
FOXTON NEIGHBOURHOOD PLAN

2020 to 2031
Qualifying body: Foxton Parish Council
Referendum Plan
May 2021

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Documents prepared as part of the evidence base for this plan that are available electronically:

- Foxton Conservation Area Appraisal 2018
- Foxton Landscape Character Assessment 2017
- Foxton all-household questionnaire results 2017
- Foxton all-household questionnaire results 2018

- Foxton Housing Needs Assessment, AECOM 2017
- Foxton Site Options and Assessment Report, AECOM 2018
- Employment survey 2016, updated 2018
- Summary of focus group discussions and school project 2017
- Local Plan Policies relevant to Foxton, SCDC 2018

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INTRODUCTION

What is the Neighbourhood Plan, and why are we creating one?

1.1 The Neighbourhood Plan (NP) is a community-led initiative to prepare a planning document that becomes part of the statutory development plan for the local area, and will be taken into account when assessing and determining local planning applications. Alongside South Cambridgeshire District Council's Local Plan, the NP gives local communities the power to influence the extent and location of future development. This NP covers the period 2020 to 2031, to align with the 2018 Local Plan.

1.2 Foxton Parish Council is the qualifying body for this NP and the parish council confirms that this:

- NP relates only to the Parish of Foxton and to no other Neighbourhood Areas.
- Is the only NP in the designated area. No other NP exists nor is in development for part or all of the designated area.
- NP does not deal with excluded development.

1.3 Foxton is a small, historic, rural village lying seven miles south-west of Cambridge. The wider Cambridge area is experiencing unprecedented growth pressures, and Foxton's location on main transport routes makes it a potential target for growth. Foxton Parish Council decided to prepare a NP to enable the community to directly influence what local growth is needed and where this should be located, as well as other improvements to village facilities and the local environment.

1.4 Community consultations were carried out in early 2017 and early 2018 and identified a number of key issues for the Foxton community. The consultation outcomes are set out in detail in chapter 3, and have informed the vision, objectives and policies within this NP.

How does this Neighbourhood Plan relate to the 2011 Village Plan?

1.5 The main aim of the 2011 Foxton Village Plan was to identify key facilities and services, reveal problems and explore how these could be tackled. It also aimed to demonstrate how the distinctive character and features of our village could be preserved, thus shedding light on the community's consensus about its needs and aspirations for the future.

1.6 The Village Plan provided a framework for planning the future of the village but was not a legally binding document for consideration by South Cambridgeshire District Council (SCDC). Its findings informed the initial work on the Foxton Neighbourhood Plan. By contrast, the NP is a legally binding document that must be considered for all future development within the parish during the plan's timeframe (2020-2031). It will become part of the statutory development plan for the district, once it has been successful at Referendum and made by SCDC.

Submission to SCDC and examination

1.7 The draft Neighbourhood Plan was submitted to SCDC under Regulation 16 of the Neighbourhood Planning Regulations 2012 (as amended), and a six-week consultation started on 11 March 2020. It was suspended due to the Covid 19 lockdown restrictions. It restarted for a further six week period from 12 January 2021 to 23 February 2021. SCDC then submitted the draft plan and related documents, plus representations received during the consultation, to an independent examiner appointed by SCDC. When considering the content of a neighbourhood plan or Order proposal, an independent examiner's role is limited to testing whether or not a draft neighbourhood plan or Order meets the basic conditions, and other matters set out in paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 (as amended). Following receipt of the examiner's report, Foxton Parish Council carried out the required changes, a Referendum version of the plan was prepared taking on board the examiner's recommendations and minor updates. SCDC has agreed that the plan can proceed to referendum. A simple majority agreeing to the NP being used for determining planning applications is required. If the Foxton Neighbourhood Plan is agreed at referendum, SCDC will 'make' the NP and it will become part of the statutory development plan for the area.

Requirements of a Neighbourhood Plan

1.8 The revised National Planning Policy Framework (NPPF) was published in February 2019 and sets out the government's approach to sustainable development. At the heart of the NPPF is the 'presumption in favour of sustainable development'. Essentially, it is about positive growth with economic, social and environmental gains being sought simultaneously through the planning system. Neighbourhood planning forms part of the NPPF approach to planning, to allow local communities to shape sustainable development within their area and to enable local communities to address their strategic needs and priorities. The NPPF states that neighbourhood plans should contribute to the achievement of sustainable development and set out a positive vision for the future of the local area, with planning policies to determine decisions on planning applications, including policies which set out the quality of development that should be expected for the area, based on stated objectives for the area's future and an understanding and evaluation of its defining characteristics.

1.9 The preparation of a neighbourhood plan must follow the requirements set out in the Neighbourhood Planning (General) Regulations 2012 (as amended). The independent examiner is limited to testing whether or not a draft neighbourhood plan meets the basic conditions and other matters set out in paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 (as amended). The independent examiner is not testing the soundness of a neighbourhood plan or examining other material considerations. This ensures that the NP is in general conformity with the 2018 Local Plan for SCDC. This Local Plan will guide the future of the district up to 2031, although the process of updating the 2018 plan has already started.

Process

1.10 Foxtton Parish Council established a working group in autumn 2015 to take forward the process of preparing the NP. The parish council was represented on the group and these councillors reported back regularly to the full council. In addition, the working group brought in villagers with different relevant skills. 2016 was spent gathering evidence and raising awareness of the NP process. A detailed all-household questionnaire exercise was carried out in February 2017, which gave a good steer on the key issues for Foxtton from the 150+ completed questionnaires. The questionnaire also raised a number of questions for which answers were sought in the subsequent questionnaire consultation process in early 2018. A village consultation event was held in late January 2018, together with focus groups for villagers in the age group under-represented in earlier consultations. A detailed account of the consultation processes is set out in the Consultation Statement.

1.11 Grant support from Locality was successfully obtained in May 2017 and September 2017 to employ experienced planning and landscape consultants. The planning consultant was invaluable in advising on strengthening the evidence base, liaison with SCDC, plan structure and framing objectives and policies. The landscape consultant led a community-run Landscape Character Assessment (LCA) process in July 2017, and provided further support on report structure, critical appraisal and comment on the draft report (prepared by a landscape professional on the working group), and preparing the digital maps.

1.12 In addition, two further grants from Locality funded specialist elements of the evidence-gathering: Firstly, the preparation of a Housing Needs Assessment (HNA) over the summer of 2017. This provided the working group and South Cambridgeshire planners with an objective and independent assessment of housing needs in the parish and forms part of the evidence base for this NP. A second grant allowed an objective and independent assessment of the sites that came forward through the 'call for sites' process and the preparation of the plan.

1.13 In parallel with the NP process, Foxtton Parish Council undertook a review of the boundaries of the 1972 village Conservation Area (CA). The draft revised CA went through public consultation from December 2017 to February 2018, and was adopted by SCDC in March 2018.

1.14 Throughout the plan preparation process there has been regular liaison with planning officers at SCDC, with face-to-face meetings at key stages of the process. Their helpful advice has been taken on board at these stages.

1.15 Pre-submission consultation on the Draft Neighbourhood Plan was held for a six-week period finishing on 29 June 2019. Residents and stakeholders were invited to comment on the draft plan, together with all those on a list of consultees provided by the local authority. All comments have been carefully considered and taken into account. Details of all the amendments made are set out in Appendix 9 of the Consultation Statement.

THE NEIGHBOURHOOD AREA

2.1 Foxtan is a historic village about seven miles (11 kilometres) south-west of Cambridge. The parish area covers some 710 hectares, and is predominantly rural agricultural land. It occupies low-lying chalklands bounded by the River Rhee (Cam) to the north-west, Hoffer Brook to the north-east, Shepreth Brook in the south-west and by an ancient road running north-east from Fowlmere to Newton (now the B1368).

2.2 The Foxtan Neighbourhood Area follows the parish boundary and was designated on 17 November 2015 by SCDC (Figure 1).

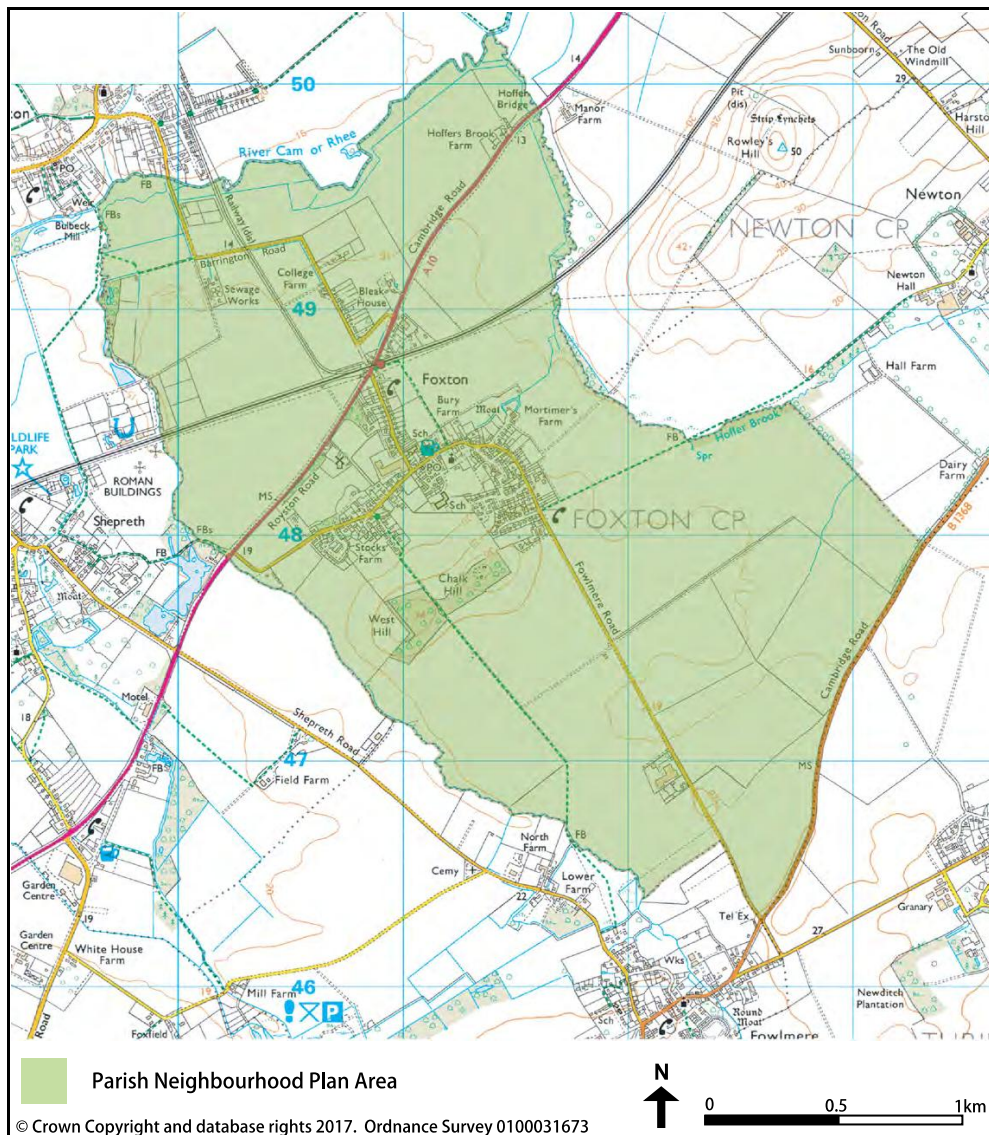


Figure 1: Designated Neighbourhood Plan Area

Location

2.3 Foxtan sits on the mainline from London to Cambridge, benefitting from frequent train services between cities, with a ten-minute journey time to Cambridge and London King's Cross accessible by train in approximately one hour. Additional services were added in winter 2018/2019, connecting Foxtan to other major London stations, Gatwick and beyond. Foxtan also sits adjacent to the A10, connecting Cambridge to the A1 and Stevenage, and is surrounded by other small villages, notably Barrington, Harston, Newton, Fowlmere and Shepreth.

Population and Housing

2.4 According to official census data, the Foxtan population grew from 1,161 in 2001 to 1,232 in 2011, a rise of 71 people. The number of houses increased by 35, from 457 in 2001 to 492 in 2011 (Figure 2). As of the 2011 Census, there were 492 dwellings in the NP area, with 65 more dwellings completed since, and planning permission approved for a further eight dwellings. In 2011, more than 50% of dwellings were detached houses/ bungalows, 25% were terraced and just 1% flats.

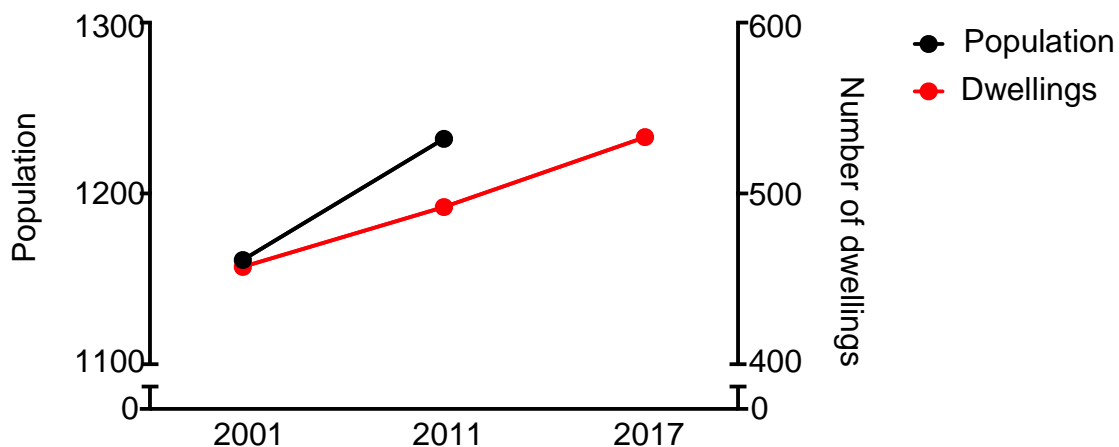


Figure 2: Population and dwelling numbers in Foxtan

Community

2.5 The village has facilities such as a primary school, village hall, sports pavilion, playing fields, play facilities, village shop and post office, public house and church. The village hall provides a venue for a wide range of community activities, as well as a pre-school.

Employment

2.6 The parish is home to a number of employment uses, which are mainly focused on a single business park complex in the centre of the village (Burlington Park). Prior to 2006, this was home to a digital print works, Burlington Press, but now the space is let to a number of small businesses. Further employment is located on the edges of the village in small-scale industrial spaces and motor servicing yards off the A10

and Fowlmere Road, and planning permission was granted in spring 2018 for new business premises along Barrington Road.

Historical Context

2.7 There has been a settlement in Foxton for over 2,000 years, with considerable evidence of Iron Age occupation, much of which developed into Roman settlements. Roman sites are prolific and there are several Saxon cemeteries.

2.8 Since records began, Foxton has primarily engaged in arable farming, with relatively small amounts of meadow and pasture for livestock situated close to the village and its manors. In medieval times, nearly all of the parish land was held by three local manors and let from the 11th century onwards. By 1787 Richard Bendyshe had acquired all three medieval manors. After enclosure in 1830, his heir John Bendyshe held 850 acres (more than half the land in the parish).

2.9 The principal manor (Chatteris, later The Bury) was located centrally on the High Street opposite the church and managed the agricultural and civic affairs of the village.



C16 Cottage, historic wide verges and early C20 print cottages on Station Road

2.10 The early dwellings were mostly rebuilt in the 16th and 17th centuries as many of the original houses were lost to dilapidation or fire, with the earliest surviving dwelling dating from 1501. There was then steady population growth until the mid-20th century when substantial expansion took place. In medieval times the majority of buildings were situated along the main street and lanes, giving Foxton a linear settlement form with views overlooking pasture or the surrounding arable fields.

2.11 There are a number of buildings of important historic value in the parish. Due to the significant historical character of the village, the existing 1972 Conservation Area (CA) was extended in 2018 from a small section of the medieval high street to a considerably larger area encompassing many of the village's listed buildings, including the Grade 1 listed St Laurence Church. Four distinct historical areas were identified: High Street West Agricultural, Station Road Historic Trade Area, High Street East Administrative/Religious, and Mortimer's Lane Eastern Entrance.



Grade 1 listed St Laurence Church in the heart of Foxton village

Character of the Built-up Environment Today

2.12 This section describes the built-up environment of the whole village, rather than just the area covered by conservation area status. The linear character of the village is very pronounced, with the main thoroughfare (High Street) comprising a blend of old and new properties, of different scales and heights. Images of the village illustrating its built and landscape character can be viewed in the Conservation Area Appraisal and LCA documents available as supporting evidence for this plan.

2.13 Within the village environment, there are a number of focal points along the High Street, including the village green, dovecot, war memorial and St. Laurence Church. The presence of mature trees, hedgerows, open grassed frontages to some houses and the glimpse of paddocks between some of the dwellings all contribute to the rural character of this part of the village.

2.14 All but three of the cul-de-sac developments in the village are south of High Street. In the south-western part they comprise detached dwellings of brick and some weather boarding, with the estate edge providing occasional views of open countryside beyond. In the south-eastern part of the village the cul-de-sacs comprise a mix of detached, semi-detached, terrace houses and a few bungalows, very different in character to most of the village and reflecting a more suburban form of

development. Between these houses and the church and High Street is the recreation ground, on old glebe land, framed by mature trees. This creates a parkland character and provides an important setting for the church, as well as affording views out to the fields and wooded chalk ridge to the south.

2.15 At the junction of High Street and Station Road, there is a small village centre with the pub, the shop (including a post office), a small triangular green with landscaping and village sign, and the war memorial. From this junction there are views along High Street and views out to open countryside and hills in the background. Station Road, aligned northwards through the village, has linear housing with one cul-de-sac development.

2.16 Outside the historic core and north of the railway line/station, several houses are located along Cambridge Road and mainly 1920s housing along Barrington Road (predominantly bungalows).

Landscape

2.17 Foxton parish has a much-valued local landscape. The landscape of the parish and its surrounding area is typical of the East Anglian National Character Area, East Anglian Chalk, with an open agricultural landscape. The chalkland is smooth and gently sloping away from the river valleys, rising to the highest point in the parish at Chalk and West Hills. These are now planted with woodland typical of this landscape type, namely predominantly beech with associated shrub under planting. Elsewhere in the parish, there are occasional remnants of more substantial hedgerows with isolated clumps of mature trees. There are important tree belts in the valley bottoms, alongside the water courses of the Rhee, Hoffer and Shep. These tree belts define the edges of the parish.



Foxton Farmlands Character Area, with A10, railway and distant views to Foxton village



Village Character Area with dovecot, meadow and views south to ridge-top woodlands

THE KEY ISSUES

3.1 This section of the plan summarises the key issues for Foxton based on the information collected during the preparation of this plan. These key issues form the basis of the plan's vision, objectives and policies. Some issues are not able to be addressed through the planning process and chapter 12 on community aspirations identifies projects that will help address some of these non-planning issues. The main sources of information are:

- SCDC Local Plan (2018) policies relevant to Foxton parish
- Community consultation
- Evidence documents used to develop the plan.

Existing Policy Context

3.2 The Local Plan for the South Cambridgeshire District was adopted in September 2018 covering the period 2011 to 2031. All Local Plan policies have to be taken into account in this NP, and the NP must not replicate Local Plan policies, rather add local weight and value to them.

3.3 The Local Plan defines the Green Belt boundary which runs along the eastern side of Foxton village (see Figure 10). The Government attaches great importance to Green Belts, and this is set out in the NPPF (2019). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and a specific function of some Green Belts, such as the one around Cambridge, is to preserve the setting and special character of historic towns.

3.4 Foxton is described as a 'Group Village' in the Local Plan (Policy S/10). Group villages are generally less sustainable locations for new development than Rural Centres and Minor Rural Centres, having fewer services and facilities, allowing only some of the basic day-to-day requirements of their residents to be met without the need to travel outside the village. Accordingly there are no Local Plan allocations for new housing development. Foxton has a defined development framework (see Figure 10) which defines where policies for the built-up areas of the settlements give way to Local Plan policies for the countryside. This is necessary to ensure that the countryside is protected from gradual encroachment on the edges of villages and to help guard against incremental growth in unsustainable locations. In the countryside, development is generally restricted to uses that need to be located there.

3.5 Other technical documents which have informed the Local Plan are also useful reference documents for the Neighbourhood Plan, including the Cambridgeshire Green Infrastructure Strategy (2011), and the Local Transport Strategy (2014).

3.6 In addition to these Local Plan policies, there is a District Design Guide Supplementary Planning Document (SPD) which is to be reviewed following the adoption of the Local Plan. This current SPD contains references to the Chalklands

and information useful to explaining how future development should reflect the local vernacular.

Community Consultation

3.7 Finding out the community's views about Foxton and the issues of importance to local people over the next decade was central to the NP process. The NP working group carried out an iterative process of collecting and testing local opinion, using different methods to engage residents, and reflecting responses in subsequent consultations. These are described in detail in the Consultation Statement, and summarised by year, as follows:

- **2016:** Introducing the NP and raising awareness through a launch event in February, information stands at village events during the summer and items in the village magazine. In September, a questionnaire survey of businesses in Foxton was carried out to understand employment and travel to work in Foxton. This was updated in 2018 and results are available electronically as a supporting document, and in the Consultation Statement, Appendix 2.
- **2017:** An all-household questionnaire survey in February for residents aged 16 and over, to identify what issues are important to Foxton residents. This generated a 22% response rate, predominantly from older residents. To canvass the views of families with school age children, three focus groups were held to discuss issues important to this demographic. The findings are summarised later in this section, and are available electronically as supporting documents. During the autumn, Foxton Primary School became engaged in the NP process and carried out its own small-scale survey on village issues. Collectively, these initial consultations helped inform the key objectives addressed in this NP.
- **2018:** A second all-household questionnaire survey in February for residents aged 16 and over, to communicate the NP key objectives and gather more detailed information about environmental concerns, future housing need, community facilities usage, employment and transport issues to inform NP policy development. This generated an impressive 32% response rate and increased engagement from younger residents (Figure 3); see Consultation Statement. The analysis is summarised throughout the NP, and was a key part of the evidence to inform the vision, objectives and policies. In addition, an open consultation event was held in January. Over 100 people attended the event, which featured displays and the opportunity to ask NP working group members questions. NP progress reports were regularly featured in the village magazine, and reported to parish council meetings.

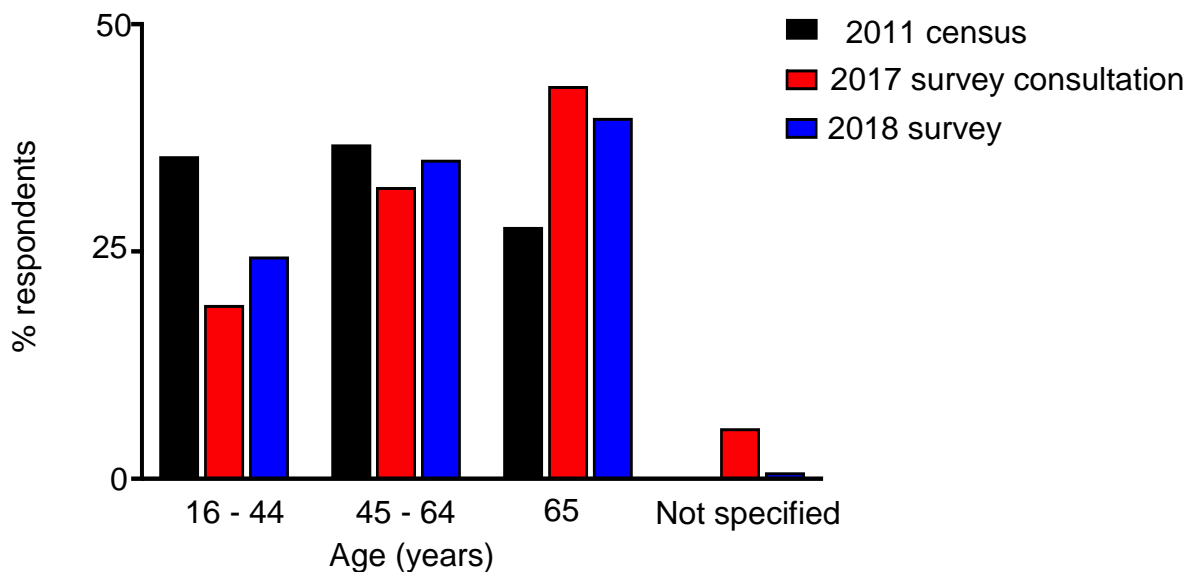


Figure 3: Age demographic profile of consultation questionnaire respondents. Statistically significant difference observed between population age profiles of questionnaire respondents, compared with 2011 census age profile for Foxton (χ^2 test; $P < 0.0001$; 16-44 group under-represented and 65+ group over-represented).

Evidence Documents Informing This Neighbourhood Plan

3.8 As the community views emerged, it became clear that more factual evidence was required to add clarity to the views expressed. Therefore, in addition to the ongoing process of gathering the community's views, the working group gathered a wide range of evidence to shape and support the policies of this plan. The evidence sources have included SCDC studies and guidance, census data, transport policy documents and traffic statistics, and environmental data and documents. More detailed information was needed on some of the key issues affecting Foxton: landscape and historic character, housing, and employment, on which the working group commissioned three studies through Locality grant support. In addition, there was an ongoing joint initiative between Foxton Parish Council and SCDC to prepare a Conservation Area Appraisal to inform the need to extend the 1972 CA boundary. All four of these documents are available electronically as supporting documents to this plan.

- **Foxton Conservation Area Appraisal (March 2018)**

This Conservation Area Appraisal (CAA) aims to define and analyse the special interest which constitutes the character and appearance of Foxton. The intention is that future change to the area will be based on this understanding of the past and present character of the village and that development will be managed to ensure that it makes a positive contribution towards preserving or enhancing its special character. The document was consulted on from December 2017 to February 2018. The newly extended CA was approved by SCDC in March 2018.

- **Foxton Landscape Character Assessment (December 2017)**

The objectives of the Landscape Character Assessment (LCA) were twofold:

- To identify and collect objective and visual information on the parish landscape and village of Foxton through the identification of local landscape character areas.
- To use this information as a basis for evaluation and analysis to determine key constraints and opportunities for development as well as the conservation and enhancement of valued characteristics of the parish and/or the creation of new features and assets.

- **Foxton Housing Needs Assessment (AECOM 2017)**

The purpose of the AECOM HNA was to help the NP working group understand Foxton-specific housing needs in terms of quantity and type. It does not take into account constraints. The AECOM study was prepared before the revised National Planning Policy Framework (NPPF) required SCDC to provide an indicative figure for the housing requirement for a neighbourhood area.

- **Foxton Site Options and Assessments (AECOM 2019)**

The purpose of the site appraisal was to produce a clear assessment as to whether the identified sites were appropriate for allocation in the NP, in particular whether they complied with both National Planning Policy Guidance and the strategic policies of the adopted Development Plan; and from this group of sites, identify which are the best sites to meet the objectives of the NP.

What are the key issues?

3.9 The key issues identified by the local community in the 2017 and 2018 consultations were:

1. Environment, historic character and village setting
2. Housing for older and young residents
3. Sustaining the much-valued community spirit and improving some community facilities
4. Employment and associated support facilities
5. Transport infrastructure

These address the three key themes of sustainable development (environmental, social and economic) and are therefore essential to the future sustainability of Foxton and its community.

Key Issue 1: Environment, historic character and village setting

3.10 The 2017 community consultation results highlighted the importance of the rural feel of the village and its proximity to the Green Belt. When asked to describe Foxton, 85% cited rural and 69% cited its attractiveness. When asked how they saw Foxton in 15 years' time, these percentages increased to 88% and 87% respectively. Most of Foxton parish is high-grade agricultural land, providing an open landscape surrounding the settlement. 98% of respondents to the 2017 survey said that the local countryside environment was either quite (16%) or very (82%) important in the next 10-15 years. Safeguarding open countryside and the rural character of Foxton

was the most important factor that any new development should ensure, with additional support for maintaining key views, building styles that reflect the local character and a pleasant street scene (Figure 6). With regard to the location of new development, 79% of respondents to the 2018 survey considered reducing any adverse effect on the rural village setting to be the most important consideration, with walking distance to the village centre and railway station being secondary factors (Figure 4).

