



NEW VILLAGE AT

NORTH FOXTON

MARCH 2019

AXIS
LAND PARTNERSHIPS

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1 INTRODUCTION

This Vision document has been prepared by Barton Willmore with Bidwells on behalf of Axis Land Partnerships (“Axis”), to support the development proposals at land between Foxton, Barrington and Shepreth for new homes, local employment provision, infrastructure improvements, retail and plentiful public open space.

The document sets out a clear rationale for North Foxton as a logical and supportable location for future growth aligned with planned investment in infrastructure and balanced with consideration of the setting and sustainability of the existing villages.

We believe that the development of this site represents a great opportunity to secure a high-quality scheme that will provide a lasting legacy and substantially support Foxton, Barrington and Shepreth as sustainable settlements moving forward.

Our proposal is for new homes and jobs in a sustainable area and bolstering the ability of the transport hub around Foxton Station to give people a real choice other than using the private car.

The Greater Cambridge Local Plan (“the Joint Plan”) will look to allocate new homes and jobs in suitable locations and this proposal allows that to happen in a manner that will provide investment and new facilities close to Foxton, Barrington and Shepreth. This will be done in a way that will allow those villages to retain their identity and reap the benefits that a well-planned new development with well-chosen facilities to compliment the surrounding villages will bring.

The proposal comes forward to support the Greater Cambridge Joint Plan process and in accordance with its timetable. The first formal Local Plan consultation is expected to be in Autumn 2019, with further consultations in Autumn 2020 and 2021; followed by Examination in Public in 2022 and adoption of the new Plan in 2023.

Axis intend to undertake consultation leading up to the Joint Plan consultation in Autumn 2019 so that the community can be a key part in shaping the proposal and what the Joint Plan will formally consider.

In setting out our vision, this document covers the following matters:

- The Vision - Our explanation of the potential for this location as a new, connected village built around a transport hub.
- Site Context and Opportunities - Exploring the wider context as well as the key physical, environmental and infrastructure considerations that will influence the approach.
- Concept and Site Principles - Articulating our initial thinking around land uses, where development might be located, the employment offer, community infrastructure, and the new network of green spaces and routes.
- Delivery and Viability - An initial consideration of the potential delivery of the site and how the delivery of homes and jobs might relate to infrastructure investment.



2 THE VISION

The Vision is to create a new South Cambridgeshire village with its own identity, but which supports the surrounding villages of Foxton, Barrington and Shepreth by providing a new transport hub as well as enhanced and more plentiful local services and facilities.

A NEW VILLAGE BASED ON GARDEN CITY PRINCIPLES

Recognition of the success of early Garden Cities as popular places to live has led to endorsement by Government of the principles that led to their creation.

Whilst many of the original principles and ideals of the Garden City Movement related to social and economic considerations at the town and city scale, there are also many lessons to be learnt from the design of houses, streets and neighbourhoods. These lessons are not only applicable to new settlements or urban extensions but also to smaller village developments.

The ten key principles for New Garden Neighbourhoods and Villages are:

- Well designed quality homes
- The opportunity to grow your own food
- Personal transport accommodated conveniently
- Streets designed as places
- Multi-functional green spaces
- A 'Walkable Place'
- A Neighbourhood Centre with a mix of uses
- Community collaboration in the design of the neighbourhood
- Accessible employment uses
- Transport choice



GENEROUS, PRODUCTIVE GREEN SPACES



MANY FAMILIES ASPIRE TO GROWING THEIR OWN FOOD

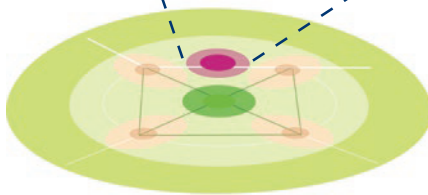
THE HOME. GARDEN
AND STREET



NEW GARDEN
NEIGHBOURHOOD

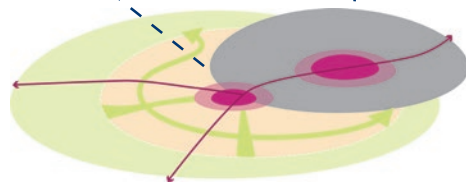


SETTLEMENT



New Market Town

or



Sustainable Urban Extension

THIS DIAGRAM EXPLAINS THE SCALES AT WHICH THE PRINCIPLES ARE TO BE APPLIED

STREETS IMAGINATIVELY DESIGNED TO CREATE
PLACES AND 'STREET PICTURES' AND THE GROUPING
OF BUILDINGS TO CREATE 'PLACES'

HIGH QUALITY, WELL DESIGNED HOMES



ARTIST'S BIRD'S-EYE ILLUSTRATION OF
THE NEW NORTH FOXTON VILLAGE

MULTI-FUNCTIONAL AND ACCESSIBLE GREEN SPACE

THE OPPORTUNITY TO GROW YOUR OWN FOOD



AN ACCESSIBLE VILLAGE CENTRE
WITH A MIX OF USES

DIRECT AND LEGIBLE MOVEMENT ROUTES TO
ENCOURAGE WALKING AND CYCLING

3 SITE CONTEXT & OPPORTUNITIES

STRATEGIC POSITION

The Right Place For Growth: An identified Infrastructure Investment Location

North Foxton sits within an important strategic location relative to future infrastructure investment in the Greater Cambridge Area. A number of wider strategies are being brought forward within the Greater Cambridge Area that have implications for the development of the site.

