East Hauxton

Vision Document

January 2026

Turley

REDROW

Contents:

1. Executive Summary 04
2. Introduction 06
3. Context 09
4. The Site 14
5. The Vision 18
6. The Proposal 24
7. Summary and Key Benefits 32

1. Executive Summary

This Vision Document has been produced for Redrow Homes to support the promotion of their land at East Hauxton. It should be read together with representations prepared by Carter Jonas in response to the Regulation 18 Consultation on the Draft Greater Cambridge Local Plan.

The Site comprises 12.44 hectares (over 30 acres) of land currently in agricultural use immediately adjoining the Village of Hauxton. Hauxton, together with the adjacent villages of Great Shelford, Little Shelford and Harston, contains a broad range of community and retail facilities. It is well located with convenient sustainable transport connections to Cambridge, the wider area and beyond.

Hauxton has a historic core including a Conservation Area and a Grade 1 listed medieval Church. It has a varied character, with most of the Village dating from the latter part of the 20th century.

The Site is relatively unconstrained, and the constraints that exist can be mitigated, in particular without compromising the delivery of the East West Rail project which adjoins the Site's southern boundary.

This Vision Document illustrates how development on the Site can be designed to respond positively to the Site's context, through a landscape led layout strategy which provides a new gateway into Hauxton from the east together with the retention of views across the Site towards St. Margaret's Mount.

Over 60% of the site will become publicly accessible green infrastructure incorporating formal and informal recreation opportunities for the existing community as well as new residents, and ecological enhancements to deliver biodiversity net gain.

The Vision Document also describes how these proposals for 150 new homes, with a mix of types and tenures responding to identified local housing need, including a policy compliant level of affordable housing, offer a unique opportunity to meet the housing needs of Hauxton and neighbouring Parishes.

This development will also deliver wider local benefits, supporting local services such as the adjoining Primary School and local retail and community facilities, enhancing community vitality.

The Vision Document concludes that this Site at East Hauxton is suitable, available and achievable in the short term and should therefore be allocated for development.

2. Introduction

Purpose of the document

This Vision Document has been produced by Turley on behalf of Redrow Homes to support the promotion of their land at East Hauxton (the Site). It is submitted as part of the Regulation 18 Consultation on the Draft Greater Cambridge Local Plan which was published jointly by Cambridge City Council and South Cambridgeshire District Council in October 2025.

This document demonstrates how Redrow and their wider consultant team have assessed the Site and its surrounding context; how this assessment has established a Vision and series of key principles (Design Drivers) that shape the emerging proposals for residential development which will be high quality, sustainable and appropriate, thereby making a significant contribution towards achieving the goals set out in the Draft Greater Cambridge Local Plan.

This Vision Document is intended to support representations prepared by Carter Jonas on behalf of Redrow in relation to the Site and should be read together with those representations.

The Team

The proposals described within this Vision Document have been prepared by a comprehensive consultant team comprising:

Client:	Redrow
Planning Consultant:	Carter Jonas
Masterplanning:	Turley
Landscape:	Turley
Ecology:	SLR Consulting
Access and Movement:	iTransport
Noise:	Cass Allen
Flooding and Drainage:	SLR Consulting
Heritage:	Pegasus

The Site

East Hauxton (The Site) is located adjoining the eastern edge of the village of Hauxton.

