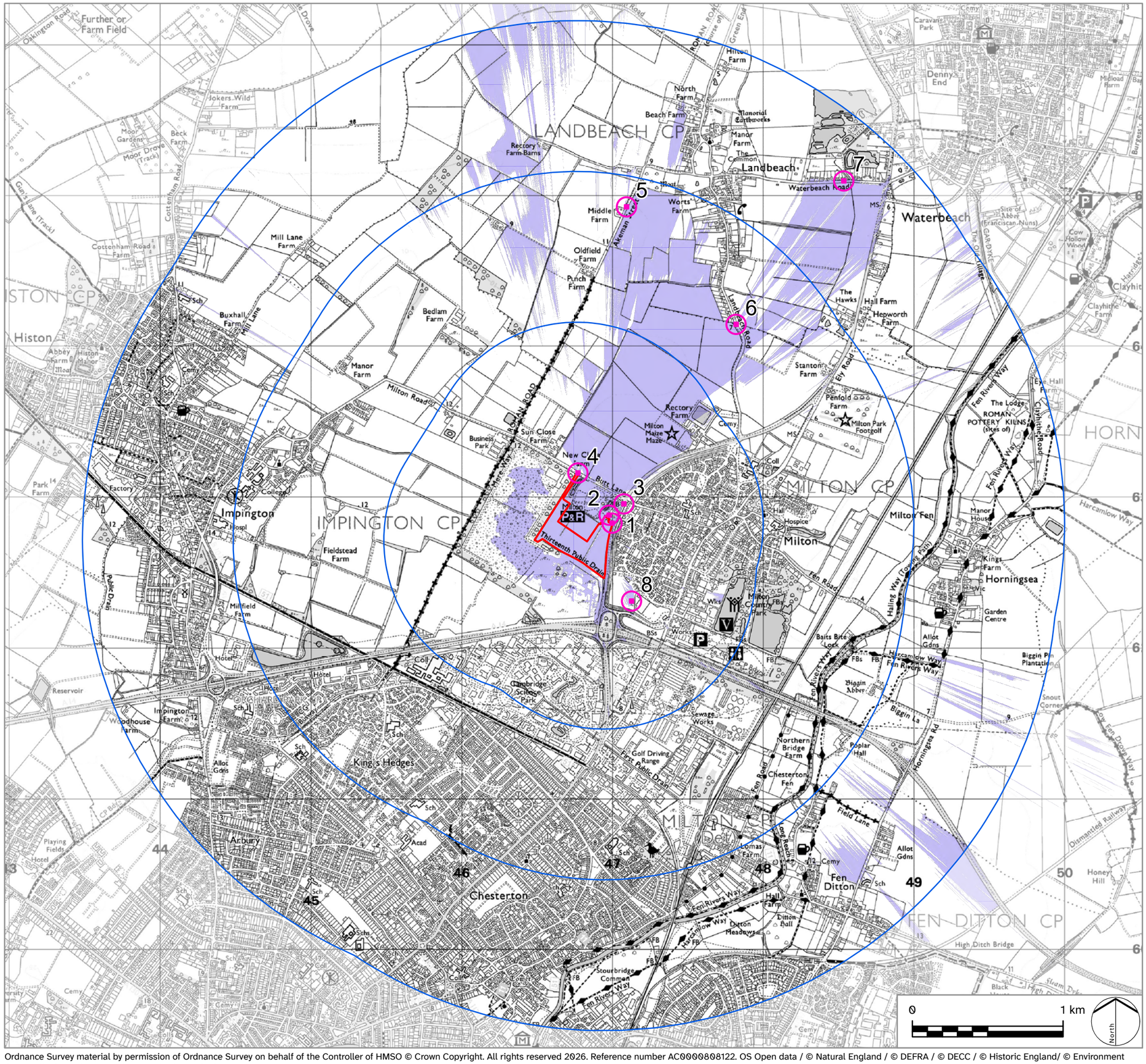
ISSUED BY	Peterborough	T: 01733 310 471	
DATE	28.01.26	DRAWN	VW
SCALE @A3	1:25,000	CHECKED	OWh
STATUS	Draft	APPROVED	NL

DWG. NO. 10436_LVA_005

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

Sources: Ordnance Survey, Natural England, South Cambridgeshire District Council

Z:\10436_MILTON\8GIS\PROJECTS\10436_LVA_FIGURES.APRX



Ordnance Survey material by permission of Ordnance Survey on behalf of the Controller of HMSO © Crown Copyright. All rights reserved 2026. Reference number AC0000808122. OS Open data / © Natural England / © DEFRA / © DECC / © Historic England/ © Environment Agency. Contains Ordnance Survey data. Aerial Photography -

LEGEND

- Site boundary
- Distance from Site boundary (1,2 and 3km)
- Zone of Theoretical Visibility (ZTV) (computer generated) - based upon indicative varying building heights of both 10m and 12m
- Viewpoints

This drawing is based upon computer generated Zone of Theoretical Visibility (ZTV) studies produced using the viewshed routine in the ESRI ArcGIS Suite. The areas shown are the maximum theoretical visibility, taking into account topography, vegetation and buildings which have been included in the model with the heights obtained from a LiDAR digital surface model.

Due to its resolution, the surface model does not take into account every localised feature such as walls, small hedgerows or small trees and therefore only gives an impression of the extent of visibility.

The ZTV includes an adjustment that allows for Earth's curvature and light refraction. It is based on LiDAR terrain data with a 1m² resolution. resampled to 2m² resolution.

LDĀDESIGN

PROJECT TITLE

MILTON PARK

DRAWING TITLE

Figure 6: Zone of Theoretical Visibility (ZTV) Study and Viewpoint Locations

ISSUED BY	Peterborough	T: 01733 310 471	
DATE	28.01.26	DRAWN	VW
SCALE @A3	1:25,000	CHECKED	OWh
STATUS	Draft	APPROVED	NL

DWG. NO. 10436_LVA_006

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

Representative Viewpoint 1 (Left) - A10

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_001_L

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.1: Photograph Panel 1 (Left)
Representative Viewpoint 1

LDĀDESIGN

Z:\10436_Milton\6docs\LVA\Photopanels\10436_PP_001.indd

Representative Viewpoint 1 (Centre) - A10

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_001_C

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.1: Photograph Panel 1 (Centre)
Representative Viewpoint 1

Representative Viewpoint 1 (Right) - A10

Existing view - this view is representative of road users along the A10 approaching Milton Park and Ride. The easternmost part of the site can be glimpsed through gaps in roadside hedgerow and trees. Tall mature hedgerow and trees separate this field parcel from the rest of the site and obscure views towards the western part of the site. This row of vegetation, alongside field boundary hedgerow and roadside trees, provides some degree of enclosure. The landfill west of the Site is visible rising above the flat fields comprising the Site. Buildings at Cambridge Science Park mark the horizon in the distance.