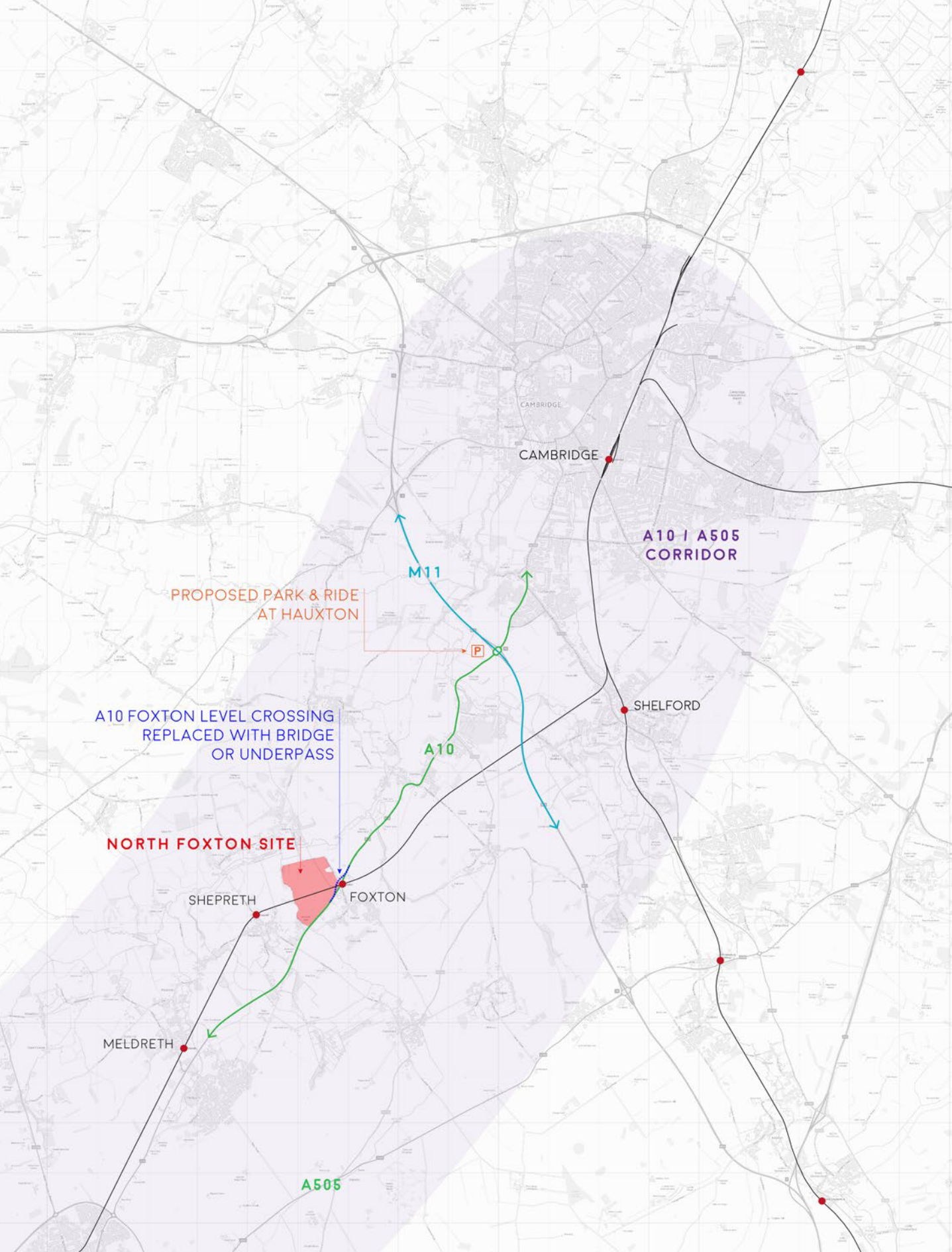
The Cambridge and Peterborough Combined Authority (CPCA) has significant ambitions for growth in the sub-region with the delivery of at least 100,000 additional new homes by 2037. This is to be balanced with the ongoing economic expansion. The CPCA has identified a series of growth corridors.

North Foxton falls within the A10 / A505 corridor, as shown on the plan opposite. The CPCA Housing Strategy further identifies the importance of transport hubs within these identified corridors and one of the key aims of the CPCA is to secure the necessary investment in transport projects within these locations.

The Greater Cambridge Partnership (GCP) is considering the infrastructure needed to unlock further growth. The Transport Strategy for Cambridge and South Cambridgeshire identifies the potential road, rail and bus improvements in this regard.

North Foxton is well located, with the identification of the replacement of the current A10 Foxton level crossing with a bridge or underpass addressing current congestion issues. At the same time, the proposed level enhancement to the station as a transport interchange and increased frequency of services to London King's Cross / St Pancras mean that the potential exists to create a meaningful multi-modal transport hub. This hub can be well connected into Cambridge via the improved A10 cycleway and further capacity improvements to the proposed park and ride at Hauxton.

North Foxton is located within the potential corridor locations for a number of the current east/west rail options coming south through Bassingbourn, before heading north east to Cambridge further enhancing the transport credentials of this location.



**A10 | A505
CORRIDOR**

**PROPOSED PARK & RIDE
AT HAUXTON**

**A10 FOXTON LEVEL CROSSING
REPLACED WITH BRIDGE
OR UNDERPASS**

NORTH FOXTON SITE

CAMBRIDGE

SHELFORD

SHEPRETH

FOXTON

MELDRETH

M11

A10

A505

OPPORTUNITIES

The identified site at North Foxton lies within a village cluster of Foxton, Barrington and Shepreth. Rather than seeking to extend the existing village envelopes, the proposed approach is to create a new central village that is well connected to, but physically separate from, the existing villages. This approach is based upon the following opportunities:

Creating Sustainable Settlements

Foxton, Barrington and Shepreth are characterised as less sustainable locations for growth due to a lack of facilities. An accessible new village, with a focus on creating new facilities, services and employment opportunities, will establish shared investment and mutual benefits for future communities.

Maximising the Benefits of a Transport Hub Location

North Foxton is located within an advantageous strategic transport position along the A10 corridor and in close proximity to Foxton Station, where there is strong support for investment and growth. The development of a new village in this location presents an opportunity for the coordinated delivery of a transport hub beneficial to the wider community, offering sustainable and direct access to Cambridge and other strategic locations.