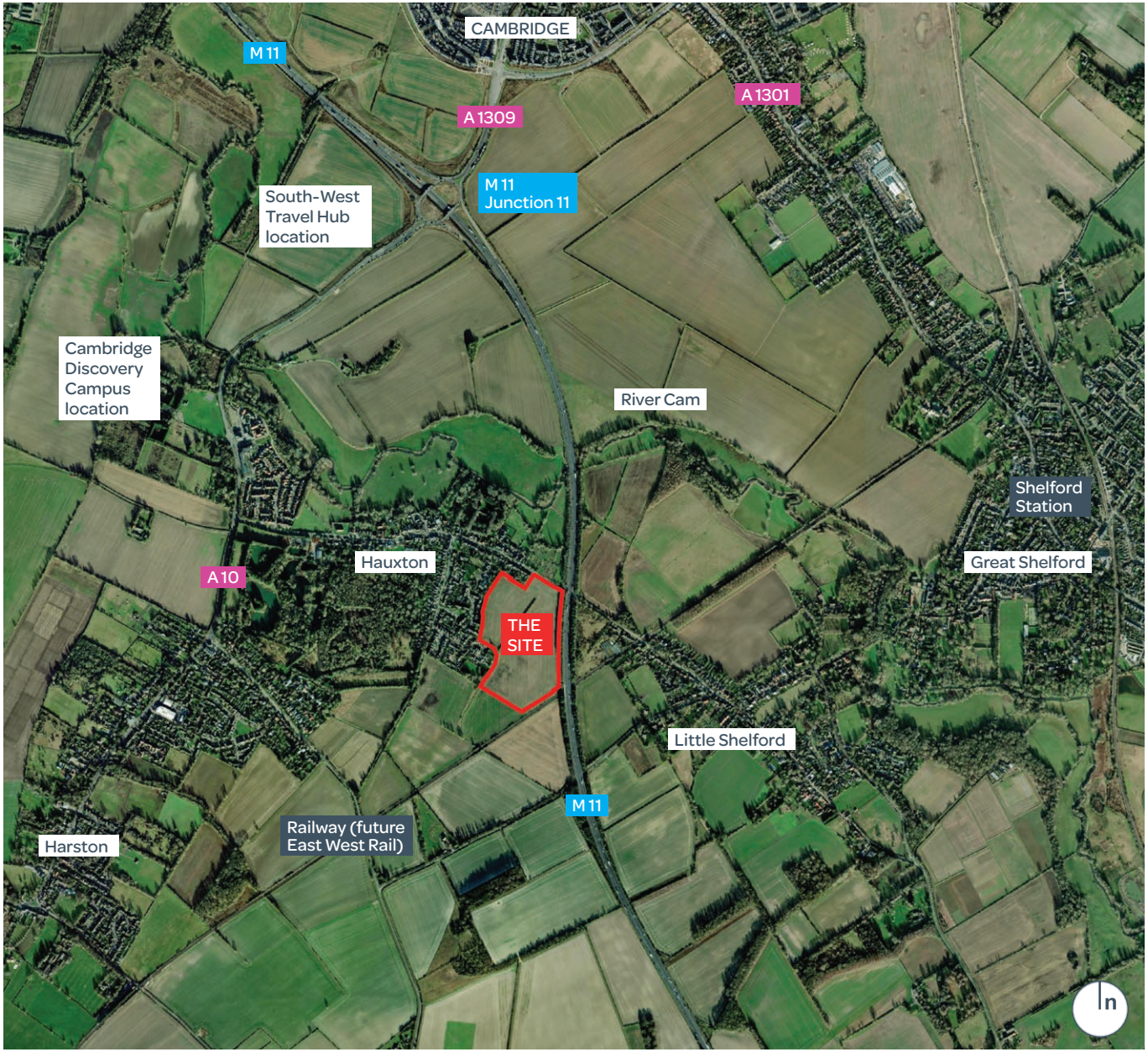
The Site is bounded to the north by the High Street, to the east by the M11 and its associated embankment, to the south east by the London to Cambridge railway line, to the south west by open fields and to the west by Hauxton Village, with an existing residential area and Hauxton Primary School immediately adjoining.

The extent of the Site is established by existing boundaries, with the boundary along the railway line set back so that the safeguarded land for the East West Railway project is not compromised.

Hauxton is a linear settlement with a varied character, including historic buildings and a Conservation Area as well as new build homes at the western end known as Hauxton Meadows (also built by Redrow). Hauxton Centre and the adjacent recreational ground are located in the centre of the Village.