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_001_R

Camera Location (OS Grid Reference):	546997 E 262828 N	Enlargement Factor:	N/A
Ground Level (mAOD):	12m	Visualisation Type:	Type 1 (for context)
Direction of View: bearing from North (0°):	239.4°	Photo Date / Time:	26/01/2026 13:00
Distance to Site:	4m	Camera Model and Sensor Format:	Canon EOS 6D, FFS
Horizontal Field of View:	180° (Cylindrical projection)	Lens Make, Model and Focal Length:	Canon EF50mm f/1.8 STM
Paper Size:	420mm x 297mm (A3)	Height of Camera Lens above Ground (mAOD):	1.5m

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.1: Photograph Panel 1 (Right)
Representative Viewpoint 1

LDĀDESIGN

A10

Representative Viewpoint 2 (Left) - Entrance to Milton Park and Ready

Z:\10436_Milton\6docs\LVA\Photopanels\10436_PP_002.indd

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_002_L

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.2: Photograph Panel 2 (Left)
Representative Viewpoint 2

LDĀDESIGN

Z:\10436_Milton\6docs\LVA\Photopanels\10436_PP_002.indd

Approximate extent of site

Representative Viewpoint 2 (Left-centre) - Entrance to Milton Park and Ride

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_002_LC

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.2: Photograph Panel 2 (Left-centre)
Representative Viewpoint 2

LDĀDESIGN

Approximate extent of site

Z:\10436_Milton\6docs\LVA\Photopanels\10436_PP_002.indd

Representative Viewpoint 2 (Right-centre) - Entrance to Milton Park and Ride

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_002_RC

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.2: Photograph Panel 2 (Right-centre)
Representative Viewpoint 2

Representative Viewpoint 2 (Right) - Entrance to Milton Park and Ride

Existing view - this view is representative of road users along the A10 entering Milton Park and Ride. The easternmost part of the site can be glimpsed behind an access track to the adjacent construction site, and through gaps in heras fencing and field boundary vegetation. These intervening features obscure views of the site, although the construction access and materials are temporary and so the visibility of the site from this viewpoint is likely to change in the long term. The landfill west of the Site is visible rising above the flat fields comprising the Site. Buildings at Cambridge Science Park mark the horizon in the distance, along with mature woodland planting lining the A14.

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

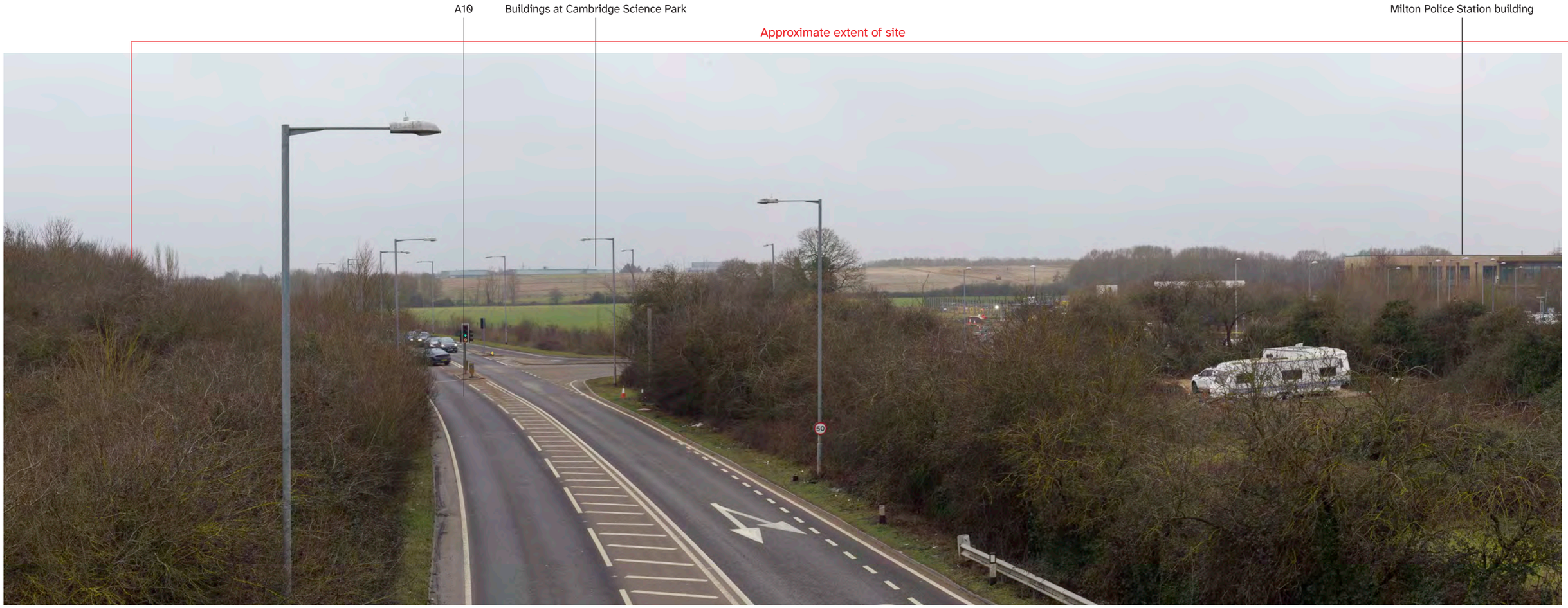
DWG. NO. 10436_PP_002_R

Camera Location (OS Grid Reference):	546978 E 262880 N	Enlargement Factor:	N/A
Ground Level (mAOD):	12m	Visualisation Type:	Type 1 (for context)
Direction of View: bearing from North (0°):	241°	Photo Date / Time:	26/01/2026 13:04
Distance to Site:	22m	Camera Model and Sensor Format:	Canon EOS 6D, FFS
Horizontal Field of View:	360° (Cylindrical projection)	Lens Make, Model and Focal Length:	Canon EF50mm f/1.8 STM
Paper Size:	420mm x 297mm (A3)	Height of Camera Lens above Ground (mAOD):	1.5m

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.2: Photograph Panel 2 (Right)
Representative Viewpoint 2

