

Record count: 57

Supporting Documents, Foxton Neighbourhood Plan -Submission version 2020

68576

Object

Respondent: Anglian Water Services Limited**Date received:** 17/04/2020 via Web**Summary:**

FOX/20 : A10/Cambridge road Redevelopment Opportunity Site

There is an existing foul sewer located within the opportunity site. As such any proposals for mixed use development should have regard to this sewer as part of the site layout and design.

Full text:

Policy FOX/20: A10/Cambridge Road Redevelopment Opportunity Site

We note that the Parish Council has not included the wording previously suggested by Anglian Water for inclusion in Policy FOX/20 as part of the earlier consultation (page 60 of the consultation statement.)

Anglian Water has no objection to the principle of mixed use development on this site. However there is an existing foul sewer located within the opportunity site. As such any proposals for mixed use development should have regard to this sewer as part of the site layout and design.

This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewer should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.

As set out in our earlier response we would agree that there are district wide Local Plan policies relating to both foul drainage and surface water management (Policies CC/8 and CC/9). However these policies do not specifically address maintaining access to existing sewerage infrastructure for maintenance purposes as part of the site layout and design which is relevant to the above site.

Change suggested by respondent:

It is therefore suggested that the following wording be added to Policy FOX/20 policy in the Neighbourhood Plan:

'Suitable access should be safeguarded for the maintenance of sewerage infrastructure.'

Should you have any queries relating to this response please let me know.

Attachments: None

68577

Comment

Respondent: Cambridgeshire Police**Date received:** 10/03/2020 via Email**Summary:**

General comments on Neighbourhood Plan - confirmed contents on 18/01/21

Mention made of NPPF s.12 Para 127.

Design and layout regarding new commercial and residential development should consider crime prevention as integral part of design of proposed development. Number of issues to consider

- Natural Surveillance of public and semi-private spaces
- Defensible space and clear definition of public, private and semi-private space so clear of their use and ownership.
- Consider lighting for shared parking courts and footpaths.
- Design and layout of pedestrian, cycle and vehicle routes into and within site - how these integrate with existing patterns in village.
- Landscaping and planting, do not create potential hiding places and dark or secluded areas

Means Secured by Design status for new housing developments and commercial premises including railway stations and other travel hubs. Developers should, at an early stage, seek advice on designing out crime.

Full text:

Good afternoon, thank you for the opportunity to comment on the above document – in regards to Policy we would wish to mention:

NPPF s.12 Para 127 which states: -

Developments should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

In regards to design and layout regarding new commercial and residential development we would wish to make the following comment:

Crime prevention should be considered as an integral part of any initial design for a proposed development. It should incorporate the principles of 'Secured by Design'. In particular to demonstrate how their development proposal has addressed the following issues, in order to design out crime to reduce the opportunities for crime:

- Natural Surveillance of public and semi-private spaces, in particular, entrances to a development, paths, play areas, open spaces and car parks.
- Defensible space and the clear definition, differentiation and robust separation of public, private and semi-private space, so that all the spaces are clearly defined and adequately protected in terms of their use and ownership.
- Consideration for some lighting, in particular shared parking courts and footpaths.
- Design and layout of pedestrian, cycle and vehicle routes into and within the site, including how these integrate with existing patterns in the village.
- Landscaping and planting, in particular, potential hiding places and dark or secluded areas should not be created.

In practice this means that Secured by Design status for new housing developments and commercial premises including railway stations and other travel hubs – this can be achieved through careful design and the use of a limited number of through routes, so that they are well used, effectively lit and overlooked, thereby creating a safe and secure atmosphere. Developers should, at an early stage, seek advice from the Police Designing out Crime Officers at Cambridgeshire Police Headquarters on designing out crime.

Change suggested by respondent:

-

Attachments: None

68578

Comment

Respondent: Anglian Water Services Limited**Date received:** 18/01/2021 via Web**Summary:**

There is existing Anglian Water sewerage infrastructure within the boundary of this site, and we would ask that this policy includes reference to considering this part of the masterplanning process.

Full text:

Dear Sir/Madam,

Thank you for the opportunity to comment on the Foxton Pre-submission Draft Neighbourhood Plan. The following response is submitted on behalf of Anglian Water.

The views of Cambridge Water who are responsible for water services within the Parish should also be sought on the content of the Neighbourhood Plan.

Policy FOX/20 A10/Cambridge Road Redevelopment Opportunity Site

As set out in our previous comments on the Neighbourhood Plan there is existing Anglian Water sewerage infrastructure within the boundary of this site, and we would ask that this policy includes reference to considering this part of the masterplanning process.

It is important that this is considered as part of the site design and layout to ensure that we can continue to serve our customers. In the event that there is a need to divert our existing assets a formal application to Anglian Water would be required.

We would therefore suggest that a new paragraph is added to the supporting text to read as follows:

'There is an existing sewer in Anglian Water's ownership within the boundary of the site and the site layout should be designed to take these into account. This existing infrastructure is protected by easements and should not be built over or located in private gardens where access for maintenance and repair could be restricted. The existing sewers should be located in highways or public open space. If this is not possible a formal application to divert Anglian Water's existing assets may be required.'

In addition new text should be added to Policy FOX/20 as follows:

'The triangular site as shown on the policies map, Figure 30B, is identified as a redevelopment opportunity site for the provision of station car/cycle parking, compatible employment uses and, potentially, housing of scale and form appropriate to its location adjoining the station. Any redevelopment must be master planned to incorporate landscape and public realm improvements in order to provide an enhanced sense of place at this important village gateway site. [As part of which suitable access for the maintenance of foul drainage infrastructure should be safeguarded.] [new text]'

Change suggested by respondent:

-

Attachments: None

68579

Comment

Respondent: Mr Howard Sargent**Date received:** 20/01/2021 via Web**Summary:**

Policy FOX/5 (p44) refers to Sensitive Edges, these are shown on Fig 15 (p48) in blue hatching.

Policy FOX/6 (p47) refers to maintaining and enhancing views in and out of the parish.

These Sensitive Edges surround most of the village of Foxton, but do not include an area to the East of Station Road, or behind the Grade 2 listed Threshing Barn.

I would like to suggest the Sensitive Edges be extended to include behind the Threshing Barn as well as to the East of Station Road.

Full text:

Policy FOX/5 (p44) refers to Sensitive Edges, these are shown on Fig 15 (p48) in blue hatching.

Policy FOX/6 (p47) refers to maintaining and enhancing views in and out of the parish.

These Sensitive Edges surround most of the village of Foxton, but do not include an area to the East of Station Road, or behind the Grade 2 listed Threshing Barn.

I would like to suggest the Sensitive Edges be extended to include behind the Threshing Barn as well as to the East of Station Road.

Change suggested by respondent:

-

Attachments:

68580

Support

Respondent: Natural England
Date received: 15/01/2021 via Email

Summary:

Policy FOX/14

Welcomes that plan seeks to protect and enhance local diversity.

Support recognition of importance of maintaining and enhancing accessible green infrastructure to meet peoples needs.

Safeguarding land through FOX/14 - to create extensive ecologically enhanced area of chalk grassland between Foxton Woods and village is welcomed.

Full text:

Thank you for your consultation on the above Neighbourhood Plan received by Natural England on 11 January 2021.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Natural England welcomes that the Foxton Neighbourhood Plan seeks to protect and enhance local biodiversity in accordance with Natural Cambridgeshire's 'Doubling Nature' target and the Cambridgeshire Green Infrastructure Strategy. We also support recognition of the importance of maintaining and enhancing accessible green infrastructure to meet people's needs. The safeguarding of land through Policy FOX/14, to create an extensive ecologically enhanced area of chalk grassland between Foxton Woods and the village, is welcomed.

Since submission of the initial draft Foxton Neighbourhood Plan Natural England has introduced the Cambridgeshire Sites of Special Scientific Interest (SSSI) Recreational Pressure Impact Risk Zone (IRZ). This flags areas where new housing development poses a potential risk of damage or disturbance to accessible SSSIs due to increased levels of visitor pressure. Neighbourhood Plan policies FOX/9 and FOX/20 fall within the IRZ hence new housing development, in combination with others in the local area, has the potential to adversely impact sites such as L-Moor Shepreth SSSI and Fowlmere Watercress Beds SSSI through additional recreational pressure. Development should address this and mitigate any adverse impact, for example through the delivery / contribution towards delivery of alternative new or enhanced accessible greenspace and/or through a financial contribution towards enhanced management of the designated sites affected. Our advice is that policies FOX/9 and FOX/20 should seek to secure this, for example through a requirement for a contribution towards the implementation of the area of proposed chalk grassland / accessible greenspace on land safeguarded through Policy FOX/14.

For any further consultations on your plan, please contact: consultations@naturalengland.org.uk.

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd94k>

68581

Comment

Respondent: Natural England**Date received:** 15/01/2021 via Email**Summary:**

Policies FOX/9 and Fox/20

Since Foxton Plan was submitted Natural England has introduced Cambridgeshire SSSI Recreational Pressure Impact Risk Zone (IRZ). Flags areas where new housing development poses potential risk of damage or disturbance to accessible SSIs due to increased visitor pressure. Policies FOX/9 and FOX/20 fall within IRZ - potential to impact sites such as L Moor Shepreth SSSI and Fowlmere Watercress Beds SSI through additional recreational pressures.

Development should address this and mitigate any adverse impact. Advice that policies FOX/9 and FOX/20 should seek to secure mitigation.

Full text:

Thank you for your consultation on the above Neighbourhood Plan received by Natural England on 11 January 2021.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Natural England welcomes that the Foxton Neighbourhood Plan seeks to protect and enhance local biodiversity in accordance with Natural Cambridgeshire's 'Doubling Nature' target and the Cambridgeshire Green Infrastructure Strategy. We also support recognition of the importance of maintaining and enhancing accessible green infrastructure to meet people's needs. The safeguarding of land through Policy FOX/14, to create an extensive ecologically enhanced area of chalk grassland between Foxton Woods and the village, is welcomed.

Since submission of the initial draft Foxton Neighbourhood Plan Natural England has introduced the Cambridgeshire Sites of Special Scientific Interest (SSSI) Recreational Pressure Impact Risk Zone (IRZ). This flags areas where new housing development poses a potential risk of damage or disturbance to accessible SSIs due to increased levels of visitor pressure. Neighbourhood Plan policies FOX/9 and FOX/20 fall within the IRZ hence new housing development, in combination with others in the local area, has the potential to adversely impact sites such as L-Moor Shepreth SSSI and Fowlmere Watercress Beds SSSI through additional recreational pressure. Development should address this and mitigate any adverse impact, for example through the delivery / contribution towards delivery of alternative new or enhanced accessible greenspace and/or through a financial contribution towards enhanced management of the designated sites affected. Our advice is that policies FOX/9 and FOX/20 should seek to secure this, for example through a requirement for a contribution towards the implementation of the area of proposed chalk grassland / accessible greenspace on land safeguarded through Policy FOX/14.

For any further consultations on your plan, please contact: consultations@naturalengland.org.uk.

Change suggested by respondent:

Amend policies FOX/9 and FOX/20 to seek mitigation.

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd94k>

Date: 15 January 2021
Our ref: 339724



Jonathan Dixon
South Cambridgeshire District Council

BY EMAIL ONLY

Customer Services
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

Dear Mr Dixon

Consultation: Foxton Neighbourhood Plan - resuming submission public consultation 3

Thank you for your consultation on the above Neighbourhood Plan received by Natural England on 11 January 2021.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.

Natural England welcomes that the Foxton Neighbourhood Plan seeks to protect and enhance local biodiversity in accordance with Natural Cambridgeshire's 'Doubling Nature' target and the Cambridgeshire Green Infrastructure Strategy. We also support recognition of the importance of maintaining and enhancing accessible green infrastructure to meet people's needs. The safeguarding of land through Policy FOX/14, to create an extensive ecologically enhanced area of chalk grassland between Foxton Woods and the village, is welcomed.

Since submission of the initial draft Foxton Neighbourhood Plan Natural England has introduced the Cambridgeshire Sites of Special Scientific Interest (SSSI) Recreational Pressure Impact Risk Zone (IRZ). This flags areas where new housing development poses a potential risk of damage or disturbance to accessible SSSIs due to increased levels of visitor pressure. Neighbourhood Plan policies FOX/9 and FOX/20 fall within the IRZ hence new housing development, in combination with others in the local area, has the potential to adversely impact sites such as L-Moor Shepreth SSSI and Fowlmere Watercress Beds SSSI through additional recreational pressure. Development should address this and mitigate any adverse impact, for example through the delivery / contribution towards delivery of alternative new or enhanced accessible greenspace and/or through a financial contribution towards enhanced management of the designated sites affected. Our advice is that policies FOX/9 and FOX/20 should seek to secure this, for example through a requirement for a contribution towards the implementation of the area of proposed chalk grassland / accessible greenspace on land safeguarded through Policy FOX/14.

For any further consultations on your plan, please contact: consultations@naturalengland.org.uk.

Yours sincerely

Camilla Davidge
Lead Advisor – Land Use Planning
West Anglia Area Team

Annex 1 - Neighbourhood planning and the natural environment: information, issues and opportunities

Natural environment information sources

The [Magic](#)¹ website will provide you with much of the nationally held natural environment data for your plan area. The most relevant layers for you to consider are: **Agricultural Land Classification, Ancient Woodland, Areas of Outstanding Natural Beauty, Local Nature Reserves, National Parks (England), National Trails, Priority Habitat Inventory, public rights of way (on the Ordnance Survey base map) and Sites of Special Scientific Interest (including their impact risk zones)**. Local environmental record centres may hold a range of additional information on the natural environment. A list of local record centres is available [here](#)².

Priority habitats are those habitats of particular importance for nature conservation, and the list of them can be found [here](#)³. Most of these will be mapped either as **Sites of Special Scientific Interest**, on the Magic website or as **Local Wildlife Sites**. Your local planning authority should be able to supply you with the locations of Local Wildlife Sites.

National Character Areas (NCAs) divide England into 159 distinct natural areas. Each character area is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. NCA profiles contain descriptions of the area and statements of environmental opportunity, which may be useful to inform proposals in your plan. NCA information can be found [here](#)⁴.

There may also be a local **landscape character assessment** covering your area. This is a tool to help understand the character and local distinctiveness of the landscape and identify the features that give it a sense of place. It can help to inform, plan and manage change in the area. Your local planning authority should be able to help you access these if you can't find them online.

If your neighbourhood planning area is within or adjacent to a **National Park** or **Area of Outstanding Natural Beauty (AONB)**, the relevant National Park/AONB Management Plan for the area will set out useful information about the protected landscape. You can access the plans on from the relevant National Park Authority or Area of Outstanding Natural Beauty website.

General mapped information on **soil types** and **Agricultural Land Classification** is available (under 'landscape') on the [Magic](#)⁵ website and also from the [LandIS website](#)⁶, which contains more information about obtaining soil data.

Natural environment issues to consider

The [National Planning Policy Framework](#)⁷ sets out national planning policy on protecting and enhancing the natural environment. [Planning Practice Guidance](#)⁸ sets out supporting guidance.

Your local planning authority should be able to provide you with further advice on the potential impacts of your plan or order on the natural environment and the need for any environmental assessments.

Landscape

Your plans or orders may present opportunities to protect and enhance locally valued landscapes. You may want to consider identifying distinctive local landscape features or characteristics such as ponds, woodland

¹ <http://magic.defra.gov.uk/>

² <http://www.nbn-nfbr.org.uk/nfbr.php>

³ <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

⁴ <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making>

⁵ <http://magic.defra.gov.uk/>

⁶ <http://www.landis.org.uk/index.cfm>

⁷ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁸ <http://planningguidance.planningportal.gov.uk/blog/guidance/natural-environment/>

or dry stone walls and think about how any new development proposals can respect and enhance local landscape character and distinctiveness.

If you are proposing development within or close to a protected landscape (National Park or Area of Outstanding Natural Beauty) or other sensitive location, we recommend that you carry out a landscape assessment of the proposal. Landscape assessments can help you to choose the most appropriate sites for development and help to avoid or minimise impacts of development on the landscape through careful siting, design and landscaping.

Wildlife habitats

Some proposals can have adverse impacts on designated wildlife sites or other priority habitats (listed [here](#)⁹), such as Sites of Special Scientific Interest or [Ancient woodland](#)¹⁰. If there are likely to be any adverse impacts you'll need to think about how such impacts can be avoided, mitigated or, as a last resort, compensated for.

Priority and protected species

You'll also want to consider whether any proposals might affect priority species (listed [here](#)¹¹) or protected species. To help you do this, Natural England has produced advice [here](#)¹² to help understand the impact of particular developments on protected species.

Best and Most Versatile Agricultural Land

Soil is a finite resource that fulfils many important functions and services for society. It is a growing medium for food, timber and other crops, a store for carbon and water, a reservoir of biodiversity and a buffer against pollution. If you are proposing development, you should seek to use areas of poorer quality agricultural land in preference to that of a higher quality in line with National Planning Policy Framework. For more information, see our publication [Agricultural Land Classification: protecting the best and most versatile agricultural land](#)¹³.

Improving your natural environment

Your plan or order can offer exciting opportunities to enhance your local environment. If you are setting out policies on new development or proposing sites for development, you may wish to consider identifying what environmental features you want to be retained or enhanced or new features you would like to see created as part of any new development. Examples might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Think about how lighting can be best managed to encourage wildlife.
- Adding a green roof to new buildings.

You may also want to consider enhancing your local area in other ways, for example by:

- Setting out in your plan how you would like to implement elements of a wider Green Infrastructure Strategy (if one exists) in your community.

⁹ <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

¹⁰ <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences>

¹¹ <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

¹² <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

¹³ <http://publications.naturalengland.org.uk/publication/35012>

- Assessing needs for accessible greenspace and setting out proposals to address any deficiencies or enhance provision.
- Identifying green areas of particular importance for special protection through Local Green Space designation (see [Planning Practice Guidance on this](#) ¹⁴).
- Managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips in less used parts of parks, changing hedge cutting timings and frequency).
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network, e.g. cutting back hedges, improving the surface, clearing litter or installing kissing gates) or extending the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition, or clearing away an eyesore).

¹⁴ <http://planningguidance.planningportal.gov.uk/blog/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space/local-green-space-designation/>

68582

Comment

Respondent: Cambridgeshire County Council**Date received:** 26/03/2020 via Email**Summary:**

We note that the Neighbourhood Plan does not include any policies relating to flood risk or surface water drainage in Foxton. We advise that such policies are included and would like to draw your attention to the Cambridgeshire Flood and Water Supplementary Planning Document which should assist in the development of the Neighbourhood Plan.

Full text:

Thank you for your consultation which we received on the 10th March 2020.

We have reviewed the Foxton Neighbourhood Plan 2020 to 2031 and have the following comments to make:

We note that the Neighbourhood Plan does not include any policies relating to flood risk or surface water drainage in Foxton. We advise that such policies are included and would like to draw your attention to the Cambridgeshire Flood and Water Supplementary Planning Document which should assist in the development of the Neighbourhood Plan.

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd94m>

My ref: FR/20-000091
Your ref: Foxton Neighbourhood Plan
Date: 26/03/2020
Doc no: 201104884
Officer: Jessica Prest
E Mail: [REDACTED]

**Steve Cox: Executive Director
Place and Economy
Environment and Commercial**

Phil Bylo
Greater Cambridge Shared Planning
Cambourne Business Park
CB23 6EA

Box No. SH1315
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Foxton Neighbourhood Plan

Comments from Lead Local Flood Authority (LLFA)

Dear Sir,

Thank you for your consultation which we received on the 10th March 2020.

We have reviewed the Foxton Neighbourhood Plan 2020 to 2031 and have the following comments to make:

We note that the Neighbourhood Plan does not include any policies relating to flood risk or surface water drainage in Foxton. We advise that such policies are included and would like to draw your attention to the Cambridgeshire Flood and Water Supplementary Planning Document which should assist in the development of the Neighbourhood Plan.

Yours faithfully,

[REDACTED]

Julia Beeden

**Flood Risk & Biodiversity Business Manager
Environment and Commercial**

If you have any queries regarding this application please contact the Officer named at the [top of this letter](#) (contact details are above).

Please note: We are reliant on the accuracy and completeness of the reports in undertaking our review, and can take no responsibility for incorrect data or interpretation made by the authors.

68583

Comment

Respondent: Environment Agency
Date received: 20/01/2021 via Email

Summary:

Environment Agency position.
Due to resource pressures we are no longer able to provide you with comprehensive bespoke advice on neighbourhood plans.

Full text:

Thank you for your consultation.

Environment Agency position.
Due to resource pressures we are no longer able to provide you with comprehensive bespoke advice on neighbourhood plans.

We have no further comment on this proposal.

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd94n>

Alison Talkington
Neighbourhood Planning - Planning Policy
South Cambridgeshire District Council
Development Control
South Cambridgeshire Hall (6010)
Cambourne Business Park
Cambourne
Cambridge
CB3 6EA

Our ref: AC/2020/129192/02-L01
Your ref: Email11012021
Date: 20 January 2021

Dear Sir/Madam

**FOXTON NEIGHBOURHOOD PLAN - 2021 REVIEW.
FOXTON, CAMBRIDGESHIRE.**

Thank you for your consultation.

Environment Agency position.

Due to resource pressures we are no longer able to provide you with comprehensive bespoke advice on neighbourhood plans.

We have no further comment on this proposal.

Yours faithfully

Mr. T.G. Waddams
Planning Liaison

Direct e-mail: planning.brampton@environment-agency.gov.uk

We are currently working to government advice regarding Covid-19 and as such our operational ability has been disrupted. We are trying to work remotely as best as we can. However our ability to deliver within our normal timescales is compromised and we are responding to our current work on a risk based approach.

(My normal working days are Tuesdays, Wednesdays and Thursdays.)

Please note – Our hourly charge for pre application assessments is currently £100 + VAT
Environment Agency, East Anglia Area (West), ~~Bromholme Lane, Brampton, Huntingdon, Cambs. PE28 4NE.~~
Currently closed due to Covid-19. Mail is not forwarded.

www.gov.uk/environment-agency

68584

Comment

Respondent: National Grid
Agent: National Grid
Date received: 30/03/2020 via Email

Summary:

Information submitted on National Grid's assets within Foxton neighbourhood area. Map included

Full text:

Foxton Neighbourhood Plan Regulation 16 Consultation
 March 2020

Representations on behalf of National Grid

National Grid has appointed Avison Young to review and respond to Neighbourhood Plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Grid

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.

National Grid assets within the Neighbourhood area:

Following a review of the above document we have identified the following National Grid assets as falling within the Neighbourhood area boundary:

Gas Transmission

Asset Description

Gas Transmission Pipeline, route: HUNTINGDON TO CAMBRIDGE

A plan showing details of National Grid's assets is attached to this letter. Please note that this plan is illustrative only.

National Grid also provides information in relation to its assets at the website below.

• www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/

Please see attached information outlining guidance on development close to National Grid infrastructure.