To the north-west of the Village, significant development has been approved for the new South-West Travel Hub and the Cambridge Discovery Campus.

The Site covers an area of 12.44 hectares (30.74 acres)



About Redrow

Redrow is one of the UK's largest and most respected housebuilders, recognised for creating thriving communities, award-winning homes and 5-star customer service. Now part of the Barratt Redrow group, Redrow continues to operate under its well-established brand, with a strong focus on placemaking, sustainability and design excellence.

Redrow adopt a landscape and biodiversity led approach from the earliest stages of their projects. Through the process of planning, designing, delivering and managing placemaking, with high quality green and blue infrastructure, Redrow creates successful places where everyone can benefit more from natural surroundings, connect with nature, and lead healthier lives.

The homes proposed on this site are of Redrow's distinctive Heritage Collection style, inspired by traditional Arts & Crafts architecture and a material selection carefully designed to blend harmoniously with their surroundings.

3. Context

Planning Context

Current Local Plan

The current planning context for the Site is set out in:

- South Cambridgeshire Local Plan 2018
- Adopted Policies Map 2018

A number of Supplementary Planning Documents would also be relevant to any development of the Site, such as Sustainable Design and Construction, Open Space in New Developments, and the Greater Cambridge Biodiversity SPD.

In the current Local Plan the site is outside but adjacent to the settlement framework, and in Green Belt for planning purposes. Hauxton is designated as a Group Village (Policy S/10) where development of up to 8 homes may be acceptable within the settlement framework, or development of up to 15 homes on a single brownfield site.

There is one allocation proposed for Hauxton (Policy H/2), the Bayer CropScience Site which is allocated for mixed-use development. This site has now been built out by Redrow.

New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework.

The established purposes of the Cambridge Green Belt are to:

- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- Maintain and enhance the quality of its setting; and
- Prevent communities in the environs of Cambridge from merging into one another and with the city.

Draft Local Plan

In the Regulation 18 Plan, Hauxton remains a Group Village where development of up to 8 or exceptionally 15 dwellings will be permitted (Policy S/SH). There are no development allocations proposed for Hauxton. The Site is designated as Green Belt. The purposes of the Cambridge Green Belt remain the same.

Planning History

There is no planning history for the Site. Redrow have previously submitted the Site for consideration in the Call for Sites in 2019 with a development timescale of 0-5 years. The Site was assessed in the Housing and Economic Land Availability Assessment (HELAA) October 2025 but has not been allocated in the Reg 18 Draft Greater Cambridge Local Plan.

The representations submitted alongside this Vision Document set out that:

- Hauxton is a well-connected and sustainable village with excellent access to jobs, schools, services and facilities within walking and cycling distance.
- Hauxton has a clear need for more housing including affordable housing, which won't be delivered on small sites within the development framework.
- New family homes will also help to sustain local services, particularly the school.
- Development will deliver a stronger, greener settlement edge and retain 60% of the site as Open Space.
- The Site does not contribute to any of the three Green Belt purposes.
- Allocation will help to deliver the Local Plan Vision and Strategic Priorities.

Focusing housing delivery in large allocations often fails to deliver at pace or with the required levels of affordable housing. The Hauxton site is available, achievable and suitable, helping to maintain the five year housing land supply.

Wider Site Context

The Site is located on the eastern edge of the village of Hauxton. Hauxton is located to the south-west of Cambridge, 1.5 kilometres beyond the edge of Cambridge's built extent.

Hauxton is located between the M11 motorway to the east, the A10 to the west, and the Cambridge to Royston and then London railway line to the south, which will become part of the Cambridge to Oxford East West Rail route. Shelford station is 2.5km travel distance to the east of Hauxton, and junction 11 of the M11 is 1 kilometre to the north.

Within the South Cambridgeshire Local Plan (September 2018), Hauxton is classified as a Group Village. Hauxton, like all settlements at a similar distance to Cambridge, is surrounded by land within the Green Belt.