LDĀDESIGN



Representative Viewpoint 3 (Left) - A10 foot/cycle bridge

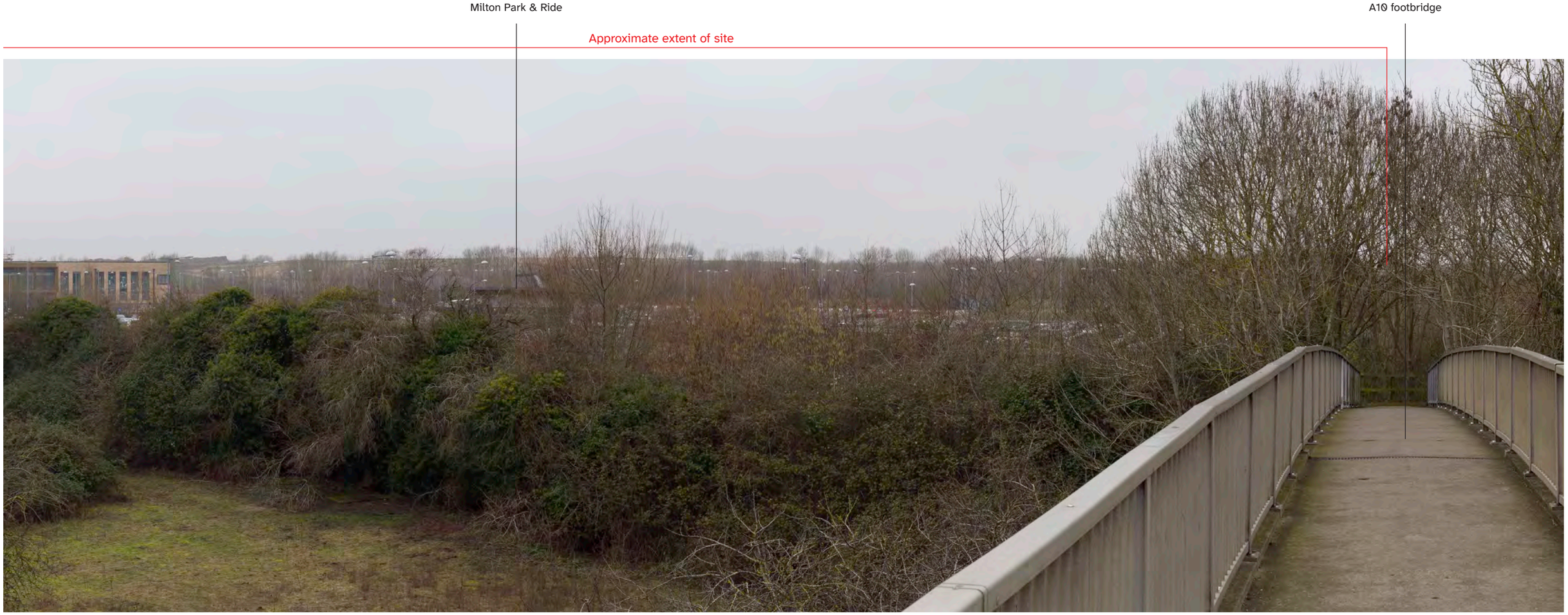
ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_003_L

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.3: Photograph Panel 3 (Left)
Representative Viewpoint 3

Z:\10436_Milton\6docs\LVA\Photopanels\10436_PP_003.indd



Representative Viewpoint 3 (Right) - A10 foot/cycle bridge

Existing view - this view is representative of pedestrians and cyclists using the footbridge above the A10 main road. This footbridge connects the village of Milton to the park and ride and wider countryside to the west of the A10. Views into the easternmost part of the Site are possible, where the Site is visible above roadside hedgerow and glimpsed through gaps in roadside trees. The western part of the Site is screened by the newly constructed police facilities adjacent to the site, as well as hedgerow and trees within and surrounding the north and eastern edges of the Site. The landfill is visible rising behind the Site. Tree planting south of this and along the A14 marks the horizon.

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_003_R

Camera Location (OS Grid Reference):	547075 E 262955 N	Enlargement Factor:	N/A
Ground Level (mAOD):	13m	Visualisation Type:	Type 1 (for context)
Direction of View: bearing from North (0°):	249°	Photo Date / Time:	26/01/2026 12:50
Distance to Site:	140m	Camera Model and Sensor Format:	Canon EOS 6D, FFS
Horizontal Field of View:	120° (Cylindrical projection)	Lens Make, Model and Focal Length:	Canon EF50mm f/1.8 STM
Paper Size:	420mm x 297mm (A3)	Height of Camera Lens above Ground (mAOD):	1.5m

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.3: Photograph Panel 3 (Right)
Representative Viewpoint 3

Representative Viewpoint 4 (Left) - Butt Lane

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_004_L

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.4: Photograph Panel 4 (Left)
Representative Viewpoint 4

LDĀDESIGN

Existing site entrance

Approximate extent of site

Z:\10436,Milton\6docs\LVA\Photopanels\10436_PP_004.indd

Representative Viewpoint 4 (Centre) - Butt Lane

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_004_C

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.4: Photograph Panel 4 (Centre)
Representative Viewpoint 4

Representative Viewpoint 4 (Right) - Butt Lane

Existing view - this view is representative of road users (pedestrians and vehicle users) on Butt Lane, which contains the northernmost site boundary and is the current site access for the landowner. The Site occupies a very small portion of the view due to dense woodland planting to the left of the site entrance screening the remainder of the Site. Behind the site, mature trees along the south-western site boundary contain the view. The rising land of the adjacent landfill can be glimpsed through and behind these trees.

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_004_R

Camera Location (OS Grid Reference):	546770 E 263160 N	Enlargement Factor:	N/A
Ground Level (mAOD):	13m	Visualisation Type:	Type 1 (for context)
Direction of View: bearing from North (0°):	207°	Photo Date / Time:	26/01/2026 12:36
Distance to Site:	4m	Camera Model and Sensor Format:	Canon EOS 6D, FFS
Horizontal Field of View:	180° (Cylindrical projection)	Lens Make, Model and Focal Length:	Canon EF50mm f/1.8 STM
Paper Size:	420mm x 297mm (A3)	Height of Camera Lens above Ground (mAOD):	1.5m

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.4: Photograph Panel 4 (Right)
Representative Viewpoint 4

Representative Viewpoint 5 - Akeman Street

Existing view - this view is representative of road users (pedestrians and vehicle users) along Akeman Street. The Site sits behind multiple rows of field boundary hedgerow and trees, built form off Butt Lane and Milton Park and Ride. A row of tall coniferous trees approximately halfway between this viewpoint and the site significantly obscure views towards the Site.

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_005

Camera Location (OS Grid Reference):	547093 E 264925 N	Enlargement Factor:	N/A
Ground Level (mAOD):	12m	Visualisation Type:	Type 1 (for context)
Direction of View: bearing from North (0°):	189°	Photo Date / Time:	26/01/2026 14:23
Distance to Site:	1796m	Camera Model and Sensor Format:	Canon EOS 6D, FFS
Horizontal Field of View:	120° (Cylindrical projection)	Lens Make, Model and Focal Length:	Canon EF50mm f/1.8 STM
Paper Size:	420mm x 297mm (A3)	Height of Camera Lens above Ground (mAOD):	1.5m

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.5: Photograph Panel 5
Representative Viewpoint 5

LDĀDESIGN

Representative Viewpoint 6 (Left) - Landbeach Road

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_006_L

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.6: Photograph Panel 6 (Left)
Representative Viewpoint 6

Representative Viewpoint 6 (Right) - Landbeach Road

Existing view - this view is representative of road users (pedestrians and vehicle users) along Landbeach Road. The Site lies behind the A10 footbridge, Milton Park and Ride and the recently-constructed Milton Police Station. Intervening built form, as well as field boundary hedgerow and trees along Butt Lane, obscure views of the Site.