Distribution Networks

Information regarding the electricity distribution network is available at the website below:

www.energynetworks.org.uk

Information regarding the gas distribution network is available by contacting:

plantprotection@cadentgas.com

Further Advice

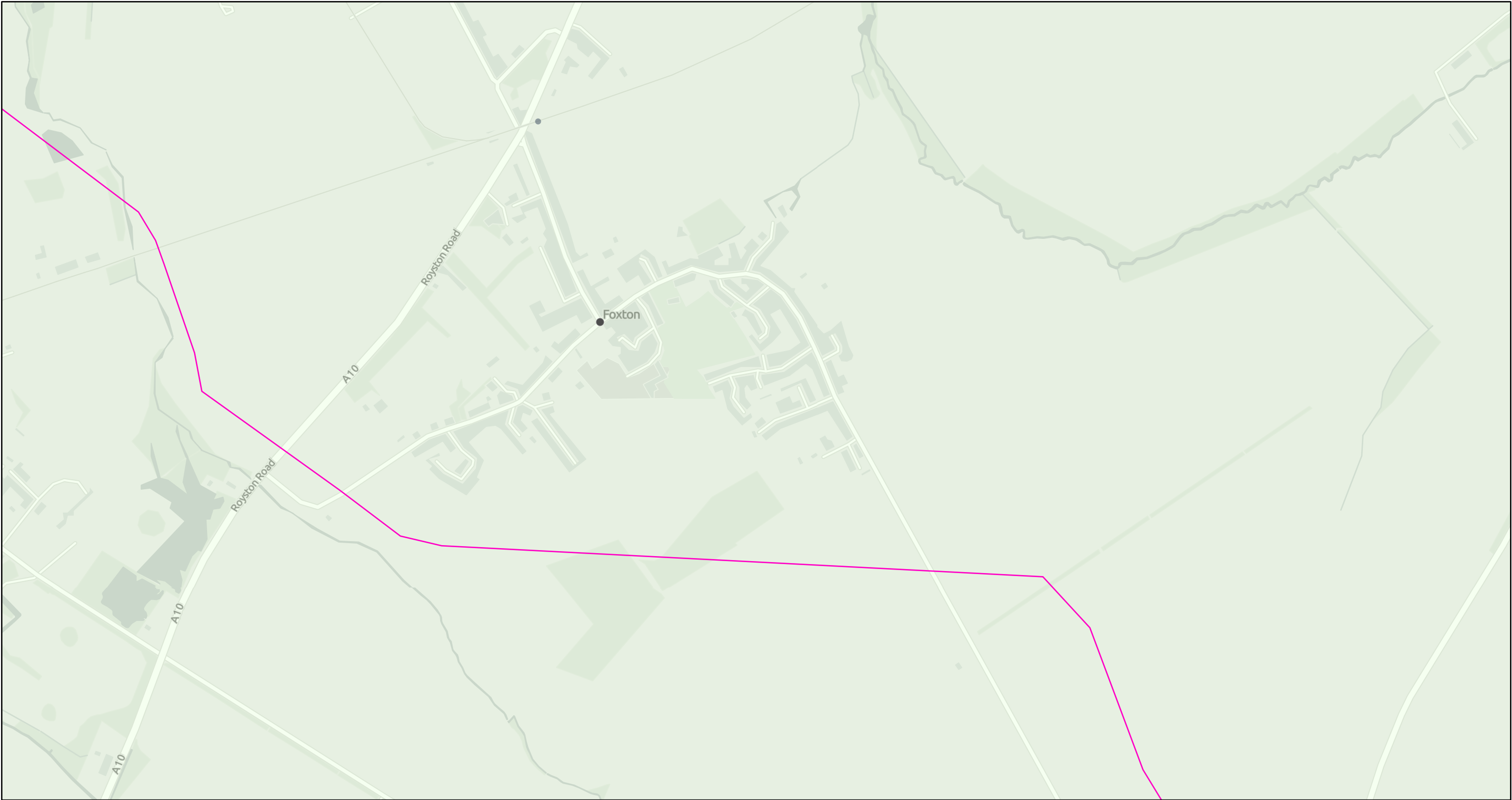
Please remember to consult National Grid on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets.

Change suggested by respondent:

-

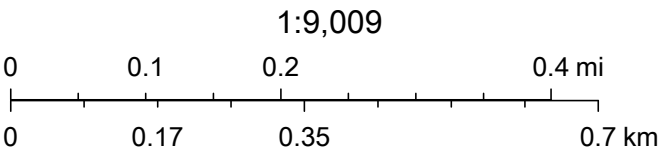
Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95s>
 Emailed Letter - <https://scambs.oc2.uk/a/sd95t>

Foxton Neighbourhood Plan Regulation 16 Consultation



25/03/2020, 10:16:16

- Gas_Assets_6495
- Development_Plan_Monitoring_v2_977_5701



Contains OS data © Crown Copyright and database right 2019
Contains data from OS Zoomstack

Our Ref: MV/15B901605

T: +44 (0)191 261 2361
F: +44 (0)191 269 0076

30 March 2020

avisonyoung.co.uk

South Cambridgeshire District Council
via email only

Dear Sir / Madam

**Foxton Neighbourhood Plan Regulation 16 Consultation
March 2020
Representations on behalf of National Grid**

National Grid has appointed Avison Young to review and respond to Neighbourhood Plan consultations on its behalf. We are instructed by our client to submit the following representation with regard to the current consultation on the above document.

About National Grid

National Grid Electricity Transmission plc (NGET) owns and maintains the electricity transmission system in England and Wales. The energy is then distributed to the electricity distribution network operators, so it can reach homes and businesses.

National Grid Gas plc (NGG) owns and operates the high-pressure gas transmission system across the UK. In the UK, gas leaves the transmission system and enters the UK's four gas distribution networks where pressure is reduced for public use.

National Grid Ventures (NGV) is separate from National Grid's core regulated businesses. NGV develop, operate and invest in energy projects, technologies, and partnerships to help accelerate the development of a clean energy future for consumers across the UK, Europe and the United States.

National Grid assets within the Neighbourhood area:

Following a review of the above document we have identified the following National Grid assets as falling within the Neighbourhood area boundary:

Gas Transmission

Asset Description

Gas Transmission Pipeline, route: HUNTINGDON TO CAMBRIDGE

A plan showing details of National Grid's assets is attached to this letter. Please note that this plan is illustrative only.

National Grid also provides information in relation to its assets at the website below.

Avison Young is the trading name of GVA Grimley Limited registered in England and Wales number 6382509. Registered office, 3 Brindleyplace, Birmingham B1 2JB

Regulated by RICS

- www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/

Please see attached information outlining guidance on development close to National Grid infrastructure.

Distribution Networks

Information regarding the electricity distribution network is available at the website below:

www.energynetworks.org.uk

Information regarding the gas distribution network is available by contacting:

plantprotection@cadentgas.com

Further Advice

Please remember to consult National Grid on any Neighbourhood Plan Documents or site-specific proposals that could affect our assets.

We would be grateful if you could add our details shown below to your consultation database, if they are not already included:

Matt Verlander, Director

nationalgrid.uk@avisonyoung.com

Avison Young
Central Square South
Orchard Street
Newcastle upon Tyne
NE1 3AZ

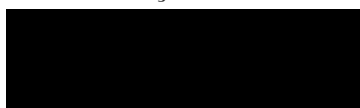
Spencer Jefferies, Town Planner

box.landandacquisitions@nationalgrid.com

National Grid
National Grid House
Warwick Technology Park
Gallows Hill
Warwick, CV34 6DA

If you require any further information in respect of this letter, then please contact us.

Yours faithfully,



**Matt Verlander MRTPI
Director**



nationalgrid.uk@avisonyoung.com

For and on behalf of Avison Young

Guidance on development near National Grid assets

National Grid is able to provide advice and guidance to the Council concerning their networks and encourages high quality and well-planned development in the vicinity of its assets.

Electricity assets

Developers of sites crossed or in close proximity to National Grid assets should be aware that it is National Grid policy to retain existing overhead lines in-situ, though it recognises that there may be exceptional circumstances that would justify the request where, for example, the proposal is of regional or national importance.

National Grid's '*Guidelines for Development near pylons and high voltage overhead power lines*' promote the successful development of sites crossed by existing overhead lines and the creation of well-designed places. The guidelines demonstrate that a creative design approach can minimise the impact of overhead lines whilst promoting a quality environment. The guidelines can be downloaded here: <https://www.nationalgridet.com/document/130626/download>

The statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. Where changes are proposed to ground levels beneath an existing line then it is important that changes in ground levels do not result in safety clearances being infringed. National Grid can, on request, provide to developers detailed line profile drawings that detail the height of conductors, above ordnance datum, at a specific site.

National Grid's statutory safety clearances are detailed in their '*Guidelines when working near National Grid Electricity Transmission assets*', which can be downloaded here: www.nationalgridet.com/network-and-assets/working-near-our-assets

Gas assets

High-Pressure Gas Pipelines form an essential part of the national gas transmission system and National Grid's approach is always to seek to leave their existing transmission pipelines in situ. Contact should be made with the Health and Safety Executive (HSE) in respect of sites affected by High-Pressure Gas Pipelines.

National Grid have land rights for each asset which prevents the erection of permanent/ temporary buildings, or structures, changes to existing ground levels, storage of materials etc. Additionally, written permission will be required before any works commence within the National Grid's 12.2m building proximity distance, and a deed of consent is required for any crossing of the easement.

National Grid's '*Guidelines when working near National Grid Gas assets*' can be downloaded here: www.nationalgridgas.com/land-and-assets/working-near-our-assets

How to contact National Grid

If you require any further information in relation to the above and/or if you would like to check if National Grid's transmission networks may be affected by a proposed development, please contact:

- National Grid's Plant Protection team: plantprotection@nationalgrid.com

Cadent Plant Protection Team
Block 1
Brick Kiln Street
Hinckley
LE10 0NA
0800 688 588

or visit the website: <https://www.beforeyoudig.cadentgas.com/login.aspx>

68585

Comment

Respondent: Historic England**Date received:** 28/03/2020 via Email**Summary:**

No detailed comments but refer you to any previous comments submitted at Regulation 14 stage.

Full text:

Thank you for inviting Historic England to comment on the Regulation 16 Submission version of this Neighbourhood Plan.

We welcome the production of this neighbourhood plan, but do not wish to provide detailed comments at this time. We would refer you to any previous comments submitted at Regulation 14 stage, and for any further information to our detailed advice on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here: <https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/>

I would be grateful if you would notify me if and when the Neighbourhood Plan is made by the district council. To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed NP, where we consider these would have an adverse effect on the historic environment.

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd94z>



Historic England

By e-mail to: Phil Bylo,
Planning Policy Manager
South Cambridgeshire District Council

Our ref: PL00574820
Your ref:
Date: 28/03/2020

Direct Dial: [REDACTED]
Mobile: [REDACTED]

Dear Mr Bylo,

Ref: Foxton Neighbourhood Plan Regulation 16 Consultation

Thank you for inviting Historic England to comment on the Regulation 16 Submission version of this Neighbourhood Plan.

We welcome the production of this neighbourhood plan, but do not wish to provide detailed comments at this time. We would refer you to any previous comments submitted at Regulation 14 stage, and for any further information to our detailed advice on successfully incorporating historic environment considerations into your neighbourhood plan, which can be found here:

<https://historicengland.org.uk/advice/planning/plan-making/improve-your-neighbourhood/>

I would be grateful if you would notify me if and when the Neighbourhood Plan is made by the district council. To avoid any doubt, this letter does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed NP, where we consider these would have an adverse effect on the historic environment.

Please do contact me, either via email or the number above, if you have any queries.

Yours sincerely,

[REDACTED]

Edward James
Historic Places Advisor, East of England

[REDACTED]



Historic England, Brooklands, 24 Brooklands Avenue, Cambridge CB2 8BU
Telephone 01223 58 2749 HistoricEngland.org.uk

Please note that Historic England operates an access to information policy.
Correspondence or information which you send us may therefore become publicly available.



68586

Support

Respondent: Greater Cambridge Partnership**Agent:** Strutt and Parker LLP**Date received:** 14/04/2020 via Email**Summary:**

Travel Hub - Background history and objectives of hub.

GCP supports aspirations of FOX/17;

GCP supports FOX/18

Full text:

-

Change suggested by respondent:

-

Attachments: Response Form - <https://scambs.oc2.uk/a/sd94d>Cover Letter - <https://scambs.oc2.uk/a/sd94w>

68587

Comment

Respondent: Greater Cambridge Partnership**Agent:** Strutt and Parker LLP**Date received:** 14/04/2020 via Email**Summary:**

Section 10 of Plan focuses on Foxton Travel Hub. GCP has worked closely with parish council.

Considers paragraph 10.11 is misleading statement as Cambridge South station proposal is not a GCP project. It is a Network Rail project.

Full text:

-

Change suggested by respondent:

Amend 10.11 to clarify that the Cambridge South station proposal is not a GCP project.

Attachments: Response Form - <https://scambs.oc2.uk/a/sd94d>Cover Letter - <https://scambs.oc2.uk/a/sd94w>

68588

Comment

Respondent: Greater Cambridge Partnership**Agent:** Strutt and Parker LLP**Date received:** 14/04/2020 via Email**Summary:**

FOX/19 - GCP supportive of policy but feel wording of policy should be revised to be more prescriptive of the types of benefits and location. This would help to manage expectations and avoid confusion as the Travel Hub site would not be able to bring forward improvements outside the site area.

Full text:

-

Change suggested by respondent:

Amend wording of FOX/19

Attachments: Response Form - <https://scambbs.oc2.uk/a/sd94d>Cover Letter - <https://scambbs.oc2.uk/a/sd94w>

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☐ No ☐

PART A – Your Details

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

Name:	Mr	Agent's name:	
Name of organisation: (if applicable)	Greater Cambridge Partnership	Name of Agent's organisation: (if applicable)	Strutt & Parker
Address:	Agent's Address: 66-68 Hills Road, Cambridge,		
Postcode:	Postcode: CB2 1LA		
Email:	Email:		
Tel:	Tel:		
Signature:	Date: 14/04/2020		

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)	<input checked="" type="checkbox"/>
Do you Support, Object or have Comments? (Please tick)	<input checked="" type="checkbox"/> SUPPORT
	<input type="checkbox"/> OBJECT
	<input checked="" type="checkbox"/> COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

See attached cover letter

Summary of Comments:

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

See attached cover letter

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

Date: 14/04/2020
Telephone: [REDACTED]
Email: Contactus@greatercambridge.org.uk

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

Greater Cambridge Partnership
SH1317
Shire Hall
Cambridge
CB3 0AP

Sent via email: neighbourhood.planning@greatercambridgeplanning.org

RE: Foxton Neighbourhood Plan (Regulation 16 consultation)

Thank you for the opportunity to review and formally comment on the submission version of the Foxton Neighbourhood Plan.

The Greater Cambridge Partnership (GCP) welcomes Foxton Parish Council's Neighbourhood Plan (NP), which is a comprehensive and well thought through document. However, this consultation response will focus on Sections 9 (Transport) and 10 (Foxton Travel Hub) of the NP.

For background, the GCP is in the process of working up proposals for a new Travel Hub (Park & Rail Scheme) on the outskirts of Foxton village. The Travel Hub will be located in one of two potential locations close to the railway station. A GCP board decision on the preferred location for the Travel Hub is expected to be made on 25 June 2020. Whichever option is chosen, the GCP will ensure there are suitable pedestrian and cycle access improvements to the railway station for commuters and local residents. The specific proposals to facilitate highway safety measures will be discussed and agreed with the Highway Authority.

The main objectives of the Travel Hub are to intercept and reduce traffic along the A10 corridor heading into Cambridge, encourage the use of sustainable modes of transport such as rail services available at Foxton station, and improve connectivity and accessibility locally, but also throughout Greater Cambridge.

These objectives would align with Objectives 10i and 10ii of the NP which seek to reduce the impact of traffic in the parish, improve safety for all and provides improved facilities to access high quality public transport services.

The scheme also intends to reduce the number of commuters parking in the village to use Foxton station.

Whilst detailed plans for the Travel Hub and associated infrastructure improvements are yet to be finalised, the proposals would in principle align with Policy FOX/17 (Alleviating

Congestion and Improving Traffic Flows). Policy FOX/17 states development proposals will be supported where they would alleviate existing congestion, improve pedestrian safety, provide parking for village facilities and other similar improvement proposals and improve traffic flows through the village. The GCP therefore supports the aspirations of this policy.

The GCP is also, as part of the Melbourn Greenway, looking at implementing a reduced speed limit on the A10 close to the level crossing, which would make it easier and more attractive to cross. The proposed Travel Hub access might also provide a gateway feature, and visual cue regarding the change in character to the road, to further support a reduced speed limit here. The proposed improvements from the Greenway would be incorporated into the preferred Travel Hub option to ensure a coordinated strategy is provided. Therefore, the GCP supports the intention of Policy FOX/18 which aims to ensure any future development provides adequate pedestrian and cycle connections. The policy states proposals which seek to increase access points onto existing roads, or increase traffic generation, will need to demonstrate that they will not have a harmful effect on congestion and road safety, nor exacerbate on-street parking constraints within the village.

The GCP is of the view that whilst the Travel Hub proposals would create a new entrance onto existing roads, it would seek to reduce traffic travelling along the A10 into Cambridge and provide a dedicated car park to alleviate on-street parking in the village. Whilst the new junction will introduce a new conflict point, the GCP is liaising with the County Highway Safety team and appropriate mitigation measures will be made in accordance with their guidance. The Travel Hub proposals would also improve pedestrian and cycle connectivity across the A10 to access the railway station, which would facilitate pedestrian access into the village from the west. The GCP is therefore supportive of this policy.

Section 10 of the NP focuses on the Foxton Travel Hub which the GCP has worked closely with the Parish Council and local residents on in terms of engaging with them on proposals for the Travel Hub options and understanding their main concerns. The GCP will continue to work and engage with the Parish Council, local residents and other key stakeholders on the Travel Hub project.

However, the last sentence in paragraph 10.11 of the NP is considered to be a misleading statement. The Cambridge South station proposal is not a GCP project. It is a project that Network Rail will be bringing forward subject to receiving the appropriate funding and consents. Therefore, for clarity, the GCP requests that this paragraph be amended to make it clear that Cambridge South station is not a GCP project.



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

Whichever Travel Hub option is chosen as the preferred site, the GCP will facilitate improvements to pedestrian and cycling access and connectivity to the railway station and village to the benefit of the local community. Various options proposals for such improvements are being considered and will be worked up in consultation with the local community and relevant user groups.

One of the main objectives of the Travel Hub proposal is to reduce congestion along the A10 corridor by providing an alternative travel option into Cambridge that links to other public transport services.

In terms of impact on residential amenity and the local environment, these will be appropriately considered in the site selection process. The GCP is already looking at ways to mitigate the potential impacts of the Travel Hubs on local residents and local environment as these are important factors for consideration. The GCP will also work with other project providers such as Network Rail, Local Planning Authorities, the Mayor of the Cambridgeshire and Peterborough Combined Authority and landowners to ensure the pipeline of programmed projects (Cambridge South station, Foxton Level Crossing bypass, East-West Rail etc..) do not undermine the character of the village.

The GCP is therefore supportive of the intention of the policy but feels the wording of policy FOX/19 (Foxton Travel Hub) should be revised to be more prescriptive of the types of benefits and location. This would help to manage expectations and avoid confusion as the Travel Hub site would not be able to bring forward improvements outside the site area.

Overall, the GCP welcomes and is supportive of the Foxton NP, and is committed to working with the Parish Council to progress the Travel Hub project in a way that benefits the local community and local environment.

Yours faithfully,



**Associate Director
Strutt & Parker**

On behalf of the Greater Cambridge Partnership



68589

Comment

Respondent: Mr John McCombie
Date received: 16/04/2020 via Email

Summary:

Section 8 Employment and Policy FOX/16
Site allocation of @Burlington Park for commercial development.
Two errors of fact and suggestions for improving the text of Section 8 of the Foxton Neighbourhood Plan

Full text:

-

Change suggested by respondent:

Suggested changes to Section 8 of the Plan

Attachments: Response Form - <https://scambis.oc2.uk/a/sd94y>

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☒ No ☐

PART A – Your Details

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

Name:	Prof JSL McCombie	Agent's name:	
Name of organisation:	N/A	Name of Agent's organisation:	
(if applicable)		(if applicable)	
Address:	<div>██████████ ██████████ ██████████</div>	Agent's Address:	
Postcode:	██████████	Postcode:	
Email:	██████████████████	Email:	
Tel:	██████████	Tel:	

Signature:

Date:

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)



Do you Support, Object or have Comments?
(Please tick)



SUPPORT



OBJECT



COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

Please see attached document

Section 8. Employment and Policy and FOX/16

Summary of Comments:

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

Site Allocation of Burlington Park for commercial development. Two errors of fact and suggestions for improving the text of Section 8 of the FNP

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

**Comments on *Foxton Neighbourhood Plan* (February 2020)
[FNP] and *Foxton Neighbourhood Plan Consultation
Statement* (December 2019) [FNPCS] with respect to Section
8. Employment and Policy FOX/16 of the FNP.**

My comments are primarily confined to issues arising from Section 8. Employment, pp. 72-73, (together with Figure 30B, p.86) and Policy FOX/16, "New Employment Provision in Foxton", of the FNP (February 2020).

In a previous comment on the pre-submission Foxton Neighbourhood Plan (April 2019), I questioned the desirability of the FNP allocating a green-field part of Burlington Park as a site for commercial development. This is because it presupposes that some form of development should occur, even though there is no demand from Foxton residents for new employment in the Village and there are serious problems of access to the site. (See below.) Of course, not specifying part of Burlington Park as a development site does not preclude a planning application for development being made. This site allocation still remains as a policy in the FNP (February 2020).

My first two observations below are based on issues arising from my previous comments on the pre-submission version of the FNP (February 2010) and the response to these, as reported in the Foxton Neighbourhood Plan Consultation Statement (FNPCS, p.57). *The latter contains two important factual errors which, given that the FNPCS is a formal planning document and is part of the planning process, should be corrected.*

1. **Local Employment in Foxton.** An objective in the FNP with regard to employment policy FOX/16 is "**To provide appropriate high-value local employment**" (p.72). This is to be accomplished, *inter alia* by expansion of businesses on the Burlington Park site. In my original response, I noted by extrapolating from a survey of Foxton businesses, less than **3 percent** of employees live in Foxton. The FNPCS, p.57 mistakenly reports my figure as **30 percent**. (The FNP, p.23, confirms my figure as it states that the number is 3 out of 112 employees). This error is misleading to Foxton residents assessing the FNP as the 30 per cent figure suggests that a high proportion of any

new employment is likely to live in Foxton, whereas the converse is true. The benefit of expansion of commercial activities on the Burlington Park site in terms of a "wider range of *local* employment opportunities" (South Cambridgeshire Local Plan, 185, emphasis added) is likely to be of very small benefit to Foxton residents.