Hauxton - Character

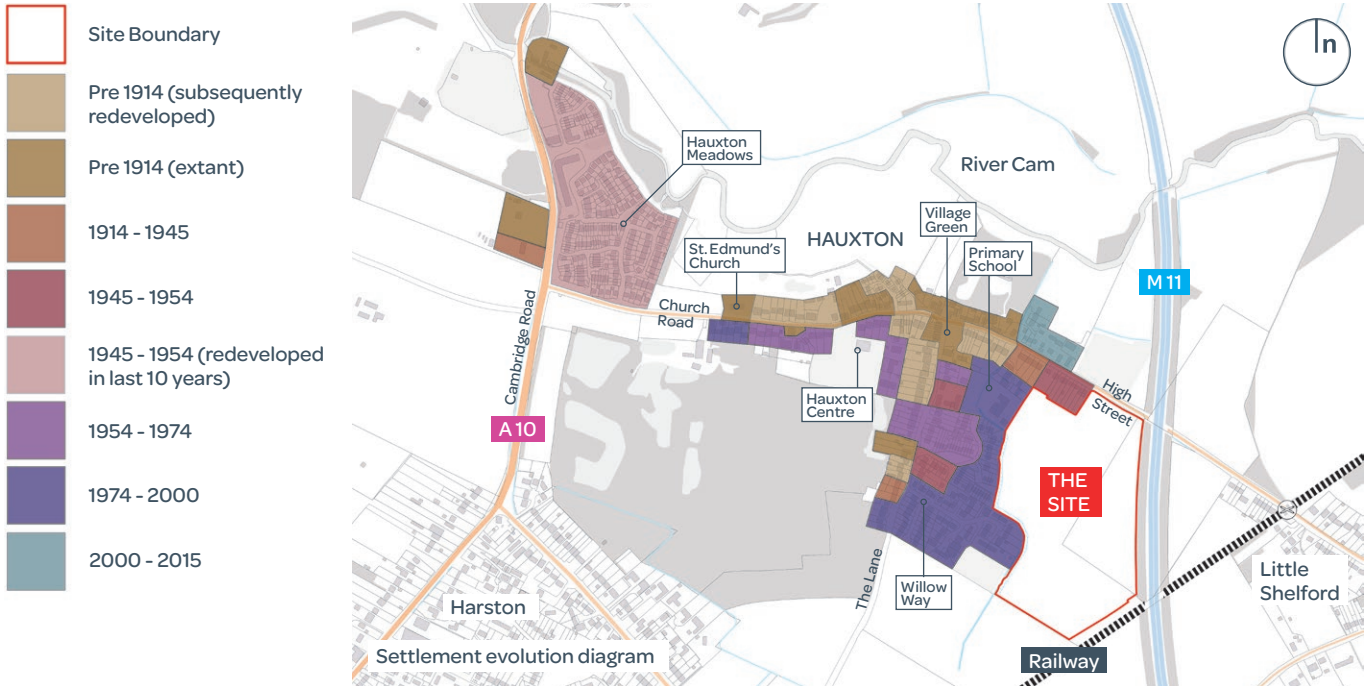
Hauxton exhibits a varied character reflecting its various phases of growth, from medieval beginnings to a predominantly late 20th century built fabric.

Hauxton developed in a linear pattern along Church Road, around the Village Green and extending westwards towards the Grade I listed St. Edmund's Church, which dates back to the 12th century. Dwellings were also constructed along The Lane, leading south from the Village Green.

Hauxton Conservation Area, within the centre of the Village, contains many of the surviving older buildings, including some which are Grade II listed. Much of the other older built fabric along Church Road and The Lane has been replaced by more recent development.

Between World War 1 and the 1950s, Hauxton saw very limited expansion, to the east along High Street and to the south adjoining The Lane. During the 1960s and 1970s the village grew significantly, with most of the growth to the east of The Lane, up to the western boundary of the Site. Buildings from this period generally followed the forms and materials predominant at the time, rather than local more historic patterns.