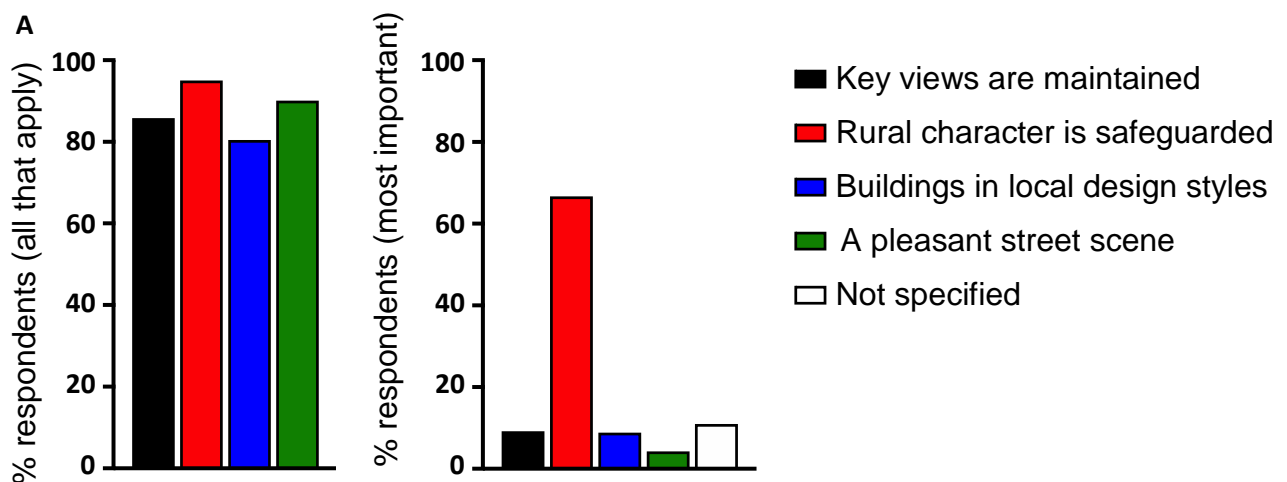


Figure 4: 2018 survey: Regarding the environment, residents were asked (A) what any new development must ensure, and (B) where new development should be located (shown below as second part of Figure 5).

3.11 The community also values access to natural green spaces in and around the village, with Foxton Woods, the Dovecot Meadow, recreation ground and rural footpath network well-loved and well-used across different age demographics (Figure 5). Overall, 75% of respondents in the 2018 survey use green spaces at least once a month. For the majority of respondents to the 2018 survey, improvement and additional provision of green spaces was the most important community facility they wished to see in the future. As the environment and landscape setting of the village was clearly very important to residents, an LCA of the parish was prepared to provide detailed objective information to inform policies in this plan.

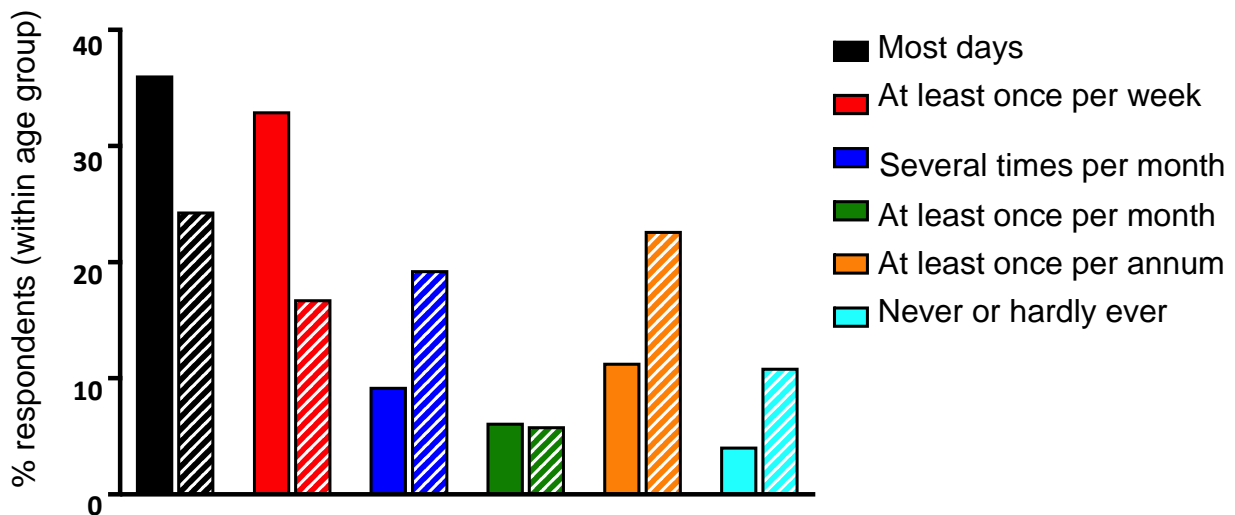


Figure 5: 2018 survey: Usage of green spaces by age group. Solid bars show respondents under 55 years and cross-hatched bars show respondents 55 years and over. There is significantly higher usage by those under 55 years (χ^2 test; $P = 0.0019$): 69% of this age group used Foxton’s green spaces at least once per week, rising to 84% usage at least once per month, compared with 41% and 66% for those aged 55 years and over.

3.12 In addition to its rural setting, the village’s historic character makes Foxton a very attractive village in which to live. There are many buildings of interest, mostly listed, and these are set behind wide grass verges, fringed in places with mature trees. The CAA summarised in paragraph 5.2.6 provides detail on these important historical features. 98% of respondents to the 2017 survey said that preserving the character of the village and conservation area was either quite (13%) or very (85%) important over the next 10–15 years.

Key Issue 2: Housing for older and younger residents

3.13 Foxton’s location close to Cambridge and on main transport arteries, with its historic charm and rural feel, means that it is a highly desirable place to live. Significant growth influences from the ‘Cambridge effect’ will continue in coming years and increase pressure for new local housing provision and improved transport infrastructure. Foxton lies within the orbit of the Greater Cambridgeshire Partnership, whose purpose is to provide improved infrastructure to enable growth.

3.14 In the Local Plan, Foxton is classified as a ‘Group Village’ meaning that any proposed housing development within the village framework boundary is limited to eight dwellings or fewer, although brownfield development sites can have up to 15 dwellings. In recent years, however, during the protracted preparation of the Local Plan, there have been several speculative applications exceeding the Group Village planning restrictions. The largest application was rejected, along with its appeal. Three applications for greater than 8 dwellings have been successful with one development built on brownfield land, another for council housing on a rural exception site, and a third in Station Road with some social and shared ownership housing.

3.15 High local housing costs result in in-commuting and also affect the age balance within the village. In the 2017 survey consultation, only 9% described Foxton as 'affordable' whilst 57% hoped it would be in 15 years' time. 66% said that the future availability of affordable homes was either quite or very important, with 69% support for another small development of affordable homes on the outskirts of the village and 64% support for more subsidised housing. Responses from the 2017 survey were predominantly from older residents and census data shows that Foxton has a disproportionately high percentage of older residents, many of whom may wish to downsize and stay in the village but cannot due to the lack of suitable housing: regarding the types of housing required in Foxton in the future, 84% agreed or strongly agreed that more smaller homes (1-2 bedroom) were needed, with 74% and 69% agreeing that Foxton required more care home places and bungalows, respectively.

3.16 Foxton needs to ensure development provides the right type of housing to meet local needs in future, including younger people seeking their first home, older residents wishing to downsize, and affordable and social housing. As such, to inform future housing policy for Foxton the 2018 survey addressed specific issues: detailed questions on size of any future developments, whether household members were considering moving within the next 15 years and if they would prefer to remain in Foxton, their reasons for moving and which housing types would be most suitable.

3.17 The results show a strong mandate for new local housing development, with fewer than 3% of respondents showing no support (Figure 6). When asked to select the most important type of future development, 9-15 affordable houses gained the most support, with single plots, 2-5 houses and 9-15 houses on brownfield land the next most popular options. 50% of households had a member/members that may want or need to move out of the property within 15 years, predominantly single people. The majority of those wishing to move felt a 1-2 bedroom property was the most suitable residence to move to, for both younger and older demographics. Of those wishing to move, the need to live independently was the most important consideration for those under 55 years. Those over 55 years most frequently cited health/mobility requirements, with living independently as the second highest consideration.

3.18 The independent Housing Needs Assessment (HNA) prepared by AECOM in summer/autumn 2017 provides objective evidence to inform this plan's housing policies, alongside the locally generated survey results. The conclusions from the 2018 survey are further supported by the AECOM HNA, which states that one-person and couple households will make up the majority of household increases from 2011 to 2031, with the majority of these likely to be older residents.

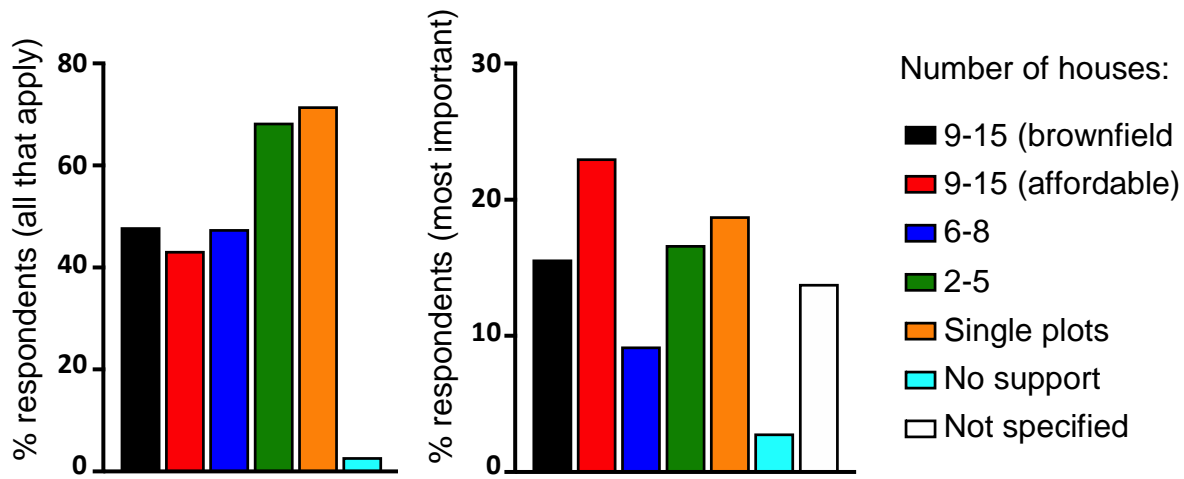


Figure 6: 2018 survey: Level of support for different types of housing development. There was no statistically significant difference between age groups (χ^2 test; $P > 0.05$).

Key Issue 3: Community spirit and community facilities

3.19 Friendliness and community spirit in Foxton were the most cited spontaneous feelings about living in the village (2017 survey). Whilst community spirit is not a planning issue, it underpins much of what is valued about Foxton. The community wishes to maintain this through well-planned new land uses and facilities, creating a balanced mix of ages via housing types appropriate to different age groups and a better ratio of affordable to private housing. Depending on size, new development will require improved community facilities/resources to meet increased demand. This must include additional space for play, both formal and informal, as the SCDC Recreational Open Space Study 2013 identified a shortfall in Foxton.

3.20 Foxton has a good provision of community facilities, including a shop/post office, pub, primary school and pre-school, church, village hall, sports pavilion and recreation ground. These are situated in the heart of the village and help foster a strong and friendly community spirit. Both surveys assessed the importance of different community facilities: In 2017, 85% cited leisure and recreation facilities as quite or very important for the future, 88% supported facilities for older and less able residents and 73% wanted to safeguard the future of the shop/post office. The 2018 survey asked Foxton residents about their usage of existing facilities and where they would most like to see improvements or additional provision (Figure 7). The shop, green spaces (e.g. Foxton woods, Dovecot Meadow and recreation ground) and village hall were most frequently used. There was greatest support for improving Foxton's green spaces, retail and food/drink outlets. In addition, the focus groups proposed the provision of a community café as an alternative to, and offering different services to, the pub.

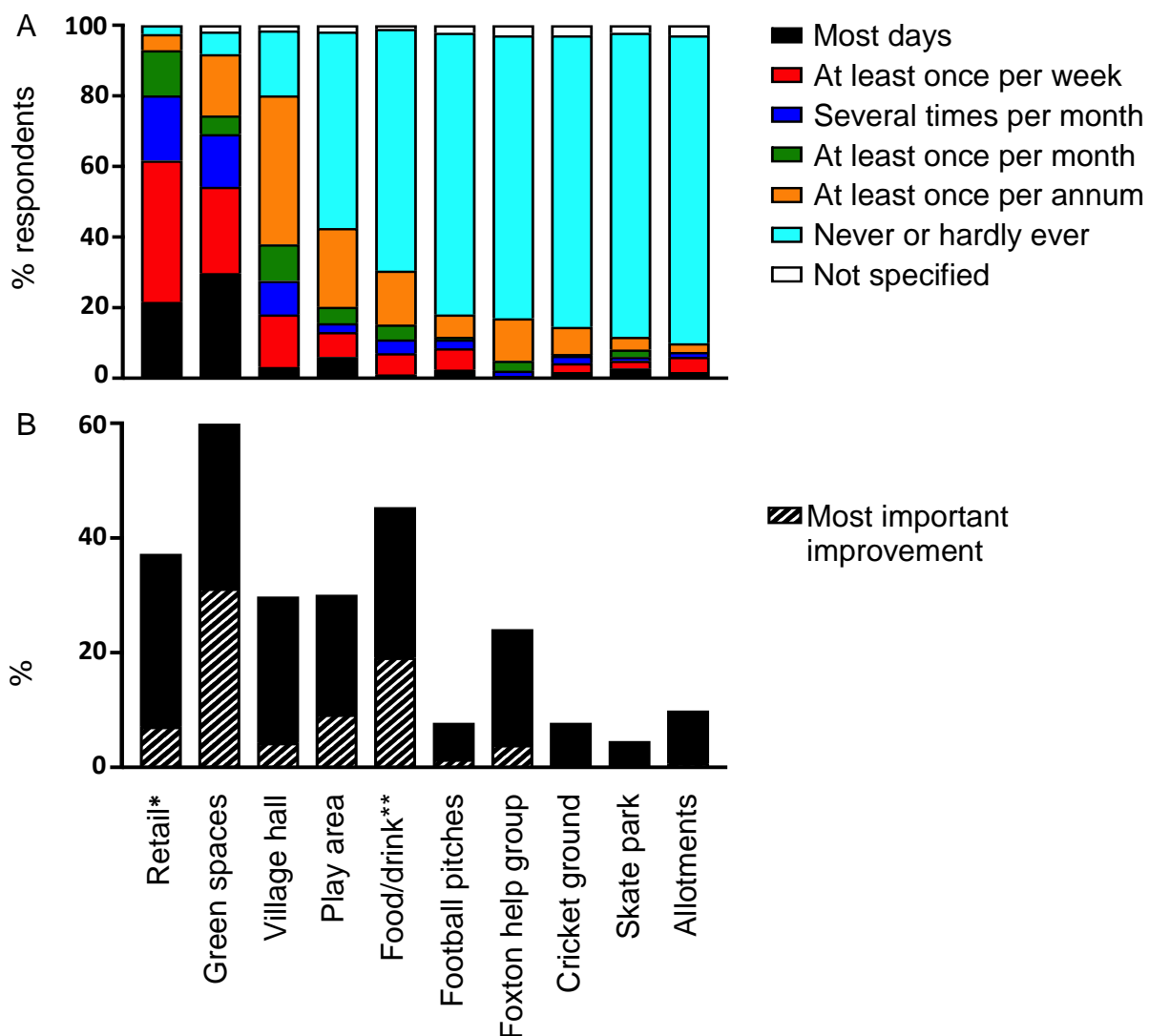


Figure 7: 2018 survey: (A) Usage of existing community facilities and (B) Facilities where respondents wish to see improvement or additional provision. Existing facilities: *shop/post office and **pub.

Key Issue 4: Employment and associated support services

3.21 Foxtton has 17 or more small businesses, some located in the centre of the village on the site of the old printing works, with more along the A10 frontage either side of the level crossing, and a new business recently granted planning permission on Barrington Road. This is in addition to farming, historically the main source of employment for villagers. Over 50% of respondents to the 2017 survey thought it was quite or very important to retain local employment opportunities. There are a wide range of business types in the village, including manufacturing. A 2016 survey of local businesses generated responses from nine. They collectively employed 112 people, of whom only three lived in Foxtton. The full 2016 business survey report was updated in 2018 and is available as a supporting document. Key points from respondents are summarised as follows:

- Over 90% of businesses wished to stay in the village and grow

- 100% of businesses used the shop/post office regularly
- Poor broadband speed was an issue for 100% of businesses
- Over 70% of employees lived more than five miles from Foxton
- 22% of businesses identified a lack of affordable housing as an issue for their employees
- Employees from 66% of businesses used the train.

3.22 On balance, provision of additional business premises would help keep rental values affordable for normally funded businesses, allow for business mobility or expansion and provide options for local employment. To increase local job opportunities, 83% of 2018 survey respondents supported redevelopment of vacant sites, 70% supported expansion of current sites and 32% supported provision of new business sites (Figure 8). Improved provision of day care facilities is required to meet the increasing employment need of caregivers/parents to afford Foxton housing costs. This would benefit both resident caregivers/parents and those who work in the village. Over 70% of 2018 survey respondents supported both child and adult care facilities, with a community-led cooperative or the local council as the most popular providers.

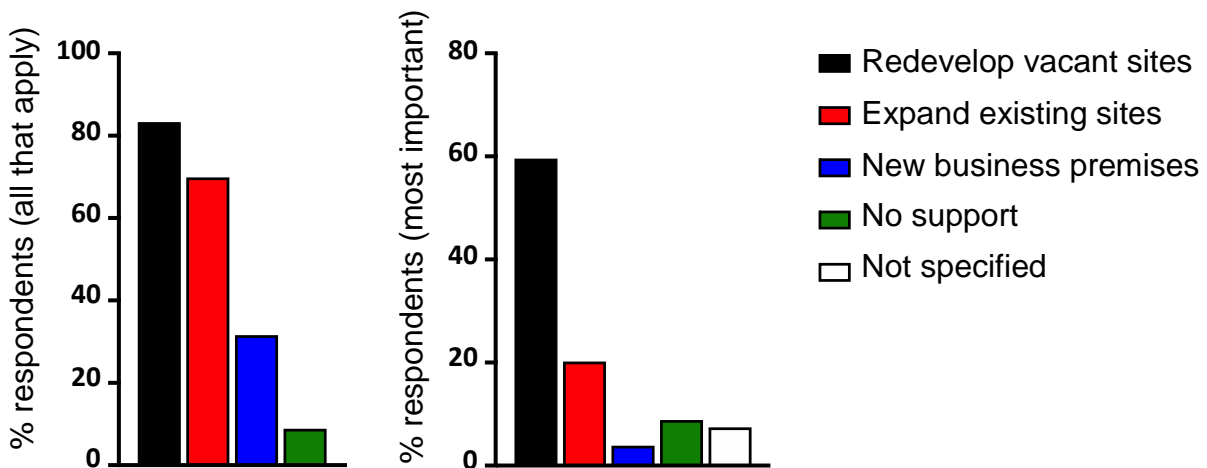


Figure 8: 2018 survey: Support for business site development to increase local job opportunities.

Key Issue 5: Transport infrastructure

3.23 Foxton lies astride the A10 and is four miles from the M11. An improved A10 cycle path and station on the main London to Cambridge railway line provide sustainable transport options. Due to this favourable location on transport arteries, Foxton has been evaluated by the Greater Cambridge Partnership (GCP) as a potential rural travel hub on the A10 corridor, and following consultation, a planning application is expected in summer 2021.

3.24 The northbound railway station platform into Cambridge was lengthened in 2017 to accommodate longer trains. Introduction of revised timetables in 2018 has increased the frequency of trains stopping at Foxton. A new Oxford to Cambridge railway line has been proposed by government. In spring 2021, East West Rail

published a consultation on several different route alignments for sections of the southern route into Cambridge. The alignment shows the new railway crossing the A10 some 800 metres north of the Foxton boundary with Harston parish, joining the existing railway line just southeast of Harston village. It is unclear at this stage what impact this alignment would have on Foxton's existing and proposed land uses in the area around Foxton station. Any increased train frequency and passenger traffic will necessitate the provision of a bridge/tunnel replacement for the level crossing, a pedestrian bridge/underpass, a railway car park and cycle racks. The Foxton level crossing currently creates useful safe breaks in A10 traffic for entry and exit into the village, so it is essential that any alternative bridge/tunnel does not adversely prejudice local traffic. Consultation on different route options for level crossing replacement and car park locations took place in autumn 2018 and the GCP has passed the issue of the level crossing to the Joint Peterborough and Cambridge Authority.

3.25 Another infrastructure development that will affect Foxton's future growth is the new Cambridge South station, to serve the Addenbrooke's and Royal Papworth Hospitals site and adjacent expanding Biomedical Campus. Nearby stations like Foxton will come under increased pressure from commuters wishing to park and drop off, in addition to potential increases in local housing demand. In autumn 2019, the GCP consulted on two proposed sites for car parks to form a travel hub at Foxton station, to intercept traffic travelling north towards Cambridge. A planning application for the GCP's preferred location southwest of the level crossing is expected in summer 2021.

3.26 Both positive and negative impacts of transport infrastructure were identified by the 2017 survey. Connectivity by road and rail to centres of employment was a frequently mentioned positive aspect of living in Foxton, with 81% citing accessibility as important. Delays and congestion caused by the level crossing were the most commonly mentioned negative aspect about living in Foxton, alongside the poor state of repair of pavements and roads, speeding, parking and poor bus service. Older residents thought improvement to pavements (59%) and improved public transport (52%) were important. Looking ahead, 82% of 2017 survey respondents were concerned about increased traffic bringing higher noise and pollution levels. The 2018 survey showed that the car/van is the most frequently used mode of transport, followed by train and bicycle, and highlighted broad support for level crossing alternatives, railway station improvements and traffic calming measures. Whilst not land use planning issues, such improvements are very important to the community.

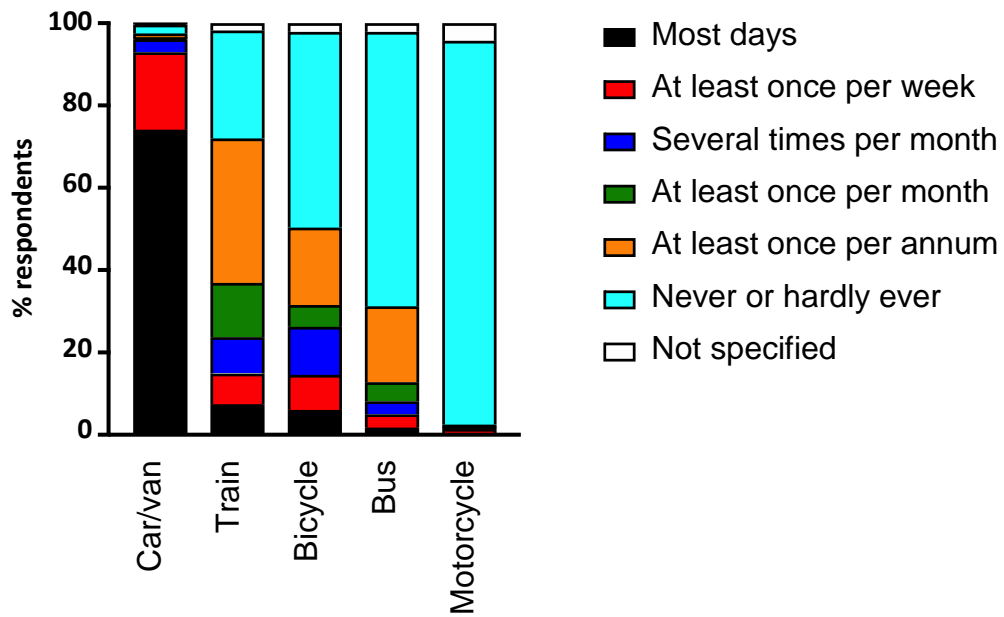


Figure 9: 2018 survey usage of different modes of transport by Foxton residents.

VISION AND OBJECTIVES

4.1 The first sentence of this vision was agreed by the working group early in the process and tested in the 2017 residents' survey, where it received 97% support. The results of this survey also helped inform the draft objectives, as the results clarified the important issues for Foxton going forward. As a response to these issues described in chapter 3, and to ensure that the Neighbourhood Plan 2020-2031 contributes to sustainable development, the following vision was discussed and agreed by the NP working group:

'To retain and enhance the unique rural character and community spirit of Foxton. This will be achieved through positive enhancement of the parish's special landscape character, biodiversity, green spaces, historical character and assets, and local distinctiveness. Foxton's built fabric, both existing and additional modest housing growth, and appropriate new employment, will incorporate sustainability features. Foxton's vibrant community will be served by a wide range of quality facilities, and sustainability will be at the heart of tackling current and proposed transport issues.'



View north over the centre of Foxton village



Setting of village in the lee of ridge-top woods

4.2 There were initially five key issues identified through public consultation and technical work carried out on the emerging NP. A sixth key issue subsequently emerged relating to the land close to the railway station and A10, as a consequence of strategic transport infrastructure proposals coming forward. It is considered inevitable that this land will be subject to redevelopment at some point in the future. The intent is to ensure that this area is redeveloped cohesively, providing appropriate facilities and potentially, new homes. The initial five objectives were developed and communicated to Foxton residents in the 2018 consultation, and have subsequently informed the NP policies set out in the following chapters.

KEY ISSUES	Objectives
1. Environment and Local Character	<ul style="list-style-type: none"> I. To maintain and enhance the historic assets, rural character and local distinctiveness. II. To improve the built-up area of Foxton where opportunities arise, including sustainable design and construction, and energy efficiency. III. To protect and enhance the special landscape character and green spaces. IV. To enhance and add to existing biodiversity assets.
2. Housing	<ul style="list-style-type: none"> I. To support modest growth commensurate with Foxton’s status in the wider settlement hierarchy where growth contributes to meeting local housing needs.
3. Community Facilities	<ul style="list-style-type: none"> I. To retain existing community infrastructure and secure improved provision of facilities. II. To protect and increase formal and informal recreational open space. III. To improve the extent of the non-motorised path network for recreational usage.
4. Employment	<ul style="list-style-type: none"> I. To provide appropriate high-value local employment.
5. Transport	<ul style="list-style-type: none"> I. To reduce the impact of traffic in the village and improve safety of road users. II. To encourage people to walk, cycle and use public transport in preference to cars.
6. Travel Hub	<ul style="list-style-type: none"> I. To maximise benefits to Foxton in the event of creation of a travel hub and/or closure of the level crossing. II. To ensure that the area adjacent to the railway station is redeveloped in a coherent, integrated way.

PLANNING POLICIES

5. Environment and local character: built and natural

5.1 The purpose of the policies in this section is to help realise four NP objectives:

Objective 1i: To maintain and enhance the rural character, heritage assets and local distinctiveness

Objective 1ii: To improve the built-up environment of Foxtton where opportunities arise, including sustainable design and construction, and energy efficiency.

Objective 1iii: To protect and enhance the special landscape character and green spaces

Objective 1iv: To enhance and add to existing biodiversity assets

Overall Context

5.2 Safeguarding the rural character and setting of Foxtton is very important to local residents, as well as protecting local areas of green space and historic character. Foxtton is a historic rural village set within a low-lying, open agricultural landscape. The settlement dates back more than 2000 years and its settlement form reflects Foxtton's historical development from the medieval period onwards, with a strong east-west axis alongside the common stream. Further changes took place following the 1820 Enclosure Act, and later in the 19th century with the arrival of the railway. Small industries came to Foxtton in the early 20th century. The village grew gradually from the mid-20th century, with the provision of piped gas, water and sewerage. Several new cul-de-sacs were built, predominantly south of the High Street. Whilst there has been development over the years and the future sustainability of the village relies on new development coming forward, all new development can be designed to enhance the rural character of the village by considering a variety of design factors and details such as appropriate boundary treatment, planting and building materials and the use of sustainable construction methods.

5.3 Foxtton contains many listed buildings and a Conservation Area (CA) was designated in 1972. The CA review was carried out by Foxtton Parish Council in partnership with SCDC in 2018 and the appraisal meant that the boundary of the CA was significantly extended to a larger area of the historic core of the village. The appraisal is a supporting document for the Neighbourhood Plan. A schedule of listed and other locally significant buildings is provided in Appendix 2 of this report.

5.4 The rural setting of the village is a vital component of the character of the parish. Landscape Character Assessment (LCA) 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. The Foxtton LCA produced for the parish council in 2017 as

part of the background evidence for the NP identifies four main landscape character areas across the whole parish and describes their characteristics and main features.

5.5 Biodiversity in the parish, whilst important in its own right, is not a constraint. The only biodiversity designation or protected habitat within the parish is the County Wildlife Site along the River Rhee/Cam that forms the northern boundary of Foxton parish. The enhancement of biodiversity is important and by using appropriate planting in new schemes, retaining trees and hedgerows and supporting local wildlife initiatives, the biodiversity of the area can be increased. Green spaces are an integral part of the character and history of the village. These include Dovecot Meadow and the recreation ground, which are designated Local Green Spaces, Foxton Woods and a number of smaller green spaces within the built-up area of the village. All of these are valued by the community for both their functional and visual value and character.