2.1 **Access to and from the Burlington Park Site.** One of the major problems with any further development on the Burlington Park site is the impact of increased traffic entering and leaving the site on to the High Street and Station Road. There is already a planning restriction on the High Street entrance to the Burlington Park Site, in that traffic is only permitted to enter, and not leave, from this access. As pointed out in my initial response the AECOM assessment of suitability of the Burlington Park Site for development surprisingly did not consider the adverse impact of the generation of additional traffic. Furthermore, the Parish Council in its objection on a subsequently refused application to build an office on this site (S/0604/18/FL) highlighted this problem (complete with photographs). (See Annex 1 below).

2.2 In response to my comments on this serious traffic issue, FNCS, (p.57) merely states ***"In refused application, access to the site was from A10 so may mitigate traffic impact"***. This is factually incorrect. The Design, Access and Planning Statement (DAP), (Pleasance, Hookham & Nix, February 2017) of the S/0604/18/FL application states "access will be from the entrance off the High Street". (The DAP seems to be unaware of the prohibition of exiting from this access point.) There is no mention of access to the A10. Furthermore, from FNB, Figure 30B, it can be clearly seen that there is no possibility of access to the A10 from the site. It is disconcerting that this error may have affected the arguments used in favour of FOX/16 in the FNP.

2.3 The increased vehicular traffic generated by any business development of this site is likely to contradict the intent behind Policy FOX/18 "New Development and Connectivity" (p.79) to reduce traffic congestion in the Village.

- ❖ I suggest that in the Policy Box FOX/16 (p.73) "• do not create unacceptable additional traffic impacts" should be amended to include "including those arising from access to the site", or some such phrasing. I appreciate the latter is implied by the former, but questions of access are likely to be of major concern in any planning application.

Other Comments

3.1 **The demand for new employment by the Villagers.** The FNP, para. 8.6, states that there was "strong support for redeveloping vacant business premises, followed by expanding existing sites" by the Foxton residents. However, the FNP omits to state that there is **no** strong support for the expansion of *any* employment in Foxton. For example, in the Foxton Parish Council's *Taking Control of Foxton's Future* in answer to the question "Which potential developments are perceived as beneficial to Foxton?" only 14% identified "more jobs and businesses", which was ranked 15th out of 17 categories in descending order of priority. Furthermore, in answer to the question "What worries residents about future development in Foxton?" only 6% reported "fewer jobs and businesses". The FNP itself seems to concede this point, as the objective "To facilitate employment of Foxton residents" in the FNP (April 2019) has been deleted from the revised submission plan (February 2020).

- ❖ I suggest that under 8.6 of the FNP (**New Employment Provision in Foxton: Background and Justification**) the inclusion of the sentence "There was little support for new local employment by Foxton residents", or some such wording. While this is not a requirement of the National Planning Policy Framework (February 2019), it is desirable that it be included in the FNP in the interest of balance and objectivity.

4. **The AECOM Assessment of the Burlington Park Site.** As noted above, the AECOM assessment of the site ignored the problems of traffic access to the site. Nevertheless, the report characterised the site as having "High sensitivity to development". This is defined in the report as "High Sensitivity. Development would be within an area of high quality landscape or townscape character and/or would significantly detract from local character. Development would lead to the loss of important features of local distinctiveness – *without the possibility of mitigation*" (emphasis added). This is a conclusion that I would agree with. But it is difficult to see the rationale for the report not concluding that "The site is not appropriate for allocation", even ignoring the vehicular access problem.

5.1 **Other suggestions to clarify certain issues in FOX/16.** These are the following proposed changes to the FNP.

- ❖ Paragraph 8.2 (FNP, p.72). "Although a small village" should read "Although a small **Group** village". This is because the designation as a Group village has important implications for Foxton in the South Cambridgeshire Local Plan.
- ❖ Paragraph 8.5 (FNP, p.72). "Local Plan Policy E/12 New Employment Development in Village supports new employment or expansion in villages" should contain the following sentence "Only very small scale proposals are likely to be acceptable at Group [such as Foxton] or infill villages". This quotation is taken from the South Cambridgeshire Local Plan (para.8.52, p.185). The concept of "small scale" is important for the consideration of any commercial development in Foxton.
- ❖ In Box FOX/16, the following changes are suggested:

“Development proposals for commercial use are supported provided that **they fulfil the relevant planning requirements**, including.” This is because the subsequent list does not cover the full planning requirements, although it highlights some important ones.

 - “Do not unacceptably affect residential amenity arising from disturbance such as noise, **environmental and light** pollution. HGV vehicle movements". Light pollution from an office block that is very close to a residential area, such as the nearby 22 houses in Burlington Place, can be obtrusive.
 - "Include appropriate landscaping to minimise the impact on adjacent listed buildings, **conservation area and residential buildings**". The last two are also important.

5.2 Finally, there is no mention, in either the text or the maps of the FNP, of the recent development of **22 houses in Burlington Place**. This residential development is very close to the allocated site and will clearly be affected by it and will need to be taken into account in any planning application. It should be explicitly mentioned in the FNP.

6. While it is apparent that I have some reservations about the proposals in the section "8. Employment" of the FNP and their justification, generally the FNP has been prepared with a great deal of care and effort and all those involved are to be congratulated.

I should like to emphasise have no reservations about any other aspect of the FNP, which I fully commend.

16 April 2020

Annex One

A.1 The Foxton Parish Council in its objection to this application (S/0604/18/FL) highlighted the traffic congestion problem on the High Street and Station Road. It states:

The problems that will be caused by intensification of the access off Foxton High Street are dismissed by a wholly inadequate and unqualified statement on page 5 of the Design, Access and Planning (DAP) Statement. This takes no account of the narrow High Street or the adjacent junction with Station Road (which has no visibility when turning right out of Station Road to Burling Park access). The DAP Statement makes no mention of the relevant planning history on this site – planning permission for application S/1043/09 (access from Foxton High Street) was granted subject to stringent conditions, which renders intensification of this access inappropriate. Access and egress from the site onto Station Road (via the existing large commercial access) would be more appropriate, but the Parish Council would highlight the current problems and safety issues experienced by residents, which is clearly shown on the following photograph:



68590

Object

Respondent: Cambridgeshire County Council**Date received:** 28/04/2020 via Email**Summary:**

Under Policy FOX/5, Cambridgeshire County Council, as landowner, objects to the inclusion of the sensitive urban edge across its land holdings as shown on Figure 14: Landscape constraints, sensitivities and opportunities (as shown in the 2017 LCA).

Full text:

-

Change suggested by respondent:

-

Attachments: Response Form - <https://scambs.oc2.uk/a/sd959>
Response Form - <https://scambs.oc2.uk/a/sd95v>
Response Form - <https://scambs.oc2.uk/a/sd95b>
Response Form - <https://scambs.oc2.uk/a/sd95c>
Response Form - <https://scambs.oc2.uk/a/sd95d>
Response Form - <https://scambs.oc2.uk/a/sd95w>

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☒ No ☐

PART A – Your Details

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

Name:	Sara Anderson	Agent's name:	
Name of organisation: (if applicable)	Cambridgeshire County Council	Name of Agent's organisation: (if applicable)	
Address:	Shire Hall, Castel Street, Cambridge	Agent's Address:	
Postcode:	CB3 0AP	Postcode:	
Email:		Email:	
Tel:		Tel:	

Signature:

Date:

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)	<input type="checkbox"/>
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> SUPPORT
	<input type="checkbox"/> OBJECT
	<input checked="" type="checkbox"/> COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

Page 43, under the description of Foxton Village, Cambridgeshire County Council, as landowner, would comment that this statement should read '....the open green spaces of varying scales and naturalness within the village are all important landscape features, and opportunities should be taken to enhance and expand them, if landowners are agreeable' and not simply 'the open green spaces of varying scales and naturalness within the village are all important landscape features, and opportunities should be taken to enhance and expand them'. Without the agreement of landowners, these aspirations will not be deliverable.

Summary of Comments:

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

--

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☒ No ☐

PART A – Your Details

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

Name:	Sara Anderson	Agent's name:	
Name of organisation: (if applicable)	Cambridgeshire County Council	Name of Agent's organisation: (if applicable)	
Address:	Shire Hall, Castel Street, Cambridge	Agent's Address:	
Postcode:	CB3 0AP	Postcode:	
Email:		Email:	
Tel:		Tel:	

Signature:

Date:

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)

☐

Do you Support, Object or have Comments?

(Please tick)

☐

SUPPORT

☒

OBJECT

☐

COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

Under Paragraph 7.17, Cambridgeshire County Council, as landowner, strongly objects to the identification of an enhanced chalk grassland area between Foxton Woods and the village. Cambridgeshire County Council is currently promoting this land under the Greater Cambridge Local Plan 'Call for Sites' and will continue to promote the land at any subsequently stages, as appropriate. It should be noted that even if the land is not allocated in the Greater Cambridge Local Plan, Cambridgeshire County Council's tenants will want to farm the land in line within future regulations but in the most commercial way.

Summary of Comments:

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

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☒ No ☐

PART A – Your Details

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

Name:	Sara Anderson	Agent's name:	
Name of organisation: (if applicable)	Cambridgeshire County Council	Name of Agent's organisation: (if applicable)	
Address:	Shire Hall, Castel Street, Cambridge	Agent's Address:	
Postcode:	CB3 0AP	Postcode:	
Email:		Email:	
Tel:		Tel:	

Signature:

Date:

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)

☐

Do you Support, Object or have Comments?

(Please tick)

☐

SUPPORT

☒

OBJECT

☐

COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

Under Paragraph 5.48, Cambridgeshire County Council, as landowner, strongly objects to the proposal for the creation of a larger biodiversity enhancement area on sloping agricultural fields between the woodland and village edge (Figure 14). Cambridgeshire County Council is currently promoting this land under the Greater Cambridge Local Plan 'Call for Sites' and will continue to promote the land at any subsequently stages, as appropriate. It should be noted that even if the land is not allocated in the Greater Cambridge Local Plan, Cambridgeshire County Council's tenants will want to farm the land in line within future regulations but in the most commercial way.

Summary of Comments:

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

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☒ No ☐

PART A – Your Details

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

Name:	Sara Anderson	Agent's name:	
Name of organisation: (if applicable)	Cambridgeshire County Council	Name of Agent's organisation: (if applicable)	
Address:	Shire Hall, Castel Street, Cambridge	Agent's Address:	
Postcode:	CB3 0AP	Postcode:	
Email:		Email:	
Tel:		Tel:	

Signature:

Date:

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)

☐

Do you Support, Object or have Comments?

(Please tick)

☐

SUPPORT

☒

OBJECT

☐

COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

Under Policy FOX/7, Cambridgeshire County Council, as landowner, objects to the inclusion of Foxton woods, as shown in Figure 16, as important green space. Cambridgeshire County Council is already working with the village to enhance the community's enjoyment of Foxton wood through permissive paths. The management of the Foxton Woods, both for recreation purposes and growing of timber, might be restricted if designated as an 'important green space'.

Summary of Comments:

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

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☒ No ☐

PART A – Your Details

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

Name:	Sara Anderson	Agent's name:	
Name of organisation: (if applicable)	Cambridgeshire County Council	Name of Agent's organisation: (if applicable)	
Address:	Shire Hall, Castel Street, Cambridge	Agent's Address:	
Postcode:	CB3 0AP	Postcode:	
Email:		Email:	
Tel:		Tel:	

Signature:

Date:

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)	<input type="checkbox"/>
Do you Support, Object or have Comments? (Please tick)	<input type="checkbox"/> SUPPORT <input checked="" type="checkbox"/> OBJECT <input type="checkbox"/> COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

Under Policy FOX/6, Cambridgeshire County Council, as landowner, objects to the strategic views designated across its land holdings as shown on Figure 15: Key views, village gateways and sensitive edges (and the policies maps Figures 30B). Cambridgeshire County Council is currently promoting this land under the Greater Cambridge Local Plan 'Call for Sites' and will continue to promote the land at any subsequently stages, as appropriate. These strategic views are also shown in Figure 11: Foxton Conservation Area with listed buildings and other non-designated heritage assets. (Appendix 1 lists these buildings by category) Source: Conservation Area Appraisal.

Summary of Comments:

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

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☒ No ☐

PART A – Your Details

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

Name:	Sara Anderson	Agent's name:	
Name of organisation: (if applicable)	Cambridgeshire County Council	Name of Agent's organisation: (if applicable)	
Address:	Shire Hall, Castel Street, Cambridge	Agent's Address:	
Postcode:	CB3 0AP	Postcode:	
Email:		Email:	
Tel:		Tel:	

Signature:

Date:

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)

☐

Do you Support, Object or have Comments?
(Please tick)

☐

SUPPORT

☒

OBJECT

☐

COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

Under Policy FOX/5, Cambridgeshire County Council, as landowner, objects to the inclusion of the sensitive urban edge across its land holdings as shown on Figure 14: Landscape constraints, sensitivities and opportunities (as shown in the 2017 LCA).

Summary of Comments:

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

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

68591

Object

Respondent: Cambridgeshire County Council**Date received:** 28/04/2020 via Email**Summary:**

Under Policy FOX/6, Cambridgeshire County Council, as landowner, objects to the strategic views designated across its land holdings as shown on Figure 15: Key views, village gateways and sensitive edges (and the policies maps Figures 30B). Cambridgeshire County Council is currently promoting this land under the Greater Cambridge Local Plan 'Call for Sites' and will continue to promote the land at any subsequently stages, as appropriate. These strategic views are also shown in Figure 11: Foxton Conservation Area with listed buildings and other non-designated heritage assets. (Appendix 1 lists these buildings by category) Source: Conservation Area Appraisal.

Full text:

-

Change suggested by respondent:

-

Attachments: None

68592

Object

Respondent: Cambridgeshire County Council**Date received:** 28/04/2020 via Email**Summary:**

Under Policy FOX/7, Cambridgeshire County Council, as landowner, objects to the inclusion of Foxton woods, as shown in Figure 16, as important green space. Cambridgeshire County Council is already working with the village to enhance the community's enjoyment of Foxton wood through permissive paths. The management of the Foxton Woods, both for recreation purposes and growing of timber, might be restricted if designated as an 'important green space'.

Full text:

-

Change suggested by respondent:

-

Attachments: None

68593

Object

Respondent: Cambridgeshire County Council**Date received:** 28/04/2020 via Email**Summary:**

Under Paragraph 5.48, Cambridgeshire County Council, as landowner, strongly objects to the proposal for the creation of a larger biodiversity enhancement area on sloping agricultural fields between the woodland and village edge (Figure 14). Cambridgeshire County Council is currently promoting this land under the Greater Cambridge Local Plan 'Call for Sites' and will continue to promote the land at any subsequently stages, as appropriate. It should be noted that even if the land is not allocated in the Greater Cambridge Local Plan, Cambridgeshire County Council's tenants will want to farm the land in line within future regulations but in the most commercial way.

Full text:

-

Change suggested by respondent:

-

Attachments: None

68594

Object

Respondent: Cambridgeshire County Council**Date received:** 28/04/2020 via Email**Summary:**

Under Paragraph 7.17, Cambridgeshire County Council, as landowner, strongly objects to the identification of an enhanced chalk grassland area between Foxton Woods and the village. Cambridgeshire County Council is currently promoting this land under the Greater Cambridge Local Plan 'Call for Sites' and will continue to promote the land at any subsequently stages, as appropriate. It should be noted that even if the land is not allocated in the Greater Cambridge Local Plan, Cambridgeshire County Council's tenants will want to farm the land in line within future regulations but in the most commercial way.

Full text:

-

Change suggested by respondent:

-

Attachments: None

68595

Comment

Respondent: Cambridgeshire County Council**Date received:** 28/04/2020 via Email**Summary:**

Page 43, under the description of Foxton Village, Cambridgeshire County Council, as landowner, would comment that this statement should read '....the open green spaces of varying scales and naturalness within the village are all important landscape features, and opportunities should be taken to enhance and expand them, if landowners are agreeable' and not simply 'the open green spaces of varying scales and naturalness within the village are all important landscape features, and opportunities should be taken to enhance and expand them'. Without the agreement of landowners, these aspirations will not be deliverable.

Full text:

-

Change suggested by respondent:

-

Attachments: None

68596

Comment

Respondent: Sport England**Date received:** 12/01/2021 via Email**Summary:**

General comments about the importance of sport.

Full text:

Thank you for consulting Sport England on the above neighbourhood plan.

Government planning policy, within the National Planning Policy Framework (NPPF), identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process. Providing enough sports facilities of the right quality and type in the right places is vital to achieving this aim. This means that positive planning for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and employment land with community facilities is important.

It is essential therefore that the neighbourhood plan reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to Parts 96 and 97. It is also important to be aware of Sport England's statutory consultee role in protecting playing fields and the presumption against the loss of playing field land. Sport England's playing fields policy is set out in our Playing Fields Policy and Guidance document. https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#playing_fields_policy

Sport England provides guidance on developing planning policy for sport and further information can be found via the link below. Vital to the development and implementation of planning policy is the evidence base on which it is founded. https://www.sportengland.org/how-we-can-help/facilities-and-planning/planning-for-sport#planning_applications

Sport England works with local authorities to ensure their Local Plan is underpinned by robust and up to date evidence. In line with Part 97 of the NPPF, this takes the form of assessments of need and strategies for indoor and outdoor sports facilities. A neighbourhood planning body should look to see if the relevant local authority has prepared a playing pitch strategy or other indoor/outdoor sports facility strategy. If it has then this could provide useful evidence for the neighbourhood plan and save the neighbourhood planning body time and resources gathering their own evidence. It is important that a neighbourhood plan reflects the recommendations and actions set out in any such strategies, including those which may specifically relate to the neighbourhood area, and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support their delivery.

Where such evidence does not already exist then relevant planning policies in a neighbourhood plan should be based on a proportionate assessment of the need for sporting provision in its area. Developed in consultation with the local sporting and wider community any assessment should be used to provide key recommendations and deliverable actions. These should set out what provision is required to ensure the current and future needs of the community for sport can be met and, in turn, be able to support the development and implementation of planning policies. Sport England's guidance on assessing needs may help with such work. <http://www.sportengland.org/planningtoolsandguidance>

If new or improved sports facilities are proposed Sport England recommend you ensure they are fit for purpose and designed in accordance with our design guidance notes. <http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

Any new housing developments will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then planning policies should look to ensure that new sports facilities, or improvements to existing sports facilities, are secured and delivered. Proposed actions to meet the demand should accord with any approved local plan or neighbourhood plan policy for social infrastructure, along with priorities resulting from any assessment of need, or set out in any playing pitch or other indoor and/or outdoor sports facility strategy that the local authority has in place.

In line with the Government's NPPF (including Section 8) and its Planning Practice Guidance (Health and wellbeing section), links below, consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing planning policies and developing or assessing individual proposals.

Active Design, which includes a model planning policy, provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity. The guidance, and its accompanying checklist, could also be used at the evidence gathering stage of developing a neighbourhood plan to help undertake an assessment of how the design and layout of the area currently enables people to lead active lifestyles and what could be improved.

NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities>

PPG Health and wellbeing section: <https://www.gov.uk/guidance/health-and-wellbeing>

Sport England's Active Design Guidance: <https://www.sportengland.org/activedesign>

Change suggested by respondent:

-

Attachments: None

68597

Comment

Respondent: Forestry Commission England**Date received:** 12/01/2021 via Email**Summary:**

General comments about the value of trees and neighbourhood plans

Full text:

Thank you for inviting the Forestry Commission to respond to the consultation on the Foxton Neighbourhood Plan. Unfortunately we do not have the resources to respond to individual plans but we have some key points to make relevant to all neighbourhood plans.

Forestry Commission and Neighbourhood Planning

Existing trees in your community

The Forestry Commission would like to encourage communities to review the trees and woodlands in their neighbourhood and consider whether they are sufficiently diverse in age and species to prove resilient in the face of tree pests and diseases or climate change. For example, if you have a high proportion of Ash, you are likely to see the majority suffering from Ash Dieback. Some communities are proactively planting different species straight away, to mitigate the effect of losing the Ash; you can find out more here. Alternatively, if you have a high proportion of Beech, you may find they suffer particularly from drought or flood stress as the climate becomes more extreme. There are resources available to help you get ideas for other species you can plant to diversify your tree stock and make it more resilient.

Ancient Woodland

If you have ancient woodland within or adjacent to your boundary it is important that it is considered within your plan. Ancient woodlands are irreplaceable, they have great value because they have a long history of woodland cover, with many features remaining undisturbed. This applies equally to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS). It is Government policy to refuse development that will result in the loss or deterioration of irreplaceable habitats including ancient woodland, unless "there are wholly exceptional reasons and a suitable compensation strategy exists" (National Planning Policy Framework paragraph 175).

The Forestry Commission has prepared joint standing advice with Natural England on ancient woodland and veteran trees. This advice is a material consideration for planning decisions across England and can also be a useful starting point for policy considerations.

The Standing Advice explains the definition of ancient woodland, its importance, ways to identify it and the policies that relevant to it. It provides advice on how to protect ancient woodland when dealing with planning applications that may affect ancient woodland. It also considers ancient wood-pasture and veteran trees. It will provides links to Natural England's Ancient Woodland Inventory and assessment guides as well as other tools to assist you in assessing potential impacts.

Deforestation

The overarching policy for the sustainable management of forests, woodland and trees in England is a presumption against deforestation.

Woodland Creation

The UK is committed in law to net zero emissions by 2050. Tree planting is recognised as contributing to efforts to tackle the biodiversity and climate emergencies we are currently facing. Neighbourhood plans are a useful mechanism for promoting tree planting close to people so that the cultural and health benefits of trees can be enjoyed alongside their broader environmental benefits. Any planting considered by the plan should require healthy resilient tree stock to minimise the risk of pests and diseases and maximise its climate change resilience, a robust management plan should also be put in place.

Change suggested by respondent:

-

Attachments: None

68598

Comment

Respondent: Greater Cambridge Partnership**Agent:** Strutt and Parker LLP**Date received:** 08/02/2021 via Email**Summary:**

Policy FOX/19

Since original representation submitted in April 2020 a decision has been made by GCP to opt for the southern option for the site of the Foxton Travel Hub. This Plan needs to be updated to reflect this.

Full text:

I write on behalf of the Greater Cambridge Partnership (GCP) in connection with the above consultation, which has been restarted following it being paused last year due to COVID.

Prior to the pausing of the consultation, the GCP submitted representations to the draft neighbourhood plan – see attached for reference.

Since submitting the original representations, the GCP has been working up the proposed Travel Hub in the background and considered it necessary to submit a short update – see attached - which we trust will be taking into consideration alongside the original representations.