The current primary school was built in 1974 and the M11 motorway to the east of the village was opened in 1980. Since then, Hauxton has largely remained the same size, with the recent expansion at Hauxton Meadows, adjoining Cambridge Road, a redevelopment of a former industrial site.



Settlement evolution diagram

Historic properties on Church Road

Recent development at St Edmund's

Post war semi-detached houses on High Street

1970s housing on Willow Way

Hauxton - Facilities

The whole village of Hauxton is within a 2 kilometre walk from the Site. The adjoining settlement of Little Shelford, and parts of Great Shelford and Harston are also within this walking distance from the Site.

A large number of retail and community facilities are locate within this area, including:

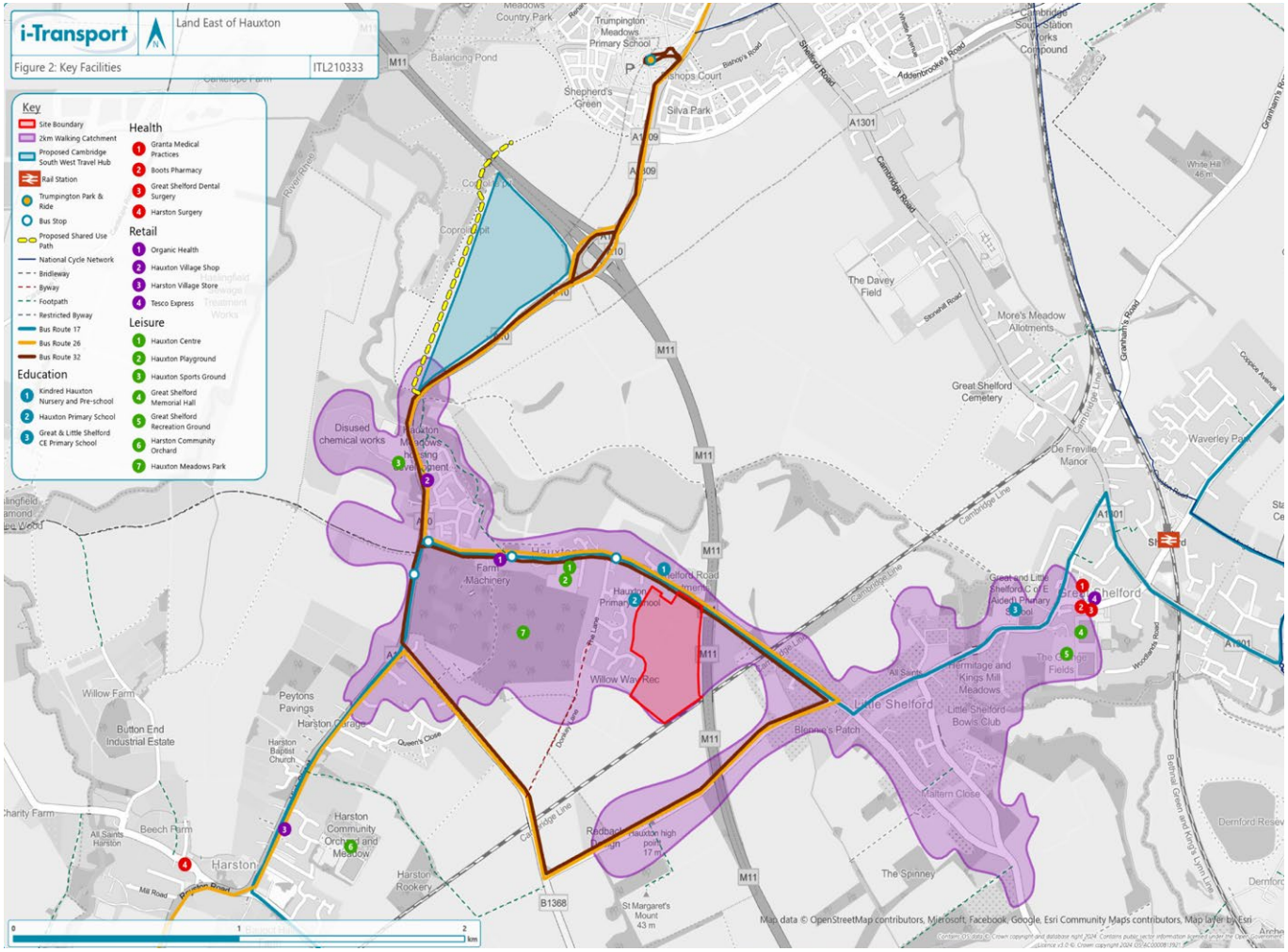
- Two primary schools (in particular Hauxton Primary School, immediately adjoining the Site) and a nursery and pre-school;
- Hauxton Village Shop and an organic health shop;
- The modern community facility at The Hauxton Centre, with playground and Hauxton Meadows Park adjoining;
- Hauxton Sports Ground, adjoining the village to the north-west.