Bringing Local Improvements

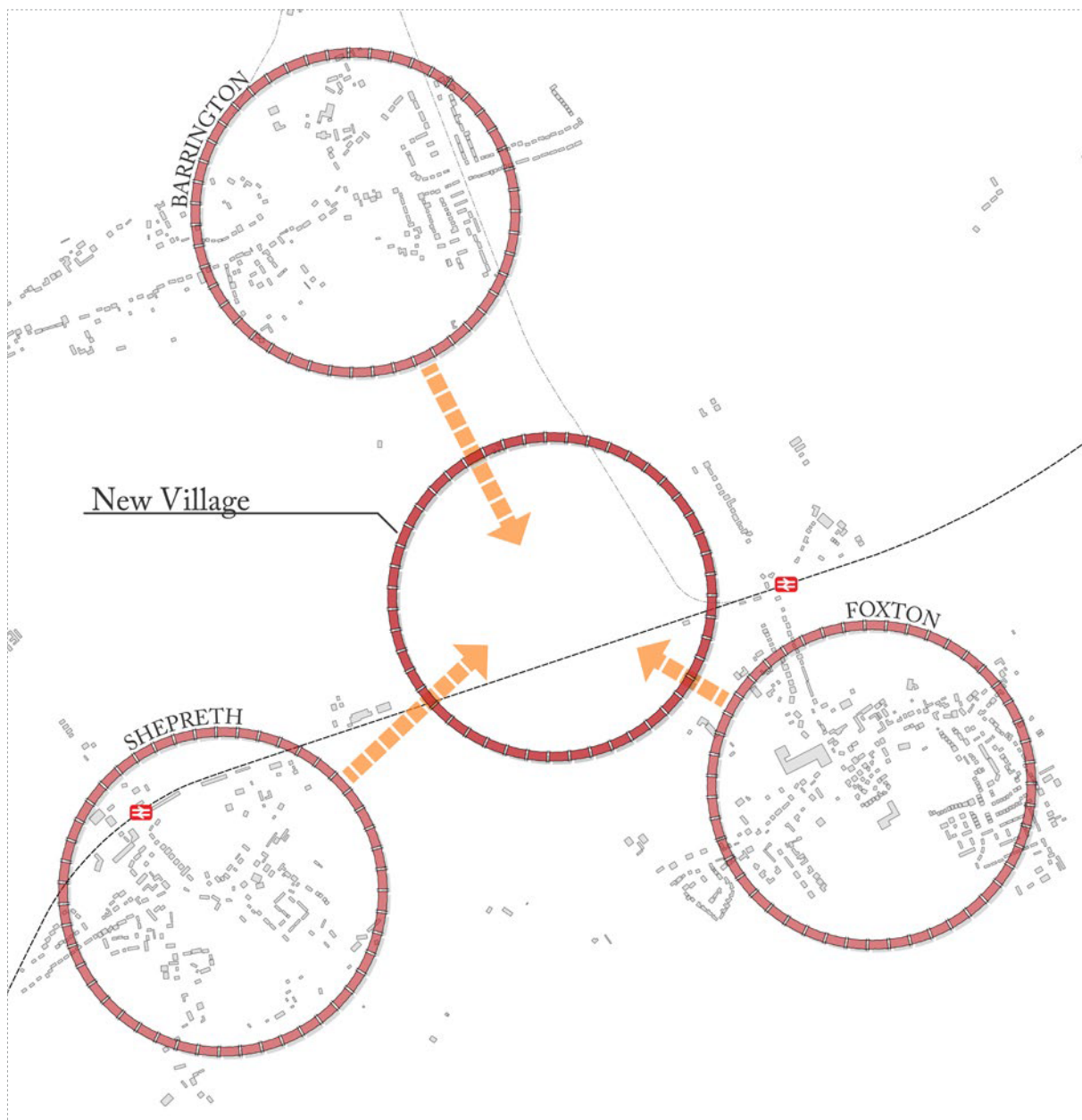
A new village at North Foxton would enable benefits for the wider local area, including the delivery of strategic transport improvements, new facilities, employment opportunities, reduced congestion, and improved air quality and noise environments.

A Clear Employment Offer

The creation of employment opportunities is critical to the growth and sustainability of existing and future communities in the local area. As well as offering direct connections to major employment centres, a modern live/work community will be promoted within a mixed-use development, integrating retail, recreation, and public spaces.

Securing Delivery

The identified site at North Foxton is a large scale opportunity to provide deliverable and achievable new housing development to help meet the demand outlined within the South Cambridgeshire adopted local plan, and to afford economic and community benefits for the wider communities.



NEW VILLAGE CONCEPT DIAGRAM

A location to compliment and not compete with existing villages and their identities

PHYSICAL CONTEXT

Ground Conditions

The site is relatively flat, falling gently from south east to north west towards the River Cam, with localised undulations.

It comprises a number of agricultural fields of varied scales defined by hedgerows with some trees, rail and road infrastructure, and a tributary of the River Cam along the site's western edge.

Potential noise from the A10 and rail line will require appropriate mitigation through design.

Infrastructure

There are a number of significant elements of existing infrastructure that connects the site to Cambridge and wider employment opportunities.

Foxton Station runs along the Cambridge line, with regular trains to London King's Cross via Stevenage and Welwyn, and north to Cambridge. The A10 is a key strategic road link connecting Cambridge and London.

Supporting local roads and Public Rights of Way link the site with Foxton, Barrington and Shepreth, providing access to local facilities and services, including Barrington C of E Primary School and Foxton Primary School.



1) SOUTHERN SITE AREA ALONG RAILWAY EDGE

LANDSCAPE

It is important that the character of any new development responds to the existing context and creates a place that is strongly rooted to its local setting. This notion is encouraged by the District Council's Design Guide (March 2010), which guides the delivery of sustainable developments.

The Guide recognises that areas within the district are largely characterised by their geology, divided into five areas: South East Claylands, Western Claylands, Western Greensand, Chalklands and Fen Edge.

The site is located in the Chalklands. Settlement characteristics of this area include:

- Treed avenues on wide road approaches to settlements;
- Enclosed meadows and parkland within river valleys;
- Village greens, both small and large;
- Linear settlement form;
- Buildings either arranged as continuous frontages facing streets, or having a looser pattern with open land interspersed; and
- Mature trees in front gardens and on grass verges, together with streams and ponds.

The District Council also seeks to protect and enhance landscape character where development is encouraged to respect and retain, or enhance the local character and distinctiveness of the local landscape and of the individual National Character Area in which it is located.

In overall terms, however, the District Council encourages all new development to be of a high quality design, by conserving, preserving and enhancing the character of the area, and the natural assets of the site.

ENVIRONMENTAL CONTEXT

Flood Risk & Drainage

The River Cam runs to the north of the site along the edge of Barrington. A tributary of the Cam runs in a southerly direction forming the western edge of the site. An area of Flood Risk is associated with these watercourses, as shown opposite.