Change suggested by respondent:

-

Attachments: Response Form - <https://scambs.oc2.uk/a/sd94p>Emailed Letter - <https://scambs.oc2.uk/a/sd94q>Emailed Letter - <https://scambs.oc2.uk/a/sd95r>

68599

Comment

Respondent: Greater Cambridge Partnership**Agent:** Strutt and Parker LLP**Date received:** 08/02/2021 via Email**Summary:**

Policy FOX/18

As an update to the representations submitted in April 2020 GCP are now proposing in addition to the Foxton Transport Hub a pedestrian footbridge over the railway line. This is consistent with this draft policy.

A planning application for the Hub including the footbridge expected to be submitted in July 2021

Full text:

I write on behalf of the Greater Cambridge Partnership (GCP) in connection with the above consultation, which has been restarted following it being paused last year due to COVID.

Prior to the pausing of the consultation, the GCP submitted representations to the draft neighbourhood plan – see attached for reference.

Since submitting the original representations, the GCP has been working up the proposed Travel Hub in the background and considered it necessary to submit a short update – see attached - which we trust will be taking into consideration alongside the original representations.

Change suggested by respondent:

-

Attachments: Response Form - <https://scambs.oc2.uk/a/sd94p>Emailed Letter - <https://scambs.oc2.uk/a/sd94q>Emailed Letter - <https://scambs.oc2.uk/a/sd95r>

Foxton Neighbourhood Plan

Response Form



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

PART A – Your Details

PART B – Your Response

If you need any further information or assistance in completing this form please contact the Greater Cambridge Shared Planning Policy Team on: 01954 713183 or

neighbourhood.planning@scambs.gov.uk

All comments must be received by 5pm on Tuesday 28 April 2020.

Data Protection

We will treat your data in accordance with our Privacy Notices: www.scambs.gov.uk/planning-policy-privacy-notice/. Information will be used by South Cambridgeshire District Council solely in relation to the Foxton Neighbourhood Plan. Please note that all responses will be available for public inspection and cannot be treated as confidential. Representations, including names, are published on our website. **By submitting this response form you are agreeing to these conditions.**

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

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

Please tick: Yes ☐ No ☐

PART A – Your Details

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

Name:	Mr	Agent's name:	Sav Patel
Name of organisation: (if applicable)	Greater Cambridge Partnership	Name of Agent's organisation: (if applicable)	Strutt & Parker
Address:	Agent's Address: 66-68 Hills Road, Cambridge,		
Postcode:	Postcode: CB2 1LA		
Email:	Email: [REDACTED]		
Tel:	Tel: [REDACTED]		
Signature:	Date: 14/04/2020		

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

PART B – Your Response

For office use only

Agent number:

Representor number:

Representation number:

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

Policy or Paragraph Number (please state)



Do you Support, Object or have Comments?
(Please tick)



SUPPORT



OBJECT



COMMENT

Reason for SUPPORT, OBJECT or COMMENT:

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

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

See attached cover letter

Summary of Comments:

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

See attached cover letter

COMPLETED FORMS MUST BE RECEIVED BY 5PM ON 28 APRIL 2020 AT:

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

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

Date: 08/02/2021
Telephone: 01223 699906
Email: Contactus@greatercambridge.org.uk



**GREATER
CAMBRIDGE
PARTNERSHIP**

Growing and sharing prosperity

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

Greater Cambridge Partnership
SH1317
Shire Hall
Cambridge
CB3 0AP

Sent via email to: neighbourhood.planning@greatercambridgeplanning.org

Dear Sir/Madam,

RE: Foxton Neighbourhood Plan (Regulation 16 consultation)

I write further to our original representations letter dated 14 April 2020.

Whilst we understand this is a 'restart' of the paused consultation from last year, and remain supportive of the Foxton Neighbourhood Plan (FTP), we would like to provide an update on the proposed Foxton Travel Hub (FTH) since making our previous comments.

Draft Policy FOX/19 of the FNP relates to the FTH and the map on page 85 indicated two possible locations for the travel hub.

As mentioned in our original representations, two possible site options were being considered ('northern option' and 'southern option') and that a decision on which option to progress to the planning application stage would be made on 25 June 2020. Since our previous representations, the decision has been made to progress the 'southern option'. Therefore, the GCP believes it is important, for the purposes of consistent and completeness, to reflect this update in the FNP. This would also avoid any confusion from local residents, stakeholders and readers of the FTH.

In addition to this, the proposed FTH will now also include a pedestrian footbridge over the railway line to improve access to each platform when the barriers are down. The GCP is working closely with Network Rail to assess whether a ramped footbridge or stepped footbridge with a lift would be required to ensure there is inclusive access. At this stage, no decision has been made on this but both options are being worked up for consideration. In addition to consulting with Network Rail, the GCP will be carrying out consultation events to inform local residents, relevant local groups (including the Parish Council) and key stakeholders about the footbridge options.



Alongside the footbridge, the GCP is also looking making other improvements to improve accessibility and connectivity to railway station such as reducing traffic speed along a section of the A10, providing a refuse island for people crossing the A10, and provide disabled car parking spaces closer to the railway station to provide safe and convenient access to the station.

These improvements and particularly the addition of a new footbridge crossing would be consistent with draft Policy FOX/18 (New Development and Connectivity) which seeks to ensure the users of the new development (travel hub) can conveniently and safely access, amongst other things, Foxton railway station.

A planning application for the FTH including footbridge is currently being worked up in the background in terms of carrying out relevant surveys and assembling the detailed designs. An application is expected to be submitted in July 2021 but before then the GCP will be carrying out public consultation events on the latest proposals.

Overall, the GCP welcomes and is supportive of the Foxton NP, and is committed to working with the Parish Council to progress the Travel Hub project in a way that benefits the local community and local environment.

Yours faithfully,



Sav Patel
Associate Director
Strutt & Parker

On behalf of the Greater Cambridge Partnership

Date: 14/04/2020
Telephone: 01223 699906
Email: Contactus@greatercambridge.org.uk

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

Greater Cambridge Partnership
SH1317
Shire Hall
Cambridge
CB3 0AP

Sent via email: neighbourhood.planning@greatercambridgeplanning.org

RE: Foxton Neighbourhood Plan (Regulation 16 consultation)

Thank you for the opportunity to review and formally comment on the submission version of the Foxton Neighbourhood Plan.

The Greater Cambridge Partnership (GCP) welcomes Foxton Parish Council's Neighbourhood Plan (NP), which is a comprehensive and well thought through document. However, this consultation response will focus on Sections 9 (Transport) and 10 (Foxton Travel Hub) of the NP.

For background, the GCP is in the process of working up proposals for a new Travel Hub (Park & Rail Scheme) on the outskirts of Foxton village. The Travel Hub will be located in one of two potential locations close to the railway station. A GCP board decision on the preferred location for the Travel Hub is expected to be made on 25 June 2020. Whichever option is chosen, the GCP will ensure there are suitable pedestrian and cycle access improvements to the railway station for commuters and local residents. The specific proposals to facilitate highway safety measures will be discussed and agreed with the Highway Authority.

The main objectives of the Travel Hub are to intercept and reduce traffic along the A10 corridor heading into Cambridge, encourage the use of sustainable modes of transport such as rail services available at Foxton station, and improve connectivity and accessibility locally, but also throughout Greater Cambridge.

These objectives would align with Objectives 10i and 10ii of the NP which seek to reduce the impact of traffic in the parish, improve safety for all and provides improved facilities to access high quality public transport services.

The scheme also intends to reduce the number of commuters parking in the village to use Foxton station.

Whilst detailed plans for the Travel Hub and associated infrastructure improvements are yet to be finalised, the proposals would in principle align with Policy FOX/17 (Alleviating

Congestion and Improving Traffic Flows). Policy FOX/17 states development proposals will be supported where they would alleviate existing congestion, improve pedestrian safety, provide parking for village facilities and other similar improvement proposals and improve traffic flows through the village. The GCP therefore supports the aspirations of this policy.

The GCP is also, as part of the Melbourn Greenway, looking at implementing a reduced speed limit on the A10 close to the level crossing, which would make it easier and more attractive to cross. The proposed Travel Hub access might also provide a gateway feature, and visual cue regarding the change in character to the road, to further support a reduced speed limit here. The proposed improvements from the Greenway would be incorporated into the preferred Travel Hub option to ensure a coordinated strategy is provided. Therefore, the GCP supports the intention of Policy FOX/18 which aims to ensure any future development provides adequate pedestrian and cycle connections. The policy states proposals which seek to increase access points onto existing roads, or increase traffic generation, will need to demonstrate that they will not have a harmful effect on congestion and road safety, nor exacerbate on-street parking constraints within the village.

The GCP is of the view that whilst the Travel Hub proposals would create a new entrance onto existing roads, it would seek to reduce traffic travelling along the A10 into Cambridge and provide a dedicated car park to alleviate on-street parking in the village. Whilst the new junction will introduce a new conflict point, the GCP is liaising with the County Highway Safety team and appropriate mitigation measures will be made in accordance with their guidance. The Travel Hub proposals would also improve pedestrian and cycle connectivity across the A10 to access the railway station, which would facilitate pedestrian access into the village from the west. The GCP is therefore supportive of this policy.

Section 10 of the NP focuses on the Foxton Travel Hub which the GCP has worked closely with the Parish Council and local residents on in terms of engaging with them on proposals for the Travel Hub options and understanding their main concerns. The GCP will continue to work and engage with the Parish Council, local residents and other key stakeholders on the Travel Hub project.

However, the last sentence in paragraph 10.11 of the NP is considered to be a misleading statement. The Cambridge South station proposal is not a GCP project. It is a project that Network Rail will be bringing forward subject to receiving the appropriate funding and consents. Therefore, for clarity, the GCP requests that this paragraph be amended to make it clear that Cambridge South station is not a GCP project.

Whichever Travel Hub option is chosen as the preferred site, the GCP will facilitate improvements to pedestrian and cycling access and connectivity to the railway station and village to the benefit of the local community. Various options proposals for such improvements are being considered and will be worked up in consultation with the local community and relevant user groups.

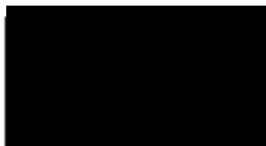
One of the main objectives of the Travel Hub proposal is to reduce congestion along the A10 corridor by providing an alternative travel option into Cambridge that links to other public transport services.

In terms of impact on residential amenity and the local environment, these will be appropriately considered in the site selection process. The GCP is already looking at ways to mitigate the potential impacts of the Travel Hubs on local residents and local environment as these are important factors for consideration. The GCP will also work with other project providers such as Network Rail, Local Planning Authorities, the Mayor of the Cambridgeshire and Peterborough Combined Authority and landowners to ensure the pipeline of programmed projects (Cambridge South station, Foxton Level Crossing bypass, East-West Rail etc..) do not undermine the character of the village.

The GCP is therefore supportive of the intention of the policy but feels the wording of policy FOX/19 (Foxton Travel Hub) should be revised to be more prescriptive of the types of benefits and location. This would help to manage expectations and avoid confusion as the Travel Hub site would not be able to bring forward improvements outside the site area.

Overall, the GCP welcomes and is supportive of the Foxton NP, and is committed to working with the Parish Council to progress the Travel Hub project in a way that benefits the local community and local environment.

Yours faithfully,



Sav Patel
Associate Director
Strutt & Parker

On behalf of the Greater Cambridge Partnership



68600

Comment

Respondent: Mr Jamie Trinidad
Date received: 08/02/2021 via Email

Summary:

Policy FOX/6 Protect and Enhance Key Views and Village Gateways

Requesting that the sensitive urban edge be extended to include boundaries behind Church View and barn to west of footpath. Consultation Statement records that the parish council had agreed to extend but no revision has been made on Figures 15 and 30B.

The boundary in question, abutting open fields, should be classified as part of the village's sensitive edge, as should the boundary that runs behind the houses along Station Road. As far as possible, the edge of the village abutting open fields should be protected.

Full text:

Thank you for the work undertaken by the PC in the preparation of the revised Neighbourhood Plan. I am grateful to the PC for taking on board the comments of residents.

The Consultation Statement refers at appendix 9 (p.56) to a discussion concerning the sensitive urban edge and the possibility of extending it 'to include boundaries behind Church View and barn to west of footpath'.

The document records the PC having '[d]iscussed and agreed to extend', and refers to figs 15 and 30B of the revised plan.

However, figs 15 and 30B show that the boundary behind the grade 2 listed barn to the west of the footpath is not classified as sensitive edge. This may be an oversight, but either way I would urge the PC to revisit this issue.

It seems to me that the boundary in question, abutting open fields, should be classified as part of the village's sensitive edge, as should the boundary that runs behind the houses along Station Road. As far as possible, the edge of the village abutting open fields should be protected

If however the PC has considered this issue and decided that there is a rational basis for not continuing the sensitive edge along the boundary west of Church View, I would be grateful if the PC's reasoning could be explained in the revised plan.

Many thanks for considering this submission, and for your continuing efforts on behalf of our community.

Change suggested by respondent:

-

Attachments: None

68601

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Mapping issues

SCDC had previously suggested need to consider larger scale maps to cover whole of parish to provide a comprehensive Policies Map – maybe at A3 scale so easy to read. Figures 30A and 30B remain at a small scale that make it difficult to define the precise boundaries of designations.

Alternatively, suggested consideration of approach used in Local Plan Policies Map where individual villages can be covered by several A4 maps at legible and easy to read scales.

Figures 11i-11v could benefit from each being A4 size with crisp boundaries. Keys all have become somewhat blurry. Also Ordnance Survey mapping copyright is indistinct on all maps.

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68602

Comment

Respondent: South Cambridgeshire District Council

Date received: 16/02/2021 via Email

Summary:

Policy FOX2

Supportive of policy but concerns on implementation and clarity. Not clear how information required should be provided by applicant.

Does it comply with WMS 25/3/15?

Need to define zero carbon emissions. What evidence would need to be submitted for compliance with policy?

Bullet 3 - Replace fabric efficiency with energy efficiency

Bullet 4 - BREEAM excellent hard to achieve with small developments - use only for large?

Bullet 6 - Add anything locally specific to Local Plan Policy NH/15?

Bullet 7 - Suggest amend wording for clarity

Evidence to support policy? Will impact future viability of developments.

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68603

Comment

Respondent: South Cambridgeshire District Council

Date received: 16/02/2021 via Email

Summary:

Policy FOX/4

First paragraph repeat of Local Plan Policy NH/14

Non-designated assets shown on Policies Map as letters - not showing boundaries of asset - suggest changing for clarity.

Could include description of each non-designated asset in Plan?

Figure 13 - What are the features shown on map as red asterisks?

Need to define what is meant by 'harm' in policy.

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68604

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Policy FOX/5

The policy implies that it will be all scales of development that would need to be considered under this policy - is this the intention?

In the first bullet point mention is made of the terms 'hard edge' and 'blend'- these terms should be defined.

Does the second bullet point about Green Belt sensitive edges add any locally specific detail? There is a Local Plan policy that considers such land - Policy NH/8. (BC test)

Final section about development in the open countryside – what development would be expected here? There are Local Plan policies that cover this issue. E.g.

Policy S/7 and Policy NH/3. (BC test)

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68605

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Policy FOX/7

Many different terms used in Plan for green open space. Plan would benefit from tighter descriptions of open space to be protected.

Factual inaccuracy in paragraph 5.38

Policy does not need to repeat protection given in Local Plan Policies NH/11 and NH/12.

Define 'built up area of the village'. Are all new sites designated shown on the Map?

Conservation Appraisal - not Assessment.

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68606

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Policy FOX/8

This is somewhat repeating the biodiversity policies in the Local Plan

Supporting paragraph 5.5 states that there are no biodiversity designated sites within the Parish boundary; however, the River Rhee/Cam which forms the northern boundary of the Parish is designated as a County Wildlife Site. This should be included within the paragraph.

In the policy references to 'net gain in biodiversity' should be changed to 'measurable net gain in biodiversity' as per paragraph 174 (b) and 175 (d) of the National Planning Policy Framework 2018. The difference between 'net gain' and 'measurable net gain' is considerable.

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68607

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Policy FOX/9

Does this comply with WMS 25/3/15? Neighbourhood plans can not set out any additional local technical standards or requirements.

Viability of policy? Does it apply to all buildings?

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68608

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Policy FOX/10

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

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68609

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Policy FOX/11

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

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68610

Comment

Respondent: South Cambridgeshire District Council

Date received: 16/02/2021 via Email

Summary:

Policy FOX/12

In the first sentence of the policy the term 'significant harm' is used. This term should be defined for clarity.

The policy asks for evidence, but it is unclear what actual evidence would be required to support this policy.

Policy SC/3 in the Local Plan protects community facilities. The neighbourhood plan policy does include facilities specific to Foxton but repeats only part of the local plan policy criteria – It could be interpreted as a weaker policy. It would be preferable to highlight the specific facilities in Foxton and cross refer to Policy SC/3.

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68611

Comment

Respondent: South Cambridgeshire District Council

Date received: 16/02/2021 via Email

Summary:

Policy FOX/14

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

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68612

Comment

Respondent: South Cambridgeshire District Council

Date received: 16/02/2021 via Email

Summary:

Policy FOX/16

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

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68613

Comment

Respondent: South Cambridgeshire District Council

Date received: 16/02/2021 via Email

Summary:

Policy FOX/18

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

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68614

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Policy FOX/20

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

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

68615

Comment

Respondent: South Cambridgeshire District Council**Date received:** 16/02/2021 via Email**Summary:**

Designated heritage assets should be taken from the National Heritage List for England.

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

Full text:

-

Change suggested by respondent:

-

Attachments: South Cambridgeshire District Council - Response to Foxton Neighbourhood Plan consultation - <https://scambs.oc2.uk/a/sd94g>

**SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL
RECORD OF CHIEF OFFICER/HEAD OF SERVICE DECISION**

This form should be used to record key and other decisions made by Chief Officers and Heads of Service. The contact officer will ensure that the signed and completed form is given to Democratic Services as soon as reasonably practicable after the decision has been taken.

A key decision shall not be taken unless notice of the item has been published at least 28 days before the decision is to be taken except where:

- a General Exception notice has been published under Rule 15 of the Access to Information Procedure Rules and the Chairman of Scrutiny and Overview Committee has been informed in writing; or
- where a Special Urgency notice has been published under Rule 16 of those Rules and the Chairman of Scrutiny and Overview Committee has agreed the decision is urgent.

Unless permission has been obtained from the Chairman of Council and the Chairman of the Scrutiny and Overview Committee that a key decision may be treated as a matter of urgency under Rule 12.19 of the Scrutiny and Overview Committee Procedure Rules, any key decision will come into force, and may then be implemented, on the expiry of five working days after the publication of the decision, unless called in under Rule 7 of the Budget and Policy Framework Procedure Rules or Rule 12 of the Scrutiny and Overview Committee Procedure Rules. Where consent has been obtained to exempt the decision from call-in, this will be specified below. Only key decisions of an officer are subject to call-in.

Decision Taker	Joint Director of Planning and Economic Development
Subject Matter	Foxton Neighbourhood Plan - response to consultation on the submission plan
Ward(s) Affected	Foxton
Date Taken	04 February 2021
Contact Officer	Alison Talkington Senior Planning Policy Officer Contact: Alison.Talkington@greatercambridgeplanning.org / 01954 713182 /mobile 07514 926521
Date Published	09 February 2021
Call-In Expiry/Exempt from call-in	16 Feb 2021
Key Decision?	No
In Forward Plan?	No – delegated decision for Lead Cabinet Member for Planning
Urgent?	Decision must be made by 23 February 2021

Purpose / Background

Purpose

1. The purpose of this report is to agree the Council's response to the public consultation on the submission version of the Foxton Neighbourhood Plan. The consultation runs for 6 weeks from 12 January until 23 February 2021.

Background

2. The Foxton Neighbourhood Area was designated on 17 November 2015.
3. Officers provided informal comments on earlier drafts of the Neighbourhood Plan ahead of the formal pre-submission consultation process and recognise the hard work that those on the steering group of the neighbourhood plan have put into preparing the Plan. This group has strived to ensure that the whole village had an opportunity to have an input into the final Plan.
4. A Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) screening was undertaken on a draft version of the Neighbourhood Plan, and a screening determination was published in June 2019.
5. Pre-submission public consultation on the draft Neighbourhood Plan was undertaken by the Parish Council from 15 May to 26 June 2019. Officers provided a formal response to the consultation, providing constructive comments about the Neighbourhood Plan to assist the neighbourhood plan group with finalising the Neighbourhood Plan. Officers have met with the steering group to discuss how these comments and the current submitted Plan has taken most of them into account. The parish has taken their plan forward in a positive way.
6. On 10 February 2020, Foxton Parish Council submitted their Neighbourhood Plan to SCDC. Officers have confirmed, as set out in the Legal Compliance Check for the Neighbourhood Plan that the submitted version of the Neighbourhood Plan and its accompanying supporting documents comply with all the relevant statutory requirements at this stage of plan making. Public consultation on the submitted Neighbourhood Plan was begun on 10 March 2020. However, this consultation had to be suspended due to the onset of the Covid-19 pandemic and the restrictions this imposed on how we could meet the national regulatory requirements regarding neighbourhood plan consultations.
7. As the impact of the Covid-19 pandemic continued into the autumn we had to consider how we could adapt our public consultations on neighbourhood plans to ensure everyone's safety whilst still complying with current national regulations. To ensure this we decided that anyone wishing to inspect a hard copy of neighbourhood plan documents out for consultation would be able to request a copy by contacting the Planning Policy Team. Our Statement of Community Involvement has been updated to reflect this change in how we make documents available to the public for inspection. We therefore were able to resume the consultation on the Foxton Neighbourhood Plan from 12 January until 23 February 2021.
8. Officers, in conjunction with Foxton Parish Council, have appointed an independent examiner to consider this Neighbourhood Plan. All comments submitted during the public consultation on the submission version of the Neighbourhood Plan will be provided to the examiner for their consideration.

Considerations

9. The Foxton Neighbourhood Plan has been prepared by Foxton Parish Council to provide planning policies for development in the area, with the aim of providing greater clarity when determining planning applications in the area. The Neighbourhood Plan includes 20 planning policies that cover a range of issues including:
- (i) Maintaining and enhancing the rural character, heritage assets and local distinctiveness.
 - (ii) Improving the built-up environment of Foxton where opportunities arise.
 - (iii) Protecting and enhancing the special landscape character and green spaces including biodiversity assets.
 - (iv) Supporting modest growth where this growth contributes towards meeting local housing needs.
 - (v) Retaining existing community infrastructure and securing improved provision of facilities.
 - (vi) Protecting and increasing formal and informal recreation open space.
 - (vii) Improving the non-motorised path network for recreational usage.
 - (viii) Providing appropriate high-value local employment.
 - (ix) Encouraging walking, cycling and use of public transport rather than use of cars.
 - (x) Maximising benefit to village if a travel hub is created and/ or closure of the level crossing.
 - (xi) Reducing impact of traffic in village and improving safety.
 - (xii) Ensuring the area adjacent to the station is redeveloped in a coherent way.
10. To successfully proceed through its examination to a referendum, a Neighbourhood Plan must meet a number of tests known as the 'Basic Conditions'. These tests are different to the tests of soundness that a Local Plan must meet. The Basic Conditions are set out in national planning guidance and are summarised as follows:
- (a) having regard to national policies and advice contained in guidance issued by the Secretary of State it is appropriate to make the Neighbourhood Plan.
 - (b) the making of the Neighbourhood Plan contributes to the achievement of sustainable development.
 - (c) the Neighbourhood Plan is in general conformity with the strategic policies contained in the development plan for the area.
 - (d) the making of the Neighbourhood Plan does not breach, and is otherwise compatible with, EU obligations; and
 - (e) prescribed conditions are met in relation to the Neighbourhood Plan, including that the making of the neighbourhood plan is not likely to have a significant effect on a European wildlife site or a European offshore marine site either alone or in combination with other plans or projects.
 - (f) the making of the neighbourhood development plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.