5.6 Ensuring that new development respects the historic form and buildings of the village, the surrounding landscape setting, rural character and the biodiversity of the countryside is a key issue for the NP.

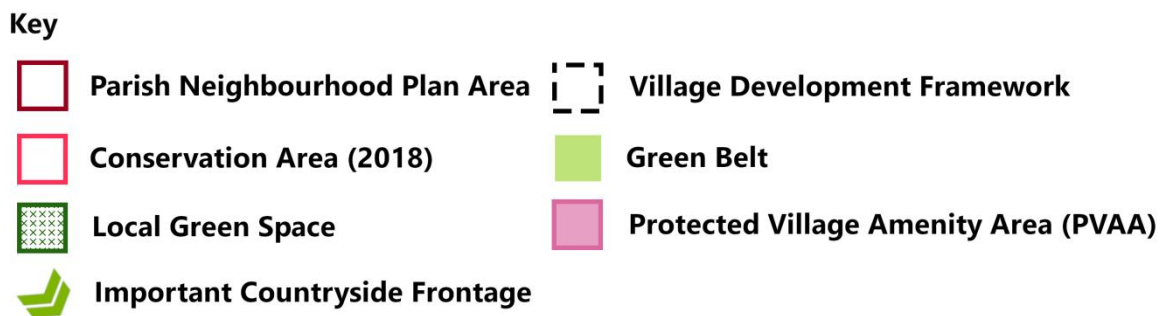
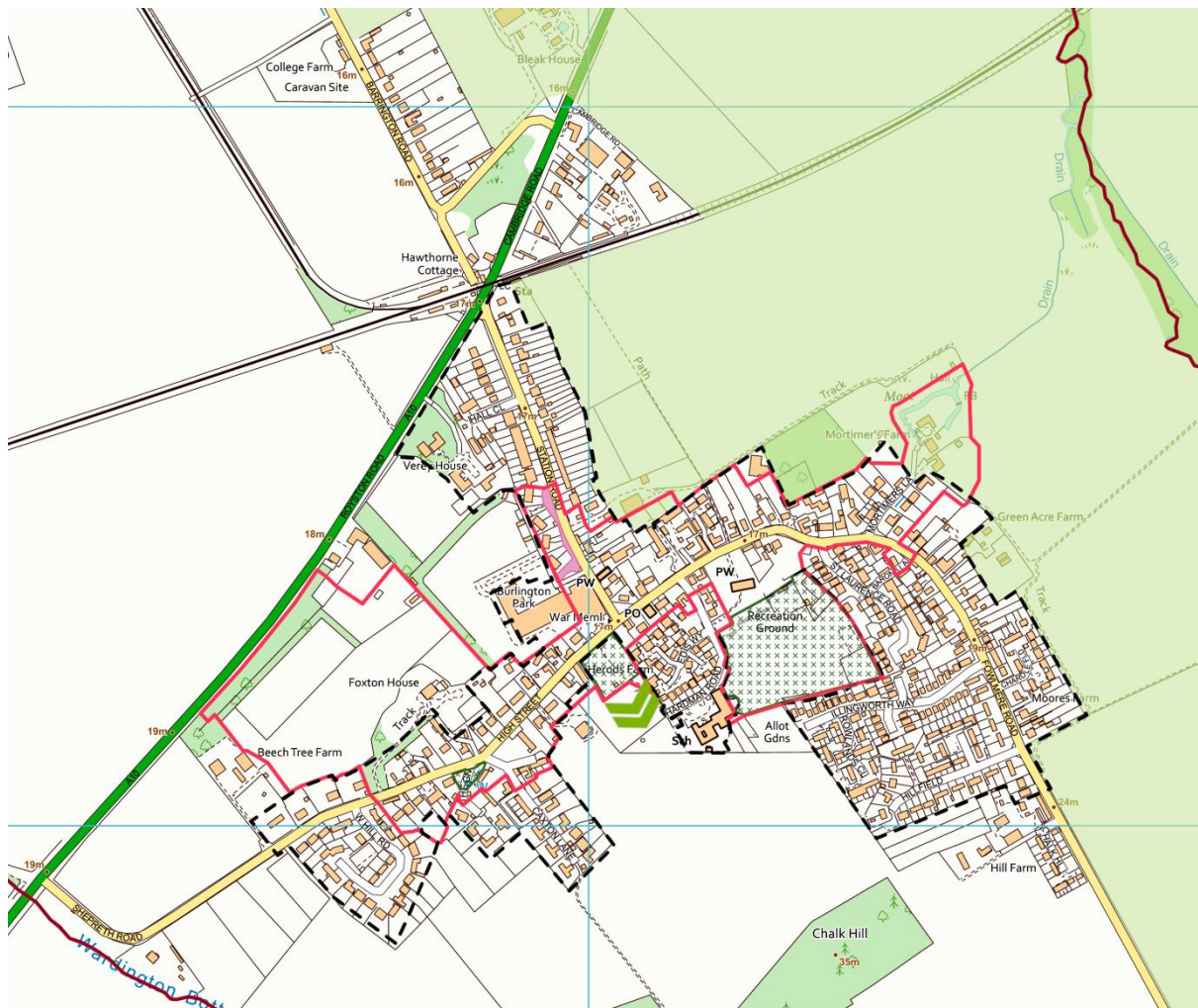


Figure 10: Local Plan Policy Designations

Rural Character and Local Distinctiveness

5.7 Achieving well-designed places is recognised by the NPPF as a key aspect of sustainable development. High-quality design means that new development is sympathetic to local character and history and can maintain a strong sense of place.

5.8 The rural character of the village and its surroundings should be preserved as much as possible, whilst allowing some development of individual buildings and some new housing to ensure the future vitality of the village. Any new development,

whether extensions to dwellings, new dwellings or other buildings, needs to be carefully considered in its context to maintain this rural character. This can be done by ensuring that massing and orientation of buildings respect the adjacent buildings or street scene and that boundary treatment is 'traditional', such as hedgerows or brick walls. Large masses of building or extensive use of hard landscaping would represent inappropriate 'urbanisation' of the area and erode the character so much valued by the residents.

5.9 Materials used in construction for walls and roofs can have a visually jarring impact unless they respect the immediate surroundings. Some modern replacements can be visually attractive and complement more traditional materials but texture and colour are both important aspects, particularly for large new buildings. Within the historic core of the village it is expected that traditional materials such as bricks and clay tiles are used.

Policy Intent

5.10 Policy FOX/1 sets the context for new development proposed in the parish to ensure that the rural character is retained.

Policy FOX/1 Rural Character

The rural character of the village and its surroundings shall be respected through new development by ensuring that:

- new buildings and extensions to existing buildings reflect and enhance the street scene, by way of their scale, height and massing
- construction materials and finishes shall reflect the surrounding area and the character and heritage of the immediate environment. Where approved, modern replacement and/or new build materials shall visually complement the immediate environment
- the resulting pattern of development is appropriate to the surroundings;
- boundary treatment and landscaping schemes shall be carefully designed so as to prevent undue urbanisation of the location;
- proposals should seek to conserve or enhance mature vegetation.

Sustainable Design and Construction

5.11 Domestic heating and electricity requirements make up approximately 27% of the UK's total carbon emissions and heating (across all sectors) accounted for 37% of emissions in 2016). Decarbonising heat is therefore critical to tackling climate change at a national level and therefore also a key area in which neighbourhood plans can contribute to mitigation. The currently adopted SCDC Local Plan deals with this through policy CC/2 and policy CC/3, covering renewable and low carbon energy generation as part of new development. Given the average cost of housing in SCDC and the associated profit margin that developers are therefore making, it is considered that more ambitious energy-efficient design could be incorporated into new buildings.

5.12 Foxton has a significant proportion of traditional buildings (which are unlikely to have cavity walls). Properties without cavity walls (largely built before 1919) are likely to be less energy-efficient, cost more to heat, and householders will therefore potentially be more vulnerable to ill health or fuel poverty depending on their economic situation. Importantly, these buildings will also have a higher carbon footprint associated with the lack of efficiency.

Policy Intent

5.13 Policy FOX/2 sets out the expectations for new development incorporating energy-efficient and sustainable design.

Policy FOX/2 Sustainable Design and Construction

The design and standard of any new development must include sustainable design and construction features and be optimised for energy efficiency, targeting zero carbon emissions. Where practical, developments shall include the following:

- Siting and orientation to optimise passive solar gain;
- Incorporation of on-site energy generation from renewable sources such as solar panels;
- In designated and non-designated heritage assets, retrofitting to reduce energy demand and generate renewable energy where appropriate, providing it safeguards historic characteristics; and
- In alterations to existing buildings, design with energy reduction in mind and compliance with sustainable design and construction principles set out in the Greater Cambridge Sustainable Design and Construction SPD.

The following are also encouraged where appropriate:

- Use of high quality, thermally efficient building materials;
- Installation of energy efficiency measures such as loft and wall insulation and double glazing; and
- In non-residential developments, meeting the Buildings Research Establishment BREEAM building standard “excellent”.

Heritage Assets: Conservation Area and its setting

5.14 Heritage Assets include Conservation Areas (CAs), listed buildings, archaeological features and non-designated heritage assets. National planning policy (NPPF) and guidance recognises the importance of heritage assets and the social, cultural, economic and environmental benefits that conservation of the historic environment can bring. Policy NH/14 of the SCDC Local Plan relates to these assets and SCDC also has a Supplementary Planning Document: Development Affecting Conservation Areas, which is due for review following adoption of the Local Plan.

5.15 The Foxton Conservation Area Appraisal (CAA) was adopted by SCDC in 2018. It will therefore be a material consideration when determining applications for development, defending appeals or proposing works for the preservation or enhancement of the area. The CAA was led by Foxton Parish Council in partnership with SCDC and aimed to:

- Define and record the special character and interest of Foxton
- Ensure that future development preserves or enhances the CA character and appearance
- Raise public awareness of the aims and objectives of the CA designation and stimulate the local community's involvement in the protection of its character
- Assess the action that may be necessary to safeguard the special interest of the area and to identify opportunities for enhancement
- Review the boundaries of the CA.

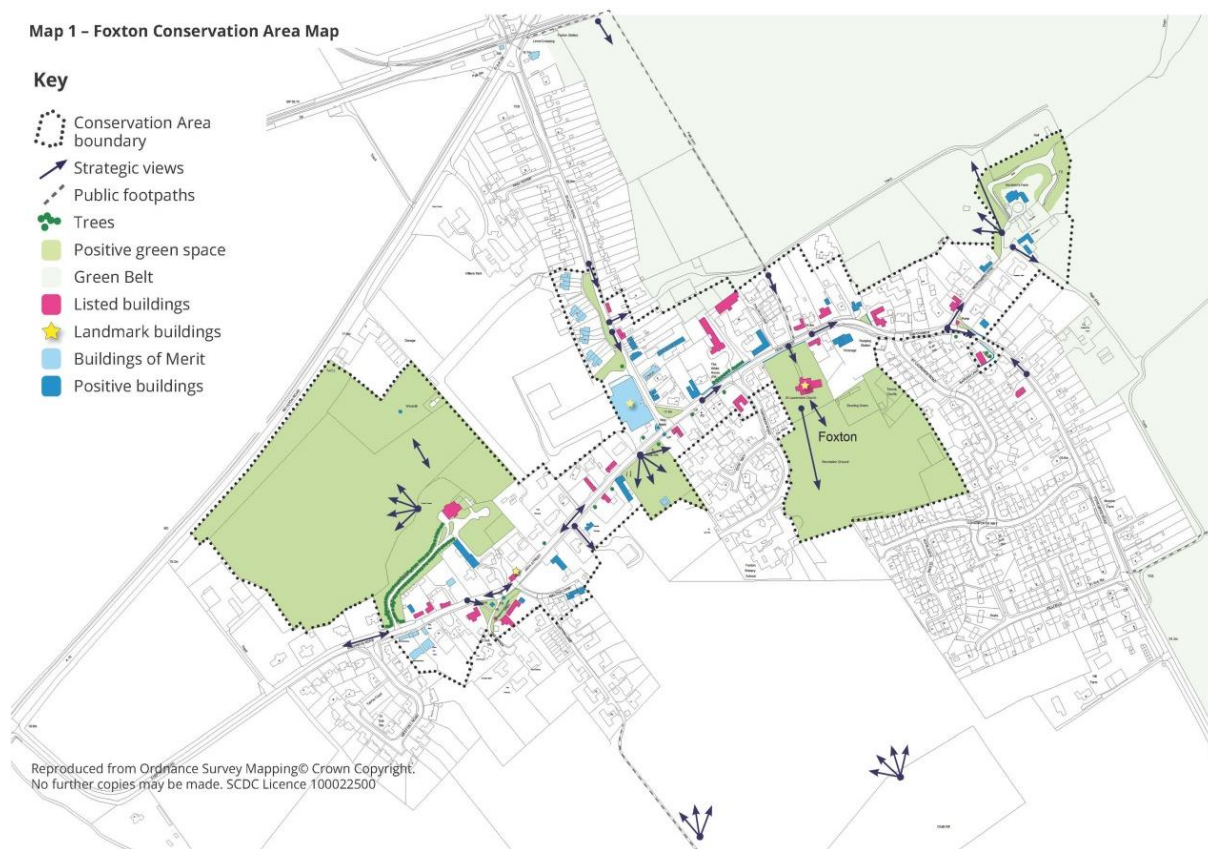


Figure 11: Foxton Conservation Area with listed buildings and other non-designated heritage assets. (Appendix 1 lists these buildings by category)
Source: Conservation Area Appraisal

5.16 The CAA maps listed buildings and non-listed (Buildings of Merit) buildings, significant trees, green open spaces and important views, then described each area and its distinctive vernacular; its uses and scale; arrangement and typology; materials and architectural detailing; boundary treatments; open spaces; verges, footpaths and roads; trees and planting; and views. Following public consultation, the CA boundary was significantly extended beyond the 1972 original in March 2018. The appraisal identifies four areas within the CA with unique characteristics:

- **Character Area 1:** High Street West, which has an agricultural character and includes the parkland setting of Foxton House and wildflower meadow surrounding the Dovecot (Figure 11i)
- **Character Area 2:** Station Road, at the heart of the village centred around the former University Tutorial Press (Figure 11ii)
- **Character Area 3:** High Street East, which historically was the administrative and religious part of the village with more formal buildings set back from the road (Figure 11iii)
- **Character Area 4:** Mortimer's Lane/East Entrance, originally part of Mortimer Manor farm (11iv).



Figure 11i: High Street West

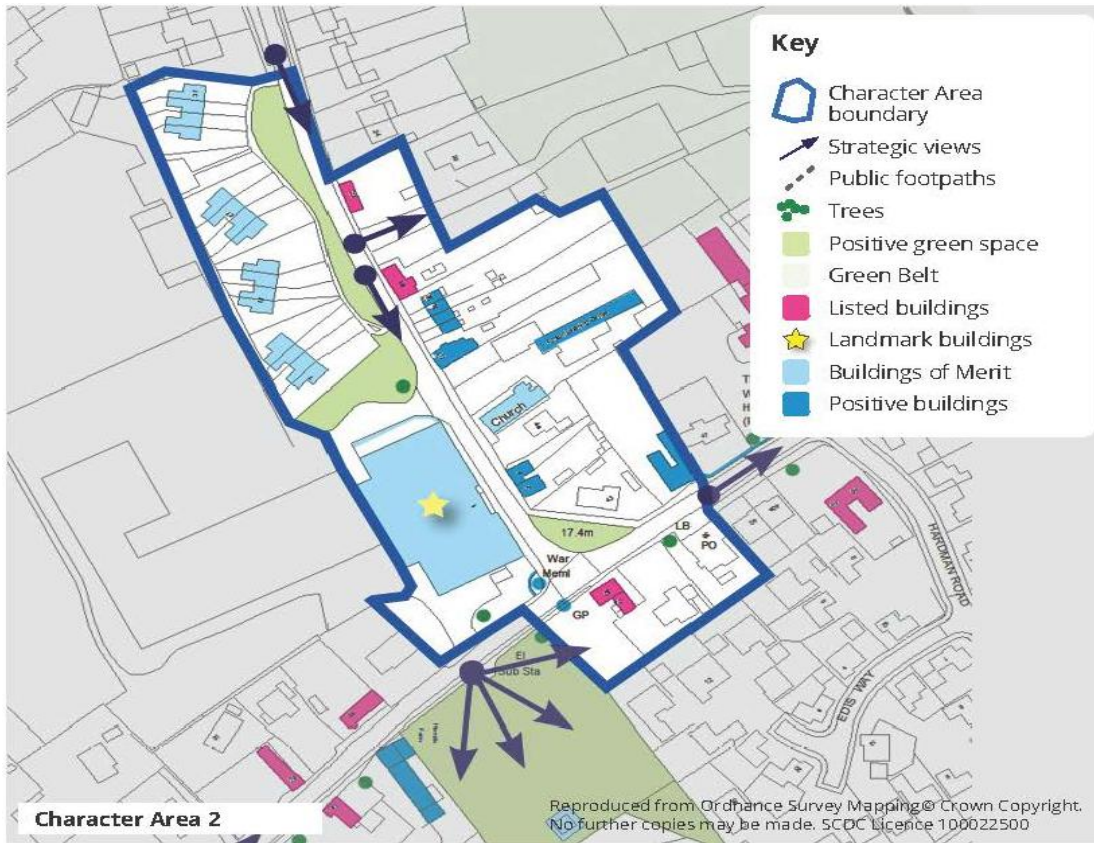


Figure 11ii: Station Road

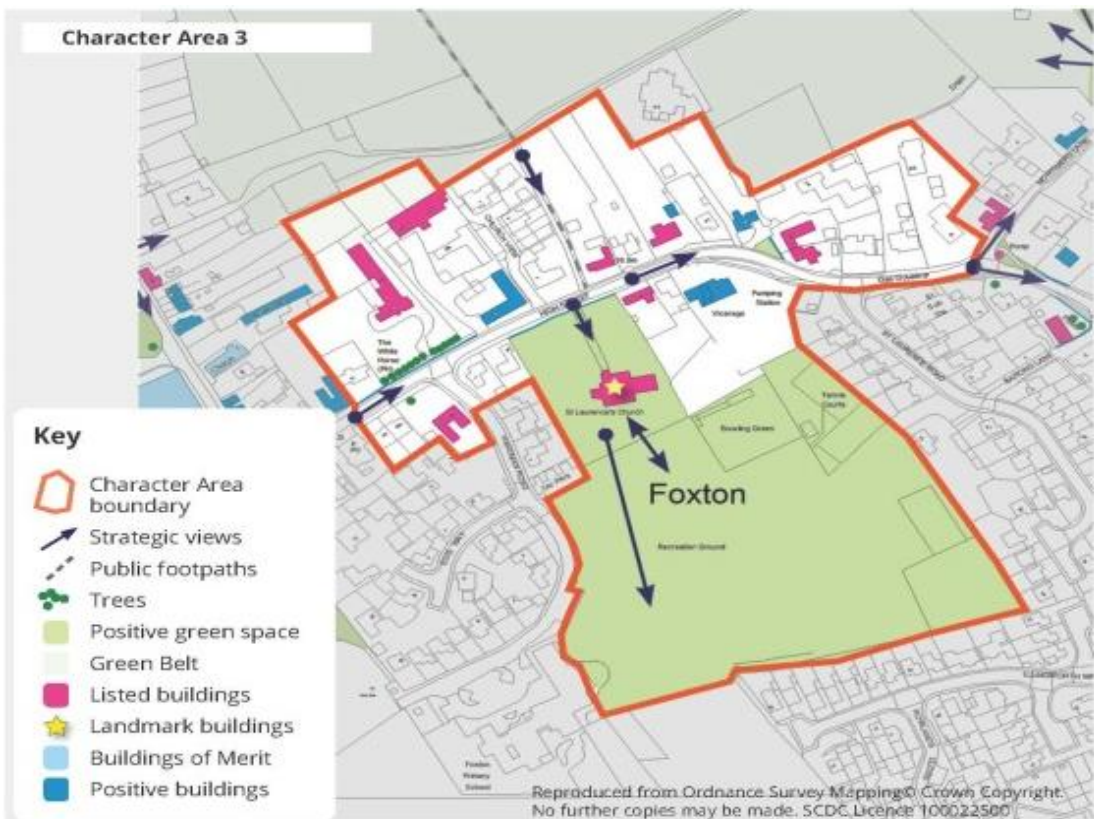


Figure 11iii: High Street East

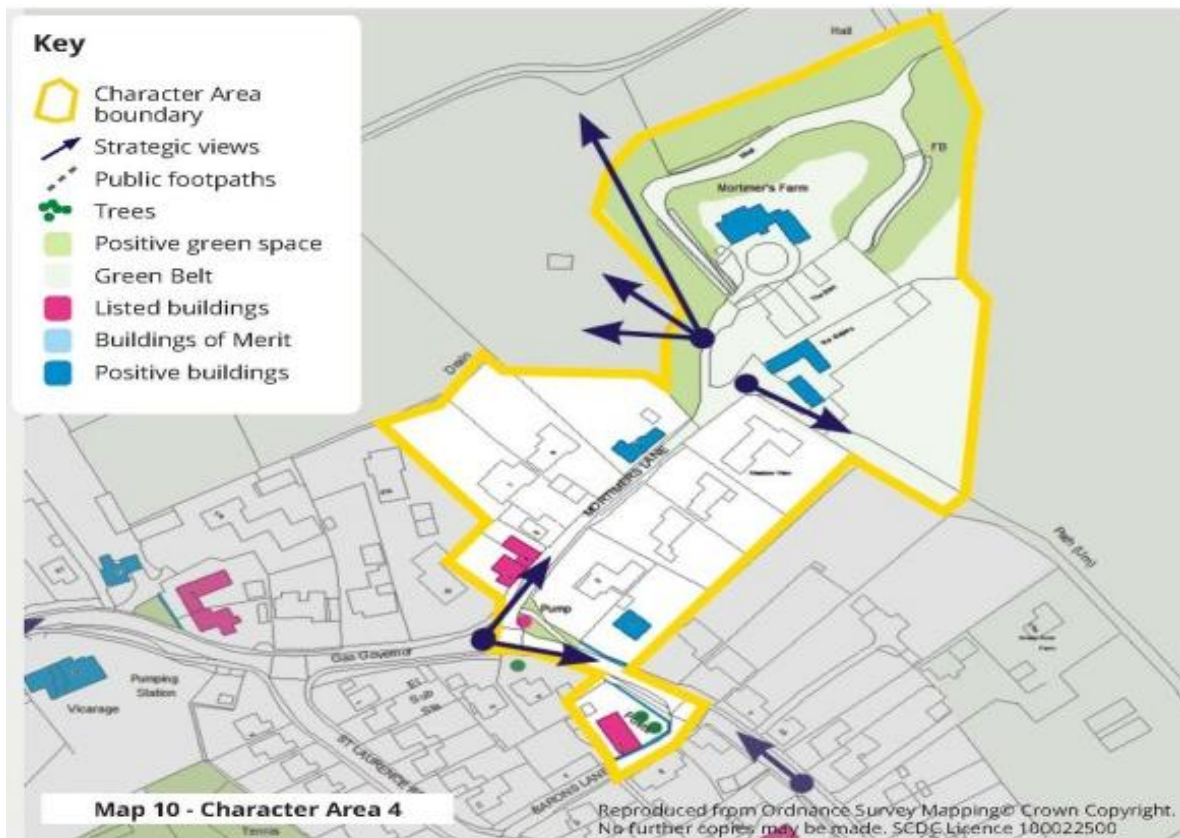


Figure 11iv: Mortimer's Lane/Eastern Entrance

5.17 The special character of the Foxton CA derives from the following elements which are important and should be retained and reinforced where possible:

- Medieval High Street with a strong linear character (character areas 1 and 3)
- Large number of listed timber frame buildings (all character areas) and the Grade 1 listed St Laurence Church (character area 3)
- Development of the University Tutorial Press works and associated cottages (character area 2)
- Collection of buildings and small village greens around changes in alignment of the High Street at the market stead green (The Green), the cross, vicarage corner, and entrance to Mortimer's Lane (all areas)
- Traditional craftsmanship, embodied in original building materials and architectural features (all areas)
- Mix of building forms – some gables to the road, some hips and half hips, feature chimneys, steep pitched roofs (all areas)
- Mix of materials – timber frame, render, brick (red and buff), thatch, peg tiles, pantiles, slates, brick, flint and clunch boundary walls (all areas)
- Predominance of green spaces, mature trees and hedgerows
- Foxton House pastoral parkland setting
- Rural setting and views between the village centre and the hilltops to the south.

5.18 It is critical that new built development, including extensions to existing buildings, respects the historic character of the village. This will contribute to local distinctiveness and retaining the rural feel of the village. The CA appraisal will be

used to inform any potential development within the CA and includes detailed recommendations to best protect the character of the CA.

5.19 The CA appraisal concludes with a management strategy for enhancement of features which can be used to guide positive improvements, including footpaths, public realm, road surfaces, overhead cables, boundary treatments, trees and hedges, solar panels, windows, street lighting, and the former print works.

Policy Intent

5.20 The purpose of Policy FOX/3 is to set out the quality of the development that will be expected for the CA and its setting as informed by the Foxton Conservation Area Appraisal.

Policy FOX/3 The Conservation Area and its setting

All new built development shall contribute positively to the existing historic character of the parish. This will be achieved by the following:

- Within the Conservation Area, respecting and reinforcing Foxton's distinctive vernacular character as described in the Conservation Area Appraisal
- Within the built-up area that provides the setting of the Conservation Area, new buildings shall be a positive asset to the street scene: the height, scale and layout must respect the surrounding pattern and form of development and an appropriate palette of complementary materials shall be used, preferably traditional.

Heritage Assets: Listed Buildings, Scheduled Monuments and their settings, Buildings of Merit and non-designated archaeological features

5.21 There are 27 listed buildings/artefacts in the village (Figures 11, 11i, 11ii, 11iii and 11iv), dating from the 13th-century St Laurence Church to 18th-century milestones and 19th-century water pumps. (These are listed in Appendix 1). These buildings are already protected through national and local planning policies. Historic England Advice Note 7: Local Heritage Listing (May 2016) states that 'Local lists play an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment, as part of the wider range of designation. They enable the significance of any building or site on the list to be better taken into account in planning applications affecting the building or site or its setting.' Selection is based on Historic England criteria: age, rarity, aesthetic interest, group value, archaeological interest, archival interest, historical association, designated landscape interest, landmark status, and social and communal value.

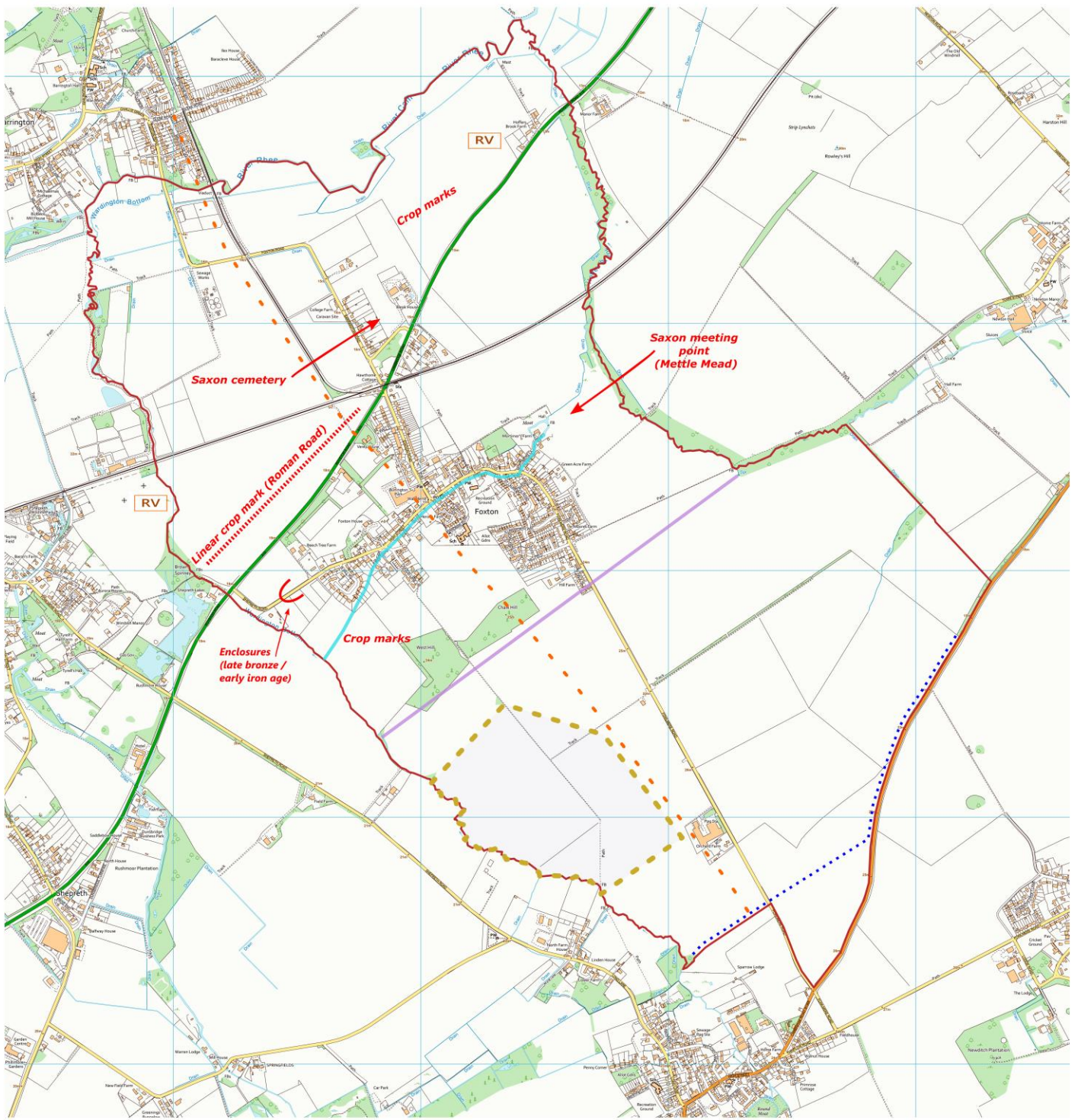
5.22 There are 12 'Buildings of Merit', either individual buildings or groups of buildings that have been identified as non-designated Heritage Assets in the CAA. These are not nationally designated as listed buildings, but are nevertheless of local historic and architectural interest, and their value to the local character of the area is high. This specifically includes buildings formerly associated with the University Press which form an important part of the history of the village. The policy is

intended to inform decision makers of the presence of a non-designated asset when judging the effects of a development in line with para 135 of the NPPF.