A Sustainable Urban Drainage System will be developed as the site proposals move forward.

Heritage Assets

The three villages of Foxton, Barrington and Shepreth are characterful villages that have a number of listed buildings.

The Foxton Conservation Area was originally designated in 1972, covering a very small part of the medieval High Street. This boundary was recently extended, as shown opposite.

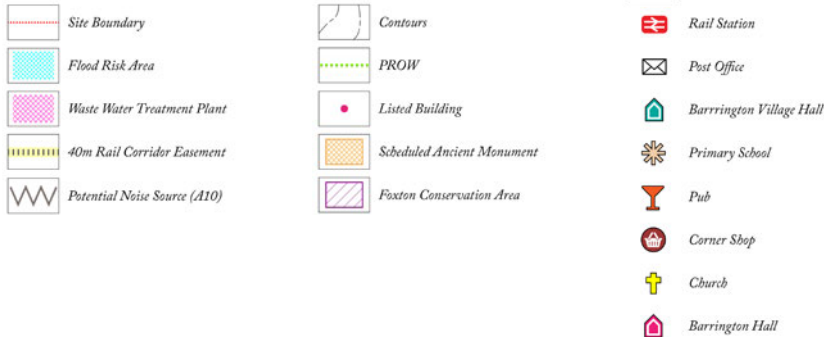
Three Scheduled Ancient Monuments lie within Shepreth, including a medieval moated site known as Hall Yards. The moated site is thought to represent the site of the manor of Docwras, also known as Hallyards, in which William de Hayes was licensed in about 1280 to have an oratory.



2) NORTHERN SITE AREA



OPPORTUNITIES & CONSTRAINTS PLAN



CURRENT PLANNING POLICY

South Cambridgeshire District Council adopted their new Local Plan in September 2018. The Spatial Strategy seeks the provision of 19,500 dwellings and 22,000 additional jobs within the plan period between 2011 and 2031.

North Foxton falls outside with the identified settlement boundaries within the open countryside, but beyond the Cambridge Green Belt.

Policy S/10 classes Foxton and Barrington as Group Villages. These are characterised as less sustainable locations for developments, having fewer services and facilities allowing for some of the basic day-to-day requirements of their residents to be met without the need to travel outside of the village.

Shepreth is classed as an Infill Village, amongst the smallest in South Cambridgeshire. These are characterised for having a poor range of services and facilities, meaning residents have to travel outside the village for most of their daily needs.

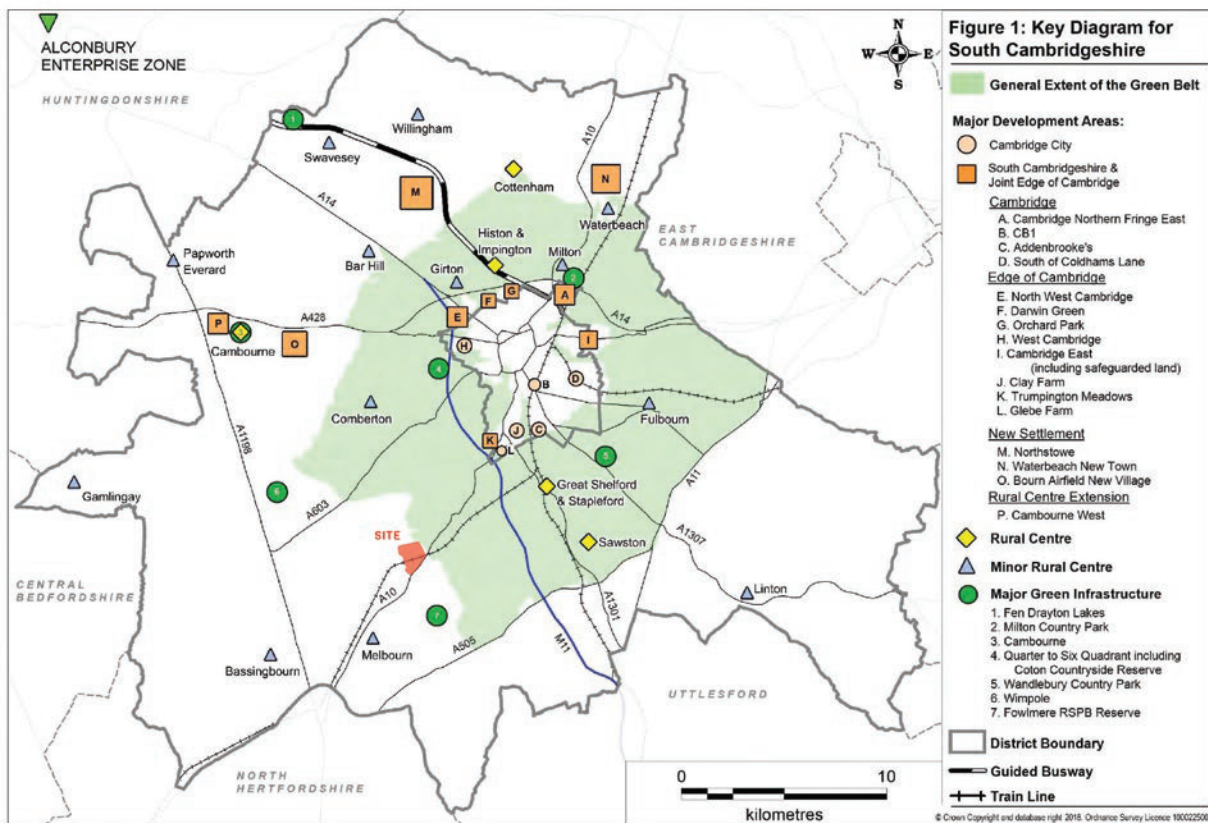
A significant part of the site is covered by a Mineral Safeguarding Area (MSA) for Sand and Gravel. Policy CS25 of the Minerals and Waste Core Strategy 2012 seeks to protect minerals of current or future economic importance from being sterilised by other development. However, the report does recognise the lack of detailed information for some locations, meaning that some existing MSAs may contain areas with little or no mineral value. A Minerals Extraction Feasibility Study is to be commissioned by Axis to consider the suitability of the site for minerals extraction.

The Waste Water Treatment Plant located at the north of the site is subject to a Waste Water Treatment Safeguarding Area. Further work is now being prepared by Axis to consider the implications of this safeguarding area.