Our Neighbourhood Planning Toolkit includes Guidance Note 11 (What are the Basic Conditions and How to Meet Them), which sets out further details on each of the Basic Conditions. When a Neighbourhood Plan is submitted to the local planning authority it must be accompanied by a Basic Conditions Statement that sets out how the Parish Council considers that their Neighbourhood Plan meets the Basic Conditions.

11. When considering a Neighbourhood Plan, the examiner will assess whether or not the Neighbourhood Plan meets the Basic Conditions. When an examiner recommends that the Neighbourhood Plan should proceed to referendum (if it meets the Basic Conditions, with or without modifications), the examiner's report must also set out whether the referendum area should be extended beyond the neighbourhood area. Comments made during the current consultation on the submission version of the Neighbourhood Plan, which will be provided to the examiner for their consideration, should therefore address whether the submitted Neighbourhood Plan meets the Basic Conditions and can also address whether the referendum area should be extended beyond the neighbourhood area.
12. SCDC is fully supportive of Parish Councils bringing forward Neighbourhood Plans for their areas, including Foxton Parish Council's decision to prepare a Neighbourhood Plan, and officers have been supporting the Parish Council in the plan's preparation. The Council's proposed response to this public consultation on the submission version of the Neighbourhood Plan is set out in Appendix 1.
13. SCDC is supportive of the aims of the Foxton Plan and our comments are intended to help the Plan to be successful at examination as well as delivering policies that are clear in their meaning and are unambiguous in their interpretation. SCDC recognise the achievement of Foxton PC in reaching this stage of submitting their Plan to us for examination.
14. If the examiner is minded to recommend that the Neighbourhood Plan should proceed to referendum, the Council does not feel that the referendum area needs to be extended beyond the designated Neighbourhood Area as the planning policies included in the plan would not have a substantial, direct or demonstrable impact beyond the parish.

Declaration(s) of Interest

Record below any relevant interest declared by any executive Member consulted or by an officer present in relation to the decision.

None

Dispensation(s)

In respect of any conflict(s) of interest declared above, record below any dispensation(s) granted by the Council's Standards Committee.

None

Consultation

Record below all parties consulted in relation to the decision.

Ward Councillor

Other Options Considered and Reasons for Rejection

The option of not sending a response from SCDC was rejected as this Council has a duty to provide advice and assistance to groups preparing neighbourhood plans.

Final decision

To agree the response from SCDC set out at Appendix 1

Reason(s)

The response is intended to provide the independent examiner with SCDC's comments on the Foxton Neighbourhood Plan.

Signed	Name (CAPITALS)	Signature	Date
Lead Cabinet Member (where required by the Constitution)	Cllr Tumi Hawkins	T. Hawkins	4 February 2021
Chief Officer/Head of Service	Stephen Kelly	SJ Kelly	4 February 2021

Further Information
<p>Appendix 1: SCDC response to the Foxton Submission Neighbourhood Plan</p> <p>APPENDIX 1 South Cambridgeshire District Council's response to the consultation on the submission Foxton Neighbourhood Plan</p> <ol style="list-style-type: none"> 1. South Cambridge District Council (SCDC) is taking the opportunity to provide the examiner of the Foxton Neighbourhood Plan with the local planning authority's comments on the submission version of the plan. 2. SCDC has worked closely with Foxton Parish Council (PC) as they have been preparing their plan. We appreciate the hard work that has gone into getting their neighbourhood plan this far along the process. There have been many meetings with the neighbourhood plan team to discuss the plan as it has evolved. SCDC has provided constructive comments to the team at these meetings followed up by detailed notes to assist them in their plan making. 3. SCDC is pleased that many of the comments that were made during the pre-submission consultation (Regulation 14) have resulted in changes to the Submission version of the Foxton Neighbourhood Plan. The comments contained in this Appendix are identified either as matters that relate directly to whether, in our opinion, the Plan meets the Basic Conditions or as matters that would help the use of the Plan in practice. Those comments relating to meeting the Basic Conditions test are identified as follows – (BC test) and the other comments as (Non-BC test) <p><i>Mapping – (BC Test)</i></p> <ol style="list-style-type: none"> 4. In earlier comments to the Foxton Plan we had asked the Parish Council to consider having larger scale maps to cover the whole of their parish to provide a comprehensive Policies Map – maybe at A3 scale so that it is easy to read. Figures 30A and 30B remain at a small scale that make it difficult to define the precise boundaries of designations. 5. Alternatively, we had suggested that the Parish Council could consider the approach used in our Local Plan Policies Map where individual villages can be covered by several A4 maps at legible and easy to read scales. 6. Figures 11i-11v could benefit from each being A4 size with crisp boundaries. The keys all have become somewhat blurry. Also, the Ordinance Survey mapping copyright is indistinct on all these maps. <p><i>Comments on the planning policies –</i> Chapter 5 Environment and local character: built and natural</p> <ol style="list-style-type: none"> 7. Policy FOX2 Sustainable Design and Construction <ul style="list-style-type: none"> • Supportive of the intentions of the policy – it is ambitious and does take things a step on from the current policies in the Local Plan. However, we have comments around the implementation of the policy and its clarity. (BC test)

- It is not clear how the information required should be provided within an application. The nature of the application itself could impact on how this can be demonstrated. We would suggest that the policy wording is amended to read as follows:
 - 'Where appropriate, developments proposals should include demonstrate how the following are achieved.' (BC test)
- We consider it doubtful whether, as written, the Policy is compliant with the Written Ministerial Statement dated 25 March 2015 and which remains in force. It states that neighbourhood plans should not set out any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings.
- The policy calls for new development to target 'zero carbon emissions'. We consider that "zero carbon emissions" needs to be defined, perhaps by adding the definition to the glossary. The policy needs to clearly state what evidence would need to be submitted to show compliance with the policy. (BC test)
- Bullet point 3 - Technically speaking this refers to 'fabric efficiency' measures rather than 'energy efficiency' measures so we suggest 'energy efficiency' be replaced by 'fabric efficiency'. (BC test)
- Bullet point 4 - BREEAM 'excellent' can be quite hard to achieve for small non-residential development (from a cost perspective rather than technical feasibility). Should this requirement relate to major non-residential (i.e. 1,000m2 and above) and then consider a more tailored approach for smaller scale non-residential development that doesn't require an army of consultants to deliver? (BC test)
- Bullet point 6 – This does not add specific local considerations to the existing Local Plan Policy NH/15. However we would suggest that if this element of the policy is to be retained, it is tightened as follows: *'Retrofit to reduce energy demand, and generation of renewable energy, are encouraged where appropriate and where such measures safeguard the character and appearance of designated and non-designated heritage assets.'* (BC test)
- Bullet point 7 - We suggest for clarity that this bullet point is amended to read as follows *"All proposals must demonstrate how they accord with the principles set out in the Greater Cambridge Sustainable Design and Construction SPD, which was adopted in January 2020"*. (BC test)
- It is unclear how much evidence there is to support this policy and what impact it would have on the future viability of developments within the village. Achieving zero carbon emissions will have cost implications. (BC test)

8. Policy FOX/4 Heritage Assets and their setting

- The first paragraph of this policy repeats the Local Plan Policy NH/14 about heritage assets which is one of our strategic policies. (BC test)
- The non-designated assets have been shown on the Policies Map which is to be welcomed but they are shown as a letter not showing the extent/boundaries of the asset. For clarity the boundaries of each asset should be shown not just a letter. (BC test)
- Whilst recognising that the non-designated heritage assets were included in the Foxton Conservation Area Appraisal the Plan would have benefited from having included a description of each asset and reasons for its inclusion as an appendix. (BC test)
- On Figure 13 it is unclear what status the built features shown on the map as red asterisks and identified from A-E are within the neighbourhood plan. (Non-BC test)
- Harm is detailed in the Policy, but there is no indication of what harm is or where this definition has been sourced from, this is then not reflected in the supporting text. If this is to refer to the NPPF level of harm, then it should be referred to. (BC test)

9. Policy FOX/5 Protect and Enhance Foxton's Landscape Character
 - The policy implies that it will be all scales of development that would need to be considered under this policy - is this the intention? (BC test)
 - In the first bullet point mention is made of the terms 'hard edge' and 'blend'- these terms should be defined. (BC test)
 - Does the second bullet point about Green Belt sensitive edges add any locally specific detail? There is a Local Plan policy that considers such land - Policy NH/8. (BC test)
 - Final section about development in the open countryside – what development would be expected here? There are Local Plan policies that cover this issue. E.g. Policy S/7 and Policy NH/3. (BC test)
10. Policy FOX/7 Protect and enhance green space
 - We previously had concerns about too many different terms being used to describe green open space as it can be confusing to use different terms that may mean different things to different people. The Plan would benefit from having a tighter description of open space that is to be protected through the plan. (BC test)
 - In the supporting text to the policy paragraph 5.38 the fourth sentence states that Policy NH/12 of the Local Plan also applies to development proposals that could adversely impact upon the character of undesignated local green space. This is factually incorrect. This policy is specifically for Local Green Space identified in the Local Plan. (BC test)
 - The policy does not need to repeat the protection given by Policy NH/12 and NH/11. (BC test)
 - The policy states that development should avoid detrimental impact upon local green spaces within the *built-up area of the village* - does this mean within the development framework? Also, this term appears to be allocating areas that are not identified on the map and within the other definitions in the policy. (BC test)
 - The Policy should refer to the Conservation Area "Appraisal" rather than Assessment. (BC test)
11. Policy FOX/8 Biodiversity and New Development
 - This is somewhat repeating the biodiversity policies in the Local Plan (BC test)
 - Supporting paragraph 5.5 states that there are no biodiversity designated sites within the Parish boundary; however, the River Rhee/Cam which forms the northern boundary of the Parish is designated as a County Wildlife Site. This should be included within the paragraph.
 - In the policy references to 'net gain in biodiversity' should be changed to 'measurable net gain in biodiversity' as per paragraph 174 (b) and 175 (d) of the National Planning Policy Framework 2018. The difference between 'net gain' and 'measurable net gain' is considerable. (BC test)

Chapter 6 - Housing

12. Policy FOX/9 Redevelopment of old school/chapel site on Station Road.
 - This policy states that the new dwellings are to be designed and built to the M4(2) standards. We understand that the Written Ministerial Statement 25 March 2015 is still in force and states that neighbourhood plans should not set out any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings.
 - An Examiner for a neighbourhood plan elsewhere has indicated "*My understanding is that Part M of the Building Regulations requires that all new dwellings to which Part M of the Building Regulations applies should be designed to a minimum of M4(1) 'visitable dwellings' and that local authorities can opt into, or 'switch on', requirements for M4(2) and M4(3) via Local Plan policy. However, it is clear from the WMS that neighbourhood plans cannot set this standard.*"

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

13. Policy FOX/10 Housing Mix

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

14. Policy FOX11 Rural Exception sites

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

Chapter 7 Community facilities

15. Policy FOX/12 Protecting Community Facilities

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

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

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

Chapter 8 Employment

17. Policy FOX16 New Employment Provision in Foxton

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

Chapter 9 Transport Employment

18. Policy FOX/18 New Development and Connectivity

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

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

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

20. Appendix 1 Designated heritage assets

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

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

68617

Object

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

Policy FOX/6

Client has land interest in two land parcels.

Parcel A - located to north and east of Barrington Road

Parcel B - located to south east of Cambridge Road.

Considers land suitable for development. Landscape Visual Appraisal carried out on parcels of land.

Objecting to views and gateways proposed in this policy

& shown in Figure 15 and how they impact the parcels of land. Insufficient evidence to justify policy approach put forward in Plan

Full text:

-

Change suggested by respondent:

-

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

68618

Support

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

Foxton sustainability - paragraphs 2.3 and 3.20

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

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

Full text:

-

Change suggested by respondent:

-

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

68619

Support

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

FOX/19

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

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

Full text:

-

Change suggested by respondent:

-

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

68620

Object

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

Growth of Foxton Paragraphs 6.1-6.17

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

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

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

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

Full text:

-

Change suggested by respondent:

-

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

68621

Object

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

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

Considers site has potential for 50-70 dwellings.

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

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

Full text:

-

Change suggested by respondent:

-

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

68622

Object

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

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

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

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

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

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

Full text:

-

Change suggested by respondent:

-

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

Foxton Neighbourhood Plan

Response Form



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

Part A – Your Details

Part B – Your Response

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

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

Data Protection

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

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

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

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

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

Please tick: Yes ☒ No ☐

Part A – Your Details

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

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

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

For office use only

Agent number:

Representor number:

Representation number:

Part B – Your Response

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

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

Reason for Support, Object or Comment:

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

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

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

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

Summary of Comments:

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

See attached letter.

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

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

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

P20-2706

16th February 2021

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

Dear Sir/Madam,

FOXTON NEIGHBOURHOOD PLAN CONSULTATION – REGULATION 16

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

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

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

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

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

Pegasus Group

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,



Robert Barber
Executive Director



Enc LVA Report and Appendices (inc Site Location Plan)

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

LANDSCAPE AND VISUAL APPRAISAL

ON BEHALF OF R2 DEVELOPMENTS



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

T 0121 308 9570 www.pegasusgroup.co.uk

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

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

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

CONTENTS

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

FIGURES

FIGURE 1: SITE LOCATION

FIGURE 2: TOPOGRAPHY

FIGURE 3: REGIONAL AND COUNTY LANDSCAPE CHARACTER

FIGURE 4: LOCAL LANDSCAPE CHARACTER

FIGURE 5: VIEWPOINT LOCATIONS AND PUBLIC RIGHTS OF WAY

FIGURE 6: VIEWPOINT PHOTOGRAPHS

FIGURE 7: LANDSCAPE AND VISUAL ANALYSIS

FIGURE 8: LANDSCAPE AND VISUAL STRATEGY

1. INTRODUCTION

Terms of reference

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

Parcel overview

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

2. APPROACH

Overview

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

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

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

Level of assessment

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

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

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

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

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

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

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

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

Collating baseline information

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

Consideration of effects

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

3. LANDSCAPE AND VISUAL BASELINE

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

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

Adopted local planning policy

- 3.7. The parcels are located within the administrative area of SCDC, which adopted the South Cambridgeshire Local Plan² in September 2018 to guide future development in the District until 2031.
- 3.8. The SCDC Adopted Policies Map shows that the parcels, and existing development to the north of the railway line, are excluded from the 'Development Framework' (Policy S/7). The adopted Local Plan notes that:
- 3.9. *"Outside development frameworks, only allocations within Neighbourhood Plans that have come into force and development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside or where supported by other policies in this plan will be permitted."*
- 3.10. The location of the parcels on the north-eastern edge of Foxton will be referred to later in this LVA.

Emerging local planning policy

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

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

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

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

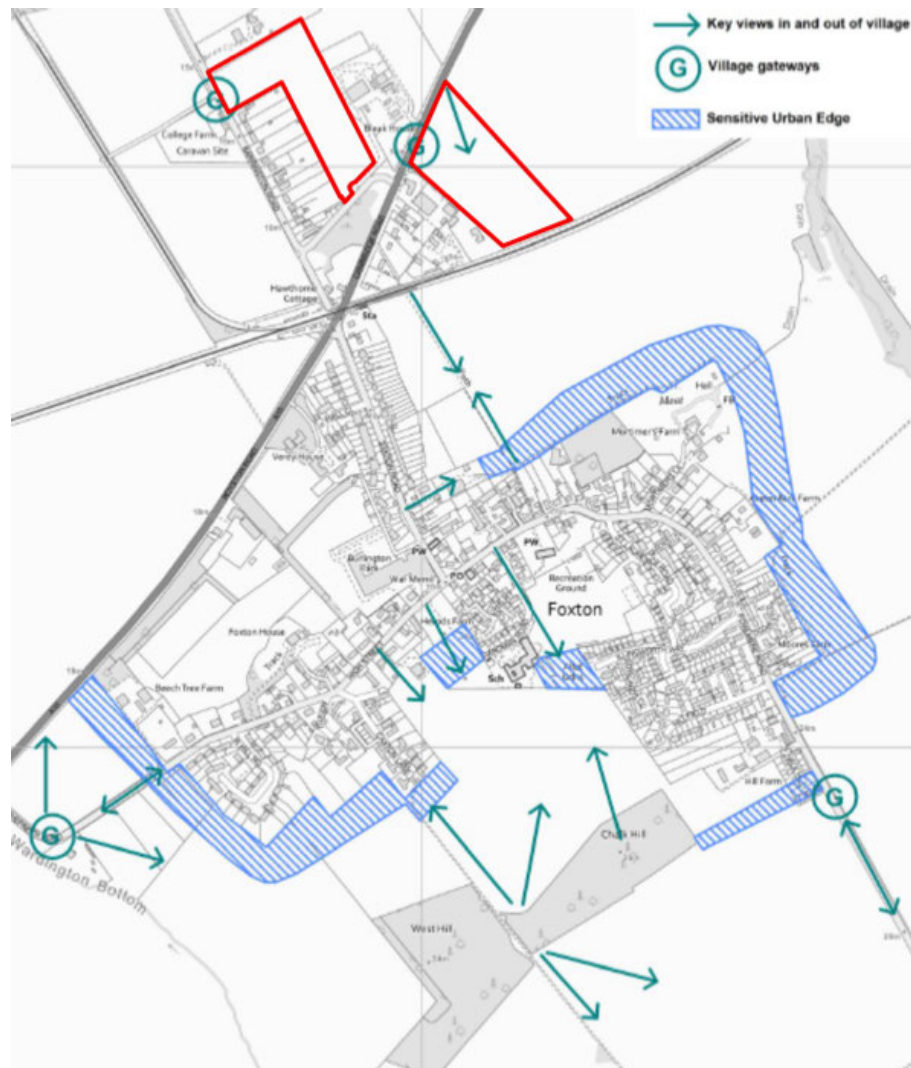
Table 1: Summary of Draft Foxton Neighbourhood Plan policies relevant to landscape and visual matters

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

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

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

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



- 3.17. These views and gateways will be expanded upon in the review of Foxton LCA below, which forms part of the evidence base for FNP, and later in this LVA.
- 3.18. The triangular area of land immediately to the south-west of Parcel B with existing commercial/residential built form is identified within FNP as 'A10/Cambridge Road Redevelopment Opportunity Site'. Policy FOX/20 states that:
- 3.19. *"Any redevelopment must be master planned to incorporate landscape and public realm improvements in order to provide an enhanced sense of place at this important village gateway site".*

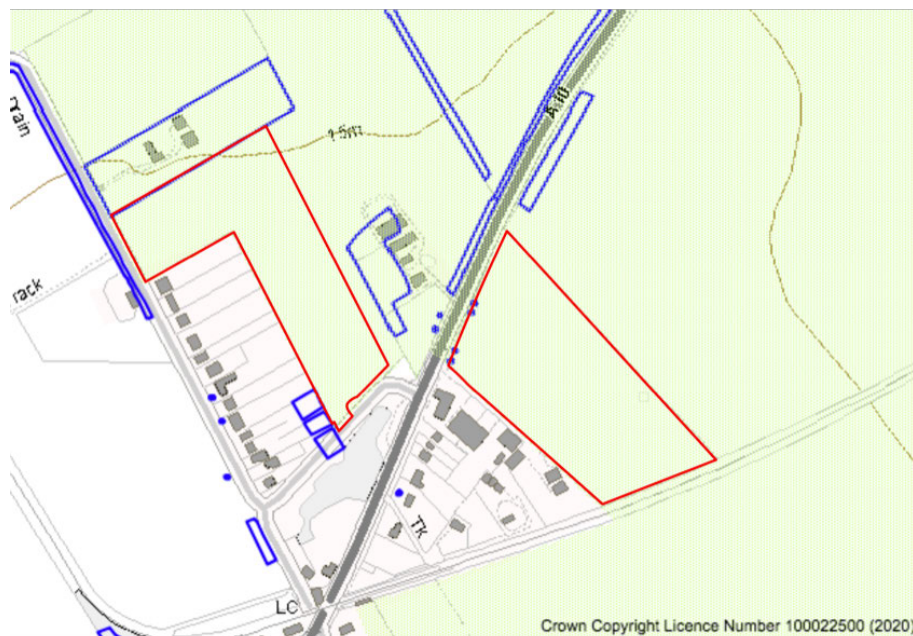
3.20. FNP is considered further in later sections of this LVA.

Designations

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

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

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



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

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

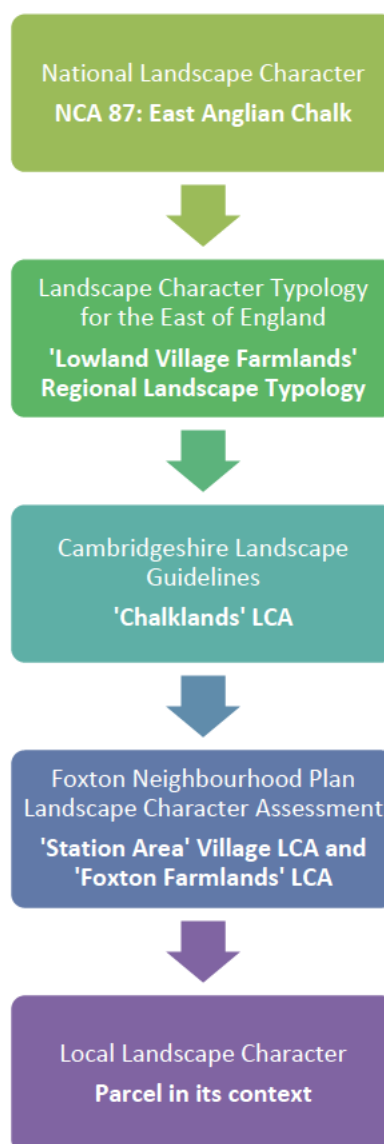
existing settlement built form). The closest listed building is the Grade II 'Milestone' located to the north-east (ca. 505m from Parcel A and ca. 370m from Parcel B).