A number of other facilities, in particular healthcare facilities, are located on the edge of this area or immediately beyond.

St. Edmund's Parish Church

The Hauxton Centre

Village Food Shop



Connectivity

The Site is well connected to a range of local facilities, as shown previously within this document. It is also well connected to the committed South West Cambridge Travel Hub to the north-west of Hauxton, and Shelford railway station to the east, from which onward travel via public transport into Cambridge and beyond is convenient.

The plans here show walking and cycling journey times from the site to these key locations:

Walking:

- Hauxton Centre (and recreation ground) is located just an 8 minute walk to the west of the site with footpaths on both sides of the carriageway.
- Shelford Station is located just over a half an hour's walk away and, again, is connected along streets with footpaths on both sides of the carriageway.

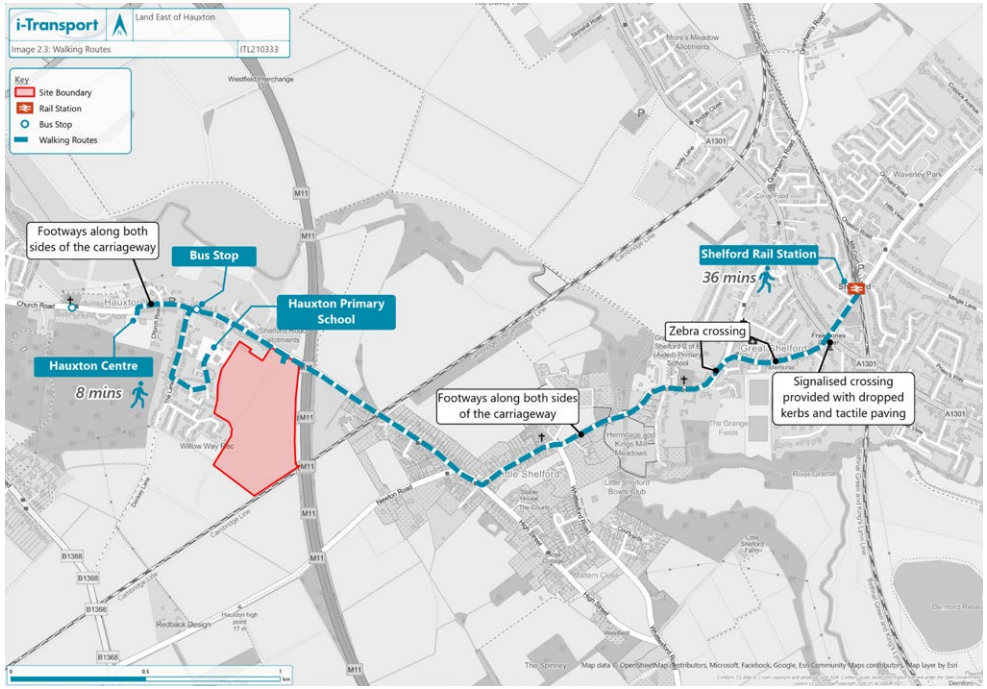
Cycling:

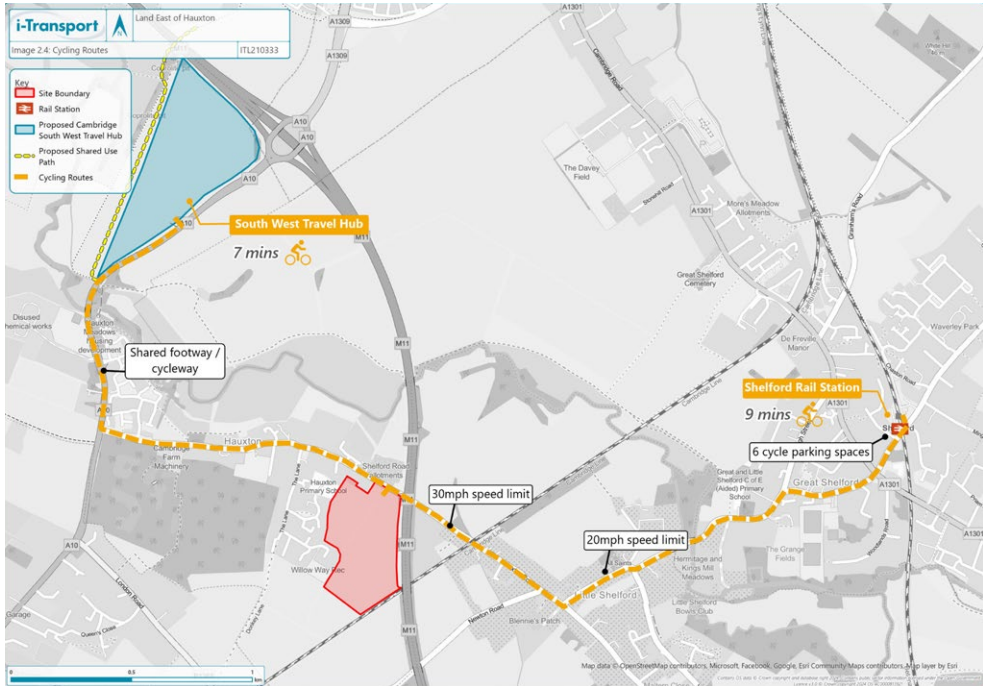
- The proposed Cambridge South West Travel Hub is located just 7 minutes cycle time from the site.
- Shelford Station is only a 9 minute cycle ride from the site and much of this is along low speed 20mph roads.

Public Transport:

- 3 bus routes pass along the High Street to the north of the site, connecting to Cambridge and the new South West Travel Hub in the north and Great Shelford in the east.

The Site is located immediately adjoining the proposed East West Rail route. Our proposals are designed to accommodate the East West Active Travel Corridor without compromising the land required for this project, and delivering an appropriate relationship between these works, our proposed layout, and the existing Village.