None of the surrounding villages currently have a Neighbourhood Plan, although an area has been identified for Foxton.

The National Planning Policy Framework (NPPF) was updated in February 2019 and continues to include a strong expectation that Local Authorities will prepare plans which positively seek opportunities to meet the development needs of their area, and that are sufficiently flexible to adapt to rapid change. Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for a number of key land uses. These are housing (including affordable housing), employment, retail, leisure and other commercial development, infrastructure for transport and other key utilities, community facilities, and the conservation and enhancement of the natural, built and historic environment.

The new Standard Housing Assessment Methodology has also been introduced in the new NPPF and will inform the Joint Greater Cambridge Local Plan Review process which is currently underway to review the current adopted Local Plan policies.



LOCAL PLAN KEY DIAGRAM (SEPT 2018)

4 CONCEPT & DESIGN PRINCIPLES

SITE DESIGN PRINCIPLES

The following design principles will help to create a distinctive place and deliver the aspirations for a new village at North Foxton. These could include:

Uses & Activities

- Provision of a transport hub, new housing, local employment, and community uses;
- Provision of a mix of active and naturalistic parkland with open spaces including children's play areas, public art trails and ecological areas;
- Provision of a range of housing types and tenures, including affordable homes for local people.

Townscape

- Active frontages facing key public realm areas, open spaces, and significant routes;
- Active gateway spaces at the transport hub and along the A10 expressed through landmark buildings and landscape quality;
- Maintain key outward facing views along all streets and direct views to local landmarks;
- Distinctive character areas inspired by existing site features, including the tributary of the River Cam, and the local vernacular of Foxton, Barrington and Shepreth.



Public Realm

- Vibrant and active streets, footpaths and cycleways, with the use of high quality materials;
- High quality public realm treatments to include lighting, street furniture, surface treatments and public art celebrating local heritage;
- An attractive environment for pedestrians and cyclists to key destinations such as the transport hub along all internal streets and through parkland and open spaces.



Access & Movement

- Provision of a new transport hub and better access to Foxtton Station;
- Access onto the Melbourn Greenway (A10) - a key commuter route into Cambridge with a focus on cycling and public transport;
- Sustainable connections to key local destinations, including Foxtton, Barrington, and Shepreth;
- A hierarchy of permeable streets and spaces to provide a safe and legible movement network.



Environment & Sustainability

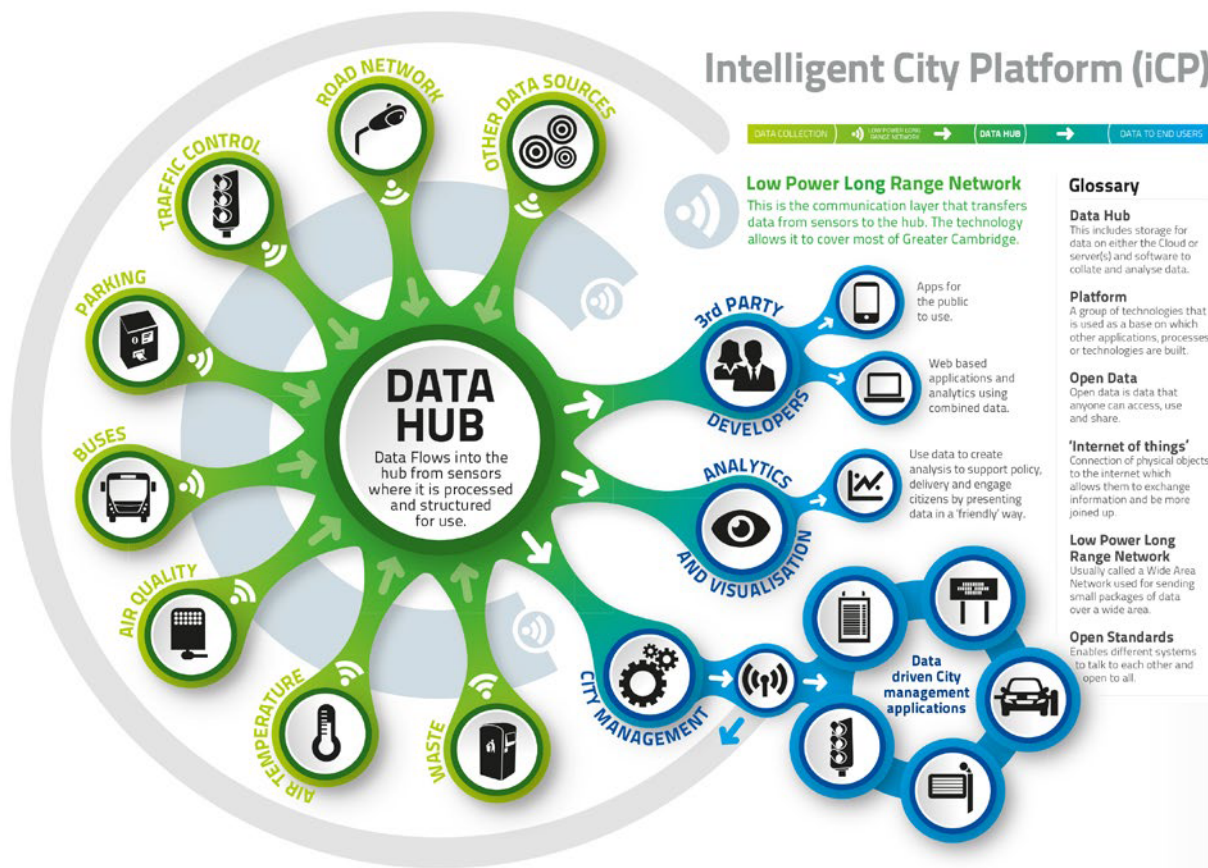
- Existing landscape features and characteristics are to form the basis for providing a multi-functional green infrastructure network, linking natural and recreational open space, drainage, wildlife, biodiversity and connections to the surrounding landscape setting;
- “Green” the built environment through street trees, public realm, planting and biodiversity measures;
- Enhancement of existing landscape assets will help to establish a sense of place and civic amenity.