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

Landscape character

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

Plate 3: Summary of landscape character hierarchy



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

National landscape character

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

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

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

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

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

Regional landscape character

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

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

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

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

County landscape character

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

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

Parish landscape character

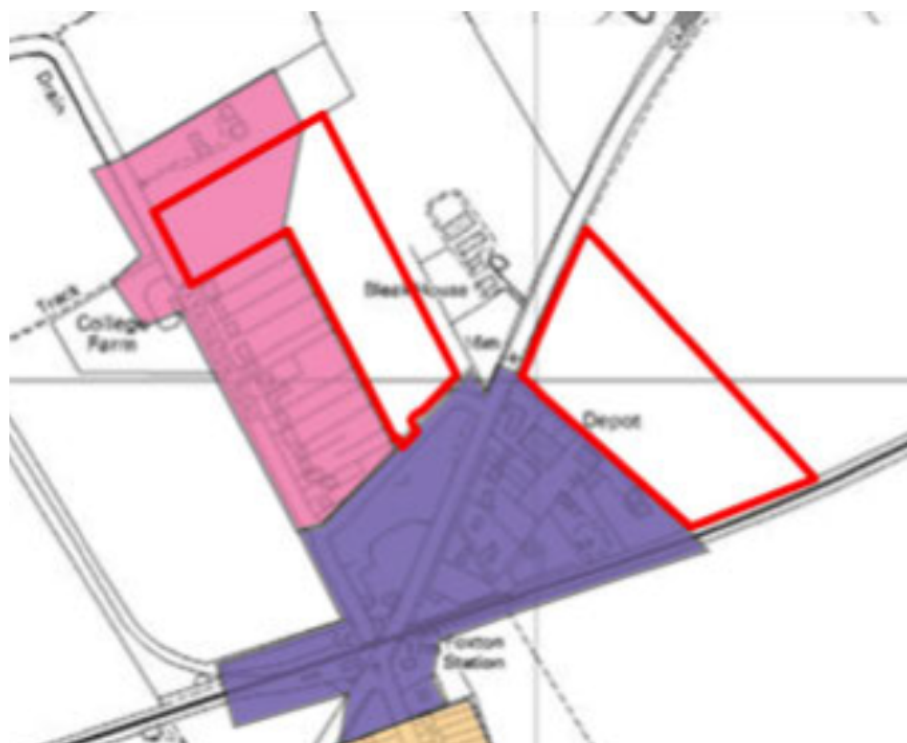
3.37. Landscape character is addressed at a more detailed level in the Foxton Landscape Character Assessment (December 2017)⁷. This study was prepared as part of the evidence base for FNP. The objectives were to identify/collect local landscape information and use this to determine constraints and opportunities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

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

⁶ Cambridgeshire County Council, Cambridgeshire Landscape Guidelines (1991)

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

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



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

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

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

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

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

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

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

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

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

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

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

Landscape character summary

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

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

Visual baseline

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

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

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

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

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

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

4. DRAFT FOXTON NEIGHBOURHOOD PLAN

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

Key views

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

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

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

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

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

Village gateways

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

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

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

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

5. LANDSCAPE AND VISUAL ANALYSIS

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

Overview

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

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

Landscape and visual constraints and opportunities

- 5.7. The following key constraints and opportunities have been identified during the landscape and visual analysis (including reference to field work and desk study of landscape character guidance).
- 5.8. The landscape and visual analysis is considered further in terms of defined constraints and opportunities within the parcels and study area; these are then used to inform the development of a design (refer to **Figure 7, Landscape and Visual Analysis**). Overall, by taking an approach that places landscape and landscape character at the heart of the design approach, this helps to deliver good design which responds to local character, landscape components and green infrastructure.
- 5.9. Constraints associated with the parcels are summarised as follows:
- The existing framework of vegetation along Parcel Boundaries that needs to be retained and enhanced wherever possible, noting the opportunity to incorporate this into development proposals creating a positive setting for potential development;
 - The TPOs adjacent to the north-western edge of Parcel B and adjacent to Parcel A;
 - Residential receptors in close proximity to the parcel with direct views, however noting that these are generally filtered somewhat by intervening vegetation; and
 - The relatively open eastern edges of the parcels, however noting that such views are generally limited to a section of the A10 (due to wider containment from rising landform and mature vegetation) and the ability to soften this edge with native landscape planting, as recommended in published guidance; and
 - Although not landscape specific, the location of the parcels within the edge of the Cambridge Green Belt and associated matters, however noting that this also presents an opportunity to improve the 'hard and only-partly-screened' Green Belt edge to create a softened interface with the rural landscape, as advocated in published guidance.

Opportunities for the parcels are considered to be:

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

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

6. LANDSCAPE AND VISUAL STRATEGY

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

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

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

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

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

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

7. GREEN BELT APPRAISAL

Overview

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

Green Belt policy for South Cambridgeshire

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

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

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

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

Strategic analysis

- 7.8. To establish whether a site is suitable for release from the Green Belt, it is necessary to understand the 'role and function' of the wider site in Green Belt terms where considered against landscape and visual issues. This is important as there is an inherent link between the perception of 'openness' and the physical components of a landscape, its character, and views to, from and within a landscape.
- 7.9. The following strategic analysis provides an appraisal of both parcels contribution towards Green Belt purposes in respect of landscape and visual matters. The analysis considers the potential impact of change on parcel in terms of introducing built form and the impact of removing the parcel from the Green Belt.
- 7.10. The NPPF sets out under paragraph 134⁹ the five functions of the Green Belt, as follows:
- To check the unrestricted sprawl of large built-up areas;
 - To prevent neighbouring towns merging into one another;
 - To assist in safeguarding the countryside from encroachment;
 - To preserve the setting and special character of historic towns; and
 - To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 7.11. Each of these aspects is considered in the following tables:

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

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

⁹ MHCLG, NPPF (February 2019)

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

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

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

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

Green Belt strategy

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

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

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

8. SUMMARY

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

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

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

FIGURES



KEY



Parcel boundaries

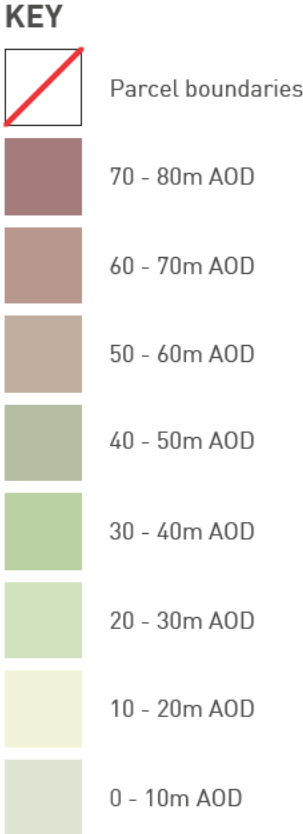
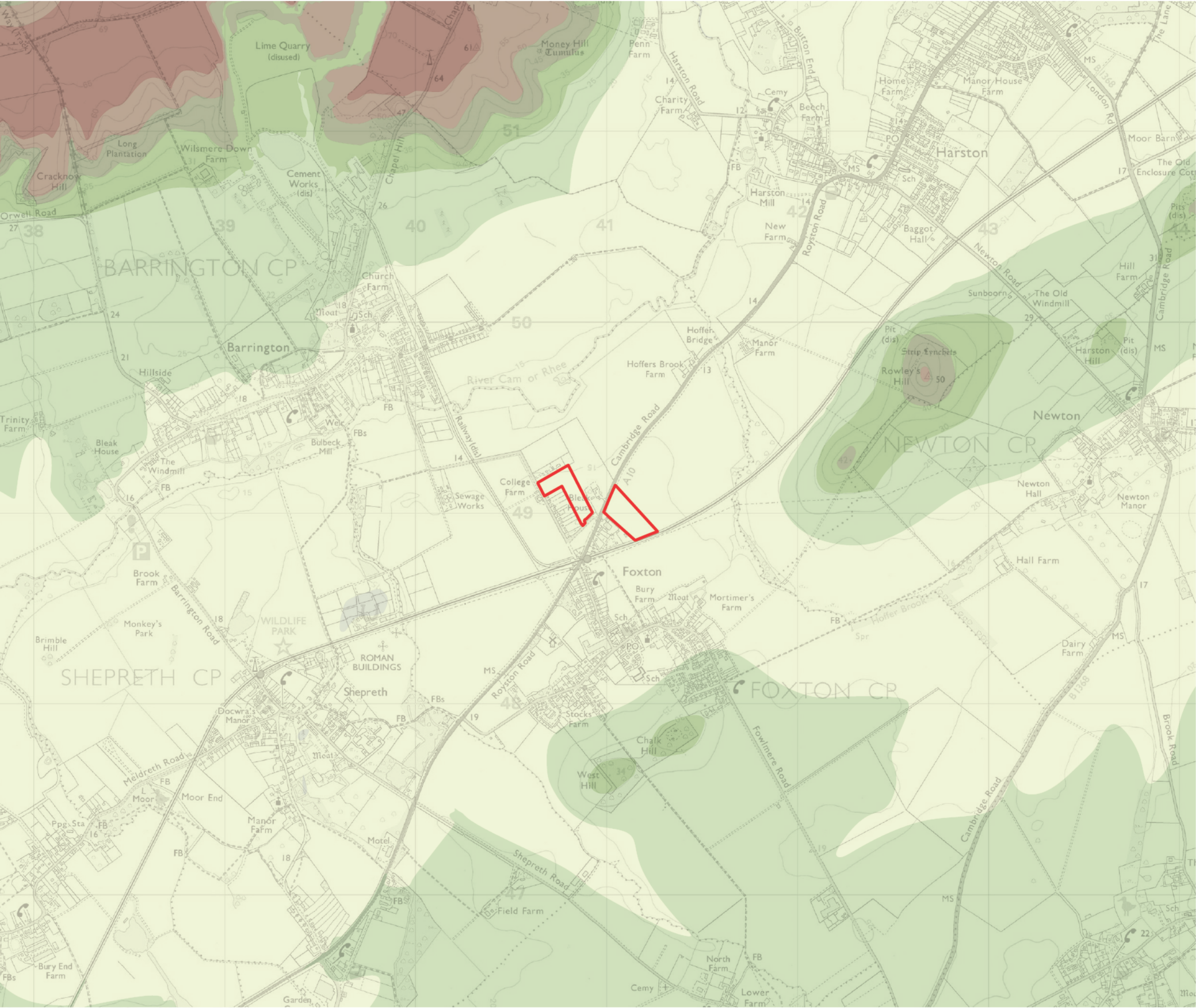
Land north and east of Barrington
Road and Land south-east of
Cambridge Road, Foxton

Client: R2 Developments

Fig. 1: Site Location

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



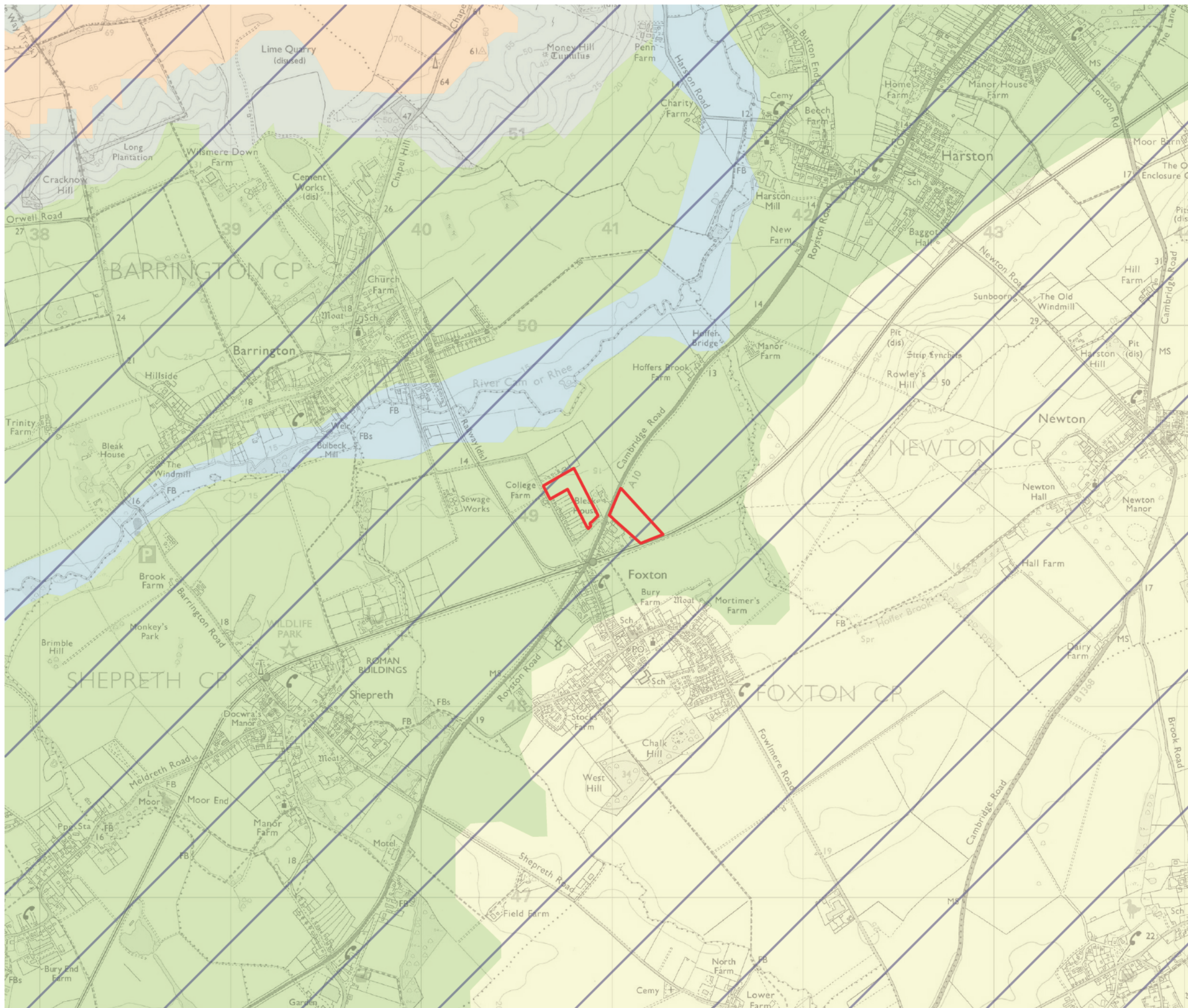


Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Client: R2 Developments

Fig. 2: Topography

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



KEY

 Parcel boundaries

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

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

Regional Landscape Typology

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

Cambridgeshire Landscape Guidelines (Cambridgeshire County Council, 1991)

Landscape Character Areas

-  Chalklands

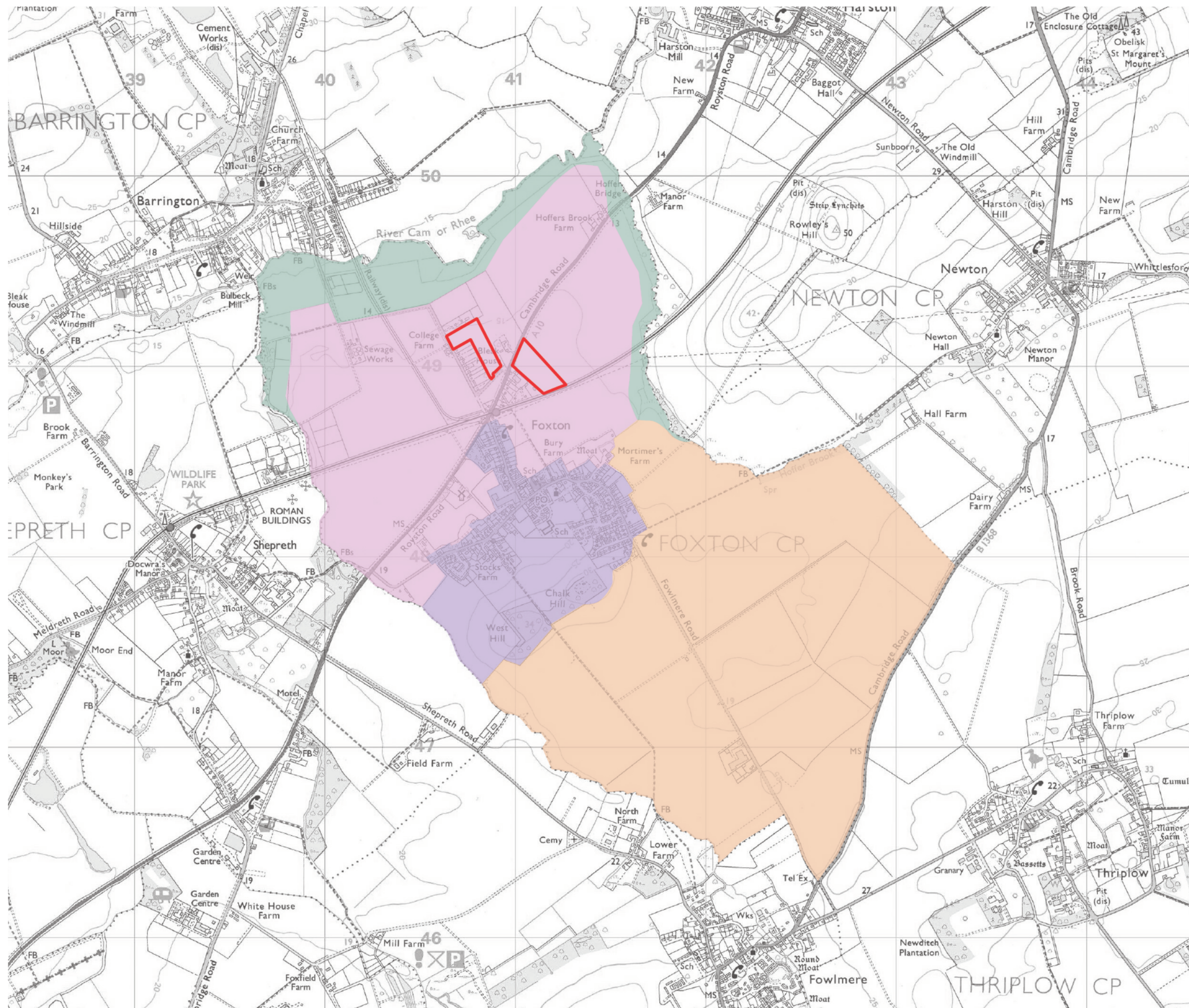
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Client: R2 Developments

Fig. 3: Regional and County Landscape Character

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








KEY


 Parcel boundaries

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

 Foxton Farmlands

 Rhee Valley and Tributaries

 Foxton Chalklands

 Foxton Village

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

Client: R2 Developments

Fig. 4: Local Landscape Character

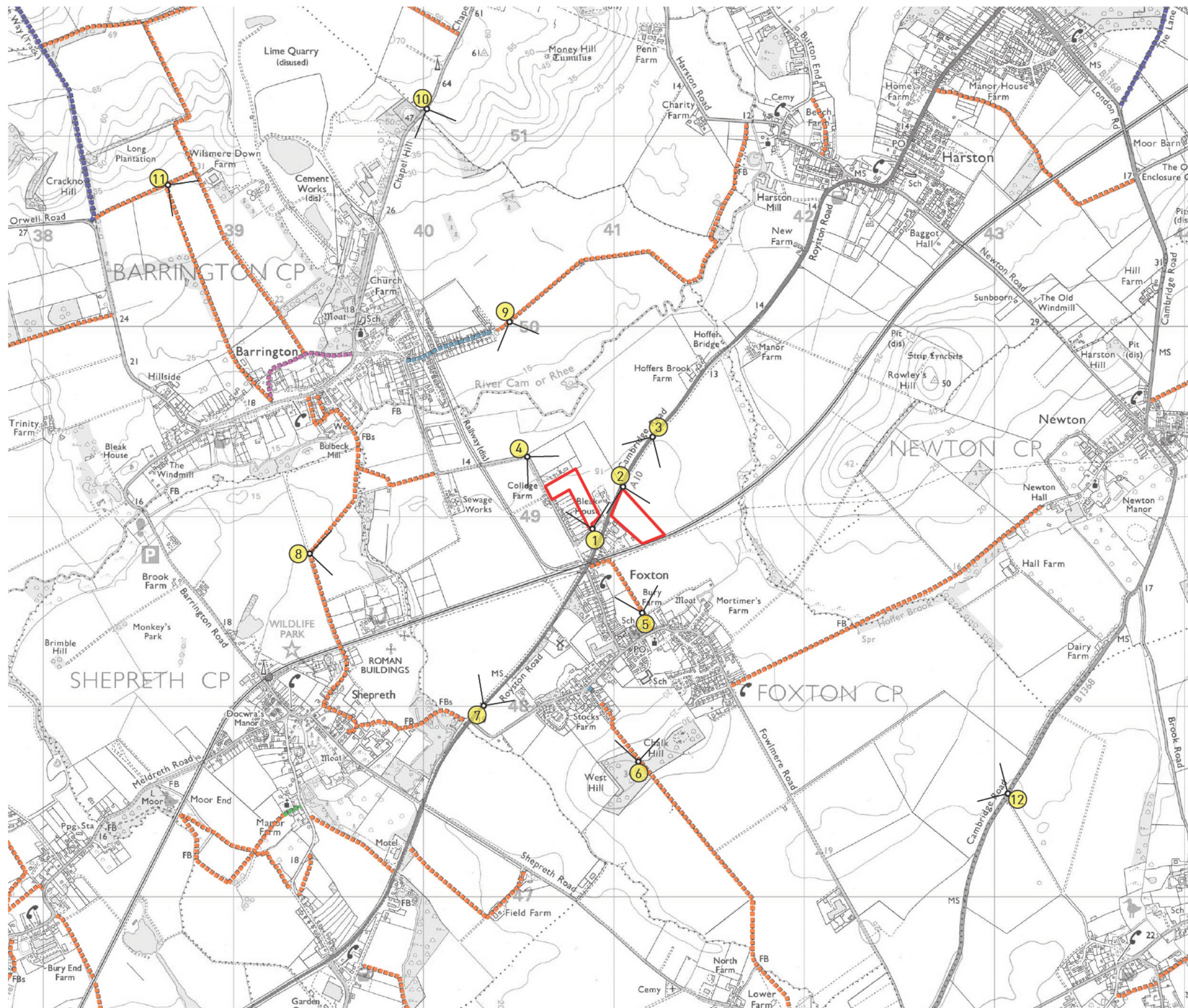
Drawing no. : P20-2706_08
Date : 23/12/2020
Drawn by : NF
Checked by : CLW
Scale : 1 : 20000 @ A3

Pegasus
Group








DESIGN ENVIRONMENT PLANNING ECONOMICS HERITAGE

Copyright Pegasus Planning Group Ltd. Crown copyright. All rights reserved. 2015 Emapsite Licence number 0100031673. Ordnance Survey Copyright Licence number 100042093. Promap Licence number 100020449. Pegasus accepts no liability for any use of this document other than for its original purpose, or by the original client, or following Pegasus' express agreement to such use. T 01285641717 www.pegasusgroup.co.uk