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_006_R

Camera Location (OS Grid Reference):	547820 E 264146 N	Enlargement Factor:	N/A
Ground Level (mAOD):	8m	Visualisation Type:	Type 1 (for context)
Direction of View: bearing from North (0°):	217°	Photo Date / Time:	26/01/2026 14:08
Distance to Site:	1442m	Camera Model and Sensor Format:	Canon EOS 6D, FFS
Horizontal Field of View:	120° (Cylindrical projection)	Lens Make, Model and Focal Length:	Canon EF50mm f/1.8 STM
Paper Size:	420mm x 297mm (A3)	Height of Camera Lens above Ground (mAOD):	1.5m

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.6: Photograph Panel 6 (Right) Representative Viewpoint 6

Representative Viewpoint 7 - Waterbeach Lane

Existing view - this view is representative of road users (pedestrians and vehicle users) along Waterbeach Lane. Views towards the site are obscured by intervening field boundary and roadside vegetation, including a row of mature trees approximately a third of the way between this viewpoint and the Site. Dwellings along High Street also screen the western part of the Site.

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_007

Camera Location (OS Grid Reference):	548535 E 265097 N	Enlargement Factor:	N/A
Ground Level (mAOD):	6m	Visualisation Type:	Type 1 (for context)
Direction of View: bearing from North (0°):	217°	Photo Date / Time:	26/01/2026 13:55
Distance to Site:	2622m	Camera Model and Sensor Format:	Canon EOS 6D, FFS
Horizontal Field of View:	120° (Cylindrical projection)	Lens Make, Model and Focal Length:	Canon EF50mm f/1.8 STM
Paper Size:	420mm x 297mm (A3)	Height of Camera Lens above Ground (mAOD):	1.5m

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 7.7: Photograph Panel 7
Representative Viewpoint 7

LDĀDESIGN

Representative Viewpoint 8 (Left) - Milton Recreation Ground

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_008_L

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 8.8: Photograph Panel 8 (Left)
Representative Viewpoint 8

Representative Viewpoint 8 (Right) - Milton Recreation Ground

Existing view - This view is representative of users of Milton Recreation Ground. The Site is screened by the A10, which sits on an embankment and is lined with dense tree planting on its eastern side, screening it from Milton village. The Site lies immediately west of the A10.

ISSUED BY	Peterborough	t: 01733 310471	
DATE	30.01.26	DRAWN	ZNo
PAGE SIZE	420mm x 297mm	CHECKED	OW
STATUS	Final	APPROVED	NL

DWG. NO. 10436_PP_008_R

Camera Location (OS Grid Reference):	547126 E 262311 N	Enlargement Factor:	N/A
Ground Level (mAOD):	12m	Visualisation Type:	Type 1 (for context)
Direction of View: bearing from North (0°):	324°	Photo Date / Time:	26/01/2026 13:25
Distance to Site:	237m	Camera Model and Sensor Format:	Canon EOS 6D, FFS
Horizontal Field of View:	120° (Cylindrical projection)	Lens Make, Model and Focal Length:	Canon EF50mm f/1.8 STM
Paper Size:	420mm x 297mm (A3)	Height of Camera Lens above Ground (mAOD):	1.5m

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 8.8: Photograph Panel 8 (Right) Representative Viewpoint 8

"Z:\10436_Milton\6docs\LVA\10436_LVA_008.indd"

LEGEND

- Boundary Phase 1
- Existing woodland blocks/ tree belts that enclose site
- Grid of tree lined streets increasing tree canopy cover and reflecting geometry of field patterns
- Offset to A10 for sustainable water management
- EV charging hub
- Smaller footprint buildings along A10 frontage
- Larger footprint buildings on less visually sensitive Land

LDĀDESIGN

PROJECT TITLE
MILTON PARK

DRAWING TITLE
Figure 8 - Landscape Strategy

ISSUED BY	Peterborough	T: 01733 310471	
DATE	30.01.26	DRAWN	OP
SCALE@A3	NTS	CHECKED	NL
STATUS	Final	APPROVED	NL

DWG. NO. 10436_LVA_008

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

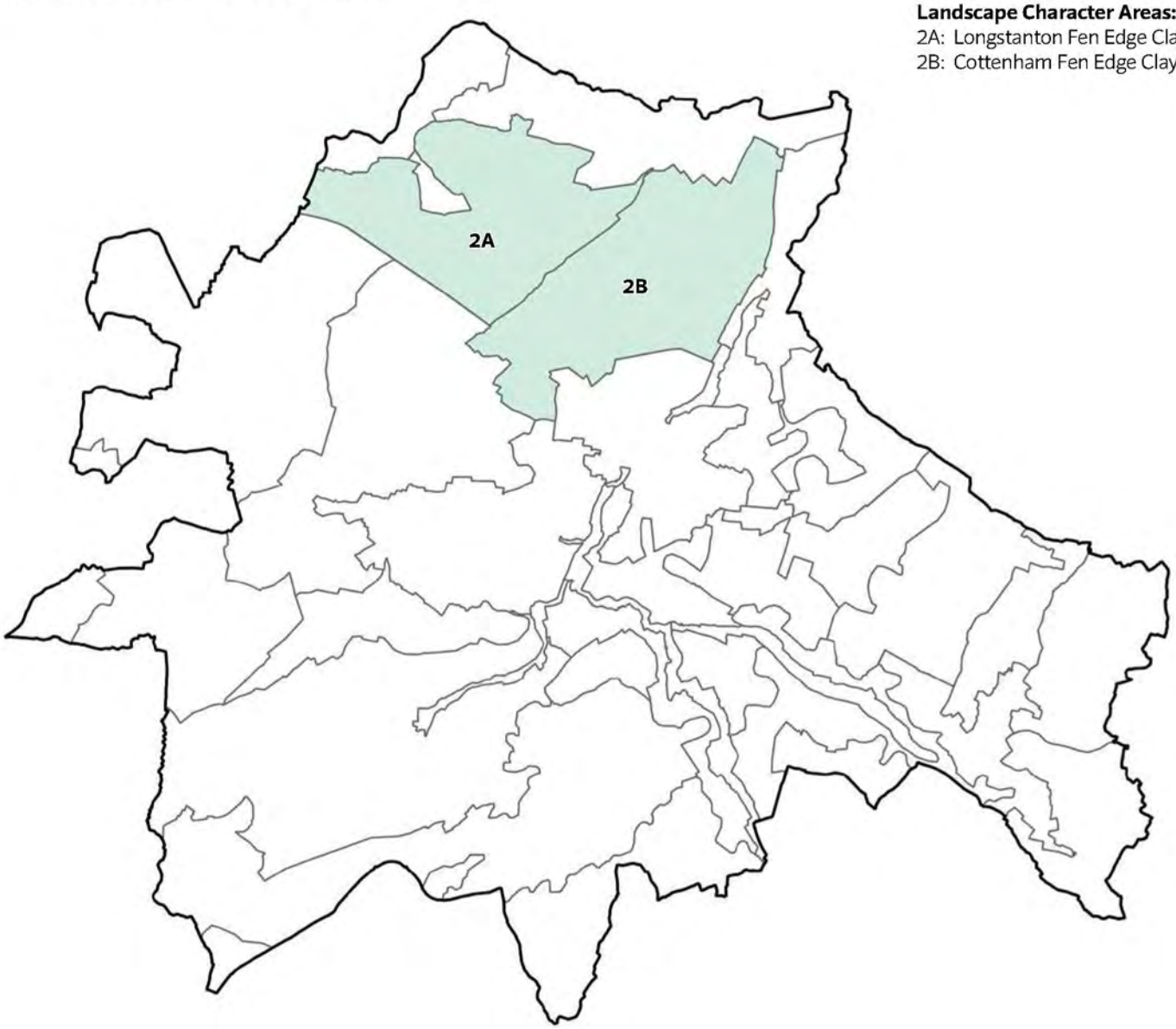
Sources: Ordnance Survey...