Smart Village

- Promote ‘Smart Cambridge’ initiatives, which aim to harness emerging technologies to improve the economic strength and sustainability of the Greater Cambridge area;
- Transport: making travel easier, reducing congestion, and exploring intelligent mobility;
- Environment: managing water, energy, air quality and waste;
- Healthcare: catering for an ageing population and providing public health;
- Smart living: improving the quality of life for communities in and around the city.





INTELLIGENT CITY PLATFORM

Image sourced from 'Smart Cambridge'

KEY PROPOSALS

The Concept Plan, shown opposite, demonstrates the spatial arrangement for the balanced delivery of a sustainable and exciting new South Cambridgeshire village at North Foxton, providing significant community benefits to support the villages of Foxton, Barrington and Shepreth.

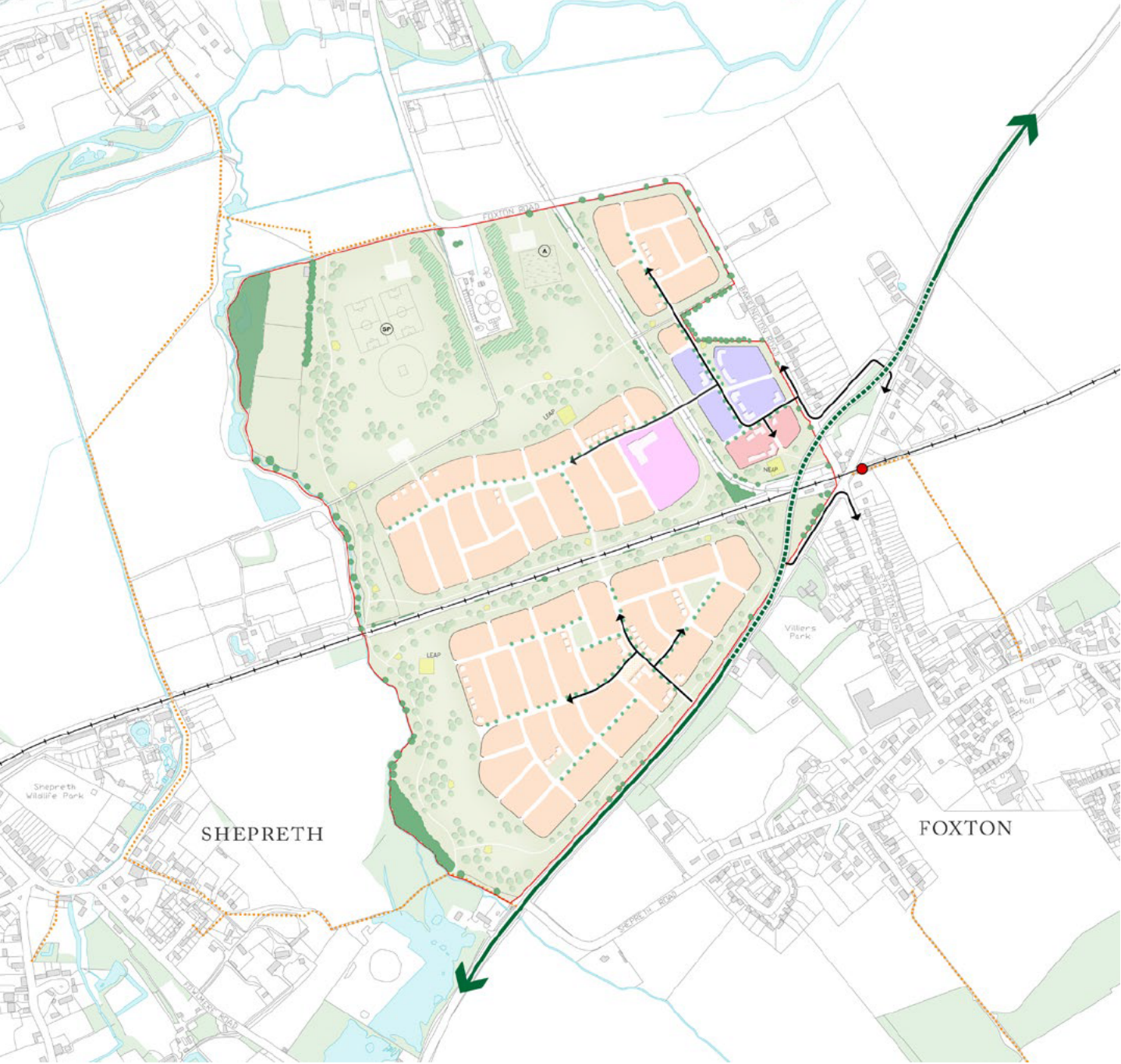
The developing concept aims to establish a coherent mix of uses that will bring value and benefit to the local area. These could include:

- An employment area including local employment opportunities with a range and variety of different buildings and floorspace;
- Increased pedestrian links to better connect the surrounding villages;
- A transport hub including a mixed-use area with parking, local retail, cycle facilities, transport information and community uses to support the local villages;
- Residential areas, which could provide between 900-1800 dwellings at an average density of 30-40dph; and
- Plentiful public open space, including the creation of an informal amenity area, which could include regional play facilities, ecological habitat creation, and public art.

NEW HOMES

Proposed residential areas will allow for between 900-1800 dwellings based on:

- High quality, characterful design that will be sympathetic to the surrounding villages but establish its own distinctive identity;
- Higher densities around the transport hub in order to better utilise this key element of infrastructure;
- Lower densities around the edges of the site facing more rural areas to provide a more sensitive landscape treatment;
- A set of character areas that provide differences in architectural treatment, density, scale and landscape design; and
- Clear frontages that create an outward looking development over streets, squares and public open spaces that also knits in with surrounding areas.



CONCEPT PLAN

 Site Boundary	 Diverted A10 Route facilitating Melbourn Greenway	 Waste Water Treatment Plant Planting Buffer
 Residential Area	 Proposed Key Access & Movement	 Indicative Planting
 Employment Area	 Melbourn Greenway (A10) - providing improved cycle connection to Cambridge	 Indicative Street Planting
 Transport Hub Area - including mixed-uses	 PROW	 Children's Play Areas
 Potential Site for 2FE School	 Proposed Informal Ped/Cycle Connections	 Sports Pitches
 Public Open Space	 Retained Existing Vegetation	 Allotments

TRANSPORT & CONNECTIVITY

North Foxton is well connected to existing transport infrastructure and accommodates a number of key proposals to align with the Greater Cambridge Partnership's aim to develop a sustainable transport network for Greater Cambridge.