0 1km



KEY

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

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

Client: R2 Developments

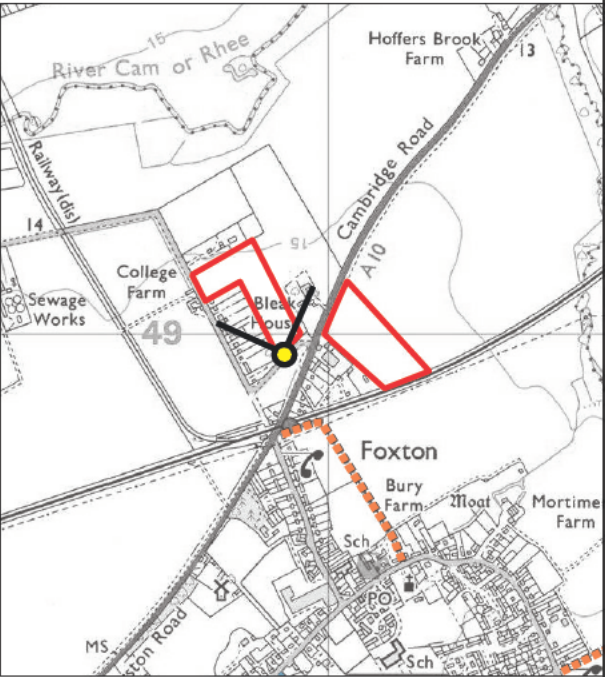
Fig. 5: Viewpoint Locations and Public Rights of Way

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





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



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

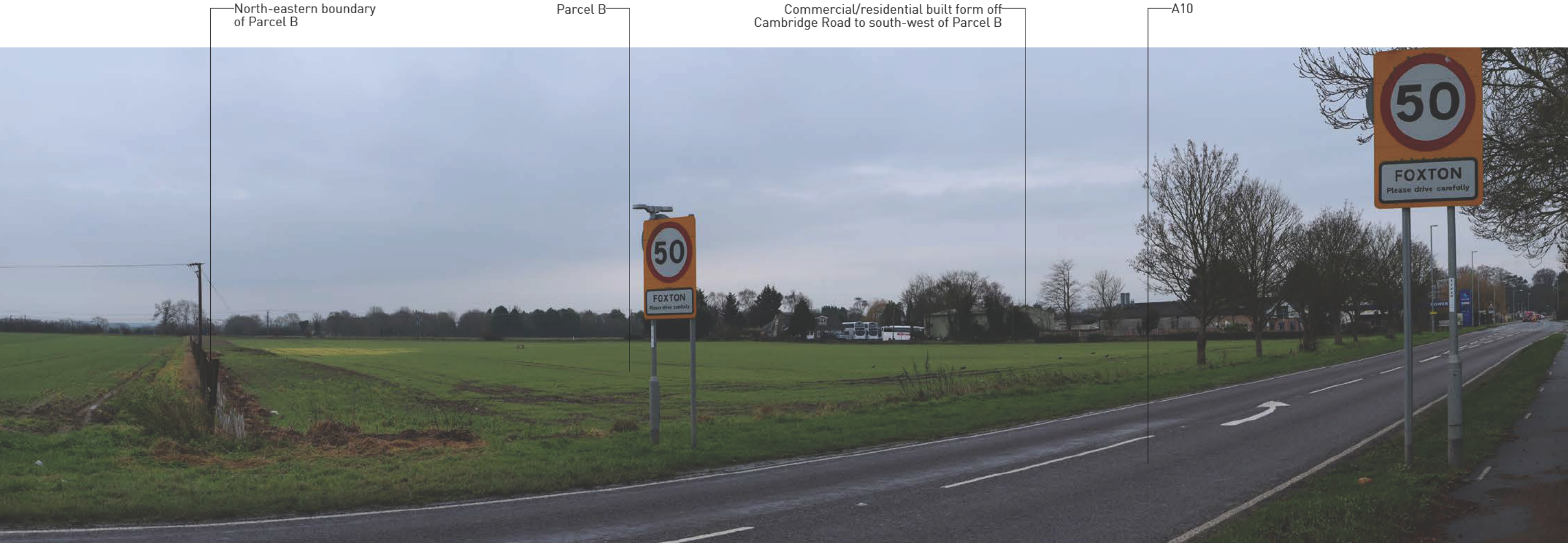
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

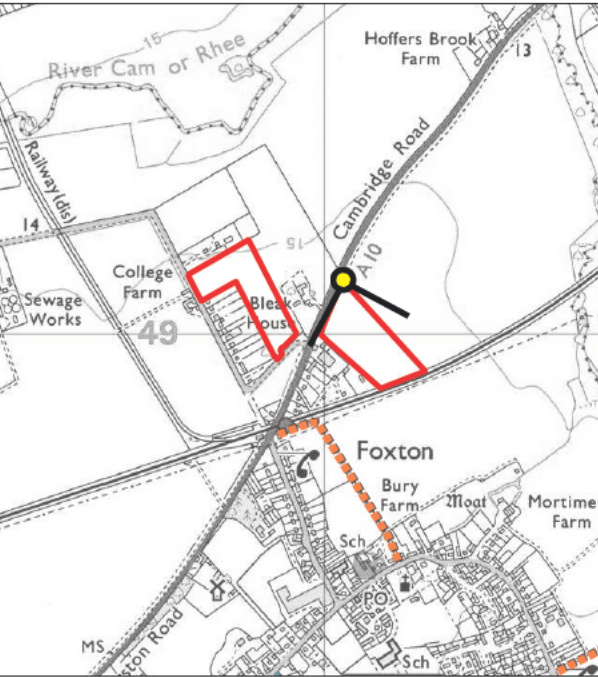
Drawing Ref: P20-2706_05
Client: R2 Developments

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





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



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

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

Fig. 6: Viewpoint Photographs

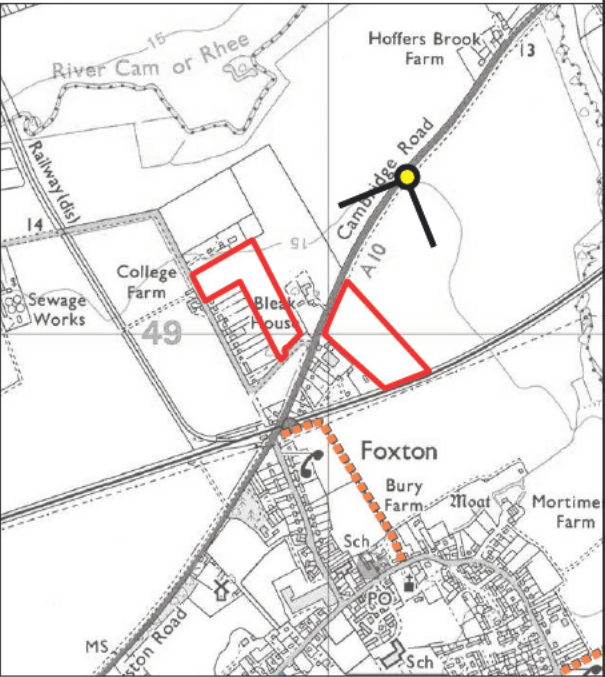
Drawing Ref: P20-2706_05
Client: R2 Developments

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





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



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

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

Fig. 6: Viewpoint Photographs

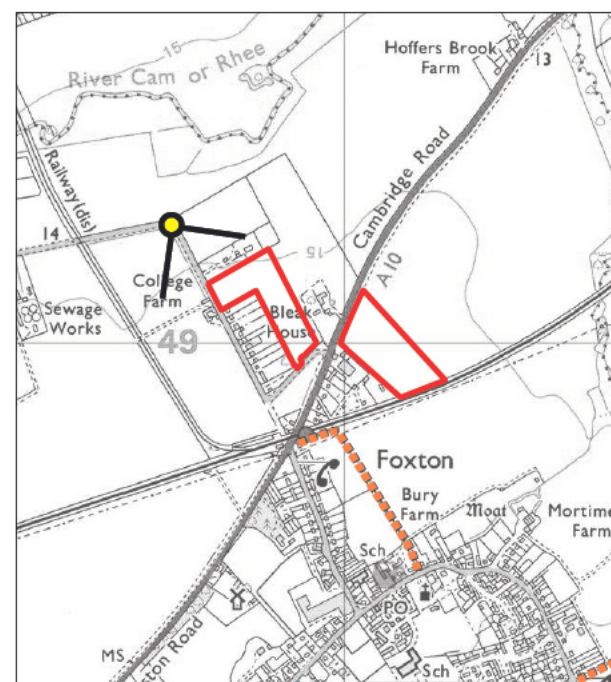
Drawing Ref: P20-2706_05
Client: R2 Developments

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





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



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

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

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05

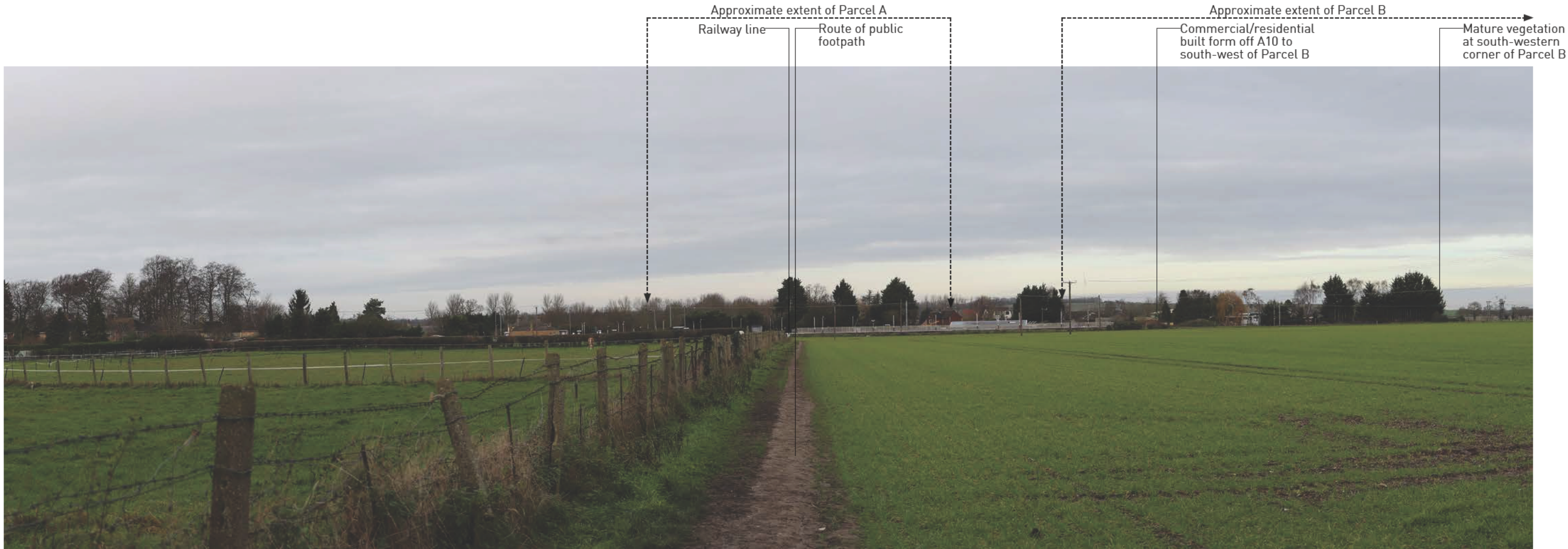
Client: R2 Developments

Date : 12/01/21

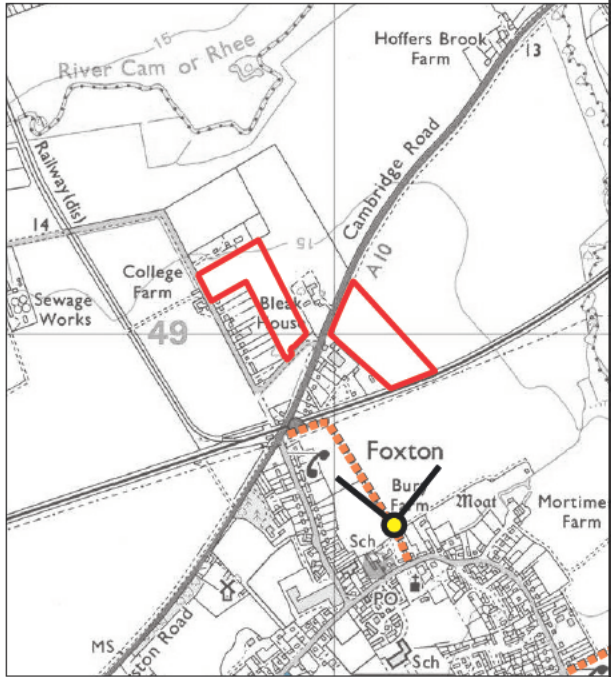
Drawn by : CLW

Checked by : JWA





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



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

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

Fig. 6: Viewpoint Photographs

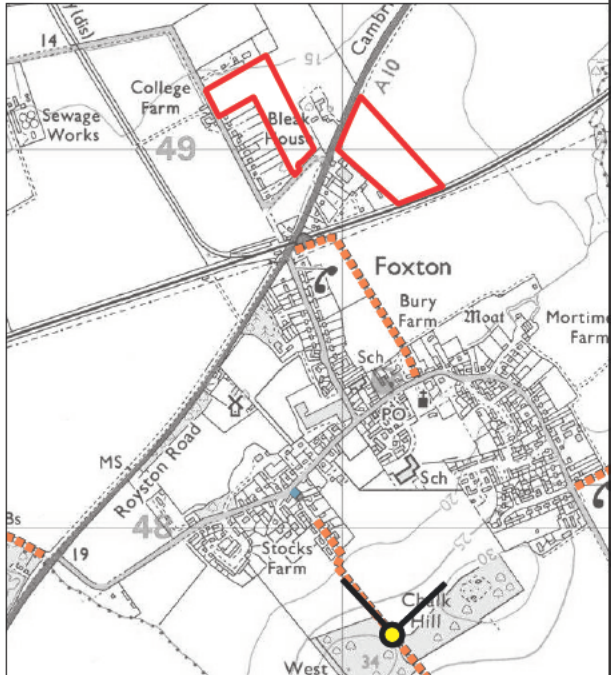
Drawing Ref: P20-2706_05
 Client: R2 Developments

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

Pegasus Group



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



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

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

Fig. 6: Viewpoint Photographs

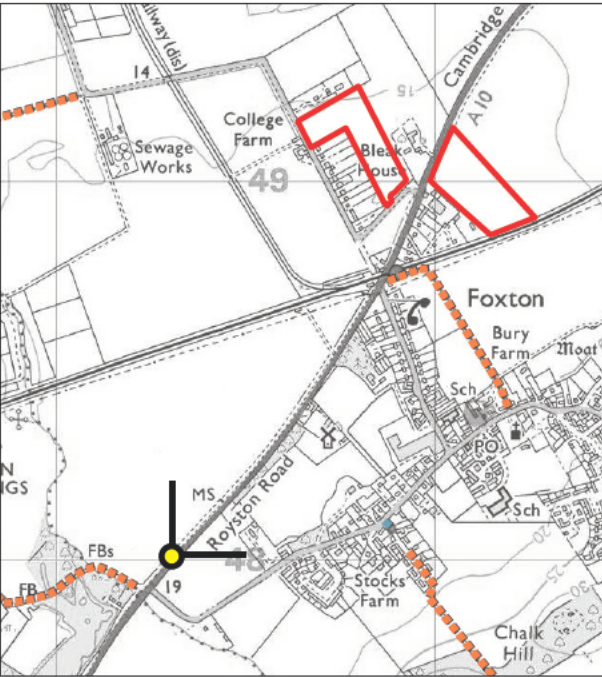
Drawing Ref: P20-2706_05
Client: R2 Developments

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





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



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

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

Fig. 6: Viewpoint Photographs

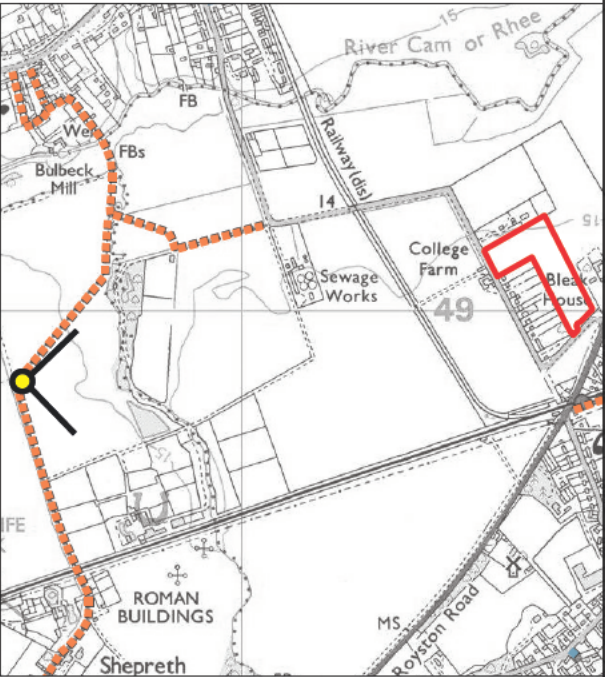
Drawing Ref: P20-2706_05
Client: R2 Developments

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





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



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

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

Fig. 6: Viewpoint Photographs

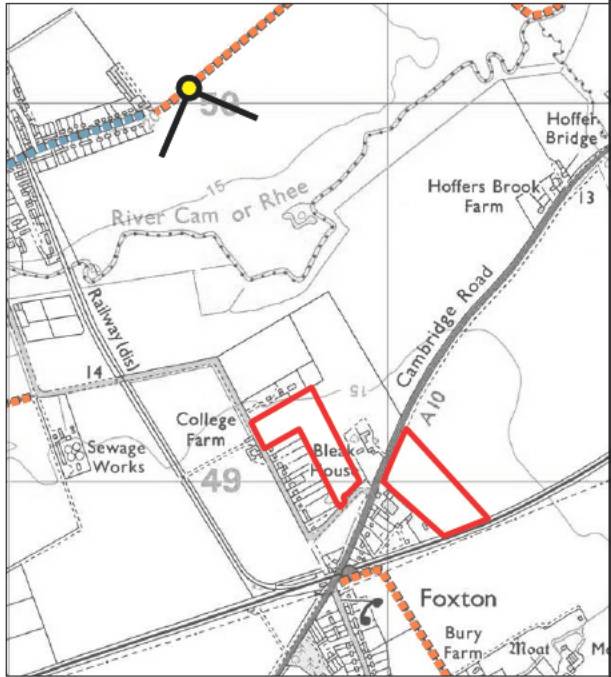
Drawing Ref: P20-2706_05
Client: R2 Developments

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





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



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

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

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

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





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



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

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

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

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



Approximate direction of Parcels A and B



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



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

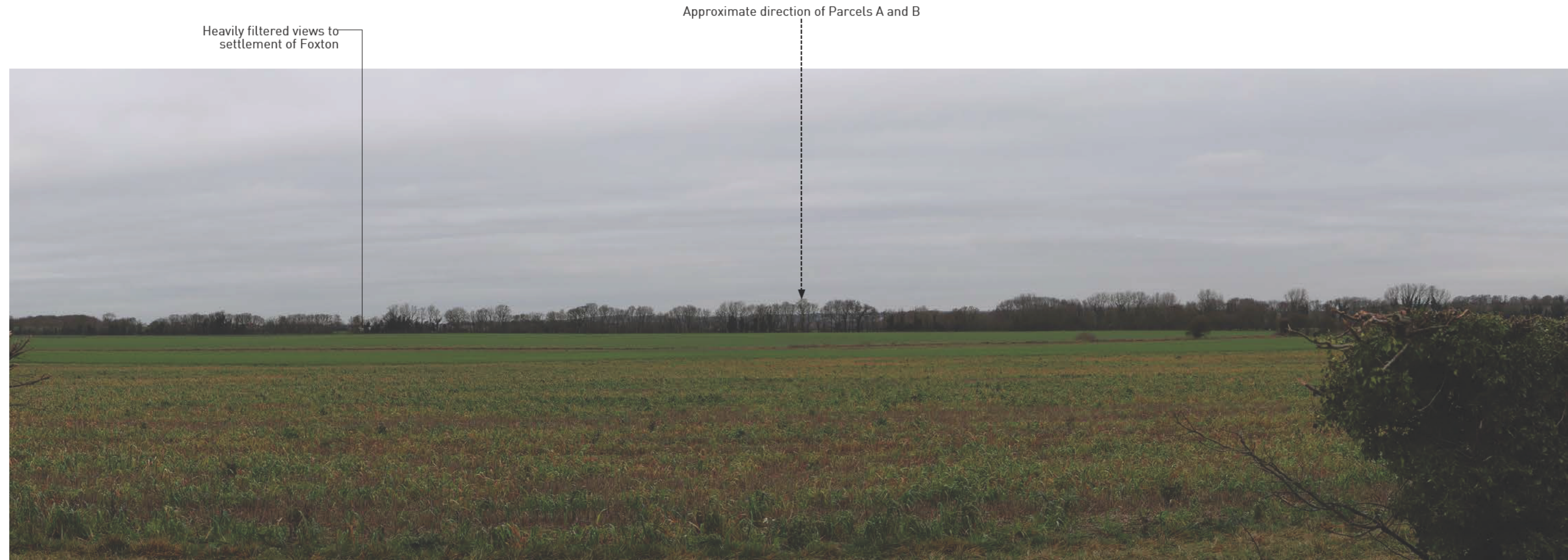
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

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





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



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

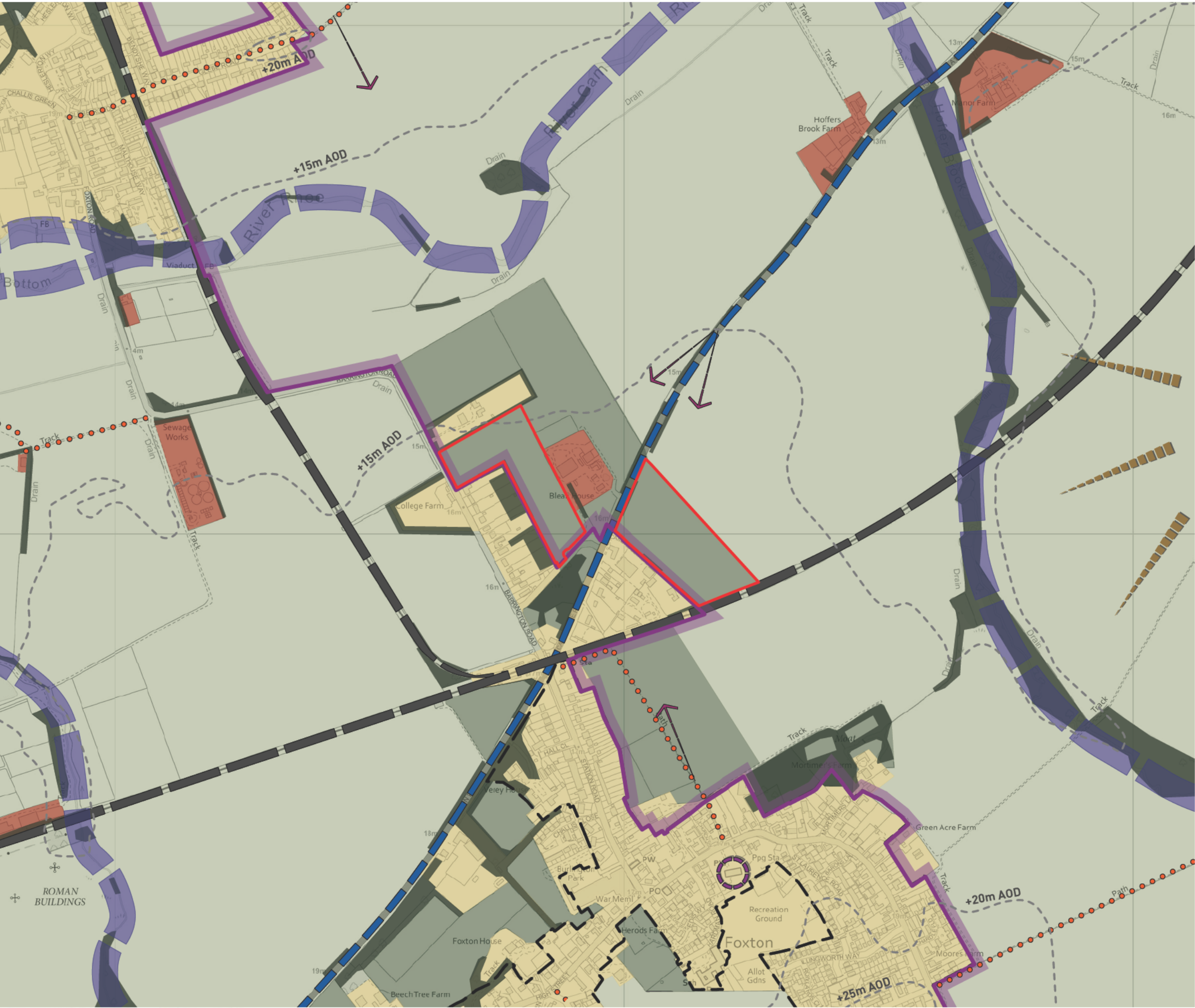
Land north and east of Barrington Road and Land south-east of Cambridge Road, Foxton

Fig. 6: Viewpoint Photographs

Drawing Ref: P20-2706_05
Client: R2 Developments

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





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

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

Client: R2 Developments

Fig. 7: Landscape and Visual Analysis

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



KEY

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

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

Client: R2 Developments

Fig. 8: Landscape and Visual Strategy

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

Pegasus
Group

68623

Comment

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

Summary:

Policy FOX/15

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

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

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

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

Fact that Foxton has no Bridleways or Byways needs addressing!