5.23 There is one Scheduled Monument (SAM 216 Settlement site SE of West Hill) that dates back to the late Iron Age. This large site, north and east of the brook at the western parish boundary, comprises field systems and trackways recorded through cropmark evidence. In addition, there are a number of locally important archaeological features dating back to the Mesolithic period, Iron Age, Roman and Saxon eras. These are identified on Figure 12. In particular, Iron Age features have been discovered in a number of areas of the parish. These are described in more detail in a Cambridgeshire County Council publication from 1997, *Archaeology of South West Cambridgeshire* by Alison Taylor. More recent archaeological digs carried out as part of the development planning process, and aerial photographs, have added further weight to the importance of this locality in the Iron Age. Chadwell Bank, an east-west defensive Iron Age double ditch, was uncovered during excavations for the Chalk Hill development. This is believed to have linked the stream on the western parish boundary (Shepreth Brook/River Rhee) with Chadwell Springs on Hoffers Brook, which forms the eastern parish boundary. Excavations in the field south of Shepreth Road and west of West Hill Road in 2018 uncovered late Bronze Age/early Iron Age enclosures, and human activity dating even further back was cited in the archaeological report on the dig.

5.24 Also shown on Figure 12 are fields both north and south of the village with numerous crop marks. Two Roman villas were sited in/close to the parish, one just west of Hoffers Brook Farm near the A10, and one just outside the western parish boundary, which follows the course of Shepreth Brook. This area was excavated in 1994 with exceptional results, including a Roman cemetery and evidence of side ditches from a Roman road. This ran from the current A10 close to Foxton station westwards to the Roman villa at Shepreth.

5.25 Later in history, there was a Saxon meeting point (Mettle Mead) close to Hoffer Brook and Mortimer's farm and moat. Foxton Church dates back to the Saxon era. The remnants of the medieval open field landscape are also of significance, with evidence of medieval house platforms uncovered in the Dovecot Meadow Local Green Space.



Key

- Parish Boundary
- Common Stream (Town brook) *
- Chadwell Bank (double ditch) *
- - - Ancient Way (Parker; speculative) *
- · · Bran Ditch (Browne Dyche) *
- - - Scheduled Monument (designated heritage asset)
- RV Roman Villa *
- Crop marks Other sites of ancient interest * (indicative positions)

(* = Non-designated heritage asset)

Sources: Rowland Parker, 'The Common Stream' (1975); Alison Taylor, 'Archaeology of South Cambridgeshire' (1997); Field archaeological surveys.

Figure 12: Indicative locations of archaeological features in Foxton parish (with special thanks to Dudley Pusey for researching this information)

Policy Intent

5.26 The purpose of Policy FOX/4 is to conserve Foxton's designated and non-designated heritage assets, in a manner appropriate to their significance, so that their contribution to quality of life can be enjoyed by this and future generations.

Policy FOX/4 Heritage Assets and their setting

Development proposals should conserve the significance of designated heritage assets such as listed buildings, scheduled monuments, the conservation area and their respective settings. Where proposals have any impact on a non-designated heritage asset as identified below, a balanced judgement will be applied having regard to the scale of any harm or loss and the significance of the heritage asset.

The non-designated assets are the archaeological features as shown on figure 12, and A to M below as shown on the Policies Map, Figure 30B:

- A. 3a Shepreth Road, West Hill Farm House and outbuildings
- B. 3 Shepreth Road
- C. 7 High Street
- D. Dovecot building at Jenkins Lane Meadow
- E. Windmill north of Foxton House
- F. 1-5 Station Road, University Tutorial Press building
- G. 7-37 Station Road (4 blocks of 4 cottages)
- H. 6 Station Road, Methodist Chapel
- J. 8 Station Road, former school building
- K. 1 Royston Road
- L. Former Railway Tavern, now Everglades, on Cambridge Road
- M. Railway Signal Box

Protecting and Enhancing Foxton's Landscape Character

5.27 Foxton Parish lies within Area 87 of Natural England's National Character Area – East Anglian Chalk. This is characterised by open chalk landscapes, river valleys with a contrasting small-scale intimacy, chalk streams and associated wetland habitats, large-scale fields with low loose hedgerows, and the spread of urbanisation and transport routes since the 1950s. Foxton Parish's landscape is therefore very typical of this wider area, and an essential factor in making Foxton an attractive place to live within a productive agricultural landscape. The preparation of a Landscape Character Assessment (LCA) for the parish has provided important evidence to inform elements of this neighbourhood plan.

5.28 The Foxton LCA 2017 identifies landscape characteristics, sensitivities, constraints and opportunities. This includes sensitive urban edges that must be retained, locations where new development may be appropriate if the site has a landscape scheme to enable it to blend into its local landscape character area, and opportunities where landscape enhancement could reinforce sense of place, gateways, biodiversity and enjoyment. The 2017 LCA is a key supporting evidence document to the NP and available in full electronically. The desk and field work identified four local landscape character areas in the parish, unique to Foxton (Figure 13).

5.29 New development is expected to respect the landscape character of the parish with reference to the evaluation of the Landscape Character Areas which are as follows:

Rhee Valley and Tributaries: The river and stream boundaries visually define the edge of the parish in its northern half and provide important features in an otherwise flat landscape. The water meadows are associated more with the neighbouring village of Barrington than Foxton and provide a tranquil, traditional and intimate area. The river and its smaller tributaries are not themselves visible, rather their value is in the fringing native waterside trees. These form a visible linear belt that helps enclose the adjacent farmlands.

Farmlands: These 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 of Barrington, Shepreth and Harston. 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 bisects 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, reinforcing Foxton's sense of place. The fields south of the station and their tree belt backdrop provide the setting for the church and historic village, forming a rural gateway accessed along the public footpath. Similarly, the parkland between the A10, Shepreth Road and Foxton House is valued for providing the landscape setting for the Grade 2 listed property. The character would be changed, and potentially improved, should proposed alterations to the Foxton level crossing and road alignment eventually happen. In the meantime, there are 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 strengthen existing roadside planting to screen the traffic and absorb its noise.

Chalklands: The Foxton Chalklands are highly characteristic of the wider National Character Area. It is a productive, well-managed agricultural landscape, in which there lies a patchwork of small historic villages. Its principal value, apart from producing food, is its wide open vistas, its rurality and feeling of tranquillity. Any new residential development, extending the village southwards, would have a detrimental impact on the landscape quality, and historic settlement pattern. Any new agricultural or employment buildings would severely detract from the landscape quality,

openness and uninterrupted skylines. Any such development could not easily be ameliorated by screening. There are opportunities to improve biodiversity networks along verges and hedgerows through suitable native planting.

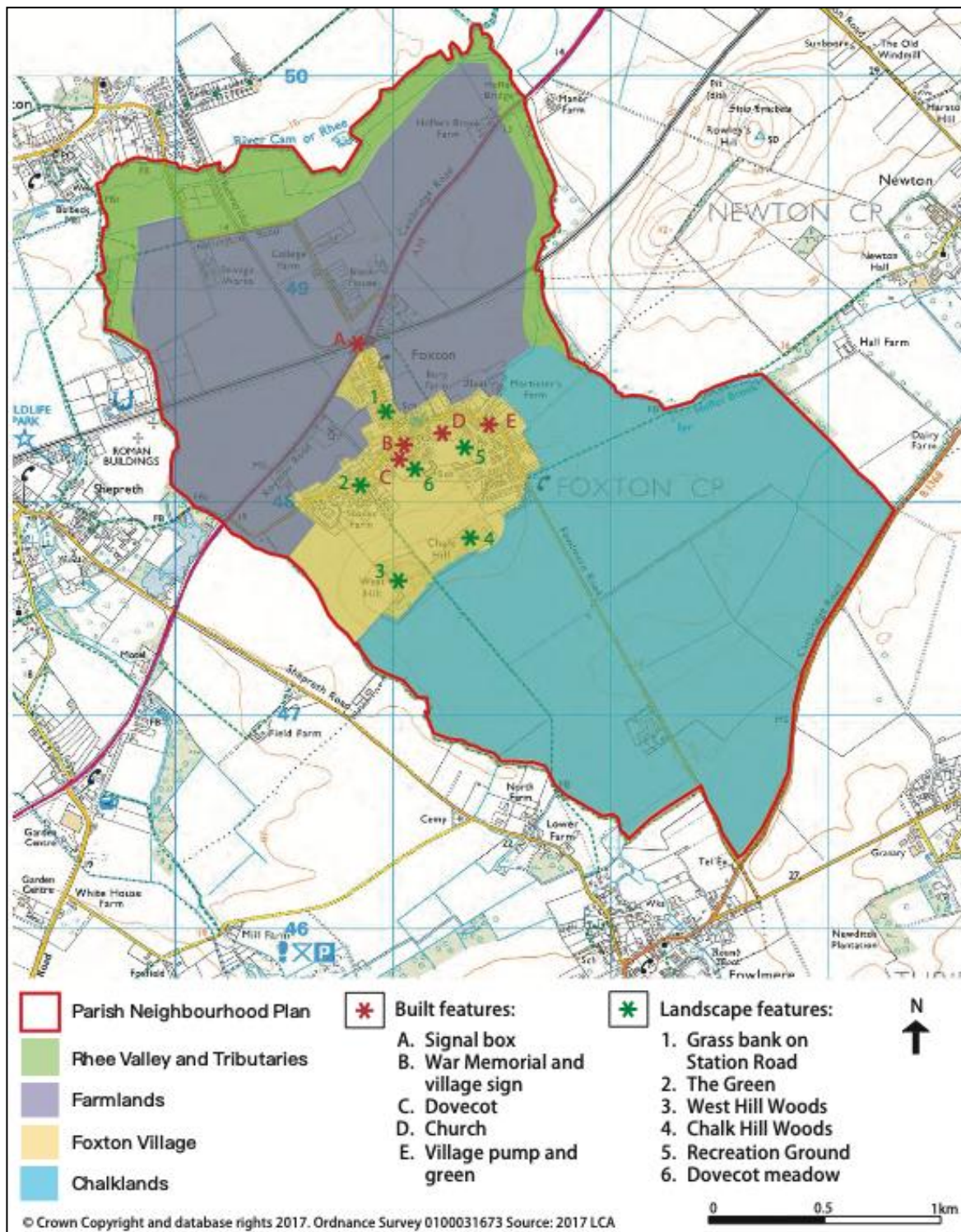


Figure 13: Landscape Character Areas in Foxton parish

Foxton Village: The village landscape retains its historic feel along its linear through road. Over the last 60 years, several residential cul-de-sacs have been built, mainly to its south. Views out of the village to the open countryside beyond have become

limited as the village has grown, with those remaining assuming great value and importance. The publicly accessible and locally planted woodland on the chalk ridge is an extremely important feature, both for the landscape and its community. It is beautiful and tranquil. The woodland encloses the settlement, drawing the eye towards it from all sides, and affording panoramic views from it southwards to the wider rolling chalklands. The core village mostly abuts farmed land, with residential gardens backing onto the fields. The settlement edge is irregular. It has expanded and changed a number of times over the last 60 years from its earlier historic core. The many garden boundaries are planted with hedges and trees of various sizes and ages, softening the view into the village from the hill. The area between the woods and the village has a natural feel despite it being primarily arable fields, as wild flowers border the agricultural land and birds fly overhead. There are sensitivities along other parts of the village character area boundary. These include the two small areas of historic parkland to the north in the Foxtan Farmlands character area. The Cambridge Green Belt boundary lies at the north-eastern and eastern side of the settlement, as a well-defined edge. The new development on Fowlmere Road creeps over the defining ridge, and intrudes visually into the rolling agricultural chalk landscape beyond. 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.

5.30 Taking a wide perspective of the local landscape and its green areas, the LCA sets out the landscape sensitivities, constraints and opportunities for new development, thus providing the evidence for decisions on Foxtan landscape's potential to absorb future growth and also to guide development form to reduce the impact on the landscape, particularly in sensitive locations. (Figure 14). These sensitivities, constraints and opportunities can be summarised as:

- Village edges that must be retained/enhanced in landscape terms
- Green Belt boundary, which in part overlaps with the village edges, and in places is more sensitive visually than the rest of the boundary (see Figures 10 and 30A)
- Locations where new development may be appropriate, if it meets other planning criteria and has a landscape scheme to enable it to blend into its local landscape character area
- Landscape enhancement to reinforce sense of place, gateways, biodiversity and enjoyment
- Important views that must be safeguarded, both into and out of the main village settlement.



Sensitive edge: view north from the Fowlmere Road in the Chalklands character area, looking towards the wooded chalk ridge. New exceptions site of affordable housing at Chalk Hill is visible.

Policy Intent

5.31 The purpose of this policy is to ensure that any future development and environmental enhancement initiative conforms to the recommendations of the 2017 LCA.

Policy FOX/5 Protect and Enhance Foxton's Landscape Character

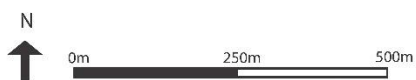
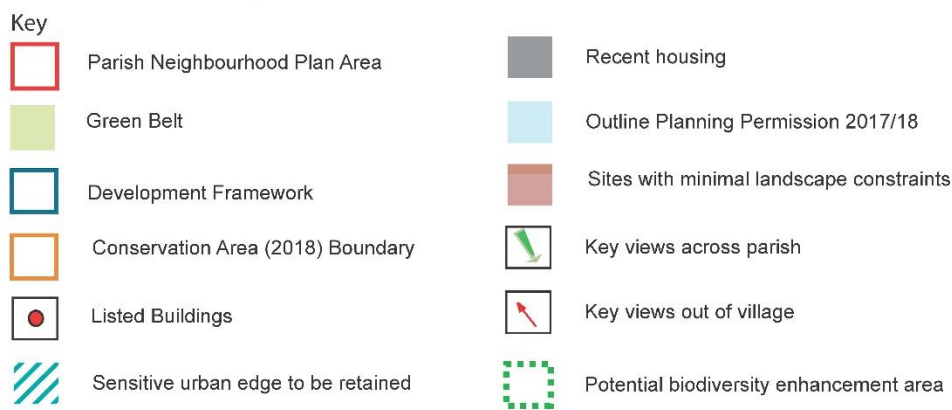
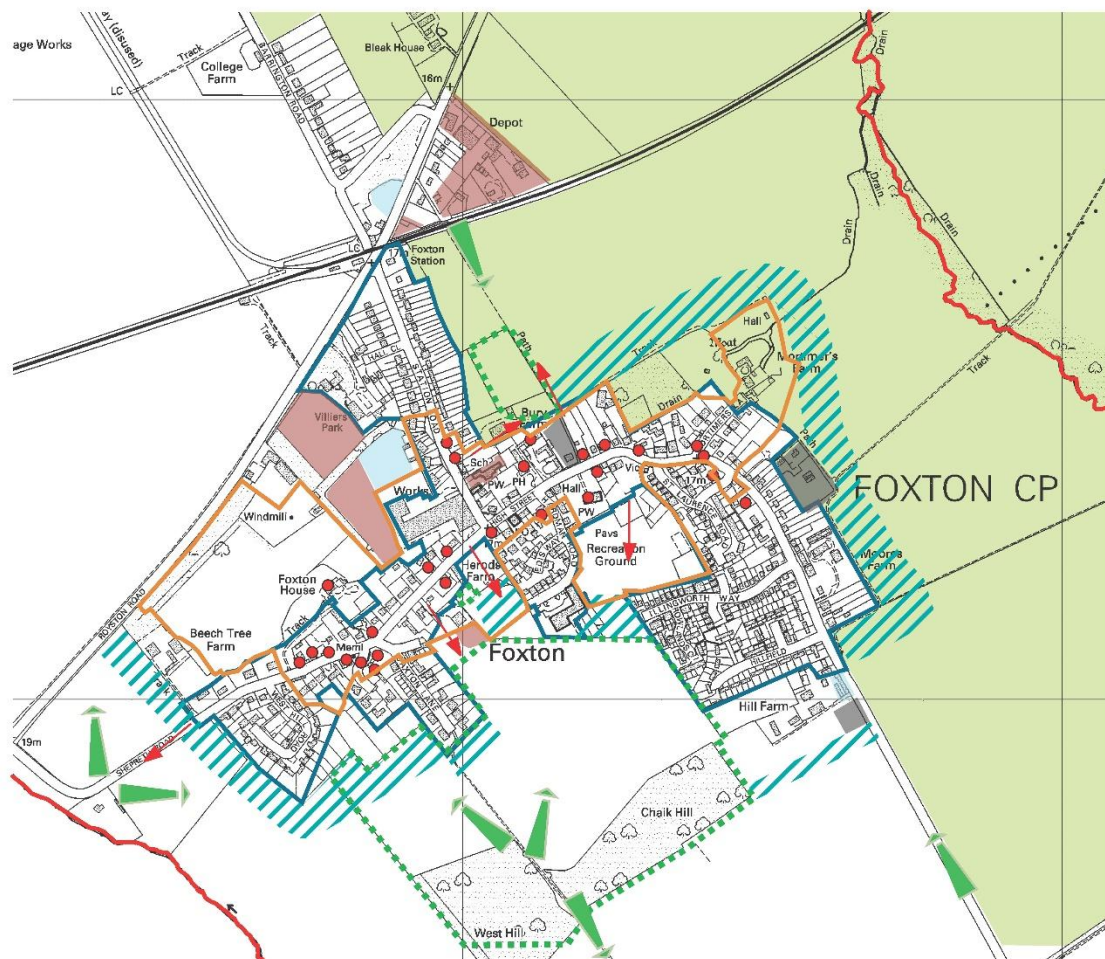
Development proposals shall respect and retain or enhance the local character and distinctiveness of the individual landscape character area in which it is located as set out in the Landscape Character Assessment.

For proposals on the edge of the built-up area:

- Each development scheme 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, as shown on Figure 15, these shall be respected and proposals that create hard edges to the perimeter of the settlement shall be resisted.
- 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.

Within the open countryside:

- Development proposals in the open farmlands of the Foxton Chalklands must provide appropriate demonstration that unacceptable visual impacts on the open landscape and the traditional setting and settlement form of Foxton will not arise.



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Foxton Neighbourhood Plan

Figure 14: Landscape Sensitivities, Constraints and Opportunities

Source: 2017 Landscape Character Assessment

Figure 14: Landscape constraints, sensitivities and opportunities (as shown in the 2017 LCA)

Protect and Enhance the Key Views and Gateways

5.32 Retaining the unique rural character of Foxtton is fundamental to this NP and captured in its vision statement. It was the single most important environmental factor for local residents in the 2018 consultation. The views in and out of the village and from the main transport arteries are therefore very important (Figure 15).

5.33 The CAA illustrates key views within and beyond the Conservation Area, many of which provide views beyond the built-up form of the village into the pastoral landscape beyond. There are street views which enhance and emphasise the historic character of the village, many of which would not be affected by new development. However, 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.

5.34 The LCA contains descriptions and photographs of key views across the whole parish landscape, such as expansive views south towards the higher chalk ridge from Royston to Chishill, from and towards the wooded chalk hill which provides the backdrop to the historic village, and towards the church from the A10, station and public footpath.

5.35 The LCA also identifies and describes the gateways into Foxtton village (Figure 15):

- **Southern gateway:** An open gateway along Fowlmere Road affording views of open landscape with wooded ridge on the horizon.
- **Northern gateway:** A low, flat landform, which together with roadside mature trees, does not allow views towards the historic village from Barrington Road.
- **Transport gateway:** Approaching Foxtton level crossing and station along the A10. 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.
- **Western gateway:** The local approach along Shepreth Road to the village south-east from the A10, flanked by pasture fields and a small orchard, is characterised by historic wide grass verges full of spring colour (see image below). These more intimate views raise expectations of an attractive village settlement to come. The western edge of the village is sensitive in landscape terms, with housing quite well-screened.



Western gateway: view towards the village with historic wide grass verges and tree-lined hedgerows

5.36 The LCA recommends there is scope to enhance the gateways to the village through additional planting on boundary edges and roadside verges, conforming to the recommendations of the report for National Character Area 87 and the Cambridgeshire Landscape Guidelines (LCA Appendix 4). This is included in the community actions section.

5.37 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.

Policy FOX/6 Maintain or Enhance Key Views and Village Gateways

Proposals for new buildings, including extensions to existing buildings, shall maintain or wherever possible enhance the key views in and out of the parish as identified on Figure 15.

Development that would affect the gateways to the village should ensure that opportunities to enhance the gateways are implemented where possible, as identified on Figure 15 and the Policies Maps (Figures 30A and 30B).

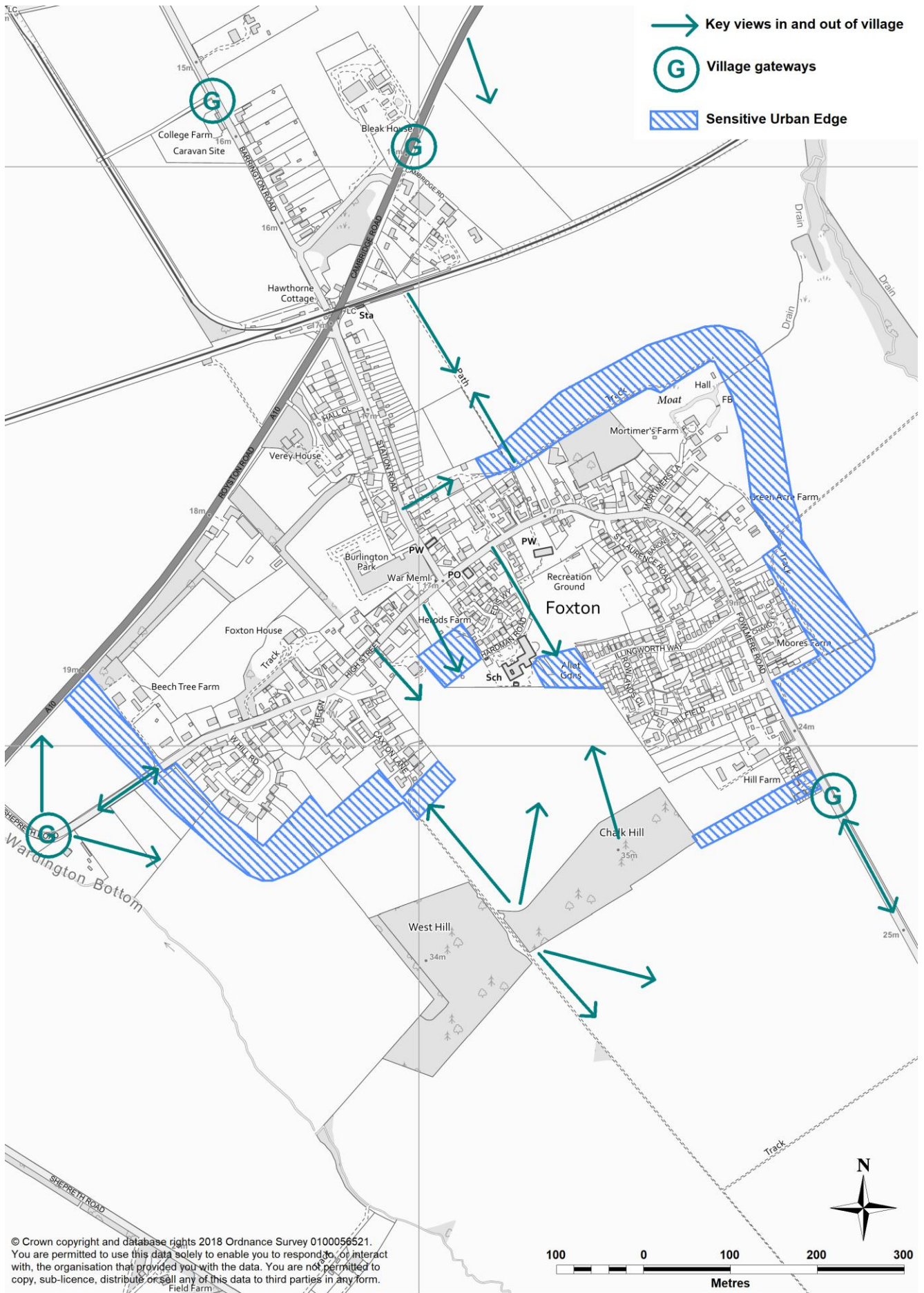


Figure 15: Key views, village gateways and sensitive edges

Protect and Enhance Green Spaces

5.38 Foxtton has a number of green open spaces, both large and small, that are much loved and well-used by the local community. There are three designated Local Green Spaces (Policy NH/12) in the Local Plan: the Dovecot Meadow, Recreation Ground, and the Green on the High Street. There are several smaller green spaces, including the Station Road verges, which are a designated Protected Village Amenity Area under Policy NH/11. The CAA appraisal identifies a further five green spaces which add to the character of the village, as described in paragraph 5.40.

5.39 The three largest publicly owned sites of local importance for their ecological, landscape and recreation value (Figure 16) are:

- Foxtton Woods, comprising West Hill woodland and the adjacent Chalk Hill woodland. The West Hill woodland includes a non-publicly accessible area of mature woods atop the chalk ridge and adjacent open access community woodland. These woods are owned by Cambridgeshire County Council and were planted in the mid-1990s by the council and the local community, using funding from the Woodland Grant Scheme. The site emerged as very important in the community consultations for this plan, and a Friends Group was established in 2018. A new management plan is in preparation to achieve enhanced biodiversity, landscape, access, educational and recreational value. More details are given in the community aspirations, chapter 13.
- The Dovecot Meadow is a designated Local Green Space strategically located south of the High Street. It affords open views towards Chalk Hill wood, has historically significant remains of medieval house platforms, and is crossed by an ancient track up to the ridge and clunch pit. The meadow came under active voluntary management in 2004, including transects to record and monitor grassland species over a number of years. The management plan aims to increase flora and invertebrate species diversity and improve the boundary hedgerows.
- The Recreation Ground, at the centre of the village, is also a designated Local Green Space, and with the adjacent churchyard, provides wildlife habitats along the margins, particularly for birds and invertebrates.

5.40 The Conservation Area Appraisal identified five green spaces in public ownership and maintenance, all of which should be protected from inappropriate development. These five are:

- Wide medieval grass verges along Shepreth Road at the western gateway to the village (Just west of and abutting the western Conservation Area boundary)
- High Street grass verges and remnants of the common stream between houses and the road (too narrow to be shown on figures 11i – 11iv)
- Green at the intersection of High Street and Station Road, with village sign (figure 11ii)
- Churchyard/former glebe land surrounding the church (figure 11iii)
- Small village greens/verges at vicarage corner and the intersection of Mortimer's Lane and Fowlmere Road (figure 11iv)



Green at the intersection of Station Road and High Street with the village sign

In addition, the CAA character area maps (Figures 11i to 11iv) show some green spaces in private ownership that provide the settings for historic buildings in the Conservation Area.