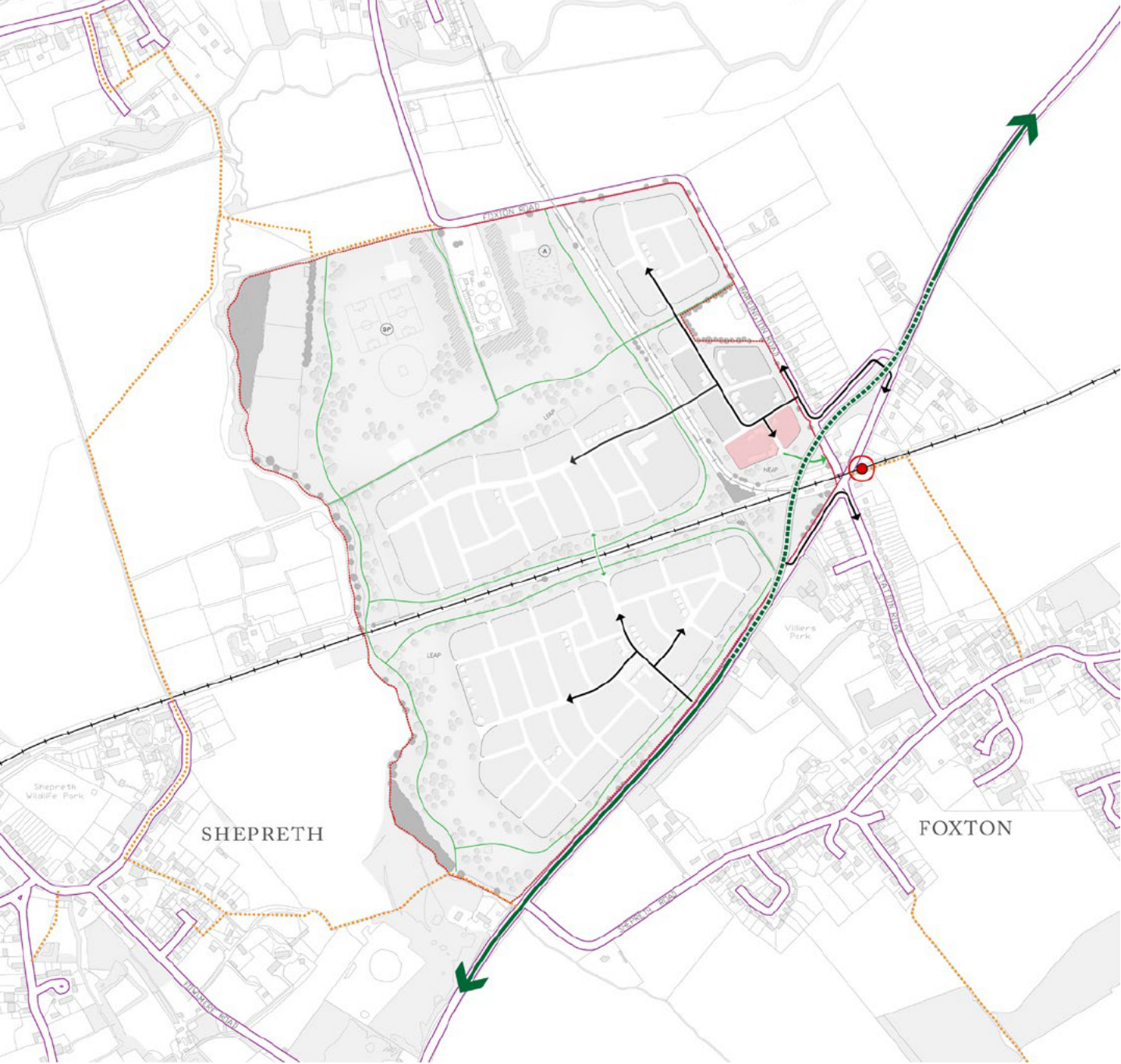
The proposals demonstrate accesses to the A10, which provides an important strategic and sustainable link between London and Cambridge, and shows how the development could integrate with the Foxton level crossing bypass scheme, which aims to:

- Ease congestion and make it easier for people to travel by rail, cycle or on foot to improving average journey times;
- Keep the Greater Cambridge area well connected to the regional and national transport network, opening up opportunities by working closely with strategic partners;
- Reallocate limited road space in the city centre and invest public transport; and
- Connect Cambridge with strategically important towns and cities by improving rail stations and financing new rail links.







The most feasible options for the A10 crossing are for a bridge or underpass taking the A10 across the railway on an alignment to the north of the current road.

The aspiration for North Foxton is to create a truly connected and accessible place, providing clear and direct sustainable links into Foxton, Barrington and Shepreth so that those villages are able to easily access and share the community infrastructure of the new village.

A network of footpath and cycle connections within the new village will encourage sustainable connections to local destinations.



TRANSPORT & CONNECTIVITY PLAN

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
|  Site Boundary |  Key Access & Movement Routes |
|  Transport Hub Area - including mixed-uses |  PROW |
|  Supporting Local Road Network facilitating vehicle and cycle connections |  Informal Ped/Cycle Connections |
|  Diverted A10 Route facilitating Melbourn Greenway | |
|  Melbourn Greenway (A10) - providing improved cycle connection to Cambridge | |

THE TRANSPORT HUB & EMPLOYMENT

An exciting mixed-use hub in close proximity to Foxton Station will provide a transport hub, new facilities and employment opportunities for future and existing local communities.

To help create a mixed-use place and to give people the chance of living and working in the same area, the proposals include some employment floorspace.

New employment space around Cambridgeshire has become focused to existing centres of employment at the larger settlements, this has fuelled the current levels of commuting. Having employment space as part of the development brings two main benefits:

- Providing new employment within walking and cycling distance of the new homes and local area;
- Providing new employment at a transport hub – to allow people to travel by train to their place of employment or intercept commuters to work in the Foxton area and thereby reducing the need to commute into Cambridge, which is already congested in the peak periods; and
- Provision of approximately 2ha of employment land, which would provide between 10,000m² and 20,000m² of employment floorspace.