v2022.0

Appendix 2 – Extracts from Greater Cambridge Landscape Character Assessment 2021

LANDSCAPE CHARACTER TYPE 2: FEN EDGE CLAYLANDS

Landscape Character Areas:
2A: Longstanton Fen Edge Claylands
2B: Cottenham Fen Edge Claylands



LANDSCAPE CHARACTER TYPE 2: FEN EDGE CLAYLANDS

The Fen Edge Claylands Landscape Character Type (LCT) is a transitional, predominantly arable landscape with large scale, open fields, orchards and villages built on “islands” of high ground.

Description

Key Characteristics

- Low-lying, gently undulating landscape with extensive vistas and large skies
- Gradually rising landform, south from the edge of The Fens, which adds a prominence to the Fen Edge villages in places
- Large-scale, open field system defined by a hierarchy of drains, ditches and lodes
- Predominantly arable farmland supplemented with small scale pastoral field patterns around settlement edges
- Little vegetation cover, limited to dispersed fragments of deciduous woodland, scattered traditional orchards and gappy hedgerows
- Hedgerows, shelterbelts and small clumps of trees create a distinctive, localised vegetation pattern in proximity to villages
- Orchards are a distinctive feature, particularly around the settlements
- Dispersed settlement pattern of villages on raised landform at the edge of The Fens and individual farms and cottages.

Physical Influences

The Fen Edge Claylands landscape is relatively low-lying, with very gradual variation in a general north-south direction from c.5m AOD adjoining the Fen landscape, to c.20-30m as it transitions to the more distinctly rising Claylands.

The underlying geology varies from Jurassic and Cretaceous Clays with pockets of overlying River Terrace Deposits in the west to Lower Greensand and Upper Greensand with a greater concentration of surface River Terrace Deposits in the east. The variation in underlying geology is not reflected within the terrain, which is relatively uniform across the LCT.

The soils across the LCT are mostly loamy and clayey with impeded drainage. They are moderately to highly fertile with good grassland and arable cover. The soils are suited to wet pasture, woodland and rich vegetation.

The landscape is drained by small, generally indistinct streams that drain north into The Fens to the Great River Ouse. Between these is a network of ditches and dykes, similar although less distinct to those found in The Fens. The concentration and distinctive pattern of these ditches and drains generally reduces to the south, moving away from The Fens towards the rising Claylands.

Biodiversity

This is a productive landscape that is dominated by arable agriculture, interspersed with occasional pasture on lower-lying land and fields used for horticulture including traditional orchards. This is not an ecologically rich area, with few designated sites across the LCT.

The Fen Drayton Gravel Pits County Wildlife Site (CWS) is located on the northwest boundary of the LCT with The Fens. Swavesey Meadows adjoins this, within the LCT. These are made up of a variety of habitats, including a large percentage of open water/wetland and grassland with some scrub/woodland. Beach Ditch is a linear CWS towards the east of the LCT, which links with lodes and drains in the adjoining Fens to the north. A small area of orchard at Ashley Farm and short stretch of the Over Railway Cutting are also small CWS within this LCT.

Priority habitats identified within this LCT include pockets of floodplain grazing marsh near Swavesey, Oakington and Landbeach; a number of traditional orchards, generally concentrated around settlements through the north of the LCT; and scattered, small blocks of deciduous woodland.

This is generally a sparsely vegetated landscape, with small groups of trees, including traditional orchards and small deciduous woodland concentrated around the settlements. The fields are predominantly bound by ditches and drains with occasional trimmed, often gappy hedgerows and tree shelter belts along roads and tracks. Hedgerows are more common around the smaller scale field networks in proximity to settlements, particularly those on the edge of Cambridge to the south of the LCT.

Historic Landscape Character

The location of the existing main settlements on the edge of the Fen landscape has characterised and influenced their development. As the Fen and peaty soils have receded the villages have expanded north.

Many of the villages have their origins in the 11th and 12th centuries, when they exploited the high ground and expanded with successful schemes of fen drainage. There was also rapid population growth in the area in the 16th and 17th centuries[18]. The Fen Edge villages were traditionally wealthy and contain several fine medieval churches.

Akeman Street (Roman Road) transects the eastern part of the LCT, running north towards the north Norfolk coast. There are a large number of Iron Age and Roman archaeological sites in proximity to the straight line of the Roman Road (which forms the A10 as it leaves the LCT to the north).

There are a small number of scheduled monuments within the LCT, which include former abbey sites at Waterbeach and Denny Abbey in the east and some Priory earthworks in the northwest. There are also some small areas of castle earthworks at Swavesey and Rampton, relating to remains of medieval settlement of the landscape.

[18] Historic Britain from the Air, R.E.Glasscock, 1992

Settlement Form and Built Character

The Fen Edge Clayland is a well settled landscape that has traditionally been an important location for settlement, being above the Fen floodplain and with easy access to both the wetland resources to the north and the higher land, suitable for agriculture to the south. It is an area that is dominated by arable agriculture, interspersed with commuter settlements with former RAF bases.

The largest of the settlements in this area are Swavesey, Over, Willingham, Longstanton, Cottenham, Histon, Impington and Milton. These villages originally established along a linear pattern following the main road systems, as evidenced by the designation of their conservation areas. Their modern form is more dispersed, having expanded since the 1960s as commuter settlements in proximity to Cambridge. A number of individual farms and cottages are dispersed across the landscape between the villages.

Traditional building materials within the villages include gault brick, render and thatch. Due to the geology of the area, there were limited building material resources, which has influenced the vernacular architecture with a consistency of appearance. Stone was imported and used for architectural detailing on brick built, higher status buildings in the 18th and 19th centuries.

There are some significant areas of quarrying within the LCT, between Cottenham and Waterbeach in the east and south of Milton in the southeast (now Milton Country Park). These were formerly areas of clay extraction and more recently for sand and gravel for more recent development expansion.

Remnants of the RAF barracks are present in the landscape between Longstanton and Oakington and to the north of Waterbeach, including the landing strips and former buildings.

Access to the Landscape

The A14 is the main road, following the straight line of the former Roman Road, through the south of the LCT between the northwest edge of Cambridge, northwest to Huntingdon. The A10 connects north, through the east of the LCT from the north edge of Cambridge to Ely.