5.41 Green spaces are often multifunctional, they enhance the rural character of the built-up area, provide visual quality and interest and also have biodiversity value. Some larger ones also have recreational value. All green spaces should be protected from development and any proposals which could reduce or impact on them will need to be carefully considered. Open space primarily for formal recreational usage is included in chapter 7 on community facilities.

Policy Intent

5.42 The purpose of Policy FOX/7 is to highlight the existing value of local green areas, large and small, designated and not designated, as identified in the CAA and the LCA. These all have a biodiversity and landscape value, as well as a more general amenity value. The policy is aimed at ensuring their protection for the duration of the plan.

Policy FOX/7 Protect and Enhance Green Spaces

Development proposals that would have a material detrimental impact on designated Local Green Spaces, Protected Village Amenity Areas, Foxtan Woods and Positive green spaces as shown on Figures 11i to 11iv and Figures 16 and 24A will be resisted.

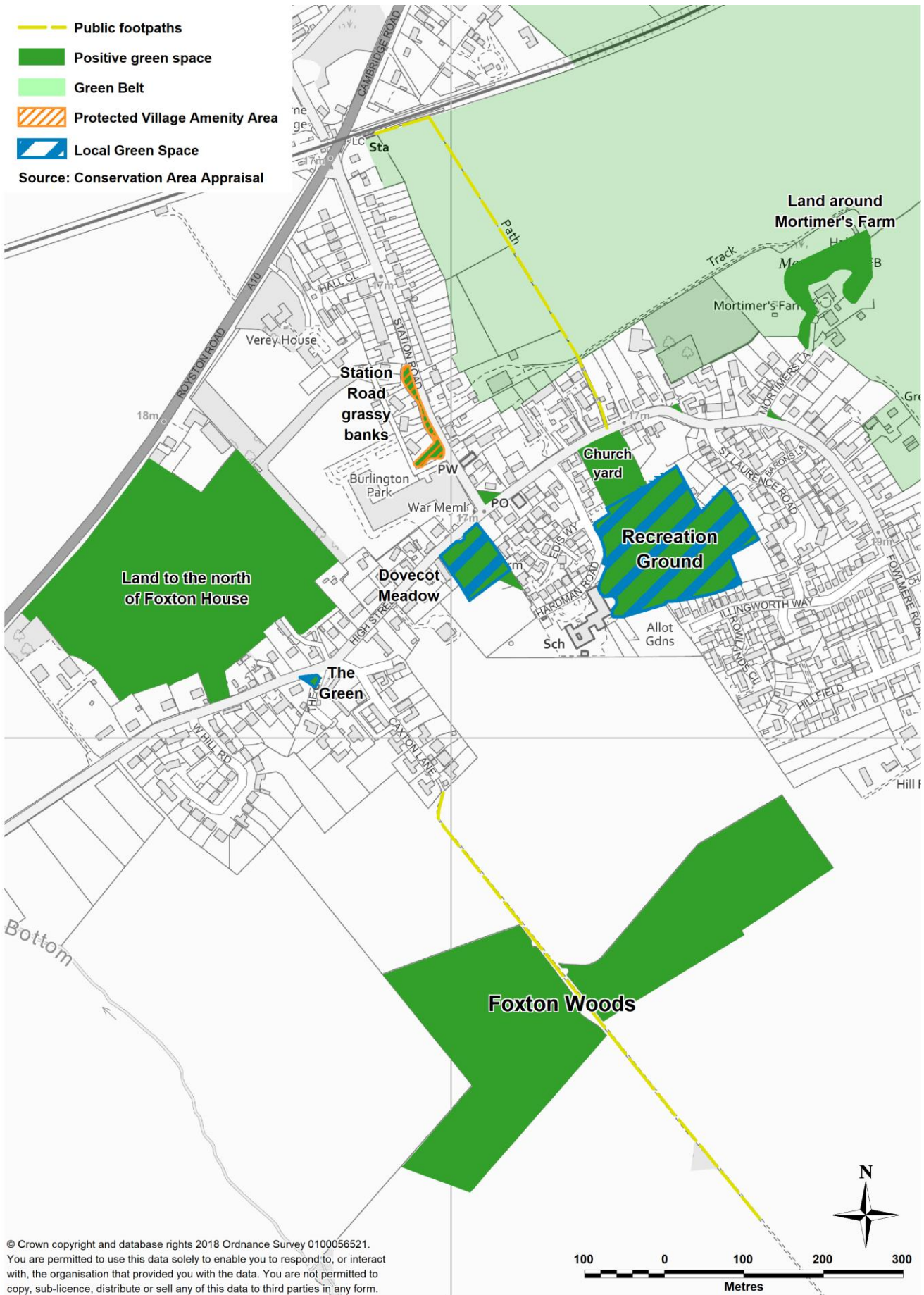


Figure 16: Designated Local Green Spaces, Protected Village Amenity Area and positive green spaces

Biodiversity and New Development

5.43 Local Plan Policy NH/4 covers how new development must aim to maintain, enhance, restore or add to local biodiversity through habitat networks and landscape, integrating ecological benefits within new development through innovation. The 2019 Natural Cambridgeshire vision 'Doubling Nature', of which SCDC is a partner, has a key aim of putting nature at the heart of the local growth agenda. This reflects wider government policy such as the National Capital Committee recommendations and the 25-year Environment Plan that includes bold ambitions for nature recovery and net biodiversity and environmental gain through development. By building environmental net gain into growth, biodiversity will be enhanced and there will be a range of benefits including access to local green spaces for community use, improved quality of life, public health benefits and improved air quality. These principles are enshrined within the new Environment Bill 2019.

5.44 In 1991, Cambridgeshire County Council, in association with South Cambridgeshire District Council and other local authorities, published *Cambridgeshire Landscape Guidelines*. This document provides a manual for management and change in the rural landscape. It is available in full on the Foxton Parish Council website, and relevant extracts for the Chalklands character area are given in Appendix 2. It sets out principles for landscape improvement and management in the Chalklands, summarised as:

- Planting new beech hangers (as happened in the creation of Foxton Woods in the mid-1990's)
- Management and creation of chalk grasslands (as is being proposed for the fields north of the woodland, shown on the Policies Map (Figure 30B))
- Management of existing shelter belts
- Planting new mixed woodlands and shelter belts (Foxton Woods, whilst predominantly beech, has other chalkland species)
- Creation of landscape corridors along river valleys (Hoffer Brook was improved in 2015)
- Hedgerows (scope to do much more to create natural corridors, as recommended in the LCA)
- Footpath corridor improvements
- Road corridor improvements (scope to do more, as recommended in the LCA).

5.45 The document makes a number of recommendations for any new planting in Chalklands character area, these being native species suitable for chalky soils:

Trees: beech, ash, small-leaved lime, hornbeam, wild cherry, yew and field maple

Shrubs for woodland edges: hazel, hawthorn, elder, wild privet and wayfaring tree

Hedgerows: hawthorn, hazel, blackthorn, field maple, dog rose, wild privet and wayfaring tree

Trees in avenues and hedgerows: ash, beech and field maple

(NB. Ash is no longer recommended due to ash dieback disease)

The Cambridgeshire Landscape Guidelines provide design illustrations for village settlement edges and a checklist for developers, including the need to respond to local character. These should be referred to and followed in the planning and design of any new developments.

5.46 The Foxton LCA provides examples to improve biodiversity, e.g. in the Foxton Farmlands road verges, hedgerows and urban edges via planting of suitable native species, and improving landscape and wildlife corridors in the Chalklands landscape area.

5.47 Many parts of the village and wider parish have native trees, shrubs and verges that provide habitats for local wildlife, including water courses such as the River Rhee and Hoffer Brook. These are particularly valuable because they are linear and allow for species movement. Local Plan Policy NH/6 focuses on preserving and enhancing green infrastructure, citing the Cambridgeshire Green Infrastructure Strategy 2011 (LCA Appendix 1).

5.48 A longer-term community aspiration (chapter 13) that emerged from the NP consultation process and the LCA analysis is the creation of a larger biodiversity enhancement area on sloping agricultural fields between the woodland and village edge (Figure 14). This site is part of the county farms estate owned and managed by Cambridgeshire County Council, under an agricultural tenancy. Due to its location between the village edge and the community woodland, it has significant future potential to become ecologically rich chalk grassland, with informal public access, and possibly other recreational uses.

5.49 The open agricultural fields and boundary hedgerows also offer opportunities for enhancement. Thriplow Farms, with land to the east of Fowlmere Road, has a Countryside Stewardship Agreement with Natural England that includes field margin management for wildlife enhancement in the vicinity of Chartwell Spring along the public footpath to Newton. There are further opportunities to improve the ecological value of field boundaries in the Foxton Farmlands and Foxton Chalklands landscapes (LCA Appendix 2). Foxton needs to ensure that its existing ecological assets are maintained and enhanced.

Policy Intent

5.50 The purpose of this policy is to provide local principles for the enhancement of biodiversity.

Policy FOX/8 Biodiversity and New Development

Development proposals for new buildings shall retain existing features of biodiversity value (such as grass verges, banks and greens, boundary hedgerows and trees, specimen trees and water courses) and, where practical to do so, to provide a measurable net gain in biodiversity through for example:

- The creation of new natural habitats such as chalk grassland
- The planting of additional trees and hedgerows, prioritising locally indigenous species appropriate to the location, and
- Restoring and repairing fragmented biodiversity networks.

All new developments should take account of the detailed guidance in the Cambridgeshire Landscape Guidelines.

6. Housing

6.1 The purpose of the planning policies in this section is to help realise the primary housing objective:

Objective 2i: To support modest growth commensurate with Foxton's status in the wider settlement hierarchy where this growth contributes towards meeting local housing needs.

Overall Context

6.2 Foxton had 492 dwellings in 2011 and a further 65 have been completed since. This figure includes the 30 completed in 2016 at two sites off the Fowlmere Road, Moore's Farm (15) and Chalk Hill rural exception site (15), and seven at Church View, on the High Street. In addition, planning permission was granted in 2017 for 26 dwellings off Station Road, later amended to 22, and completed in 2020. Permissions for a further eight dwellings have been granted, but not yet built.

6.3 The parish has a low proportion of one- and two-bedroom dwellings when compared with the district as a whole (Figure 17; Census 2011 KS401EW Dwellings and Accommodation Type).

6.4 Owner occupation is considerably higher in the plan area compared with Cambridgeshire or England as a whole (Figure 18; AECOM HNA 2017 and Census 2011).

6.5 Foxton has a relatively high proportion of people within older age brackets, compared with regional and national trends (Figure 19; AECOM HNA 2017 and Census 2011). Those in later middle-age form a dominant grouping within the population (30%) and those of working age constitute over 50% of the population. This, combined with the proportion of school-aged children, suggests a family-oriented community.

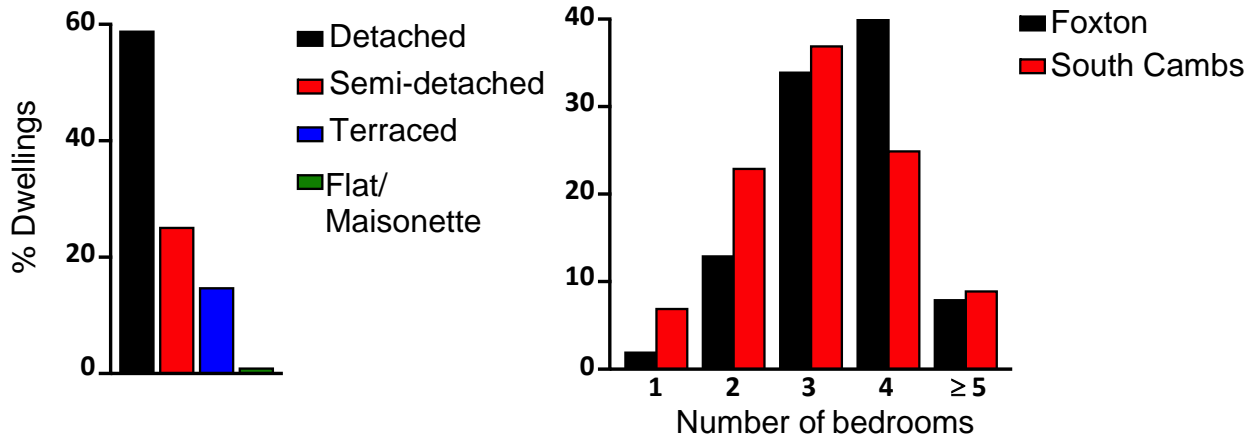


Figure 17: Housing types in Foxton.

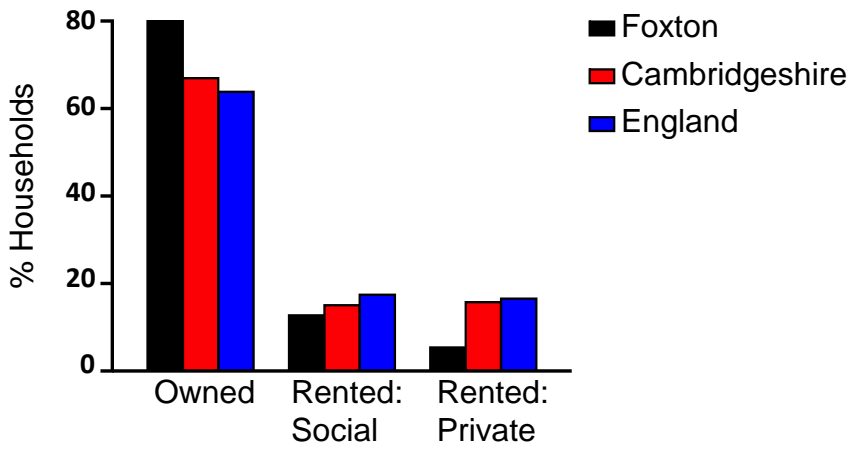


Figure 18: Household tenure in Foxton. Shared ownership: 0.6% (Foxton), 1.2% (Cambridgeshire) and 0.8% (England) of total owned tenures.

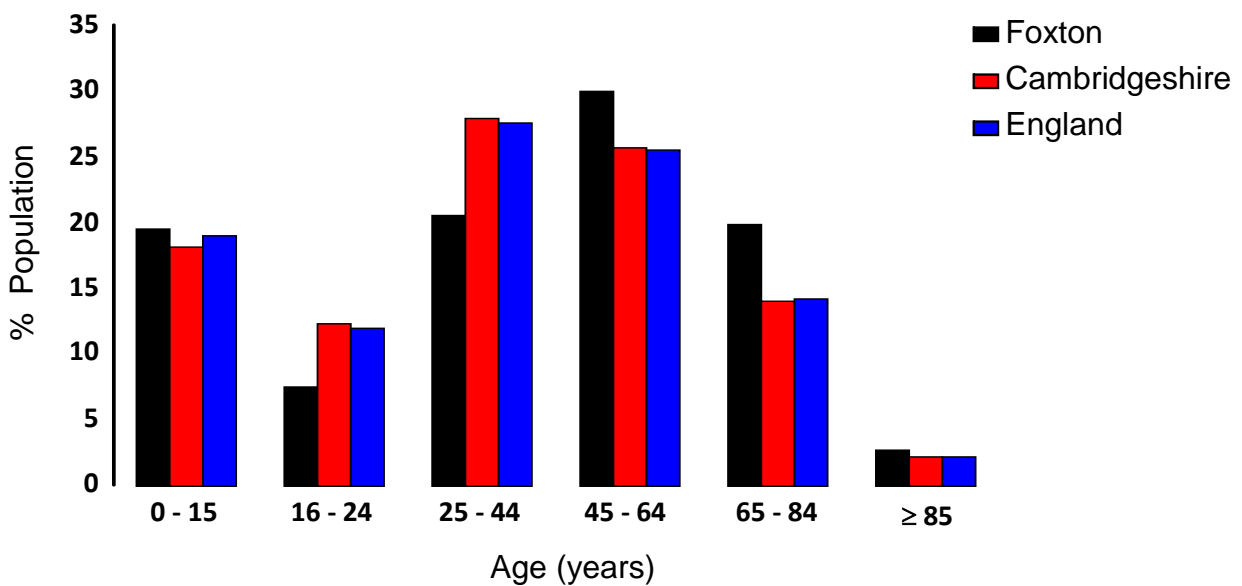


Figure 19: Foxton age structure.

6.6 Local Plan and housing provision for Foxton: The Local Plan does not provide precise numbers of houses required by each parish or group village, rather an overall figure across the district. Following the revision of the NPPF in February 2019, if requested to do so, SCDC as the local planning authority is required to provide a housing needs requirement for a designated neighbourhood area. SCDC has indicated that Foxton's share of district need is 9 dwellings. Foxton is a designated Group Village (Local Plan Policy S/10), which allows for residential schemes within the Village Development Framework (Figure 10) of up to 8 units or 15 units in exceptional circumstances where good use is made of brownfield land.

6.7 Housing Needs Assessment 2017: To understand Foxton's housing needs in terms of overall quantity and type, including need for private market housing, the parish council commissioned a Housing Needs Assessment (HNA) from AECOM in 2017 (Locality grant funded). The study was based on information available in summer 2017 and prior to finalisation of the Local Plan. The HNA drew attention to the lack of local affordable housing. In terms of type, HNA evidence suggests a clear requirement for smaller dwellings: New development providing homes with 3-4 rooms total would bring housing stock into greater alignment with market segments and promote affordability. In terms of demographic change, the HNA predicts that single person and couple households will constitute the majority of household increases between 2011 and 2031. Most of these are likely to be older residents and the report states 'An important opportunity exists for the Neighbourhood Plan to develop policy around the needs of older residents.' In terms of family sized housing, the HNA concludes that the provision of suitable family housing would be appropriate. In terms of tenure, there is evidence of undersupply in the private rented sector and that the demand for rented accommodation is linked to the shortage of affordable housing.

6.8 2018 Community Consultation: The evidence from the 2018 consultation questionnaire shows that the vast majority of respondents support some small-scale new development to meet local need, particularly affordable homes (Figure 6): fewer than 3% of respondents indicated no support for new housing and almost 25% stated that sites with 9-15 affordable houses were most important.

6.9 During the 2018 consultation, 140 households indicated they may want or need to move within the next 15 years (NP timeframe). Of these, 47 would prefer to move locally within the Foxton area, versus 22 who would not relocate within Foxton and 71 who did not know at this stage or did not specify. Of those wanting/needing to move, over 80 were single adults, nearly 40 were couples and 11 were families with children (Figure 20). The most significant reason cited for the unsuitability of their current property was a desire to live independently, followed by health and mobility issues.

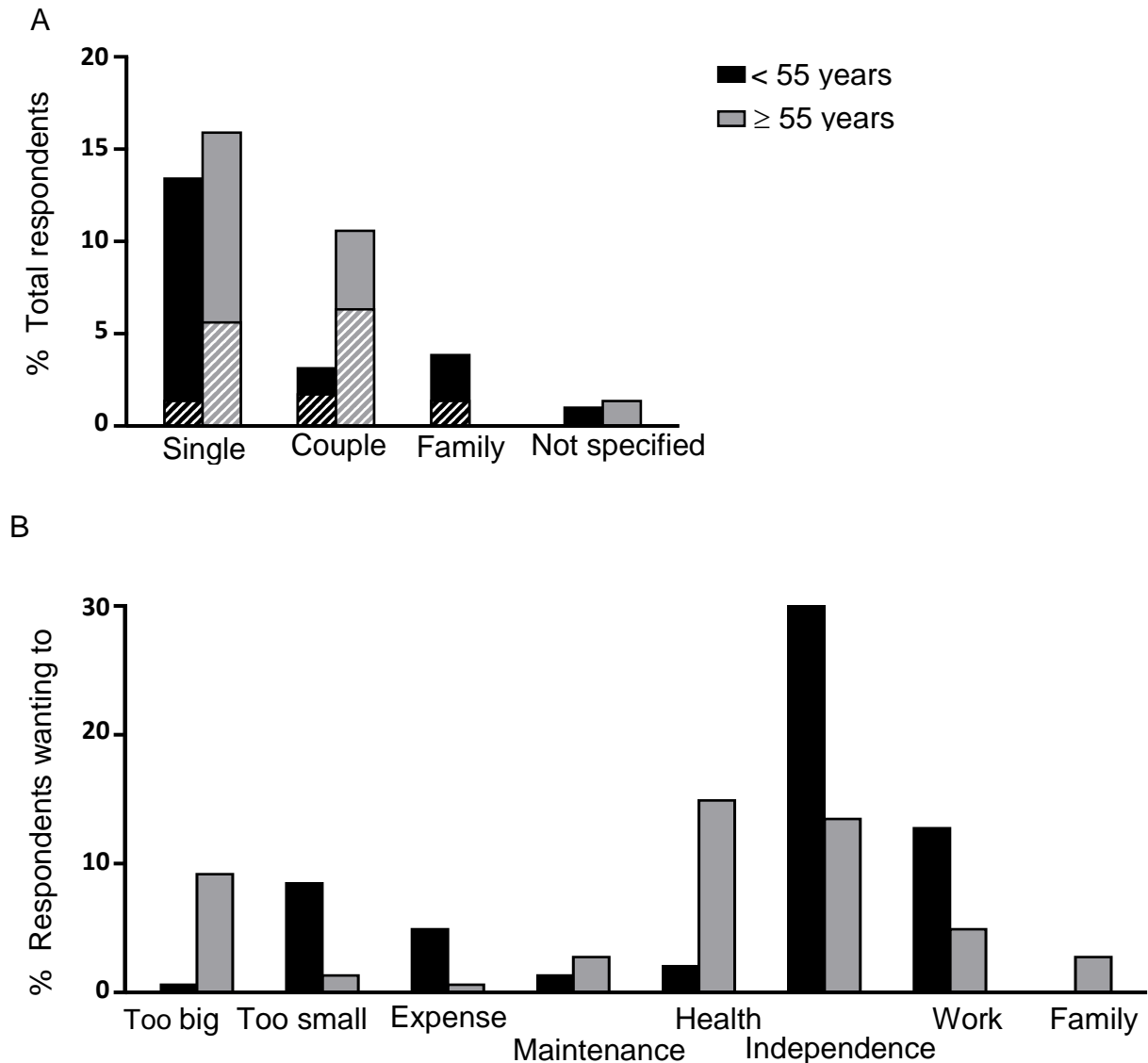


Figure 20: 2018 survey (A) Household members that may want or need to move within the next 15 years. Cross-hatched area is proportion who would prefer to move locally within Foxton (versus households who would not move locally or who did not know). (B) Most important reason for wanting or needing to move.

6.10 The 2018 community consultation asked what type of property would be most suitable for those wishing to move locally (Figure 21). 43% indicated a 1-2 bedroom flat or house was their preferred choice, with 12% choosing a 3-4 bedroom house, 10% sheltered/retirement housing and 9% bungalows. Few people required extra care housing, care home or houses with 4 or more bedrooms.

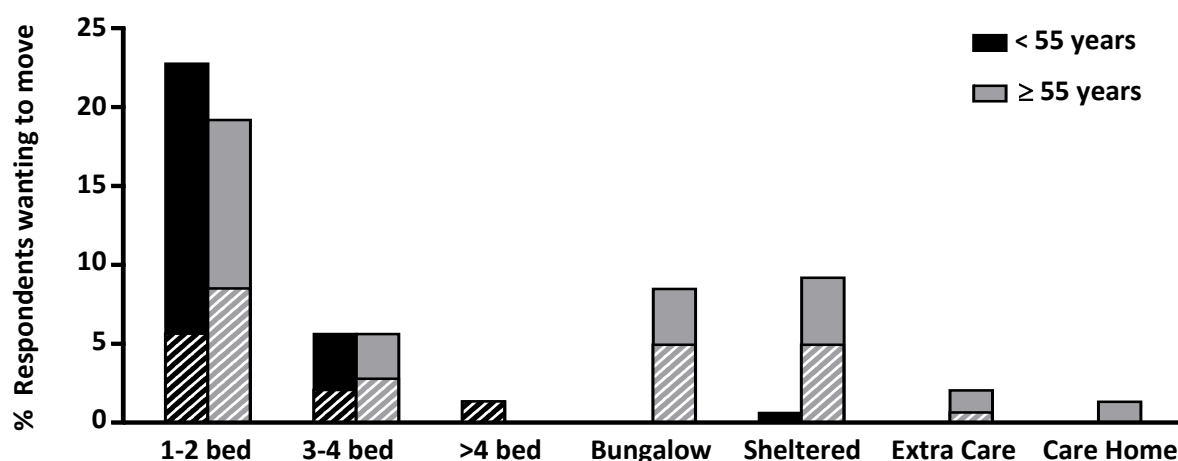


Figure 21: 2018 Survey. Most suitable housing for households wanting or needing to move within the next 15 years. Cross-hatched area shows proportion who would prefer to move locally within Foxton (versus those who would not prefer to move within Foxton or who did not know).

Housing Provision

6.11 The NP working group has carefully considered the evidence and community opinions regarding housing provision in the parish. Providing existing commitments are met, the District Council has indicated that a minimum of nine additional dwellings are required in Foxton during the NP period.

6.12 One purpose of the NP is to indicate land use change to meet local need, beyond the requirements of the SCDC Local Plan if necessary. The evidence outlined above indicates the need for modest growth within Foxton. New housing must specifically meet the needs of Foxton residents and deliver community benefits, both now and in the coming decade. The priorities are:

- Smaller homes with 3-4 rooms total
- Homes suitable for older local residents who wish to downsize
- Homes suitable and affordable for younger adults who wish to live independently
- Homes that are easily accessible to the village centre and public transport.

6.13 There are, however, significant constraints in terms of site availability in Foxton (Figures 10 and 14), including its Group Village status, Green Belt boundary, and other landscape and historic character sensitivities. In order to test site availability, the parish council carried out a 'call for sites' in autumn 2018. Five sites came forward:

- Old school/chapel site on Station Road
- A10 triangle site adjacent to the station in full
- Part of A10 triangle site partly adjacent to the station
- Land adjacent to the Burlington Press buildings off the High Street for employment

- Site on Barrington Road.

These sites were then independently assessed against a wide range of planning and other criteria by AECOM, funded by Locality. This 2018 AECOM report is available as a supporting evidence document.

6.14 The parish council then reviewed the evidence in the AECOM report and has identified two sites as potentially suitable for new housing – the old school and chapel site, Station Road and A10 triangle site – together with a third site for new employment – land adjacent to the Burlington Press buildings off High Street. The site on Barrington Road was rejected as it is disconnected from the village. Part of the A10 triangle site which was put forward by a developer for just housing shows potential but should be developed only as part of a more cohesive development/redevelopment project which respects existing residential dwellings on the site and maximises the potential for a high-quality design scheme. More information on the latter is set out later in this plan in chapter 11.

6.15 Through Foxton's Group Village status, in addition to these allocations, there may be scope for small infill developments (eight dwellings or fewer), subject to compatibility with the policies in the Local Plan and this plan.

6.16 There are concerns that the local infrastructure would need to be improved to absorb future growth. Issues such as roads/traffic, drainage, primary school places and GP surgery capacity will need to be addressed through developer contributions.

6.17 Given these various considerations, the parish council supports a total of up to 40 new dwellings across the two allocated sites, depending on design that responds to and respects site context and character with a suitable layout, scale, building materials etc. This indicative figure of 40 includes approximately 30 new homes contingent on the redevelopment of the A10 triangle (see Figure 30B) and around 6 new dwellings on the old school/chapel site on Station Road (the AECOM assessment of 7 dwellings was based on site density alone and the recent refusal of planning permission for 8 units (S/1616/19/FL suggests the capacity is about 6)) The Station Road site is particularly suitable for elderly residents, given its location at the heart of the village close to the shop/post office and the public house, and next to bus stops (see Figures 22 and 30B).



Figure 22: Site allocated for housing on Station Road, Foxton

Policy Intent

6.18 The purpose of Policy FOX/9 is to provide for development of around 6 new dwellings.

Policy FOX/9 Redevelopment of old school/chapel site on Station Road

Development proposals for the old Trinity School and Methodist Chapel site in Station Road (as identified on Figure 22 and the Policies Map, Figure 30B) for up to 6 dwellings arising from the conversion of existing buildings and erection of new units will be supported provided that:

- at least 50% of dwellings are smaller one/two bedroom dwellings suitable for older people wishing to downsize; and
- the design and layout of the buildings and conversions respects the site's location in the Conservation Area and the buildings' status as Buildings of Local Merit (non-designated heritage asset)/ Positive buildings.

Dwellings designed and built to the "accessible and adaptable M4(2) standard", where possible, will be encouraged.