DIRECT CONNECTION TO FOXTON STATION

EMPLOYMENT USES

ACCESS VIA BARRINGTON ROAD



GREEN GATEWAY TO
FOXTON STATION

The type of employment space provided will be refined through further consultation with stakeholders and reacting to the market needs in future years following the Local Plan adoption in 2023. It is however envisaged that it will provide for lighter industry (that which does not create noise, dust and disturbance) and to cater for smaller start-up companies and those people that wish to no longer work from home, but conversely do not wish to have to travel to a main settlement to find suitable business accommodation. Such employment floorspace would add to the rural economy and provide greater facilities in the area at a transport hub and train station.

This approach is supported by the Cambridgeshire and Peterborough Independent Economic Review (CPIER) Report of September 2018. The document finds that the Cambridge economy has grown, in good part, through the clustering of high-value industries; this has led to concentrations of employment and wealth, gravitated towards Cambridge City. In this context, the document considers the wider economic geography across the Combined Authority area and it notes:

- Page 10 - The development of the knowledge economy, with its high premium on proximity and agglomeration, has left rural communities struggling to maintain distinctive high-value industries
- Page 112 - Improving the levels of income in market town and rural economies in particular is an important priority
- Page 112 - That is why the industrial policy and economic policy considered earlier in this [CPIER] report are so important for market towns and rural communities. Getting higher productivity jobs and improved services into places, making them feel stronger and more vibrant, are closely interconnected

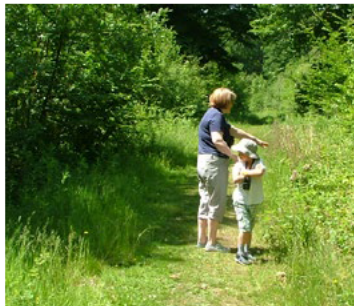
New rural employment is a notable component to spread the wealth associated with Cambridge to more communities, and for more people to benefit from the overarching buoyant Cambridge economy.



GREEN INFRASTRUCTURE

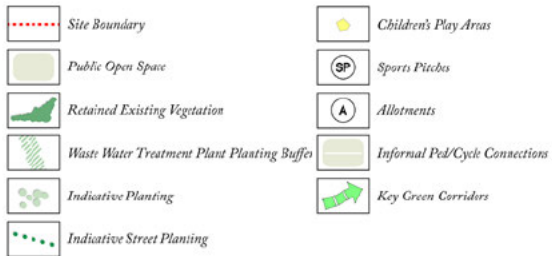
North Foxton will be defined by an extensive network of green infrastructure to promote healthy living that will include:

- A multi-functional parkland open space to the north that will provide high quality recreational areas, play spaces for children, trim trails and new planted areas;
- Ecological areas to improve and encourage biodiversity particularly along watercourses and streams;
- Footpaths and cycleways through attractive green spaces;
- Areas of new planting along sensitive site edges including along the A10 to help create a memorable and distinctive experience of the new village;
- Local grow places such as community allotments and orchards.





GREEN INFRASTRUCTURE PLAN



CHARACTER & IDENTITY

Perceptions of a place are made up of layers of understanding, they arise from its physical and human geography, its history, the natural landscape and buildings, both within the place and around it. Consideration of the site's regional identity, linkages to surroundings, local character, and natural features are key to the development of a new and integrated community within South Cambridgeshire.

North Foxton will set a benchmark for place making and create a clear identity through various character areas inspired by the distinctive characteristics of its context and purpose.

Around the transport hub, a more contemporary approach could be favoured, comprising higher density development and a tighter knit urban form. Equally, a different character could be expressed around the edges of the built environment closer to the rural boundaries with lower density development, a more traditional architectural form and greater greening of the public realm.



Potential New Village Character: Traditional





Potential New Village Character: Contemporary



Local Character: Foxton



High quality public realm will help to provide much needed community infrastructure

5 DELIVERY & VIABILITY

The approach to the phasing of new homes and facilities at North Foxton will be subject to further discussion and consultation with the community and stakeholders over the coming months. It is vital that a balanced approach to the delivery of new homes alongside employment, improved infrastructure, facilities and open space is taken in securing the vision.

We have set out below our key principles for future delivery and phasing (subject to consultation).

Key Principles

- Phased infrastructure delivery, in line with the delivery of new homes;
- A shared approach engaging with infrastructure providers and funders;
- A masterplan for North Foxton agreed and evolved with input from the local community;
- A number of outlets for housing delivery including house builders, registered providers and retirement providers.





6 LOCAL BENEFITS

North Foxton has been identified as an exciting opportunity for a new South Cambridgeshire village, which offers new homes, local employment provision, infrastructure improvements, retail and plentiful public open space. The document has demonstrated how the proposals could provide mutual benefits to future and existing communities. In summary, these include:

Sustainability and Quality

- To be part of the green and sustainable agenda, to strive for homes that are built to the highest environmental standards;
- Promotion of ‘Smart Cambridge’ initiatives;
- A development that is not in the Green Belt;
- Significant green infrastructure providing increased access to the countryside, sports, play and recreation on a scale far greater than that currently enjoyed by the local communities.

Working Together

- An approach to work collaboratively and shape the proposals with the involvement of the community and stakeholders.

Housing

- To be able to provide a mix of housing types and tenures to provide a greater range of housing options in the local area; such as smaller, more affordable homes, homes for the elderly and long-term private-rented homes.

Transport and Connectivity

- To fully utilise the opportunity to travel by train;
- To enhance pedestrian and cycle movement across the A10 and better connect local communities;
- Increased pedestrian and cycle access into and through countryside.

Economy and Jobs

- Introducing new jobs and adding to the range of jobs available – giving people a better chance of living and working in the same area;
- An opportunity to travel by train and other sustainable methods to get to work.

The Village

- To work with the local community to establish what services and facilities the development could introduce or support;
- A scale of development that can afford to deliver economic and community benefits to the local area. Working with Axis and their approach to engagement, to see investment into the village, where the community wish to see improvements;
- Providing new development adjacent to Foxton in a manner that will respect the existing character and identity of the village but close enough to provide new facilities for the existing communities.



HIGH STREET, FOXTON



Eaton Court / Maylands Avenue, Hemel Hempstead, HP2 7TR