Equestrians must be included to meet local and national policies.

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

Full text:

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

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

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

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

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

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

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

Foxton NP

9. Transport

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

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

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

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

Policy intent

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

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

New Development and Connectivity

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

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

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

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

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

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

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

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

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

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

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

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

Equestrians are the most vulnerable road user group.

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

Equestrian accident statistics

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

43 humans died

315 horses died

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

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

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

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

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

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

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

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

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

Kind regards,

Lesley Golding

BHS Access & Bridleways Officer

The economic case

- Estimated £5,548 pa per horse to the economy
 - £4.7 billion economic value of the equestrian sector
 - 847,000 horses in Britain (25,500 horses in Cambs excluding the racing industry)
 - 1.8 million regular riders of 3 million total
 - Estimated 67% of riders are female (the proportion is likely much higher for hacking)
 - Lack of access to horses and riding facilities is a barrier for 22% of lapsed riders returning
- <https://www.beta-uk.org/pages/news-amp-events/news/national-equestrian-survey-2019-provides-optimistic-view-of-industry.php>

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

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

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

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

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

National and Local Policies supporting equestrian access provision:

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

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

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

- NPPF

Policy 58 Requiring Good design

Create safe and accessible environments.

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

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

NPPF Section 8 Promoting healthy communities

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

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

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

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

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

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

Statement of Action 5 'Filling in the gaps'

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

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

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

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

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

Change suggested by respondent:

-

Attachments: None

68624

Comment

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

Summary:

Chapter 9 Transport

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

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

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

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

Full text:

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

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

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

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

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

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

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

Foxton NP

9. Transport

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

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

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

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

Policy intent

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

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

New Development and Connectivity

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

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

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

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

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

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

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

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

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

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

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

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

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

Equestrians are the most vulnerable road user group.

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

Equestrian accident statistics

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

43 humans died

315 horses died

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

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

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

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

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

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

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

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

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

Kind regards,

Lesley Golding
BHS Access & Bridleways Officer

The economic case

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

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

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

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

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

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

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

National and Local Policies supporting equestrian access provision:

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

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

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

• NPPF

Policy 58 Requiring Good design

Create safe and accessible environments.

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

NPPF Section 8 Promoting healthy communities

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

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

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

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

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

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

Statement of Action 5 'Filling in the gaps'

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

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

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

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

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

Change suggested by respondent:

-

Attachments: None

68625

Comment

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

Summary:

Policy FOX/17

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

Full text:

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

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

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

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

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

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

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

Foxton NP

9. Transport

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

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

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

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

Policy intent

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

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

New Development and Connectivity

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

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

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

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

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

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

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

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

9.16 Local Plan policy T1/2 Planning for Sustainable Travel covers many of the local aspirations to ensure provision for sustainable transport in any future developments in Foxton but the wording is generic whereas Policy FOX/18 provides local context. Policy T1/8 Infrastructure and New Development in the Local

Plan covers the need to ensure that when new developments come forward, opportunities will be sought to improve the network of footpaths and cycle links and infrastructure through additional provision and/or upgrading existing pavements/paths. To achieve this, financial contributions may be sought via S106 agreements/Community Infrastructure Levy.

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

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

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

Equestrians are the most vulnerable road user group.

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

Equestrian accident statistics

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

43 humans died

315 horses died

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

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

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

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

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

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

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

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

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

Kind regards,

Lesley Golding

BHS Access & Bridleways Officer

The economic case

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

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

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

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

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

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

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

National and Local Policies supporting equestrian access provision:

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

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

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

• NPPF

Policy 58 Requiring Good design

Create safe and accessible environments.

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

NPPF Section 8 Promoting healthy communities

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

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

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

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

- The Cambridgeshire Rights of Way Improvement Plan published by the Cambridgeshire County Council in 2016 contains the following statements of action and guiding principles.
Guiding Principle 2 "Countryside Access provision should be safe for users and encourage healthy activities....'
Statement of Action 5 'Filling in the gaps'
Statement of Action 8 'A better countryside environment' and relates to guiding principle GP8 (page 22) "The countryside access experience in Cambridgeshire should be straightforward, enjoyable and inspiring."
[https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update___April_2016%20\(1\).pdf](https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Cambridgeshire_ROWIP_update___April_2016%20(1).pdf)
- Appendix 11 of The Cambridgeshire Green Infrastructure Network clearly states that walking, horse riding and cycling access is now required and should incorporate the linking of existing permissive access and rights of way network for walkers, cyclists AND horseriders.
<https://www.cambridge.gov.uk/media/2557/green-infrastructure-strategy.pdf>
- The British Horse Society's report Making Ways for Horses – off-road Equestrian Access in England – Equestrian Access Forum August 2012, highlights the importance of horse riding for health and well being. <http://www.rightsofway.org.uk/wp-content/uploads/DOWNLOAD-Making-Ways-For-Horses-HERE.pdf>

Change suggested by respondent:

-

Attachments: None

68626

Comment

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

Summary:

Policy FOX/18

Equestrians also have difficulty crossing A10 and whilst not ideal are forced to by fragmented Bridleway network to access other areas. Provision for safe crossing should also be provided for equestrians. Fragmentation of existing bridleway network is partly due to failure of previous planning and transport projects to include provision for equestrians. Equestrians need the same access and provision as cyclists.

Melbourn Greenway proposal mentioned in para 9.9 also includes equestrians. Multi use path along A10 includes access for equestrians.

Potential to update footpaths to bridleway - provide links to neighbourhood villages.

S106 agreement /CIL should be used for all non-motorised users including equestrians.

Equestrians must be included to meet requirements of local and national policies

Full text:

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

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

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

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

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

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

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

Foxton NP

9. Transport

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

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

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

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

Policy intent

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

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

New Development and Connectivity

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

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

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

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

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

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

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

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

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

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

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

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

Equestrians are the most vulnerable road user group.

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

Equestrian accident statistics

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

43 humans died

315 horses died

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

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

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

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

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

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

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

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

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

Kind regards,

Lesley Golding

BHS Access & Bridleways Officer

The economic case

- Estimated £5,548 pa per horse to the economy
 - £4.7 billion economic value of the equestrian sector
 - 847,000 horses in Britain (25,500 horses in Cambs excluding the racing industry)
 - 1.8 million regular riders of 3 million total
 - Estimated 67% of riders are female (the proportion is likely much higher for hacking)
 - Lack of access to horses and riding facilities is a barrier for 22% of lapsed riders returning
- <https://www.beta-uk.org/pages/news-amp-events/news/national-equestrian-survey-2019-provides-optimistic-view-of-industry.php>

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

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

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

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

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

National and Local Policies supporting equestrian access provision:

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

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

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

- NPPF

Policy 58 Requiring Good design

Create safe and accessible environments.

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

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

NPPF Section 8 Promoting healthy communities

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

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

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

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

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

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

Statement of Action 5 'Filling in the gaps'

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

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

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

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

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

Change suggested by respondent:

-

Attachments: None

68627

Comment

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

Summary:

Equestrians are most vulnerable road user group

Due to fragmented bridleway network equestrians no choice but to use roads. High accident statistics in East of England.

Access to only 22% of public rights of way. Horse riding mostly female - protected characteristic group in Equality Act. Many older women get exercise from horse riding - good for mental and physical health.

Other plans have upgraded footpaths to bridleways or created new ones.

Several local equestrians in Foxton plus livery yards. Contribute to local economy.

Full text:

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

Foxton NP

Improve the extent of the non-motorised path network

Background and Justification

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

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

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

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

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

Foxton NP**9. Transport**

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

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

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

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

Policy intent

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

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

New Development and Connectivity

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

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

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

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

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

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

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

neighbouring villages.

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

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

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

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

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

Equestrians are the most vulnerable road user group.

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

Equestrian accident statistics

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

43 humans died

315 horses died

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

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

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

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

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

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

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

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

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

Kind regards,

Lesley Golding

BHS Access & Bridleways Officer

The economic case

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

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

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

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

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

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

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

National and Local Policies supporting equestrian access provision:

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

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

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

- NPPF

Policy 58 Requiring Good design

Create safe and accessible environments.

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

NPPF Section 8 Promoting healthy communities

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

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

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

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

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

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

Statement of Action 5 'Filling in the gaps'

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

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

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

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

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

Change suggested by respondent:

-

Attachments: None

68628

Comment

Respondent: Ms Georgina Willis**Date received:** 19/02/2021 via Email**Summary:**

Before the Foxton neighbourhood plan deadline on 23rd February please add a reminder for local horse riders. It would be great to see more bridleway access around Foxton to Fowlmere.

It would be great for more tracks to be available.

Full text:

Before the Foxton neighbourhood plan deadline on 23rd February please add a reminder for local horse riders. It would be great to see more bridleway access around Foxton to Fowlmere.

It would be great for more tracks to be available.

Change suggested by respondent:

-

Attachments: None

68629

Support

Respondent: Cambridgeshire Local Access Forum**Date received:** 23/02/2021 via Email**Summary:**

We recognise that it's a very comprehensive plan, with a lot of concern for biodiversity, historical sites, and conservation. We are also pleased to see and support policies that aim to protect, enhance and develop the rights of way network providing a network of routes to promote walking, cycling and riding and to point out that circular routes, or routes that link with others, are particularly recommended. We would also be interested in being kept informed about the final cycle and walking routes to and from Foxton railway station, from the P&R to Addenbrooke's and any developments concerning the East West rail route that would affect Foxton village in relation access and rights of way.

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95g>

68630

Comment

Respondent: Cambridgeshire Local Access Forum**Date received:** 23/02/2021 via Email**Summary:**

Policy FOX/15

Local path network is key component of Foxton's green infrastructure network. Paths provide essential links with recreation areas. Parish-wide public footpath network is highly valued by community. Need to create additional permissive footpaths linking with existing public rights of way to form more circular routes.

No public bridleways or byways in parish.

Opportunities for walking and cycling should be encouraged, including creation of new permissive footpaths through negotiation with landowners, and cycleways in partnership with local authorities.

A priority is a cycle route linking Foxton with Melbourn Village College. Would enable pupils from Foxton to safely cycle to school, rather than having to cross A10

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95g>

68631

Comment

Respondent: Cambridgeshire Local Access Forum**Date received:** 23/02/2021 via Email**Summary:**

Policy FOX14

Existing open spaces and recreation facilities will be protected from development. Proposals which would reduce the quality or quantity of these facilities will only be permitted where the existing facilities are re-provided to a better quality or quantity in an appropriate location. The biodiversity enhancement/community orchard site adjacent to the meadow and school identified on policy map Figure 30B will be safeguarded for future informal green space provision. Development proposals will not be permitted if they prejudice the delivery of the future provision.

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95g>

68632

Comment

Respondent: Cambridgeshire Local Access Forum**Date received:** 23/02/2021 via Email**Summary:**

Policy FOX/15

Having previously stated that there are no bridleways nor byways in village, Policy FOX/15 goes on to call for a wider footpath network and the creation of new footpath / cycle links.

The Cambridgeshire Local Access Forum finds this unacceptable as it does not comply with many areas of the Cambridgeshire Rights of Way Improvement Plan, which states that bridleway network is inadequate, fragmented and in need of improvement. Creation of footpaths and/or footpath /cycle path links will only serve to further fragment bridleway network and add to its inadequacy.

Appendix 2 acknowledges that chalkland is suitable for equestrians where there are already stud farms for the racing industry. Such an area is therefore suitable for all types of equestrian activities and Parish should be looking to providing access facilities.

We request that, through this plan, Foxton Parish Council, undertake to improve rights of way network/active travel network by creation of bridleways (or even better, restricted byways) which are the most inclusive form of access rather than restrictive footpaths and shared cycle/pedestrian paths.

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95g>



Cambridgeshire Local Access Forum

Chair: Mary Sanders
c/o Cambridgeshire County Council
Flood & Biodiversity Team
Shire Hall SH1315
Castle Street
CB3 0AP

Tel: 01223 715686
Email: claf@cambridgeshire.gov.uk

Tuesday 23rd February 2021

Foxton Neighbourhood Plan consultation

To whom it may concern:

The Cambridgeshire Local Access Forum (CLAF) was established through the statutory provisions of the Countryside and Rights of Way Act 2000 and its remit is to advise relevant bodies as defined in Section 94(4) of the Countryside and Rights of Way Act 2000 on matters relating to access to the countryside. Section 94(4) bodies are required by the legislation to take the views of the Local Access Forum into account.

The Cambridgeshire LAF welcomes this opportunity to provide input into the Foxton Neighbourhood Plan and how it might be revised and improved to better reflect the existing and potential future use of the non-motorised transport network across the Parish of Foxton.

We recognise that it's a very comprehensive plan, with a lot of concern for biodiversity, historical sites, and conservation. We are also pleased to see and support policies that aim to protect, enhance and develop the rights of way network providing a network of routes to promote walking, cycling and riding and to point out that circular routes, or routes that link with others, are particularly recommended. We would also be interested in being kept informed about the final cycle and walking routes to and from Foxton railway station, from the P&R to Addenbrooke's and any developments concerning the East West rail route that would affect Foxton village in relation access and rights of way.

We have the following points to make about the plan:

1. Improve the Extent of the Non-motorised Path Network

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

7.20 Local Plan Policy TI/2 Planning for Sustainable Travel encourages the provision of new routes. Figure 25 shows existing footpaths and cycleways. Policy FOX/14 Protect and Increase Recreational and Informal Open Space Existing open spaces and recreation facilities will be protected from development. Proposals which would reduce the quality or quantity of these facilities will only be permitted where the existing facilities are re-provided to a better quality or quantity in an appropriate location. The biodiversity enhancement/community orchard site adjacent to the meadow and school identified on policy map Figure 30B will be safeguarded for future informal green space provision. Development proposals will not be permitted if they prejudice the delivery of the future provision.

7.21 The purpose of Policy FOX/15 is to support the future expansion of the non-motorised path network - as indicated on Figure 25 and the Policies maps (Figures 30A and B).

Policy FOX/15 - Improve the Extent of the Non-motorised Path Network In order to maintain Foxton's close links to the countryside and facilitate walking or cycling to local services, development proposals will be expected to utilise opportunities to link into the wider footpath network and create new footpath/cycle links where applicable.

Having previously stated that there are no bridleways nor byways in the village, Policy FOX/15 goes on to call for a wider footpath network and the creation of new footpath / cycle links.

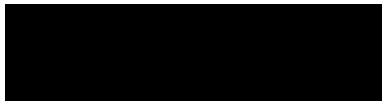
The Cambridgeshire Local Access Forum finds this unacceptable as it does not comply with many areas of the Cambridgeshire Rights of Way Improvement Plan, which states that the bridleway network is inadequate, fragmented and in need of improvement. The creation of footpaths and/or footpath /cycle path links will only serve to further fragment the bridleway network and add to its inadequacy.

This is despite the acknowledgement in Appendix 2 that the chalkland is suitable for equestrians where there are already stud farms for the racing industry. Such an area is therefore suitable for all types of equestrian activities and the Parish should be looking to providing access facilities.

We request that, through this plan, Foxton Parish Council, undertake to improve the rights of way network/active travel network by the creation of bridleways (or even better, restricted byways) which are the most inclusive form of access rather than restrictive footpaths and shared cycle/pedestrian paths.

The CLAF would be happy to discuss further our concerns and how we might resolve these issues.

Yours sincerely

A black rectangular box redacting the signature of Mary Sanders.

Mary Sanders (Chair)

68633

Comment

Respondent: East West Rail**Date received:** 23/02/2021 via Email**Summary:**

30 January 2020 East West Railway Co announced preferred route option between Bedford and Cambridge.

Preferred route option is located to north of Foxton Neighbourhood Plan.

Ambition to ensure new railway plays integral role in unlocking land for housing and job growth of scale appropriate to local character and in environmentally responsible way.

Better connectivity can play transforming role by enabling existing businesses be more productive - area becomes more appealing for people starting up businesses. Making it cheaper and quicker to get around area - connecting people to work and homes.

Aim to minimise negative environmental impacts and realize opportunities for improvement.

Want to work with all authorities to ensure developing preferred railway alignment complements existing and emerging spatial frameworks.

Full text:

-

Change suggested by respondent:

-

Attachments: Emailed Letter - <https://scambs.oc2.uk/a/sd95f>

1 Grafton Mews
Midsummer Boulevard
Milton Keynes
MK9 1FB

23 February 2021

Dear Sir/ Madam

Regulation 16 Submission Public Consultation - Foxton Neighbourhood Plan

The East West Railway Company ('EWR Co') would like to take this opportunity to submit representations on the above consultation, which are submitted via email in the form of this letter.

As you are aware, on 30 January 2020 we announced the preferred route option between Bedford and Cambridge¹. This preferred option will link existing stations in Bedford and Cambridge with communities in Cambourne and the area north of Sandy, south of St Neots (see Figure 1). The preferred route option is located to the north of Foxton Neighbourhood Plan area extent.

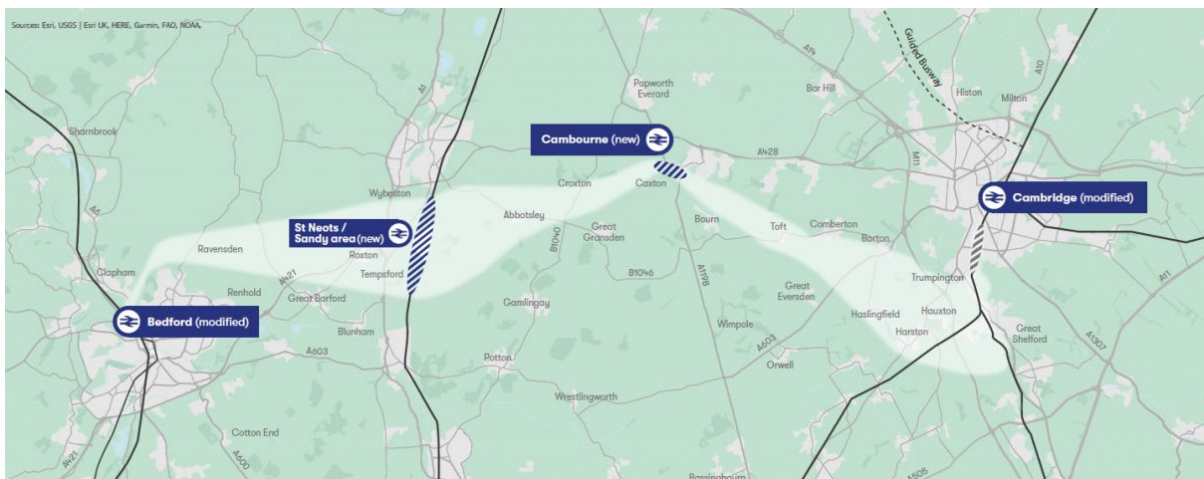


Figure 1: Proposed EWR Central Section route (Image from <https://eastwestrail.co.uk/the-project/central-section>)

It is our ambition to ensure the new railway plays an integral role in unlocking land for housing and job growth, of a scale appropriate to local character and in an environmentally responsible way.

¹ https://eastwestrail-production.s3.eu-west-2.amazonaws.com/public/Preferred-Route-Option-Announcement/Files/d09b928460/B_Version_EAS018_Summary_290120_Digital_B.pdf

We know that better connectivity can play a transformative role by enabling exiting businesses to be more productive, as well as making areas more appealing for people wanting to start businesses. We are focused on making it cheaper and quicker to get around the area – connecting people to their jobs, homes and families, as well as businesses to their employees, suppliers and customers.

Finally, we understand how important it is that the railway is constructed, operated and maintained in way that minimises negative environmental impacts and in fact realises opportunities for improvement. We aim to become a net-zero carbon railway and are committed to achieving biodiversity net gain.

We would like to work proactively with all authorities to ensure that in developing the preferred railway alignment our work will complement existing and emerging spatial frameworks and have regard to key planning, stakeholder and environmental considerations.

This concludes our representations on the Foxton Neighbourhood Plan. Please do not hesitate to contact me should you require clarifications or any further information.

Yours sincerely,

Kirsty Young

Head of Programme Consents
East West Rail Company