Housing Mix

6.19 The AECOM HNA analysis, 2017 and 2018 community consultations and SCDC social housing waiting list figures provide clear evidence of a requirement for smaller dwellings in Foxton. 84% of respondents to the 2017 consultation survey agreed that 1-2 bedroom dwellings should form part of how the parish addresses future housing needs, with similar findings from the higher response rate in 2018 (Figure 21). Furthermore, the HNA report states that single person and couple households will form the majority of household increases in the parish between 2017 and 2031.

6.20 As shown in Figure 17, 1-2 bedroom dwellings comprise only 15% of total residences in Foxton, compared with 30% across the district as a whole. Any new development should include provision of 1-2 bedroom properties. A requirement for 50% of units on smaller schemes is a reasonable requirement given this imbalance in the current housing stock.

6.21 Two local estate agents were interviewed as part of the HNA. Both indicated that bungalows were in highest demand, with detached and semi-detached houses also very popular, and verified a strong demand for 2-3 bedroom properties.

6.22 The 2018 Local Plan Policy H/9 Housing Mix sets out the requirements for developments of 10 or more homes. For developments of 9 units or less, the mix of homes should be determined by local housing need. In addition, developments including specialist accommodation for the elderly (with or without care) will not be subject to the housing mix stated above and will demonstrate appropriate design standards.

6.23 Foxton is a family-oriented community and future demand for larger family homes could be met by older residents who have expressed a desire to downsize, if suitable accommodation is available (Figures 20 and 21). All new dwellings specifically for older people will need to meet appropriate Building Regulation Standards M4(2) for accessible and adaptable homes.

Policy Intent

6.24 The purpose of Policy FOX/10 is to ensure that residential development meets the housing needs of the parish.

Policy FOX/10 Housing Mix

Housing mix within new residential development schemes shall be suitable for meeting the needs within the parish, as set out in the Housing Needs Survey.

The mix of market homes on sites of 9 or fewer units will provide at least 50% of 1-2 bedroom units to take into account Foxton's identified need for smaller homes for both first-time buyers and older people downsizing.

In homes intended for the lifetime occupation by the older generation, conformity to Building Regulations Standards M4(2) is encouraged.

Affordable Housing

6.25 Affordable housing is subsidised and provided to eligible households whose needs are not met by the market. The stock of affordable homes in the parish declined between the 2001 and 2011 Censuses, with a 6% fall in social rented properties. In 2018, there were 69 SCDC-owned properties, 14 housing association homes and 1 shared ownership house. Affordability of housing (measured by comparing household incomes with house prices) across the district has deteriorated considerably since 1971.

6.26 The HNA established that approximately 50% of Foxton households would be unable to afford a typical mortgage without additional equity from their existing home or family assistance. The community views outlined in paragraph 3.13 and Figure 6 show local support for additional affordable housing.

6.27 SCDC has produced 'local connection' criteria for applicants who wish to be considered for subsidised housing provided on a rural exception site, should one become available. SCDC data from its annual report on housing stock also shows a steady turnover in tenancies, with 22 of the 69 SCDC-owned houses changing tenants in the three years to March 2018. After applying 'local connection' criteria for applicants who wish to be considered for subsidised housing, the SCDC Home Link register shows there were 30 applicants in September 2019 (Table 1):

Bedroom requirements: applicants aged <60 years				Bedroom requirements: applicants aged 60+ years			Total
1 bed	2 bed	3 bed	4+ bed	1 bed	2 bed	3 bed	
7	10	0	1	1	0	0	19

Table1: Social housing demand in 2019

These figures represent a snapshot in time rather than affordable housing needs for the NP duration but nevertheless show moderately high demand, particularly for 1-2 bedroom homes.

6.28 The provision of affordable housing is therefore a key concern for the parish. Almost 25% of 2018 consultation respondents thought that 9-15 affordable houses was the most important housing needed in Foxton (Figure 6). The recent Chalk Hill development by SCDC of 15 houses for rent has been well received (see photo).

6.29 Local Plan Policy H/10 requires provision of 40% affordable housing on development schemes of 10 or more homes and Policy H/11 allows for rural exceptions schemes. Foxton Parish Council supports the provision of further affordable housing on a rural exception site, should a suitable site become available. Preferably, such a scheme would be located on a site outside the Green Belt and not in the Foxton Chalklands area. However, if there are such proposals, it should be demonstrated that there are no suitable alternative sites available.

Policy Intent

6.30 The purpose of Policy FOX/11 is to provide local context and support for future affordable housing development on rural exceptions sites.

Policy FOX/11 Rural Exceptions Housing

The development of small scale, affordable housing schemes for those with connections to the parish on rural exceptions sites at the edge of the Foxton Development Framework boundary (where housing would not normally be permitted) will be supported provided that:

- The proposed development will not exceed local need by virtue of its size, scale and type
- The proposed development is appropriate to the context of the site and the character of the village, and is acceptable in terms of design, layout, materials, landscape and biodiversity impact, access and flood risk
- The site is not within open farmlands of the Foxton Chalklands area unless it will not have a detrimental visual impact on the special character of the landscape type, as evidenced by landscape visual impact assessment
- For sites within or adjoining the Green Belt, it is demonstrated that there are no other sites with lesser impact on the Green Belt
- The affordable housing is provided in perpetuity.



Rural exception site social housing on southern village edge with Foxton Woods on the horizon

7. Community facilities

The purpose of the planning policies in this section is to help realise three key NP objectives:

Objective 3i: Retain existing community infrastructure and secure improved provision of facilities.

Objective 3ii: Protect and increase formal and informal recreational open space

Objective 3iii: Improve the extent of the non-motorised path network for recreational usage

Overall Context

7.1 Foxtton is well served by a range of community facilities and services (see Figure 23), which help provide the basis for a strong community, much valued by residents. The primary school and adjacent village hall and sports pavilion were completed in 2002, and are the hub of the village. The facilities provide the home for the pre-school and toddler groups, many classes such as fitness and special interest clubs, sports clubs, as well as the venue for meetings, social occasions, and regular over-60s events.

7.2 The village has a well-used and valued shop and post office, and a public house. The Grade 1 listed church is at the heart of the village, and provides a home for large village events, as well as catering for the spiritual needs of the community. Allotments adjacent to the Recreation Ground are all occupied, managed by a gardens association that holds regular village events.

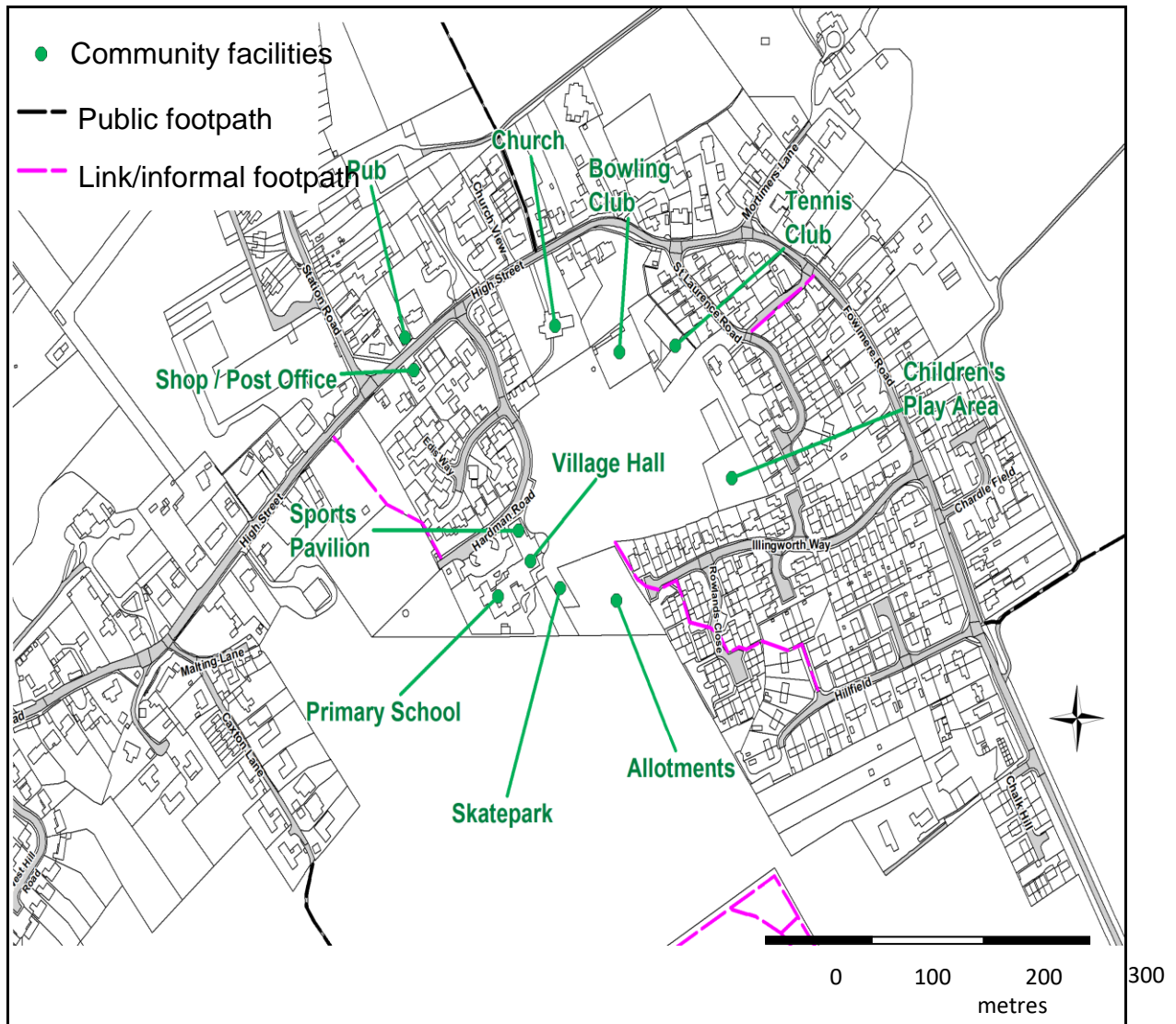
7.3 Other community services include monthly visits by the county mobile library and a car scheme providing lifts to medical services for people without their own transport.

7.4 Sports are well catered for in Foxtton with high-quality football and cricket pitches, servicing teams across many age groups, tennis and bowls clubs, a skatepark and children's playground. When not being used for matches, the Recreation Ground attracts daily use for informal recreational activities, encouraging a healthy lifestyle

Protect Existing Community Facilities: Background and Justification

7.5 Foxtton residents value the existing shop/post office: 73% of 2017 consultation respondents agreed that safeguarding the future of these facilities would be beneficial. The 2018 consultation showed that the shop/post office is the most frequented community facility, used at least once per week by over 60% of respondents (Figure 7). Foxtton's green spaces, village hall and children's play area were also well utilised, whereas the pub, allotments and sports facilities catered only to a minority of residents. Residents would most like to see improvements to, and additional provision of, green spaces (32%) and food/drink outlets (20%) (Figure 7). Additionally, a focus group of younger residents highlighted an aspiration for a multi-

generational community café/hub, and/or a family-oriented pub/restaurant, as well as improved play provision.



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Figure 23: Community facilities

7.6 Provision of additional retail/food outlets/community uses will be supported provided that amenities of neighbouring properties are not adversely affected. Closure of the shop, post office and pub in particular would result in more car journeys in and out of the village. Accordingly change of use, conversion or demolition of any of the facilities listed to a use which is not for the community will be resisted unless a replacement would prove more suitable for the needs of the community. The applicant would need to put forward evidence that the existing use is no longer commercially viable and prove that a genuine attempt has been made to market the enterprise as a going concern for at least a year.

Policy Intent

7.7 The purpose of Policy FOX/12 is to specify which local services and facilities are locally valued and should be safeguarded, complementing Local Plan Policy SC/3.

Policy FOX/12 Protect Existing Community Facilities

Development proposals that would result in the loss of or significant harm to a valued community facility will not be supported unless there is clear demonstration that the existing use is no longer commercially viable and that genuine attempts have been made over a period of at least 12 months to market the enterprise as a going concern. Facilities include:

- Shop/Post office
- White Horse Public House
- Village Hall

Proposals to improve the viability of a community facility by way of extension or partial replacement and proposals for new community facilities will be supported, provided the design of the scheme respects heritage assets, the street scene and the resulting increase in use will not have an unacceptable impact on the amenities of adjacent residential properties.

Provision of a Foxton Day Care Facility: Background and Justification

7.8 One of the issues that emerged through the community consultation process was an aspiration to provide additional day care facilities within the community that would enable more parents/carers to work. There are three childminders but there is still known to be local demand. The pre-school for three and four-year-olds is limited in its offer by the availability and type of space in the village hall. However, the 2018 questionnaire revealed strong support for nursery, child and adult day care, as shown in the graphs below.

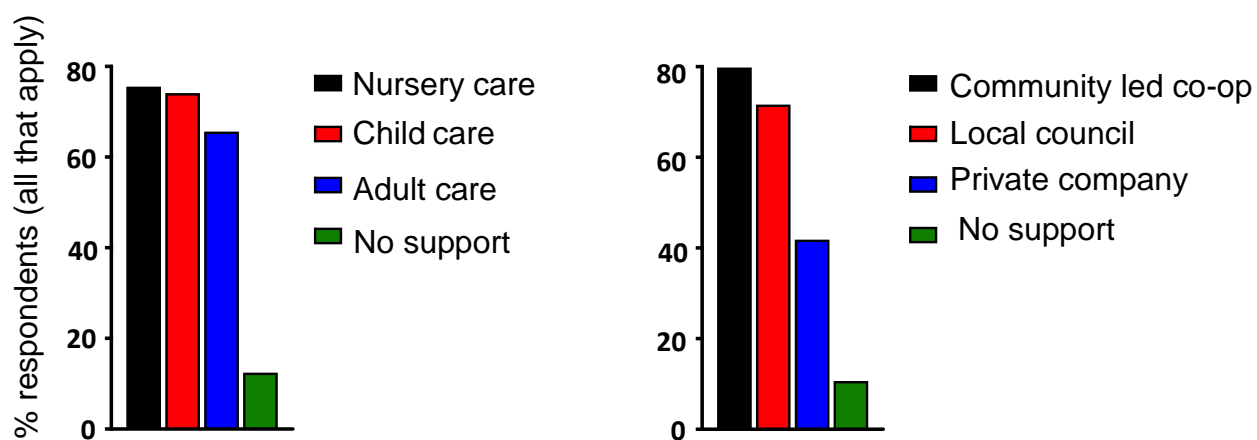


Figure 24: 2018 survey: Level of support for provision of additional day care facilities in Foxton.

Policy intent

7.9 The intent of FOX/13 is to support the provision of a Foxton nursery/childcare facility should a suitable site become available, to help facilitate employment of local people.

Policy FOX/13 Provision of a Foxton Day Care Facility

Development proposals that will provide childcare facilities within or adjacent to the development framework are encouraged and will be supported provided that:

- Potential impacts on residential amenity must be fully considered, identified and mitigated where applicable. Proposals which unacceptably damage residential amenity will not be supported
- Any proposals would not cause unacceptable impacts on village centre congestion and parking
- The design of any new buildings will be in keeping with the character of the immediate surroundings
- Very special circumstances are demonstrated for any site in the Green Belt.

Protect and Increase Recreational and Informal Open Space

7.10 Foxton benefits from the following formal outdoor recreation facilities (Figures 22 and 24A). Some are managed indirectly by Foxton Parish Council (FPC), some by affiliated sports clubs and others by private sports clubs:

- Children's play area – recreation ground play equipment for children under 12 (FPC)
- Recreation Ground:
 - Informal kick-about area (FPC)
 - Tennis club/courts
 - Bowling club/green
 - Football pitches
 - Cricket ground
- Skate park (FPC)
- Allotments.

7.11 Foxton benefits from the following informal outdoor recreation/access areas and routes, as shown on Figure 24A:

- Dovecot Meadow
- Foxton Woods
- Public footpath network and permissive paths across agricultural land
- Community woodland path network.

7.12 The Cambridgeshire Playing Pitch Strategy 2016 considered the need for facilities. Foxton lies in the south-west area and there was no requirement for more playing pitches. However, the local football club has been growing in recent years, with youth teams across a number of ages groups that struggle to find pitches. Contributions may therefore be sought from new development towards the provision

of additional sports pitches within the village, if suitable flat land becomes available. The strategy recommended that the Recreation Ground is protected as a playing field site, and this has since been included under Policy NH/12 of the Local Plan.

7.13 The SCDC Recreation Open Space Study 2013 assessed open space in villages against population, and found a significant shortfall in formal play space, in contrast to informal provision. For Foxton, a small shortfall was identified. With the population increasing since 2013, including the number of families, this shortfall will now be larger. The parish council is looking to improve the existing facilities on the Recreation Ground.

7.14 The 2010/11 Cambridgeshire Accessible Natural Greenspace Standards report by Natural England identifies significant deficits in all categories of accessible natural green spaces in South Cambridgeshire. Foxton parish lacks both smaller sites of accessible natural green space (<2 and 2-20 hectares), as well as larger sites (>100 and >500 hectares). The evidence from this report and guidance from Natural England's publication *Nature Nearby* encourages local authorities and other organisations to improve the quantity, location and quality of natural green spaces as part of a wider green infrastructure network.

7.15 The 2011 Cambridgeshire Green Infrastructure Strategy recommends several improvements that could help address Foxton's deficits (LCA Appendix 4). The LCA found that open green spaces of varying scales and naturalness are all important landscape features within the village, and opportunities should be taken to enhance and expand them. The 2019 Natural Cambridgeshire vision 'Doubling Nature', of which SCDC is a partner, has a key aim of putting nature at the heart of the local growth agenda. It gives examples such as securing access to high-quality natural green spaces within 300m of everyone's home and the benefits of blue and green infrastructure, including health and wellbeing.

7.16 The allotments to the west of Illingworth Way and south of the Recreation Ground are protected under Local Plan Policy SC/7 Protection of Existing Recreation Areas, Allotments and Community Orchards. Historic maps of Foxton show there were a number of orchards, and the aspiration for a new community orchard was mentioned numerous times during the 2017 and 2018 community consultations. The Policies map (Figure 30B) allocates a small site for biodiversity enhancement and potential community orchard. The site lies adjacent to the Dovecot Meadow Local Green Space and is a small unmanaged corner of the school playing fields. Discussions have taken place with the landowner Cambridgeshire County Council and the school, after the plan was submitted to SCDC, agreement was reached with the school to enhance the biodiversity of this site through tree planting by the children. Other potential sites for a community orchard identified in the LCA have been discussed and discounted.

7.17 In addition to the small biodiversity area being planted with native trees by school pupils in winter 2021/22, as shown on Figures 24A and 30B, there is a much more ambitious aspiration for a new ecologically enhanced chalk grassland area between Foxton Woods and the village (see paragraph 5.48). Delivery of this potential new site will have to be done outside of the NP and through close liaison with the landowners and other bodies. Due to sensitivities regarding the tenancy,

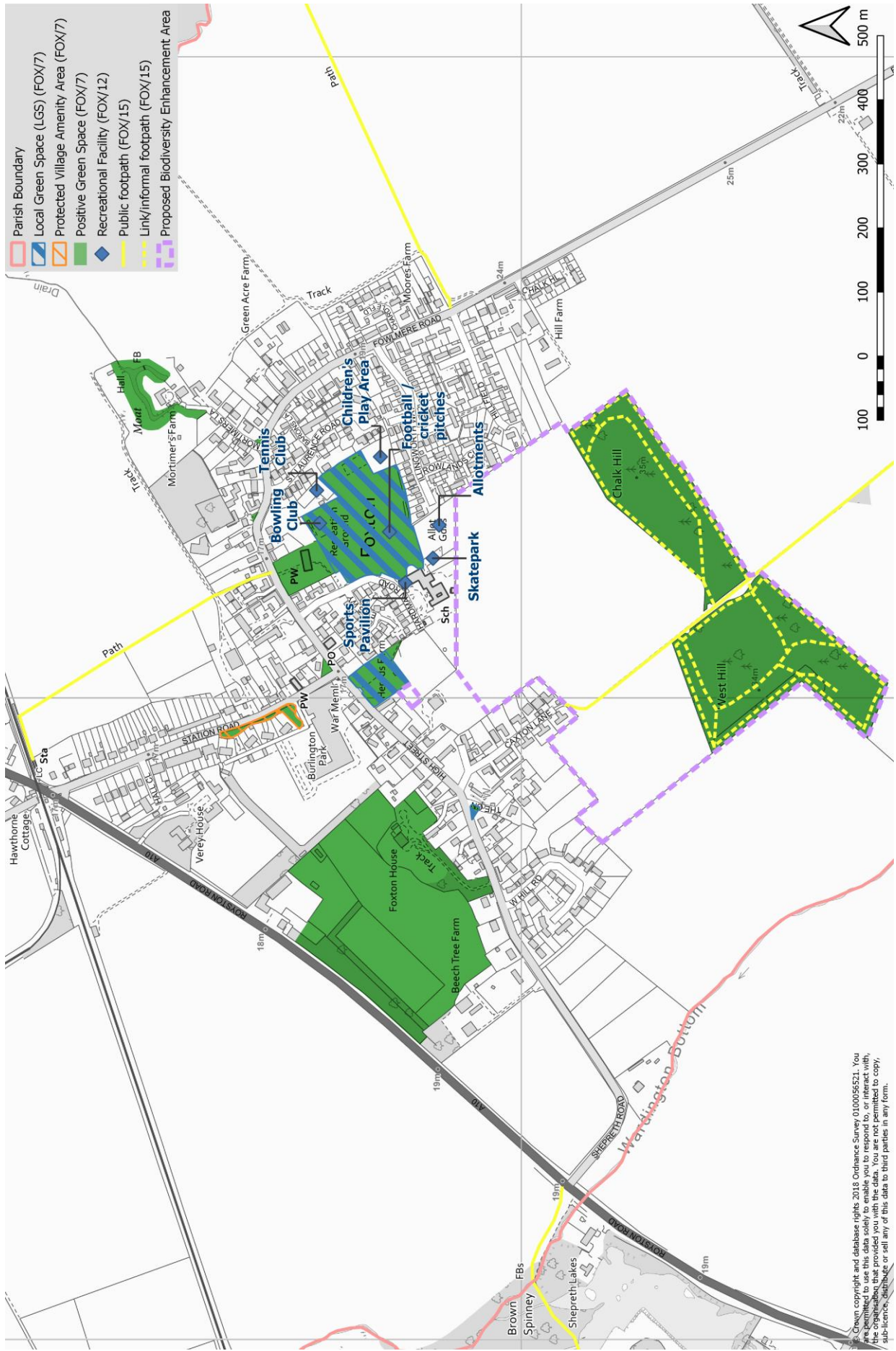


Figure 24A: Existing open spaces and recreational facilities

approaches have been deferred. The community aspiration, as set out in chapter 13, is to safeguard the land in cooperation with the landowners until a change of use for these sites is considered, and discourage development that would undermine the ability of the community to bring forward these open space aspirations.

Policy Intent

7.18 The intent of this policy is to protect the existing recreational facilities and green spaces whilst encouraging an increase in the provision.

Policy FOX/14 Protect and Increase Recreational and Informal Open Space

Existing open spaces and recreation facilities, as shown on Figure 24A, 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.

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, horse-riding and cycling will be encouraged, including the creation of new permissive paths 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.

7.20 Local Plan Policy TI/2 Planning for Sustainable Travel encourages the provision of new routes. Figure 25 shows existing footpaths and cycleways and public transport.

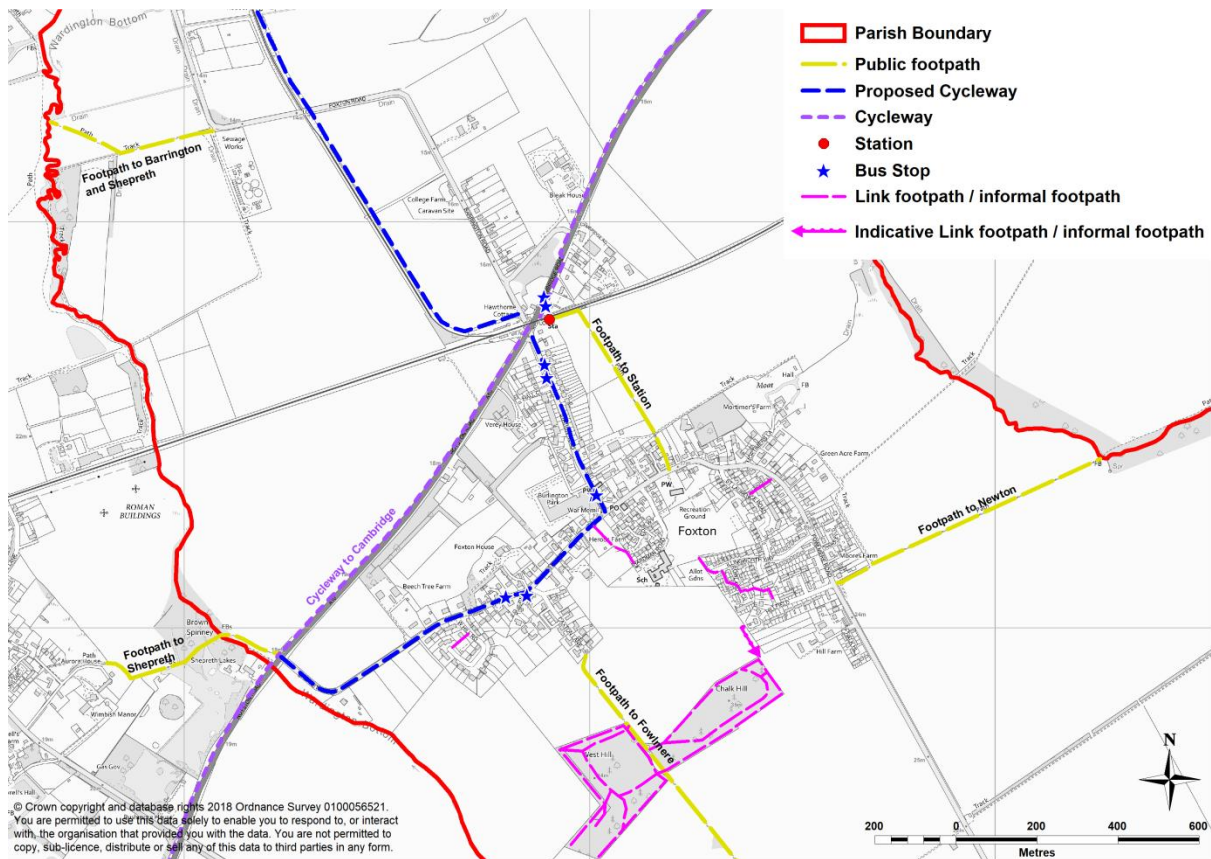


Figure 25: Public footpaths, cycleways and public transport.

Policy Intent

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 shall utilise opportunities to link into the wider footpath network and create new footpath/cycle links where applicable.

8. Employment

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

Objective 4i: To provide appropriate high-value local employment.

Overall context

8.2 Although a small village and parish, Foxton has around 24 businesses with premises, including the village pub, shop and post office, and four farms. Employment premises are located across the parish: at the village heart, adjacent to the A10, Barrington Road, Fowlmere Road and the farms.

8.3 Census data from 2011 tells us that a larger share of the population in the village (15.1%) works from home than the 11.8% in Cambridgeshire and 10.3% across England. Furthermore, a higher proportion of the parish's population is self-employed, at 12.8% compared with 9.8% in Cambridgeshire and England and this plan aims to support this trend.

8.4 Local Plan Policy E/14 resists the loss of employment uses within or on the edge of development frameworks unless one of the three criteria is met. The employment within and on the edge of the Foxton development framework is considered to be adequately protected in the Local Plan and there is no need to have a standalone policy on this in this plan. Most of the employment sites in Foxton are located on the periphery of the village, adjacent to the A10, and are outside the Village Development Framework.

8.5 In terms of new employment in villages, Local Plan Policy E/12 New Employment Development in Villages supports new employment or expansion of existing employment in villages. Local Plan Policy E/13 New Employment Development on the Edges of Villages supports in principle new employment uses on the edges of settlements subject to a list of criteria.

Policy FOX/16 New Employment Provision in Foxton: Background and Justification

8.6 The 2018 village consultation questionnaire included questions on increasing local job opportunities. There was strong support for redeveloping vacant business premises, followed by expanding existing sites. There was little support for new business premises (Figure 8).

There is land at Burlington Park, adjacent to the current employment hub in the village heart, at the Burlington Press site, that has potential for the expansion of business premises, provided there is no adverse impact on traffic or other constraints. The site was appraised by AECOM following the 'call for sites' process, as suitable for development if constraints are overcome (see the supporting document Foxton Site Options and Assessment Report). The site is adjacent to but outside the Conservation Area and close to listed buildings, so there are sensitivities around scale, height and appearance of any future buildings. There is known to be

interest in future expansion onto this adjacent land, and previous planning applications have been unsuccessful due to the unsympathetic design.