A number of B- and minor roads connect in a north-south direction through the LCT, linking Cambridge and the A14 to the outlying, commuter villages. Minor roads link between the villages, with tracks that follow the ditches connecting off these for farm access.

There are many bridleways across the Fen Edge Claylands, including a continuous route through the centre following the route of the guided busway between Cambridge and Huntingdon. A variety of footpaths, byways and bridleways link from this, following the line of ditches and drains to the nearby villages.

The Pathfinder long distance walk connects through the centre and west of the LCT. This path links the historic RAF Pathfinder stations at Wyton, Graveley, Oakington and Warboys, using rights of way through gentle countryside and passing many wartime memorials.

Evaluation

Key Landscape Features

- Historic, dispersed settlement pattern of villages and individual farms and cottages
- Characteristic Fen Edge villages along the line of the floodplain
- Numerous, small, traditional orchards particularly in the north of the LCT in proximity to the village settlements
- Pockets of priority habitats, particularly grazing marsh in proximity to watercourses
- Strong sense of historic settlement and land use

Forces for Change

- Intensive arable agriculture has resulted in field expansion and removal of key habitats including hedgerows. Changes in agri-environmental schemes and agricultural subsidies could result in further fragmentation of ecological networks and conversion/expansion of farmsteads
- Loss of traditional orchards and small-scale field systems in proximity to the traditional settlements, through development expansion, change of land use and further intensification and modernisation of farming practices
- Climate change and land use change could lead to increased risk of flooding, which would alter the ecological networks, resulting in shift in species composition and requiring alterations in management
- Pressures for development which would change the character of the Fen Edge villages through further expansion and densification
- Ad hoc woodland and shelterbelt planting that would alter the open character of the landscape
- Development of large scale buildings on farms due to intensification of farming practices
- Continued evolution of the landscape as the new town at Northstowe is built out

Condition

The Fen Edge Claylands is an intensively farmed LCT with limited ecological value. The hierarchy of drainage channels and historic tracks and droves connecting between the settlements and The Fens to the north are generally intact historic landscape features that contribute to the value of this landscape. The overall condition of the landscape is perceived to be **moderate**.

Strength of Character

This is a peaceful rural landscape judged to be of **moderate** strength of character with few distinguishing features. Traditional orchards are a feature of this landscape. However, this network is declining in places due to development and farming pressures. The historic linear form of the Fen Edge villages is generally retained. Modern estates have altered the overall form of the settlements, although are generally well integrated by hedgerows, copses and shelterbelts where appropriate.

Key Landscape Sensitivities

- Network of historic ditches and droveways that contribute to the area's sense of place
- Peaceful, rural open character of the landscape
- Hedgerows, shelterbelts and small clumps of trees forming a distinctive, localised vegetation pattern in proximity to villages
- Surviving traditional orchards
- Remaining pockets of high ecological value landscape features such as grazing marsh alongside watercourses and scattered deciduous woodland
- Historic, linear village cores

Landscape Guidelines

The overall management objective for the Fen Edge Claylands LCT is to **conserve** the rural character and the important surviving landscape features such as traditional orchards, droves, drains and linear village cores. It would also be appropriate to **enhance** those features that are declining or are incongruous in the landscape, such as the traditional orchards and modern village edges.

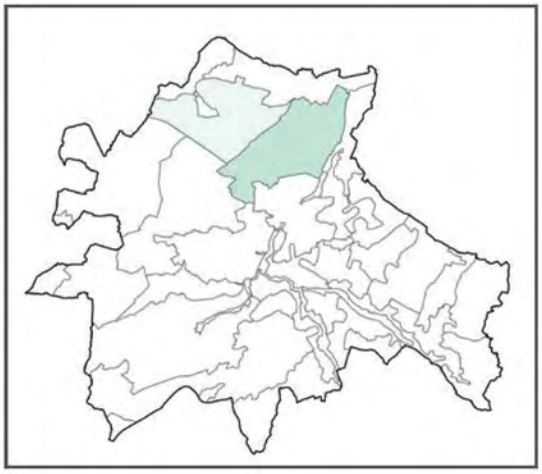
Guidance for Landscape Management

- Conserve and restore traditional orchards whilst maintaining the productive Claylands arable landscape
- Conserve and enhance existing watercourses, drains and ditches to maintain historic features and enhance ecological value of the farmed landscape
- Conserve and enhance the regular small-scale pastoral fields, shelter belts and hedges at village edges
- Manage the agricultural landscape and soils both for production and opportunities to improve biodiversity
- Conserve and enhance existing hedgerows and consider opportunities for re-planting hedgerows where these have been lost/become fragmented
- Protect the sites and features of archaeological and historic interest
- Encourage opportunities to expand and link woodland, hedgerows and other semi-natural habitats to benefit biodiversity whilst managing the open character of the landscape

Guidance for Integrating Development into the Landscape

- Conserve the overall rural character, with dispersed Fen Edge villages, farms and cottages linked by rural roads and historic droves and tracks
- Ensure any village extensions are located on the high ground of the Fen Islands, avoiding incremental development on the flat, low-lying fen
- Ensure new developments on the edges of villages are integrated by wide hedgerows, copses and shelterbelt planting reflecting the local mixes
- Ensure a transition between Fen and Fen Island by retention and creation of small hedgerowed paddocks
- Conserve and enhance existing orchard and hedgerowed paddocks
- Maintain linear or rectilinear form of the settlements and avoid closes and cul-de-sacs where possible
- Ensure buildings are mostly set on the back edge of pavements, or face the street with small front gardens in the village cores
- Ensure new developments integrate/connect with existing Public Rights of Way (PROW) within development layout
- Ensure new developments reflect the form, scale and proportions of the existing vernacular buildings of the area and pick up on the traditional building styles, height, materials, colours and textures of the locality
- Enclose boundaries facing onto roads by low brick walls and/or simple iron railings, timber picket fences and hedges as appropriate in the village cores
- Retain hedges and introduce them as boundaries alongside roads outside village cores
- Integrate water features, such as ditches dykes and ponds, into new developments as part of open spaces
- Avoid the use of standardised and intrusive urban materials, street furniture, lighting and signage as part of traffic calming measures wherever appropriate

LANDSCAPE CHARACTER AREA 2B: COTTENHAM FEN EDGE CLAYLANDS



2B: COTTENHAM FEN EDGE CLAYLANDS LANDSCAPE CHARACTER AREA

The Cottenham Fen Edge Claylands Landscape Character Area (LCA) is a well settled landscape with several villages located on raised 'islands' above The Fens and urban influences extending from the edge of Cambridge.