8.7 Another site with current employment provision (car repair workshop, coach business and scrapyards) is the A10/station triangle. This site is under potential pressure from the knock-on effect of proposals by the Greater Cambridgeshire Partnership and potentially the proposed East-West Rail route. FOX/20 sets out the parish council's aspiration for an integrated approach to any such development pressure, which may include new employment opportunities, alongside new residential dwellings and improved public realm, as this is a key gateway to Foxton from the A10 and the station.

8.8 Any new employment provision should include electric charging points for both cars and cycles, allowing for a modal shift in transport options to train and cycle, or cycle only.

Policy Intent

8.9 The purpose of Policy FOX/16 is to allocate land at Burlington Park for redevelopment and the expansion of the business site.

Policy FOX/16 New Employment Provision in Foxton

The Burlington Press site (land at Burlington Park), as shown on the Policies Map, Figure 30B, is allocated for employment uses. Development proposals for employment use are supported provided that they:

- do not unacceptably affect residential amenity arising from disturbance such as noise, pollution, HGV vehicle movements
- ensure that the scale and materials of additional buildings are compatible with those described in the Conservation Area Appraisal (Character Area 2, Station Road),
- include appropriate landscaping to minimise the impact on adjacent listed buildings
- do not create unacceptable additional traffic impacts
- provide adequate off-street parking for cars and bicycles in accordance with SCDC parking standards
- provide for electric charging points for cycles and cars.

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.

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

Overall Context

9.2 The village is bisected by a section of the A10 that has a 50mph speed limit. While providing easy access to Cambridge and Royston, accessing this busy road can be problematic. The juxtaposition of the level crossing and A10/Station Road junction creates an additional hazard. Collision data held by Cambridgeshire Constabulary shows that there have been 20 collisions on the A10 (Royston/Cambridge road) within the parish of Foxtan between 2013 and 2017. Nine of these collisions were specified as being in the vicinity of the level crossing and Station Road junction.

9.3 As a rural village, many residents are reliant on cars to provide their personal mobility (2018 survey; Figure 11). This results in a large number of vehicle movements, particularly during peak periods. A traffic survey in April 2016 was carried out by Road Data Services Ltd. They recorded a total of 4000 vehicle movements in and out of the part of Foxtan south of the A10 each weekday and 3000 at weekends. Whilst the car is the dominant mode of transport, the train is reasonably well-used, around half of respondents cycled within the last year and the bus service has very low but regular usage (Figure 9).

Alleviating Congestion and Improving Traffic Flows

9.4 The 2016 traffic survey recorded that the average speed of vehicles entering and exiting the village on both Shepreth Road and Fowlmere Road significantly exceeded the 30mph speed limit. This danger to all road users has been exacerbated by the building of the Chalk Hill development at the entrance to the village on Fowlmere Road. The site entrance is adjacent to the start of the 30mph speed restriction. Foxtan Parish Council is exploring measures to reduce the speed of vehicles at all entrances to the village, potentially funded by Local Highways Improvement (LHI) grants provided by Cambridgeshire County Council. A speedwatch survey was carried out by local volunteers in summer 2020, following training, and the results submitted to the county council.

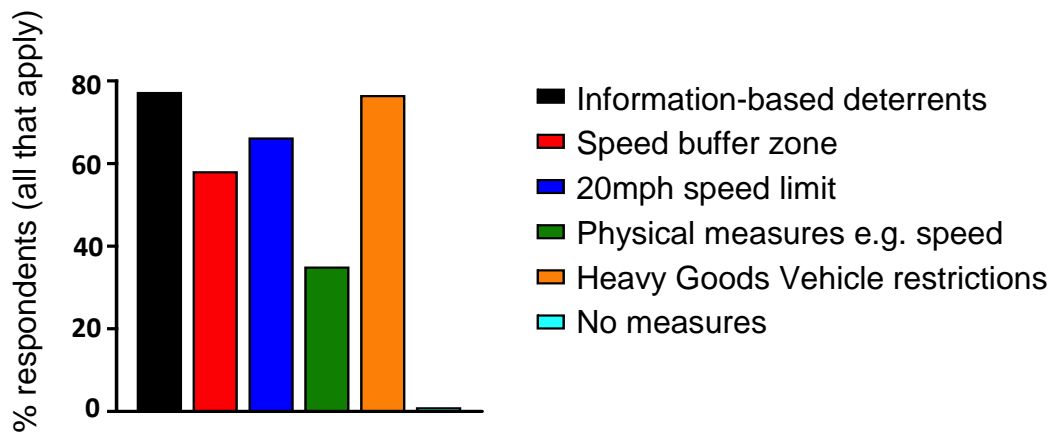


Figure 26: 2018 survey: Level of support for different traffic calming measures.

9.5 The 2017 community consultation highlighted residents’ concerns about traffic speeds, with strong support for speed reduction measures and a reduction in heavy goods vehicles driving in the village. There were also common concerns about on-street parking (particularly in the vicinity of the shop and railway station) and poor provision of bus services. The 2018 consultation asked residents about traffic calming measures. There was most support for information-based deterrents, heavy goods vehicle (HGV) restrictions and a 20mph speed limit through the village (Figure 26). Progress on addressing these desires to reduce speeding in and approaching Foxton is set out in chapter 13, Community Aspirations.

9.6 Notwithstanding these issues, road traffic collision data shows that apart from those on the A10, there have been just three personal injury collisions in Foxton between 2013 and 2017.

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 improving the 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.

Policy FOX/17 Alleviating Congestion and Improving Traffic Flows

Development proposals which would alleviate existing congestion, improve pedestrian safety and improve traffic flows through the village of Foxton (such as provision of off-road parking for residents, parking for village facilities and other similar improvement proposals) will be supported.

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.

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 20mph 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. The GCP approved the Melbourn Greenway in 2020, and detailed design work is underway.

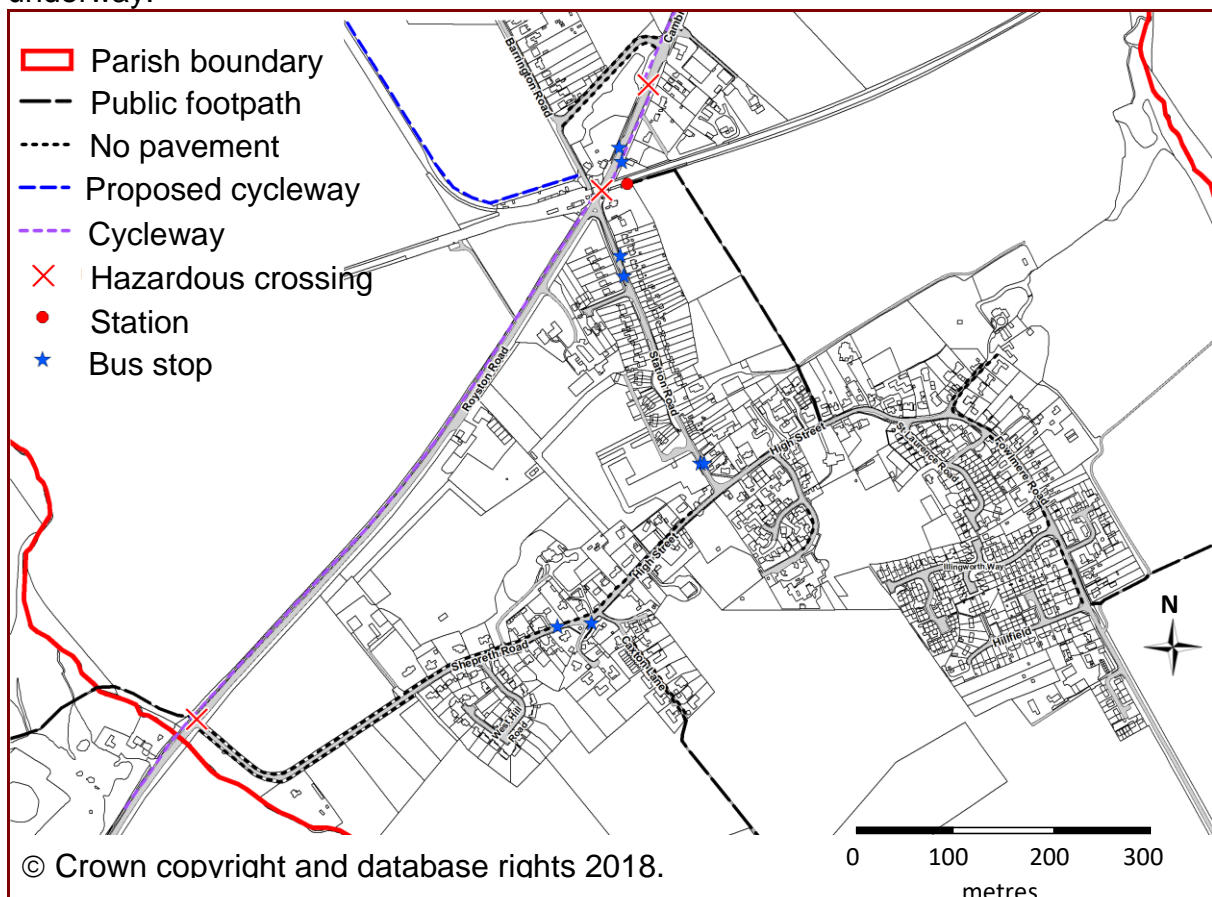


Figure 27: Transport barriers to connectivity

9.10 The 2018 consultation survey asked residents if they supported dedicated shop parking, parking restrictions and improved pedestrian routing in the village (Figure 28). Parking for the village shop and improved pedestrian routing were considered to be the most important improvements.

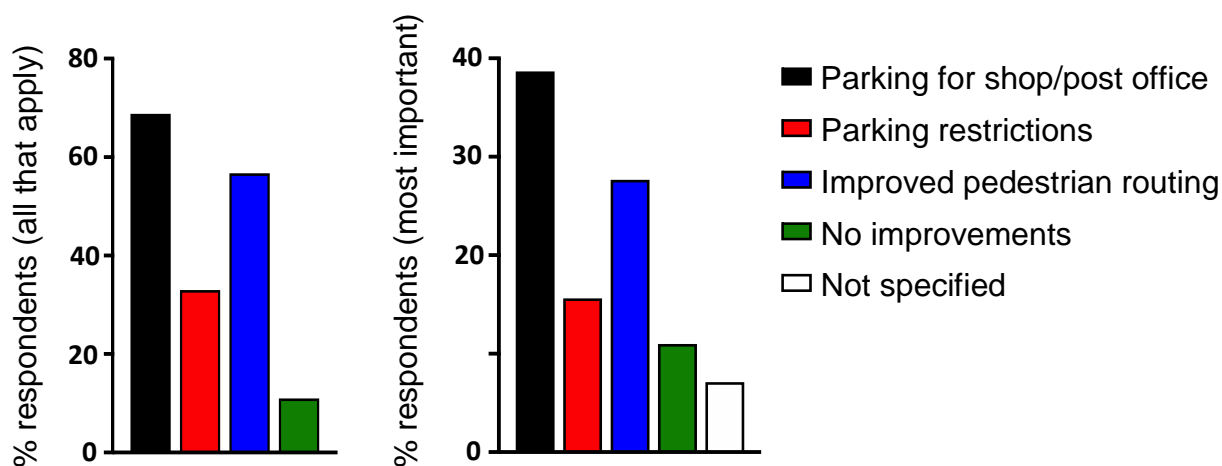


Figure 28: 2018 survey: Level of support for different parking and pedestrian improvements.

9.11 There are few hazards to cycling in the village but there is a lack of secure, covered cycle parking, particularly at the railway station. The long-term plan for a cycle path from the Barrington cement works development along the current branch line is an opportunity to promote cycle access to Foxton station but it will also increase demand for improved cycle parking (Figure 29). The 2018 consultation showed fairly strong support for secure bike storage at the station, but few considered this the most important station improvement when compared with other options such as a bridge/tunnel to replace the level crossing (Figure 29).

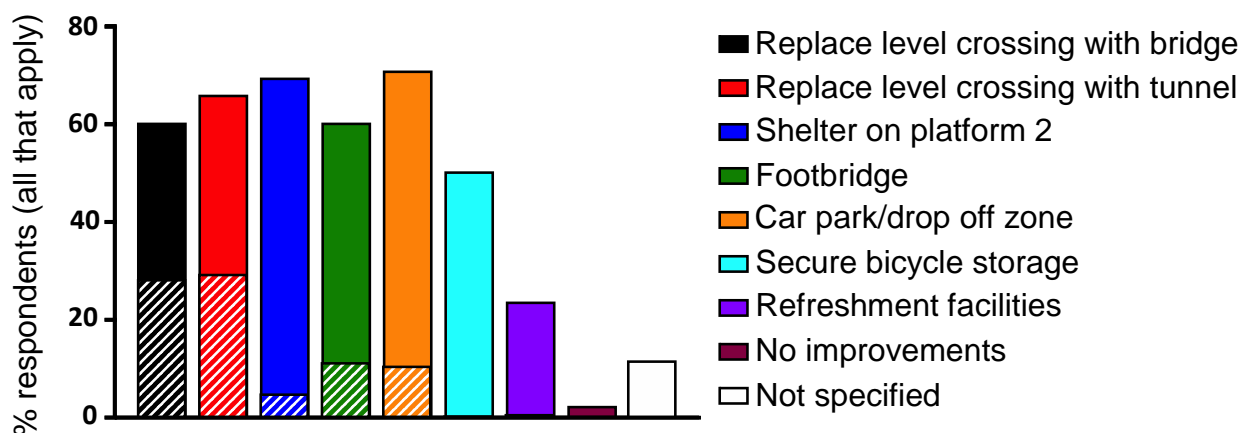


Figure 29: 2018 survey: Level of support for different improvements to the railway station. Cross-hatched area shows % respondents for whom this was the most important improvement.

9.12 Foxtton has an uninterrupted, off-road, segregated pedestrian/cycle route that connects it north through Harston to the outskirts of Cambridge and the Addenbrooke's Biomedical Campus, and south towards Melbourn. This will be improved when the Melbourn Greenway is implemented.

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

9.14 Foxtton is served by a commercially operated bus service but the route along Station Road, High Street and Shepreth Road does not enable easy access to those living in the eastern side of the village. The poor provision of bus services was highlighted in the 2017 community engagement exercise. The 2018 consultation responses indicated that very few people use the bus regularly, with around 70% of respondents never using the bus (Figure 9). The bus service became more reliable, user-friendly and comfortable in 2018 when the 26 bus was replaced by route A of the guided bus. Local people could then take the bus directly to hospitals and biomedical campus and beyond. In 2021, bus routing was changed again, with a new hourly 915 service linking Foxtton with central Cambridge, via the Trumpington P&R site, to allow passengers to change onto route A to the hospitals and station.

9.15 Foxtton is located on the main railway line between London and Cambridge, with stopping services increased to every 30 minutes in 2018. About 15% of consultation respondents used the train every week, with fewer than 25% never taking the train (Figure 9).

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 Foxtton 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.

Policy Intent

9.17 Policy FOX/18 aims to ensure that any future development provides adequate pedestrian and cycle connectivity through a Transport Statement.

Policy FOX/18 New Development and Connectivity

Proposals which seek to increase the number of access points to existing roads or which would involve an increase in traffic generation will need to demonstrate that they do not have an unacceptable harmful effect on congestion or road safety or exacerbate parking problems within the village.

Development proposals in Foxtton village (including sites adjacent to the development framework) will not be supported unless adequate pedestrian and cycle connectivity is in place, or will be provided by the development, ensuring the users of the development can conveniently and safely access:

- Village facilities including the shop
- Foxtton primary school
- Foxtton railway station
- Local bus services.

Any development proposals that would generate a significant amount of traffic movements must be supported by a Transport Statement. The Statement will set out details of the transport issues relating to the development, including measures to be taken to deal with the anticipated transport impacts of the scheme.

10. Foxton Travel Hub

10.1 The purpose of the policy is to help realise the following NP objective:

Objective 6i: To maximise benefits to the parish in the event of the creation of a travel hub and/or closure of the level crossing

Overall Context

10.2 There is a clear policy background supporting a strategic improvement to the transport network in the A10 Foxton area, particularly in the context of local growth, safety and reductions in journey times and congestion on the A10. The Third Cambridgeshire Local Transport Plan 2011-2031: Policies and Strategy A10 Foxton Level Crossing states that ‘a bridge or underpass across the railway, removing the conflict between trains and vehicular traffic, cyclists and pedestrians’ is expected to be delivered. The ‘scheme may also provide a new station footbridge or underpass, and improved interchange facilities’.

10.3 The Transport Strategy for Cambridge and South Cambridgeshire (March 2014) identifies Foxton level crossing as being a problematic cause of congestion along the A10 leading to notable reduction in peak-hour traffic speeds on the Royston to Cambridge corridor. In early 2018, there were 80 trains per 24-hour period in each direction on this London to Cambridge line. The strategy identifies a number of interventions that will have important implications for Foxton’s future, including:

- replacing the Foxton level crossing with an underpass or road bridge on a short bypass alignment
- a footbridge over the railway line
- possible creation of a transport interchange at Foxton railway station as a way of intercepting more car journeys on the Royston to Cambridge road corridor.

10.4 In 2013, as part of a national programme to close level crossings, Network Rail consulted on closing the level crossing and options for re-routing the A10. Network Rail currently advises that the Foxton level crossing closure scheme will be deferred to the 2020-2025 budget period.

10.5 In December 2018, the number of passenger trains passing through Foxton increased from four to six per hour in each direction, with two trains per hour in each direction stopping at Foxton station. This increases the closure time of the level crossing. The introduction of a half-hourly service from Foxton station throughout the day has also increased demand for parking and other passenger facilities.

10.6 The GCP has recommended bypassing the level crossing and in late 2018 carried out a public consultation examining seven different options. However, the GCP subsequently decided that such a strategic project fell within the remit of the Cambridgeshire and Peterborough Combined Authority, and has therefore passed responsibility for the project to that body. Nevertheless, the GCP continues to recognise that bypassing the level crossing is an option, albeit a long-term one, and

takes it into consideration in any plans it proposes (e.g. Melbourn Greenway, Foxton Travel Hub).

10.7 The GCP is currently exploring options for Foxton station to act as a travel hub, with provision of new parking and passenger facilities to complement both the existing Park and Ride at Trumpington and other Rural Travel Hub proposals. The GCP's Future Investment Strategy (February 2018) notes that developing a travel hub would take into account other initiatives, including East West Rail proposals and a cycle link between the A10 and Barrington.

10.8 Greater Cambridge Partnership and SCDC commissioned a feasibility study into Rural Travel Hubs, completed by Skanska in November 2017. In summary, 'a scheme at Foxton would improve and expand upon the current transport facilities at the railway station. The provision of a car park and improved/more secure cycle parking will allow more residents of the village and neighbouring parishes to access the rail services.' The study notes that a travel hub at Foxton would predominantly serve the parishes of Foxton, Barrington, Fowlmere and Thriplow.

10.9 On 9 September 2019 the GCP launched a consultation on its proposals for a travel hub at Foxton that would accommodate parking for up to 750 vehicles. The consultation identified two potential sites: one between the A10 and the railway line to the west of the level crossing; the other to the east of Barrington Road bounded by the goods line to Barrington (Figure 30A). The results were reported in January 2020. The site southwest of the level crossing, as shown on Figure 30A, is the preferred option, with a planning application expected in summer 2021.

10.10 The 2017 Foxton community engagement exercise indicated that residents want to resolve the transport and safety issues caused by the level crossing. The 2018 consultation showed very strong support for various station improvements (Figure 28), with almost equal support for a bridge or tunnel level crossing replacement; approximately 60% felt this was the most important station improvement.

10.11 In early 2020, the GCP carried out consultation on the proposed Cambridge South station, and the preferred location was published in June 2020. It is anticipated that this will open in around 2025, and that this will lead to greatly increased usage of Foxton station, as the nearest station to the south on the Kings Cross line. Therefore, the proposed Foxton travel hub is directly related to this other GCP proposal.

10.12 In early 2020 is the preferred route of the East West rail line, linking Oxford with Cambridge, was announced, following earlier consultations. On 31 March 2021, while this plan was being examined, details of route alignments for the preferred southern route into Cambridge were published for consultation. The proposed new route will cross the A10 some 800 metres north of the Foxton/Harston parish boundary, joining the existing railway line southeast of Harston village.

10.13 In the event that the creation of the Foxton travel hub, level crossing closure and/or new railway line are progressed during the NP period, the implications must

be fully considered and planned for. These interventions could threaten the character of Foxton as a village in a rural setting and may be a reason for the village focus to continue away from the A10, rather than an expansion of the settlement boundary to the north/over the other side of a re-routed A10, for example. On the other hand, Foxton Parish Council would not want to see the coherence of the village undermined by the re-routing of the A10.

Policy intent

The purpose of Policy FOX/19 Foxton Travel Hub is to ensure that any travel hub maximises benefits, and minimises negative impacts, for the Foxton community while supporting a sustainable and integrated transport network.

Policy FOX/19 Foxton Travel Hub

Any proposal for a travel hub must clearly demonstrate its benefits to the community of Foxton, including integrated transport services and employment opportunities whilst minimising negative impacts on traffic and congestion, residential amenity, and the local environment.

11. A10/Cambridge Road Redevelopment Opportunity Site

11.1 The purpose of this policy is to help realise the following NP objective:

Objective 6ii: To ensure that the area adjacent to the station is redeveloped in a coherent, integrated way

Overall context

11.2 There are existing employment sites adjacent to Foxton railway station, outside the existing development framework boundary of the village. Current uses include garages, workshops and a car wash. While employment sites are regarded as an asset to the parish, these sites are low density in terms of level of employment and considered to be visually unattractive at this northern gateway to the village. More efficient use of the site and general aesthetic improvement would provide a higher quality public realm in this part of the parish.

11.3 Redevelopment of the triangular site east of the A10 and north of the railway line (Figure 30B) may also offer opportunities for the provision of housing, subject to design compatible with the core village, acceptable residential amenity standards being met and accordance with the housing policies of the Local Plan and this NP. Any redevelopment needs to be carefully designed as the site is adjacent to the Green Belt boundary and highly visible from the A10 and railway line/station; public realm improvements will be essential to integrate the site into the open flat landscape. Guidance on landscaping is provided in the Foxton Farmlands section of the LCA, emphasising the importance of designing and implementing appropriate planting to screen and soften any redevelopment. This site is highly visible to people passing through by car, especially those queuing as they approach the closed level crossing, or by train approaching Foxton station.

11.4 This site was assessed by AECOM in the 2018 'call for sites' process, both as a whole (put forward by the parish council through the neighbourhood plan process) and a part of the triangle area (put forward by a developer on behalf of a local landowner). It was graded orange due to some constraints on development. The western edge of the site is located within a Transport Safeguarding Area. The Local Plan does not specify future uses of this safeguarding area, but generally states its purpose to 'protect the existing or unimplemented, permitted and/or allocated sustainable transport facilities in the Plan area'. The AECOM site options and assessment report 2018 report states that:

Infrastructure plans to deliver a bypass scheme, 'a bridge or underpass across the railway', and Transport Hub for Foxton Train Station adjacent to the site should be considered as part of the principle of development of the site;
A large part of the site is being promoted, by agent and landowner (site FNP02A), for 26-34 homes;
Access to the site has potential to be upgraded in consultation with the Highways Authority. The site is adjacent to a level crossing, which when closed results in congestion on the A10 and potential safety issues for access and egress from the site;

The site is potentially appropriate for mixed-use allocation should landowners confirm availability and viability of proposed uses.

11.5 As this triangular area is such a key location within Foxtton parish, with the strong possibility for external strategically planned transport-based impacts during the period of this neighbourhood plan, it is important to include a policy for the site. It is not possible at this point in time to provide more detail but if a redevelopment proposal comes forward, a masterplan must be produced that integrates the various uses in well-designed layout for this village gateway respecting A10 existing residents.

Policy Intent

11.6 The purpose of Policy FOX/20 A10/Cambridge Road Redevelopment Opportunity Site is to allocate this development opportunity site and establish the uses that would be supported. This includes settlement form, traffic impact, transport services, and employment uses.

Policy FOX/20 A10/Cambridge Road Redevelopment Opportunity Site

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.

Due to the barrier created by the A10 corridor and anticipated future disturbances such as noise and pollution, from the proposed travel hub, new residential development west of the railway and A10 is not considered appropriate and will not be supported.

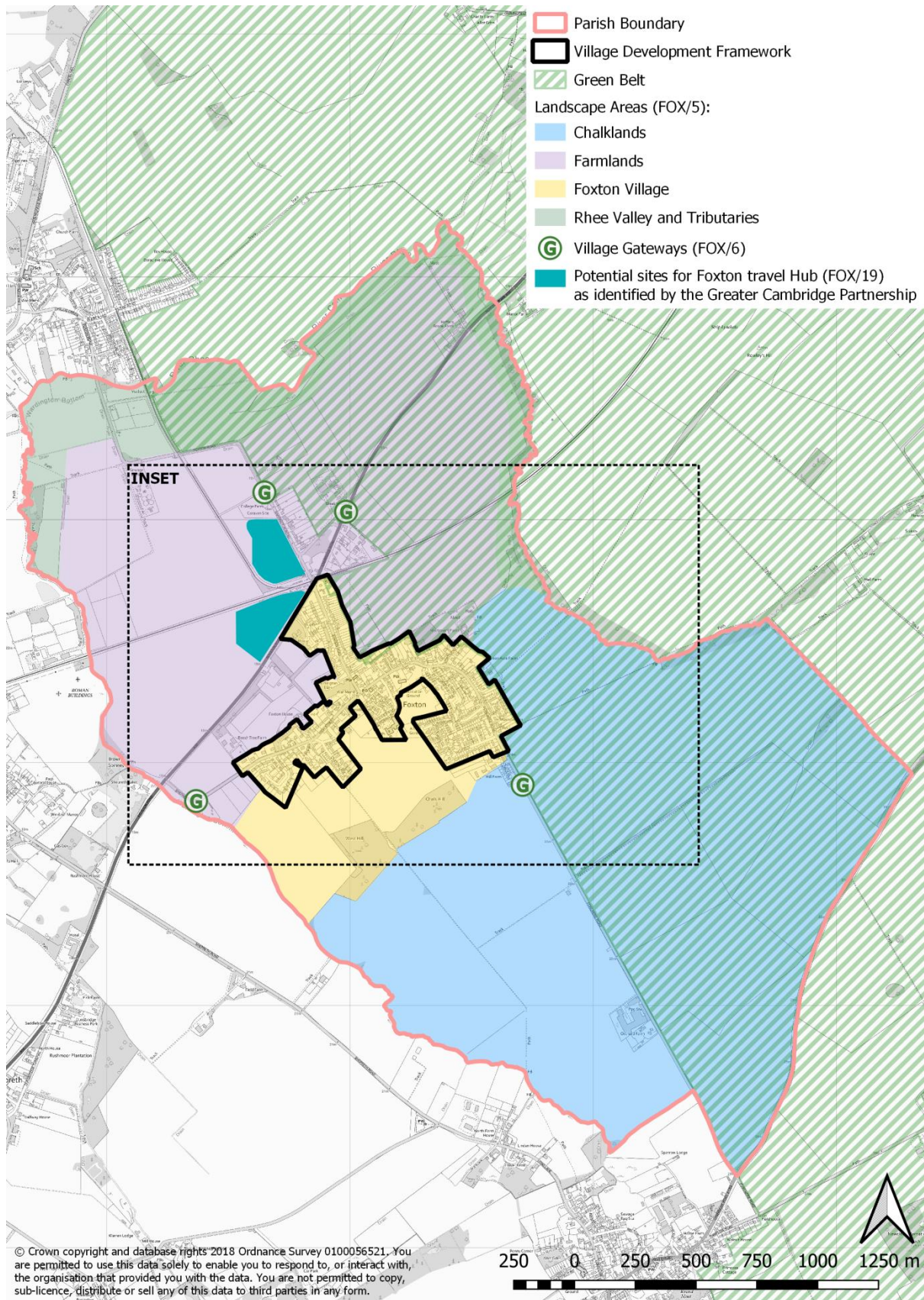


Figure 30A: Policies Map at parish-scale

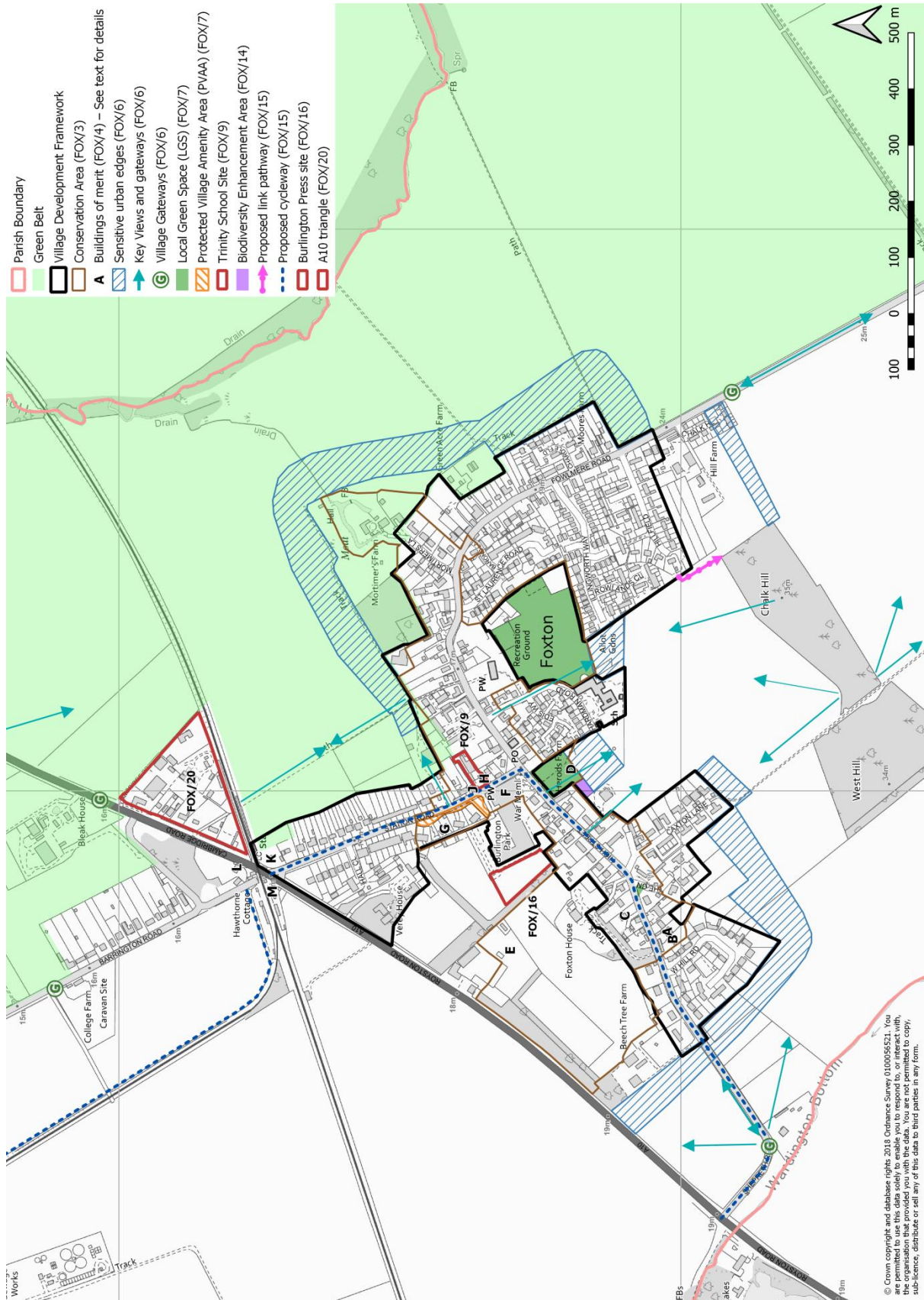


Figure 30B: Policies Map for village settlement area

COMMUNITY ASPIRATIONS

13.1 The 2017 local consultation questionnaire included questions on a wider range of issues than come under the remit of a neighbourhood plan. This was deliberate as the intention was to find out the positives and negatives of living in Foxton, and the community's ideas for improvements into the future. All the relevant land use planning (housing, transport, employment and community facilities) and environmental concerns and ideas have been taken into account, along with the results of other consultations and evidence-gathering, in preparing the Neighbourhood Plan. Only those that can be realistically addressed by neighbourhood planning policies have been included as policies for the 2019-31 timeframe. All the ideas generated by the 2017 and 2018 questionnaires and the focus groups are set out in the supporting documents to this plan.

13.2 The working group has listened very carefully to the issues raised, but can only take direct action where the issue is within the local responsibility of Foxton Parish Council. The parish council has, however, been proactive in trying to progress responsibilities that lie with the county council and other agencies, such as road and footpath maintenance. Other matters like public transport can only be influenced through local pressure, as has happened over the poor train service and the level crossing consultation.

13.3 In addition, there are the much wider strategic planning issues that come under the remit of the Greater Cambridgeshire Partnership, such as the proposed rural travel hub, and the government-backed East West Rail line.

13.4 **Table 2** on the following page sets out the ideas and projects gathered through the consultation process that may be eligible for Section 106, Community Infrastructure Levy funding or other government grant streams such as Defra's Environmental Stewardship.

Issue	Actions taken/to be considered by Foxton PC to address issue	Progress (as at 4/21)
Speeding through village	<p>Liaison with CCC Highways re speeding at village gateways.</p> <p>To investigate speed reduction/warning measures, as adopted by other local villages, outside 30mph zone</p>	<p>Highways initiative to add 40mph zone outside 30mph zone at entrance to village on Fowlmere Road. Application for re-siting 30mph signs rejected.</p> <p>Speedwatch survey was carried out in summer 2020 to support further application</p>
Inconsiderate parking. Major problem at war memorial T-junction with buses occasionally unable to turn	Difficult issue to address. Extension of double yellow lines at station end of Station Road has pushed the problem back	Await progress on proposed station car park/travel hub by Greater Cambridgeshire Partnership
Desire for a family-friendly pub with meals	Parish council to keep a watching brief	Parish council has registered the pub as Community Asset. Interest from a few people on community pub.
Community hub for families and older people, i.e. intergenerational with daytime café type offer	NP working group chair approached church through Parochial Church Council. Idea of more community use of church raised by Rector with diocese	Diocese of Ely is supportive of greater usage of the church for community needs. Opportunity for joint initiative with St Laurence Church

Issue	Actions taken/to be considered by Foxton PC to address issue	Progress (as at 4/21)
Improved management of existing environmental sites, and access to nature for youngsters	<p>Support for newly formed Friends of Foxton Woods, who are working in partnership with owners CCC</p> <p>Ongoing support for Friends group that manages Dovecot Meadow</p> <p>Proposal to improve wildlife area on fringes of the Recreation Ground</p> <p>Proposal for biodiversity enhancement area linking Foxton Woods with village (Figure 24A)</p>	<p>Programme of appropriate woodland management and other measures to improve access, ecological value and education being planned, through agreed site management plan. First volunteer task took place in March 2019, exactly 25 years after first planting. Covid 19 pandemic delayed planned 2020/21 community coppicing events</p> <p>Management been underway for 17 years. Foxton PC installed new interpretive panel and carried out thatched roof repairs in 2020, using s106 funding. New management regime for meadow agreed in 2021, to improve biodiversity and carbon capture, funded by SCDC Zero carbon grant</p> <p>Masterplan of Recreation Ground to be prepared to encompass wide range of issues including margins, and children's play area. Foxton PC leading work on improvements, following consultations</p> <p>Bid submitted by Foxton PC to Greater Cambridge Planning 'Call for Green Sites', as part of new Local Plan process. Response awaited. Same site has been submitted as</p>

<p>Gateway enhancement</p>	<p>Recommended by the LCA and NP</p> <p>To improve visual appearance of some village gateways such as transport gateway on A10</p>	<p>potential development site by CCC under the 'Call for Development Sites' process for the same emerging Local Plan</p> <p>To be achieved through future master planning of gateway areas and funded through s106 monies, as appropriate</p>
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IMPLEMENTATION, MONITORING AND REVIEW

14.1 The Neighbourhood Plan will be delivered and implemented over a long period and by different stakeholders and partners. Flexibility will be needed as new challenges and opportunities arise over the plan period. Foxton Parish Council (FPC) is committed to Localism and locally informed influence over planning decisions, and will be the key organisation in the implementation, monitoring and review of the NP.

14.2 The Plan will be used by FPC to:

- guide comments on planning applications
- negotiate with landowners and developers to achieve the best possible outcomes from new development
- direct financial resources to the village in a structured way
- bring together groups or working parties to improve the local environment
- lobby local authorities to support the parishioners' wishes and aspirations.

14.3 It is recognised that partnership working is needed for the potential of the Plan to be realised. Partnership and joint working will be key elements in the successful implementation of the Plan.

The approach will be that new development should be supported by the timely delivery of infrastructure, services and facilities necessary to provide a balanced, self-sufficient community. Financial contributions will be sought from developers through Section 106 agreements and the Community Infrastructure Levy (CIL) which provides a legal framework to raise funds to provide the infrastructure needed to cope with new developments. The Neighbourhood Planning Regulations of the 2011 Localism Act enable areas with a Neighbourhood Plan in place to receive at least 25% of the CIL raised in their area to direct to their own local infrastructure priorities.

14.4 It is important to check that progress is made towards meeting the objectives and policies of the Plan. The parish council will report on the implementation of the Plan at a minimum of every two years and consider:

- if progress is being made to achieve the vision and the objectives of the Plan
- if progress is being made towards the implementation of the policies in the Plan
- if financial contributions available to the community arising from development are being targeted towards the identified plans and projects
- if the Plan remains based on the most up-to-date information

- if the Plan is being taken into account by South Cambridgeshire District Council when determining planning applications
- if the Plan is in conformity with the emerging Local Plan for the Greater Cambridge area.

14.5 These periodic reviews will allow the parish council to conclude if a formal review needs to take place. If so, it will secure opinions of residents and stakeholders to update the Plan.

Appendix 1: Designated heritage assets (source CAA 2018)

Appendix A - Index of designated heritage assets

Recorded	No	Address	Grade	Note	Present building	Heritage UID's
1593	51	High Street Central manor (The Bury)	II	Late Saxon manor owned by Manne then AElfwen Mannessune. Rebuilt For Sir Richard Warren	1593	1967 52112
1225		St Laurence church, High Street	I	Recorded 1225, Chancel & nave late 12/early 13. Extend early 14c. c1475 & 15c. restored 19c	Late C12 to 14C	1967 52120
1450	1, 3	Mortimer Lane	II	Merryman resided in 1450. Rebuilt by Will Gybson c 1575. Subdivided c 19c	1575	1985 52122
1470	50	High Street. (Severalls)	II	John Kelly II resided 1470. Rebuilt 1560 for John Everard. Rebuilt ridge & end stacks.	1560	1971 52121
1480	2	Barons Lane. (Barons Farm House)	II	Kylyngworth resided c 1480. Rebuilt c 1560 by George Wells. Ext altered & added to late 19c 1560	1560	1985 52098
1484	5	High Street. (Carsholton cottage)	II	Resident Wm Porter 1484. Half fallen down by 1580. Richard Dunbridge bought site & rebuilt	1586	1985 52107
1490	4	The Green. (cottage on the green)	II	Richard Peppercorn resided in 1490. rebuilt 1501. Altered 1583. Extra room in Hall 1620	1501	1985 52104
1492	2	The Green. (Home Farm House)	II	John Lowe resided 1492. Rebuilt c1550 as Stocks farm for John Fuller. Enlarged c1660	1550	1985 52102
1492	18	Station Road	II	Robert Wells resided 1492. Rebuilt by Thos Wells c 1582	1582	1967 52125
1492	61	High Street. (Pound cottage)	II	John Garold resided. Cottage rebuilt by Wm Brestbone c 1580. Extend W slightly later	1580	1985 52114
1494	32,34	High Street	II	John Hobbs resided 1494. then John Spencer until 1508. Rebuilt by Will Allyn. Enlarged 18c	1560	1967 52118
Late 15c	65	High Street. (Orchard cottage)	II	Residence John Ameys late 15c. Rebuilt Thos Wells 1650. Fire damaged & rebuilt 1745 Mansard roof	1745	1985 52115
1500	18	High Street. (Tumble twist cottage)	II	John Thirfowe Owned house & rented farm in 1500. John Fuller rebuilt 1540. Altered c 1660	1540	1967 52117
1508	73, 75	High Street.	II	Robert Vireley, butcher 1508. Rebuilt by Richard Allen 1620. Enlarged as 2 cottages. Wm Briggs 1907	c 1620	1985 52116
1542	1	The Green	II	Wm Sturmin resided 1542. Rebuilt For Wm Yewle 1570. Extended W 1678	1570	1967 52101
1492	1	High Street	II	John Keye resided 1492. Rebuilt c 1550 For John Fuller. Rebuilt c1720. Extended 1835 by Wm Barron	1550	1985 52105
1570	22	Station Road	II	For John Rayner. Little changed in 400 years	1570	1967 52126
1575	29	High Street. (Michael House)	II	Originally Michaelhouse farmhouse, (incorporated into Trinity coll. 1546). Remodelled 18c	1575	1981 52110
1590	44, 46	High Street	II	Residence of Rayners for over 100 yrs. Richard Beaumont rebuilt & enlarged 1637. 2 houses 1972	1637	1985 52119
Circa 1600	20	Fowlmere Rd (former Primrose Hill)	II	This was a Mortimer site. C 1600. Built for Thos Sympton 1645. Altered 1780 Exterior 20c	1645	1985 52100
C17 - C18	57, 59	High Street.	II	Timber boarded threshing barn.		1985 52113
Circa 1705	13	High Street. (Malt house)	II	Built by Thomas Wallis c 1705. Part of Foxton House 1830. Converted to cottage c 1860	c 1705	1967 52109
1792	35	High Street. (Cottesmore)	II	By John Bendyshe. Altered 20c	1792	1985 52111
1825	11	High Street. (Foxton House)	II	Extended late 19c	1825	1985 52108
C1830/40	3	High Street	II	Handed pair of cottages	c 1830/40	1985 52106
1873		Mortimer Lane. (water pump)	II	Cast Iron. Henry Bamford & sons, Uttoxeter	1873	1985 52123
C19		The Green. (water pump)	II	Cast Iron with wood casing.	C19	1985 52103
Milestones						
1783		Royston Road, A10 Foxton	II	Cambridge 7, London 44	1783	1985 DC8568
1783		Cambridge road, A10 Foxton	II	Cambridge 6, London 45	1783	1985 DC8706
1730		B1358 Newton road Foxton	II	VIII miles to Cambridge. Most elaborate of series along old Cambridge to London Road.	1730	CCC MCB18065
1701		Verge, Orchard Cottage, High St	II	Post medieval milestone: London 44 miles	1701	CCC MCB18062
Scheduled Monuments						
43AD - 409AD		Roman settlement site SE of West Hill		Roman settlement site SE of West Hill	43AD - 409AD	SMC 216

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Appendix B - Index of local Buildings of Merit

Local buildings of merit within Foxton have been identified as part of the preparation of this Foxton conservation area appraisal and boundary review. Buildings of Merit are buildings or structures which are not nationally designated as listed buildings, but which are nevertheless of local historic and architectural interest.

Historic England Advice Note 7: Local Heritage Listing (May 2016) states that 'local lists play an essential role in building and reinforcing a sense of local character and distinctiveness in the historic environment, as part of the wider range of designation. They enable the significance of any building or site on the list to be better taken into account in planning applications affecting the building or site or its setting.'

The following criterion set out by Historic England form the basis for selection.

1. Age

The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.

2. Rarity

Appropriate for all assets, as judged against local characteristics.

3. Aesthetic Interest

The intrinsic design value of an asset relating to local styles, materials or any other distinctive local characteristics.

4. Group Value

Groupings of assets with a clear visual design or historic relationship.

5. Archaeological Interest

The local heritage asset may provide evidence about past human activity in the locality, which may be archaeological – that is in the form of buried remains – but may also be revealed in the structure of buildings or in a manmade landscape. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places, and of the people and cultures that made them.

6. Archival Interest

The significance of a local heritage asset of any kind may be enhanced by a significant contemporary or historic written record.

7. Historical Association

The significance of a local heritage asset of any kind may be enhanced by a significant historical association of local or national note, including links to important local figures. Blue Plaque and other similar schemes may be relevant.

8. Designed Landscape Interest

The interest attached to locally important historic designed landscapes, parks and gardens which may relate to their design or social history. This may complement a local green space designation, which provides special protection against development for green areas of particular importance to local communities for their current use.

9. Landmark Status

An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.

10. Social and Communal Value

Relating to places perceived as a source of local identity, distinctiveness, social interaction and coherence, sometimes residing in intangible aspects of heritage, contributing to the 'collective memory' of a place.



Fig 57 - Former Railway Tavern

7

Foxton Buildings of Merit within the Conservation Area

3a and 3 Shepreth Road, 7 High Street, 1706 dovecot off High Street, windmill associated with Foxton House, 1-5 and 7-37 Station Road Press buildings and associated press cottages, 6 Station Road chapel and 8 Station Road old school.

Foxton Buildings of Merit outside the Conservation Area

1 Royston Road clunch cottage, Cambridge Road former Railway Tavern and railway signal box

Appendix 2: Cambridgeshire Landscape Guidelines for Chalklands Landscape Character Area

NB. Full document is available on the Foxton Parish Council website, neighbourhood plan page.

AREA 2: Chalklands (illustrations omitted)

The complex history of settlement and the impact of people on the landscape over the centuries is particularly apparent in this part of the County. Roman roads, Anglo-Saxon earthworks, large fields, modern roads and developments are all interlinked. The region was mostly too dry for early settlement. However, this dryness and light vegetation meant that it was ideal for communications and it is traversed by a major prehistoric and historic highway, the Icknield Way. Its importance as a highway also gave it strategic value. In the Iron Age it was controlled by Wandlebury hill fort and in Anglo-Saxon times by the three great linear dykes which span the chalkland from the fen edge east of Cambridge to the wooded edge on the higher claylands (a fourth 'Bran Ditch' near Fowlmere has been almost completely destroyed). These artificial elements overlie the smooth rolling chalkland hills. The hills are dissected by the two gentle valleys of the Granta and the Rhee, which converge to form the river Cam just south of Cambridge. The area was used for sheep farming well into the nineteenth century, leading to the creation of botanically rich grasslands which now only survive in well-protected locations.

The majority of the chalkland is devoted to growing cereal crops, despite the frequently poor, thin soils. It is a broad-scale landscape of large fields, low mechanically trimmed hedges and few trees. The eastern part of this area has a number of woodlands and shelter belts which help to break up the long distant views and give some form and character. Certain high points have small beech copses or 'hangers' which are prominent and characteristic features in the open landscape. The essentially geometrical field pattern resulting from the downland hedge enclosure is further subdivided in an area to the south-west of Newmarket. Here the relatively modern growth and prosperity of the racehorse industry has imposed a distinctive pattern of small, tree-lined paddocks, which imparts a well-wooded character to the area. This has arisen from the need to provide shelter from cold winds and driving rain and also visual enclosure, to avoid external movements frightening the young horses. The stud farms are expanding away from the immediate surroundings of Newmarket, and no doubt their landscape pattern will also follow.

Principles for landscape improvement and management in the Chalklands

The future pattern is for a large-scale landscape defined by rolling hills, large fields, bold shelter belts, sweeping masses of woodland and occasional beech hangers:

1. Planting new beech hangers: could be placed on suitable, carefully sited knolls, hilltops and scarp-tops; these would form focal points to reinforce the local chalkland landscape character.
2. Management and creation of chalk grasslands: the majority of the grasslands should remain open and uncluttered. The promotion of species-rich grassland on thin chalk soils would provide visual and wildlife value. Road verges should also be managed to promote plant diversity and interest.

3. Management of existing shelter belts: these should be restocked to encourage young tree growth and fill gaps.
4. Planting new mixed woodlands and shelter belts: carefully sited to enclose large tracts of rolling farmland and emphasise landforms (see Farmland Models A4b and A5).
5. Creation of landscape corridors along river valleys: the valleys of the Rivers Granta, Rhee and Cam have a distinct small-scale intimacy which contrasts well with the surrounding chalklands. Small woods and wetland meadows could be supplemented with copses, lines of willows to be pollarded, and areas of marginal and aquatic vegetation (see Farmland Model A6).
6. Hedgerows: selected hedgerows should be reinforced, or managed for particularly significant impact, based upon their visual and wildlife potential. Historically significant hedgerows should be carefully conserved, and new hedges planted to emphasise the existing landscape.
7. Footpath corridor improvements: the Roman Road is an important route across the chalk landscape. Planting small woodlands at selected locations such as hill tops or to frame views, as well as carefully managing the existing rich flora, would enhance the route. A similar approach could be adopted for other footpaths in the area, concentrating on a small number of linked corridors.
8. Road corridor improvements: the M11 has had minimal planting to soften its impact on the landscape. The planting of selected embankments and adjacent field margins with native trees and shrubs would provide interest for those using the road as well as helping to integrate the road with the surrounding countryside.
9. Conservation of the linear dykes: selective removal of scrub growth and re-establishment of sheep grazing, if possible, would enable the massive scale of these historic earthworks to be appreciated and promote chalk grass and flora communities. Some areas of scrub should be retained for habitat and visual diversity. The significance of the dykes in the landscape could be reinforced by managing adjacent strips of agricultural land as grassland or scrub.
10. Newmarket stud farms: new investment in the expansion of stud farms is causing significant change. Shelter belts should be planned on less rigid lines and should respond more to the local landforms, hedges, copses and roads. The shelterbelts should be planted with native tree and shrub species for visual and wildlife benefits.

Plant species guidelines for the Chalklands

Beech hangers: *Fagus sylvatica* (beech) plus occasional additions of species from 'mixed woodlands' below.

Mixed Woodlands: *Fagus sylvatica* (beech) Dominant mainly on shallow chalk soils where it may form large stands; smaller groups in more diverse woods. *Fraxinus excelsior* (ash) dominant; mixed woods. *Tilia cordata* (small-leaved lime) less common. *Carpinus betulus* (hornbeam) less common. *Prunus avium* (wild cherry) less common. *Taxus baccata* (yew) small groups. *Corylus avellana* (hazel) dominant shrub, understorey, edges, glades, scrub. *Acer compestre* (field maple) glades, near edges. *Crataegus monogyna* (hawthorn) near edges, mixed thickets. *Sambucus nigra* (elder) occasional, understorey and edges. *Ligustrum vulgare* (wild privet) occasional, edges. *Viburnum lantana* (wayfaring tree) occasional, edges. Note: beech should be planted in single species groups of at least 500 sq. m. when used in woodland block; do not use in random mixes.

Hedgerows, woodland edges and scrub: *Crataegus monogyna* (hawthorn), *Corylus avellana* (hazel), *Prunus spinosa* (blackthorn), *Acer campestre* (field maple), *Rosa*

canina (dog rose), *Ligustrum vulgare* (wild privet) occasional. *Viburnum lantana* (wayfaring tree) occasional.

Trees in hedgerows/avenues: *Fraxinus excelsior* (ash) dominant, hedgerows. *Fagus sylvatica* (beech) mostly avenues, some hedgerows. *Acer campestre* (field maple) sub-dominant, hedgerows.

Avenues – all as single species, not mixed. Hedgerows – mixed.

NB. Ash no longer recommended due to disease

Appendix 3: Glossary of terms and abbreviations

Adoption		The procedure by which a plan becomes formal council responsibility. The Neighbourhood Planning Regulations also call this stage 'made' for the purposes of a Neighbourhood Plan.
Affordable housing		Housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. See NPPF 2019 for definition.
Allocation		A piece of land that has had a particular use earmarked via a Neighbourhood Plan or Local Plan. This might be for housing, employment or another use such as open space.
Amenity		A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the interrelationship between them, or less tangible factors such as tranquillity.
Biodiversity		The whole variety of life encompassing variations, including plants and animals.
Brownfield		Land that has been previously developed on (excluding agricultural or forestry buildings and residential gardens).
Conservation Area	CA	An area designated under Section 69 of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990 as being of 'special architectural or historical interest', the character and appearance of which it is desirable to preserve and enhance.
Conservation Area Appraisal	CAA	Report produced by South Cambs DC and Foxton Parish Council as evidence to support the extension of the 1972 Conservation Area.

Consultation Statement		A document which details when, where and how the public and stakeholders have been consulted, issues that were raised and how they were addressed.
Countryside		Land not within settlement boundaries
Community Infrastructure Levy	CIL	An amount of money payable to the Council on new housing and other development which is used for infrastructure and community facilities and services
Developer Contributions/Planning Obligations/Section 106		Developer contributions, also known as planning obligations, can be secured via a Section 106 legal agreement or planning condition attached to a planning permission. They help mitigate any adverse impacts generated by new development on infrastructure and facilities.
Development Plan Document	DPD	Development Plan Documents are planning policy documents which make up the Local Plan. They guide development within a local planning authority area by setting out the detailed planning policies, which planning officers use to make their decisions on planning applications.
Employment Land		Land that is used or is proposed to be used for offices, industry and/or storage and distribution – covered by the B Class in the Use Classes Order.
Evidence Base		The information and data gathered by local authorities and other plan makers to inform and support the policy approaches to be set out in a Local Plan or Neighbourhood Plan.
Examination		For neighbourhood planning, an independent assessment carried out by an examiner to determine whether your plan meets the Basic Conditions.
Greater Cambridgeshire Partnership	GCP	Delivery body for the Greater Cambridge City Deal.

Green Belt	GB	Designated areas around major built-up areas which can only be developed under very special circumstances set out in the NPPF.
Green Infrastructure	GI	A network of multifunctional green space and other environmental features, urban and rural – including both established and new sites – which support natural and ecological processes, and are capable of delivering a wide range of environmental and quality of life benefits for local communities.
Habitats Regulation Assessment	HRA	Tests the impacts of a plan or project on nature conservation sites of European importance and is required under EU legislation.
Heritage asset		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Housing Needs Assessment	HNA	Objective assessment of the housing needs of an area.
Infrastructure		Refers to the fundamental facilities and systems serving a country, city, or other area, including the services and facilities necessary for its economy to function, including transport.
Landscape Character Assessment	LCA	Objective assessment of the landscape features and attributes of an area to aid analysis to identify sensitivities and opportunities for enhancement.
Local Green Space	LGS	Green space of local importance designated in the Local Plan.

Local Plan		The main planning document for South Cambridgeshire District Council which sets out what type and how much development will occur across the area for the next 15 years. It also provides a suite of policies that help manage development, including for design, access and amenity.
National Planning Policy Framework	NPPF	Sets out the Government's planning policies for England and how these are expected to be applied.
National Planning Practice Guidance	NPPG	A web-based resource, provides more detailed guidance on the contents of the NPPF.
Neighbourhood Area		This is the area that the Neighbourhood Plan will focus on. For town or parish councils, the designated area is usually the boundary. Sometimes parishes will combine to form one area.
Neighbourhood Plan	NP	Will set out the vision for a neighbourhood area and the planning policies for the use and development of land. Neighbourhood Planning Guidance Note 7: Glossary May 2017. These policies will be at a local level to support the strategic policies within the emerging Local Plan. Plans should guide development rather than stop it. If adopted, a Neighbourhood Plan will become a statutory plan carrying equal weight with adopted local plan policies.
Policy		A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.
Policies Map		Illustrates the spatial extent of the planning policies and designated areas.
Protected Village Amenity Area	PVAA	Small amenity area of local importance designated in the Local Plan.
Qualifying Body		Either a parish/town council or neighbourhood forum, which can initiate the process of neighbourhood planning.

Referendum		A vote by the eligible population of an electoral area who may decide on a matter of public policy. Neighbourhood Plans are subject to a referendum of the eligible voters within a neighbourhood area. There is a specific question set in Regulations which has a yes or no answer.
Settlement Hierarchy		Many Local Plans set out a hierarchy of settlements according to their population and facilities. Different levels of growth may be attributed to each tier.
Strategic Environmental Assessment	SEA	European requirement assesses the significant environmental impacts of plans and programmes.
Strategic Housing Land Availability Assessment	SHLAA	Assesses the suitability, availability and deliverability of land that have been promoted as sites for housing development.
Strategic Housing Market Assessment	SHMA	Assessment of the local housing market, which studies the supply and demand of housing, the need for affordable housing and the affordability of the local housing market.
Supplementary Planning Document	SPD	A document which elaborates upon a policy(ies) of the Local Plan to provide additional guidance for a particular topic or type of development.
Sustainability Appraisal	SA	An assessment of the environmental, social, and economic impacts of a Local Plan to check that the plan accords with the principles of sustainable development.
Sustainable Development		An approach to development that aims to allow economic growth without damaging the environment or natural resources, thereby development which 'meets the needs of the present without compromising the ability of future generations to meet their own needs'.

Tree Preservation Order	TPO	An order made by a local planning authority to protect a specific tree, a group of trees or woodland. TPOs prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.
Village Plan		A community-led plan can include planning related issues but they can focus purely on areas other than development. Parish Plans will not have the same legal status in planning terms as a Neighbourhood Plan.
Windfall Site		Sites which have not been identified as available in the Local Plan. They normally comprise previously developed sites that have unexpectedly become available.