Description

Key Characteristics

- Well settled rural landscape comprising a number of large villages with historic linear cores located on elevated 'islands'
- Pockets of remnant parkland alongside orchards, hedgerows and shelterbelts create a distinctive, localised vegetation pattern in proximity to the villages
- Urban influences associated with the urban edge of Cambridge and major road network in the south which are discordant with the otherwise rural character

The Cottenham Fen Edge Claylands gently undulating landscape rises very gently from c. 5m AOD at the edge of The Fens in the north to c. 30m AOD in the south where it meets the Wooded Claylands. A small number of minor streams flow through the south of the area from the Wooded Claylands and join the more regimented drainage network of drains and ditches that extends across the wider area. A number of scattered waterbodies are consistent with historic mineral extraction, particularly in the east of the area at Cambridge Research Park, Milton Country Park and west of Waterbeach.

This is a predominantly arable landscape, comprising medium sized fields arranged in a generally irregular rectilinear pattern defined by straight historic ditches and droveways with occasional gappy hedgerows. Smaller scale pastoral fields, paddocks and orchards on the edge of settlements have a more enclosed character created by boundary hedges, shelterbelts and trees close to the villages. Belts of woodland around waterbodies and fragments of historic parkland in Histon, and shelterbelts concentrated around settlements, golf courses and the disused airfield north of Waterbeach Barracks provide occasional vegetation cover which creates localised visual enclosure and frames views across the surrounding arable landscape. South of the A14 the vegetation cover begins to include more robust hedges and scattered blocks of woodland, creating a greater sense of enclosure as the landform starts to rise towards the Wooded Claylands.

This is a settled rural landscape, with several small to medium sized villages including Cottenham. Waterbeach, Histon Milton and Girton, located on low 'islands' that rise from The Fens. There are also some small linear settlements along roads and isolated farms and cottages. The villages have strong historic linear cores, often with large greens. More recent, suburban development has taken place, expanding the villages as commuter settlements along the major route network in proximity to Cambridge. Settlement generally sits low in the landscape and is well screened by mature trees, shelterbelts and hedgerows, but glimpses of built form can often be seen, maintaining a settled rural character between villages. Rows of poplar trees, occasional lines of telegraph poles and pylons are vertical features which interrupt the skyline.

The proximity of this rural LCA to Cambridge means that there are a number of localised urban influences particularly in the south and east of the area that locally are discordant and detract from the tranquillity experienced elsewhere within the LCA. These include the major road network and industrial sites such as the factory at Impington and Cambridge Research Park. There are also a number of recreational sites including the restored mineral extraction sites are which are used for sailing and have walking trails; golf courses at Girton and north of Waterbeach Barracks; and a fishing lake south of Histon.

Evaluation

Specific Landscape Sensitivities

In addition to the generic landscape sensitivities for this landscape character type, the following sensitivities are specific to this character area:

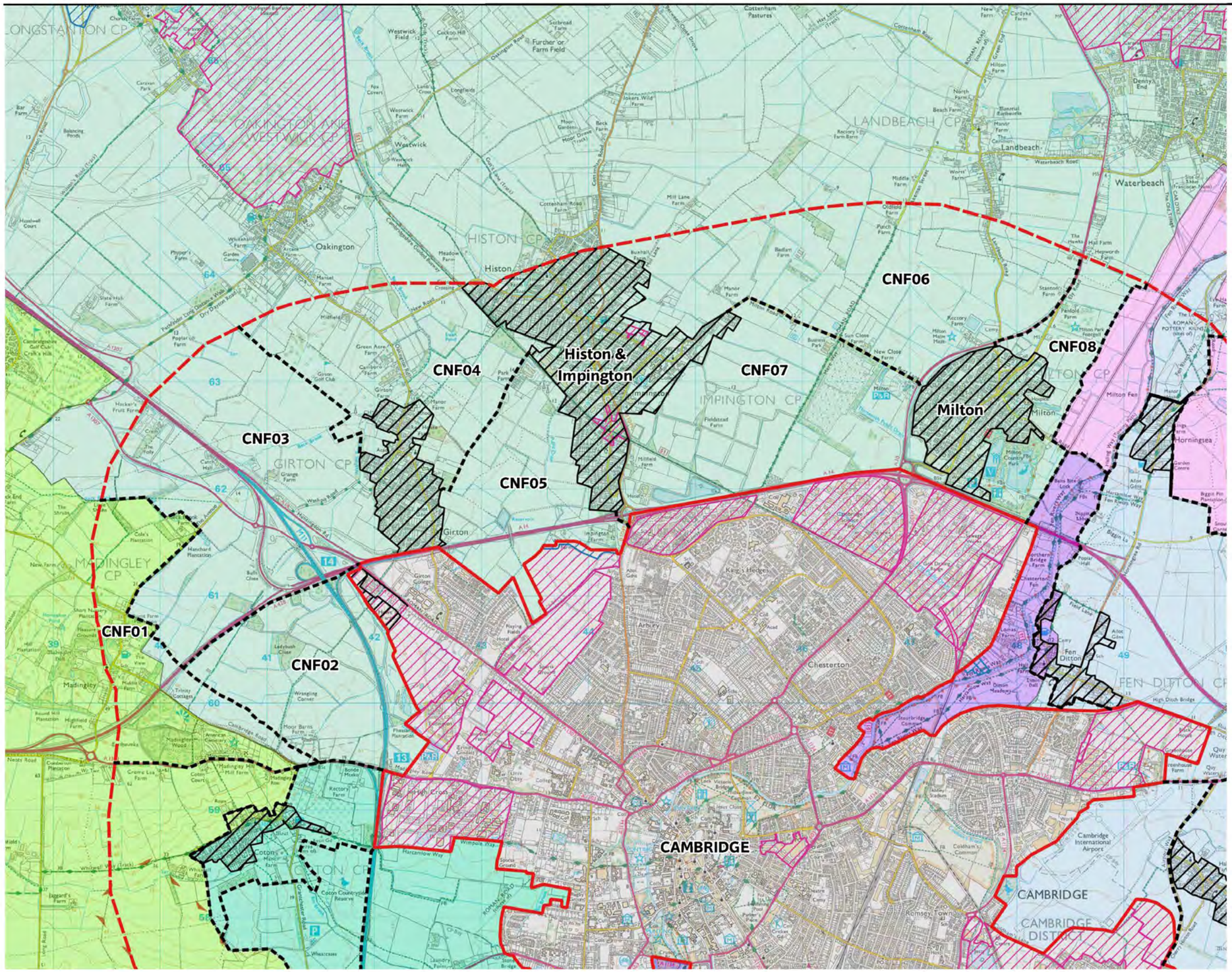
- Framed, long views between vegetation from villages across open, arable fields
- Remnant parkland west of Histon
- Pressure for recreation

Specific Landscape Guidelines

In addition to the generic landscape guidelines for this landscape character type, the following guidelines are specific to this character area:

- Ensure new development is integrated into the landscape sympathetically, is in keeping with the open, rural character, and does not affect long, framed views
- Conserve parkland and enhance the specific features that give character and its context within the wider landscape in areas where it has been fragmented
- Ensure land developed for recreation enhances existing landscape features, creates links between villages and recreational assets and is in keeping with the open, rural character

Appendix 3 – Extracts from Greater Cambridge Landscape Sensitivity Assessment 2021



KEY

Cambridge Urban Area

Cambridge Study Area Boundary
c. 2.5km buffer around Cambridge Urban Area

Assessment Unit Boundary

Landscape Character Types - from Greater Cambridge Landscape Character Assessment 2021

LCT 2: Fen Edge Claylands

LCT 4: Wooded Claylands

Land excluded from assessment

Allocation site with planning consent

Allocation site without planning consent

Land within existing villages

0 0.5 1km

CHRIS BLANDFORD ASSOCIATES
landscape | environment | heritage

November 2021

111361-GCLSS-Pt1-F-Figs-2021-11-10.indd

GREATER CAMBRIDGE
LANDSCAPE SENSITIVITY ASSESSMENT - PART 1
GREATER CAMBRIDGE SHARED PLANNING

FIGURE 2.1
CAMBRIDGE NORTHERN FRINGE
ASSESSMENT UNITS

Assessment Unit CNF07

Criteria	Susceptibility
Natural Factors	Natural factors that make the landscape **less susceptible** to the development scenario: • A mostly flat, low lying and indistinct landform • Simple, medium to large scale, regular arable field pattern often defined by straight ditches Natural factors that make the landscape **more susceptible** to the development scenario: • Hedgerows, linear woodland and substantial tree belts enclose fields south east of Histon and Impington. Tree belts along The Mere Way and surrounding Milton Landfill, add structure to the landscape, and contribute to the supporting character of Cambridge
Cultural Factors	Cultural factors that make the landscape **less susceptible** to the development scenario: • Highway infrastructure includes the guided busway, A14 and A10 • The A14 provides a harsh and abrupt northern edge to Cambridge within this area, which is often exacerbated by the lack of highway planting • Strong urban influences from the proximity of Cambridge in the south, scattered urban fringe development including a business park, a hotel, Milton Park and Ride, and a landfill site • Two allocated sites to the south have planning permission for development which is likely to influence the character and sensitivity of this Assessment Unit to the development scenario Cultural factors that make the landscape **more susceptible** to the development scenario: • The edge of Histon and Impington is generally well integrated into the landscape by virtue of enclosed fields, paddocks, sports fields, mature hedgerows and trees which form a transition between the village and open countryside • Linear vegetation associated with the A10 in the east provides a well treed edge to Milton
Perceptual and Aesthetic Factors	Perceptual and aesthetic factors that make the landscape **less susceptible** to the development scenario: The A10 and A14 detract from a sense of tranquillity • Limited scenic quality associated with urban influences, scattered urban fringe development and the highway network Perceptual and aesthetic factors that make the landscape **more susceptible** to the development scenario:

Criteria	Susceptibility
	• Sense of separation between Histon and Impington and Milton
Landscape Quality/ Condition	Landscape quality/condition factors that make the landscape **less susceptible** to the development scenario: • Highways fragment historic field boundaries • Hedgerows are often fragmented or missing due to field enlargement and the development of the highway network • Generally weak rural character and limited sense of place • Physical separation from Cambridge due to the A14 Landscape quality/condition factors that make the landscape **more susceptible** to the development scenario: • Linear woodland and tree belts associated with the landfill site, A10 and guided busway is generally in good condition • The Mere Way Green Corridor, follows a distinctive narrow 'green lane', a Roman Road bound by ancient hedgerows and linear woodland features along Mere Way, contributing to the defining character of Cambridge,
Views and Visual Context	Views and visual context that make the landscape **less susceptible** to the development scenario: • A relatively commonplace landscape within Greater Cambridge that is not distinctive and does not have a strong sense of place • Localised visual enclosure by woodland and trees • Buildings at Cambridge Science Park on the northern edge of Cambridge are prominent in views to the south • Skylines are broken by pylons, telecommunications poles and large buildings on Cambridge's northern fringe • Limited access to the countryside Views and visual context that make the landscape **more susceptible** to the development scenario: • Generally open views across arable fields to flat, wooded horizons • Recreational receptors using the Mere Way • Recreational receptors using National Cycle Network Route 51 which follows the route of Cambridgeshire Guided Busway • Residential receptors on the northern fringe of Cambridge and edges of Histon and Impington and Milton
Landscape Value	Characteristics, features and qualities of landscape value that make the landscape **less susceptible** to the development scenario:

Criteria	Susceptibility
	• An arable field pattern considered relatively commonplace within Greater Cambridge that does not have a strong sense of place • Rural character is eroded by the highway network, proximity of Cambridge and scattered urban fringe development • Limited geological or topographical value • Generally limited historical landscape value • Rural character is eroded by the road network and power and telecommunications infrastructure • The rural context of Cambridge, considered a defining characteristic of the city, has been weakened by the A14 which largely severs this Assessment Unit from the city Characteristics, features and qualities of landscape value that make the landscape **more susceptible** to the development scenario: • Strong rural character associated with the Mere Way Green Corridor which contributes to the defining character of Cambridge • Good condition, high quality arable farmland • Natural, recreational and historic landscape value associated with Mere Way Green Corridor which follows a Roman Road • Recreational value of National Cycle Network Route 51 which follows the route of Cambridgeshire Guided Busway • Natural value associated with tree belts, scattered linear woodland and fragmented, mature hedgerows • Sense of separation between Histon and Impington and Milton • Key views over open countryside from the eastern edge of Histon and Impington
Mitigation Potential	There is potential to mitigate the type and scale of change associated with the development scenario in this area by following the relevant landscape guidelines set out in the Greater Cambridge Landscape Character Assessment (2021) where appropriate and the Histon and Impington Village Design Guide SPD 2020. There may be scope for strategic landscape mitigation measures to help integrate development into the landscape (such as structural planting/buffers or locating development within existing shelterbelts south east of Impington or west of Milton) where carefully designed to be compatible with the characteristics of the wider landscape. The management and enhancement of existing hedgerows, re-planting hedgerows where these have been lost/become

Criteria	Susceptibility
	fragmented and consideration of opportunities to expand and link woodland, hedgerows and other semi-natural habitats to benefit biodiversity and manage key views across the rural landscape would be beneficial for creating a well-integrated settlement edge.

2.2.15 In summary, this is a relatively commonplace arable landscape within Greater Cambridge. The Mere Way Green Corridor provides structure and has natural, recreational and historic value. There is a strong sense of separation between Histon and Impington and Milton, and linear woodland and tree belts provide structure in the open landscape. These features are more susceptible to the development scenario. Features which are less susceptible to the development scenario are the highway network, limited access to the countryside, urban influences and scattered urban fringe development which erodes the rural character. Overall this is assessed as a landscape of **medium to low** sensitivity to the development scenario.

Sensitivity Level	Definition
Medium to low	Typically, a landscape containing relatively unimportant components and/or has few distinctive characteristics and/or is an area in low to moderate condition. Key characteristics and valued attributes have limited susceptibility to the particular type and scale of change being assessed. Although change can potentially be accommodated, care would still be needed in locating and designing such change within the landscape.

2.2.16 In this context, there may be opportunities for residential, commercial and mixed-use development with increased height/scale throughout this Assessment Unit.