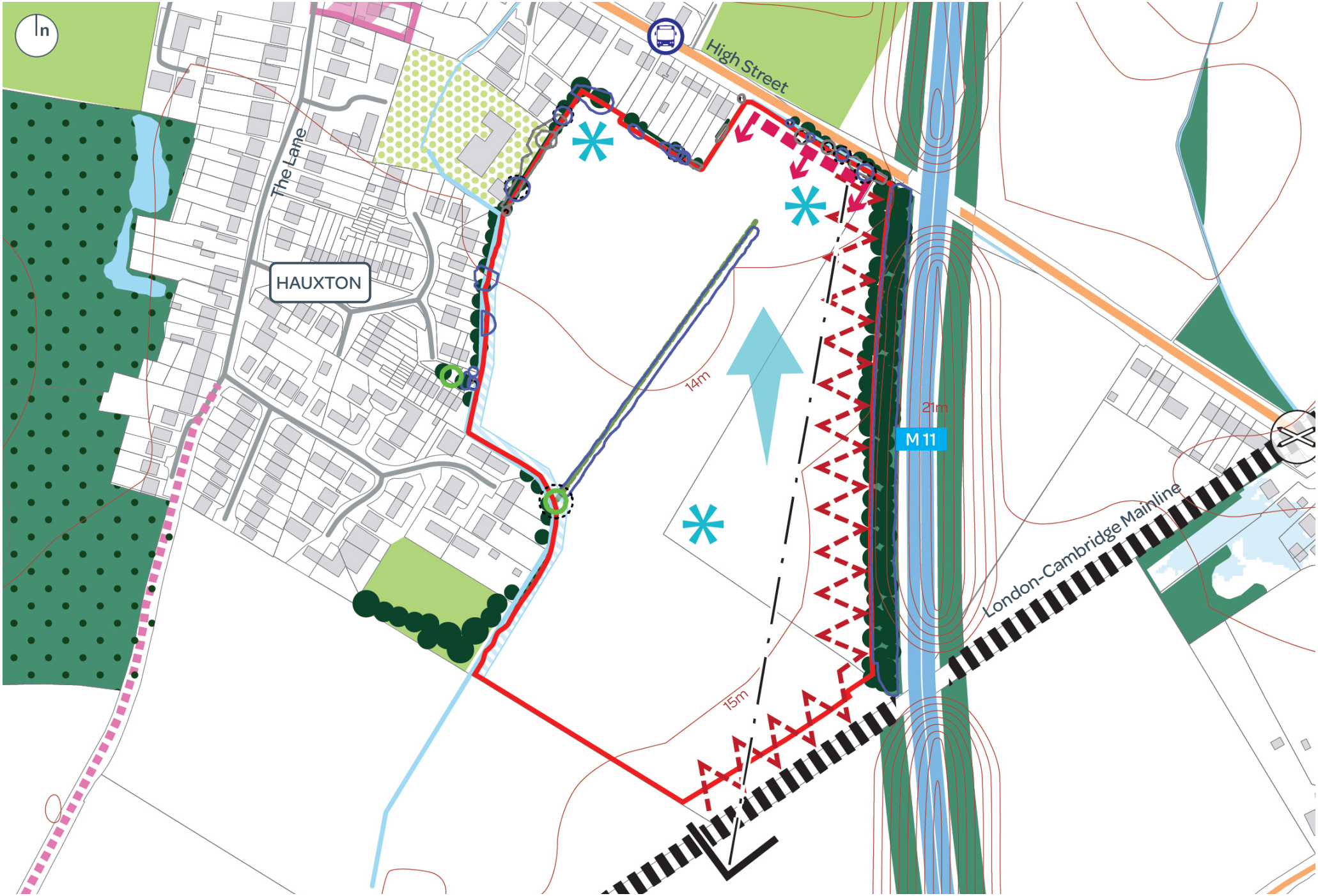
4. The Site

Site Features

This plan shows key features within and immediately adjoining the Site:

- The Site is relatively flat, gently falling by 1 metre from south to north.
- The Site is open, with the only vegetation within the site comprising a linear hedgerow running north to south. This is a relatively recent feature and not part of the historic field pattern / landscape.
- The Site is bounded by trees on its eastern and western edges. The eastern edges largely comprise woodland on the steep M11 embankment. The western edges largely include category B and C trees although there are a couple of Category A trees, with a willow tree on the south west border the most notable.
- A chalk stream watercourse runs from the south along the western edge of the site and then through the adjacent residential area and primary school. This requires a 10m buffer. A small drainage ditch runs along the northern boundary.
- Vehicular, pedestrian and cycle access should all be taken from the High Street to the north. There is a nearby bus stop on the High Street.
- Vehicles using the M11 create a potential source of noise, but this can be mitigated.
- There is a view across the site from High Street south towards St. Margaret's Mount.

Site Boundary
Conservation Area
Category A Trees
Category B Trees
Category C Trees
Root Protection Zones
Hedge
Showing onsite features only
Vegetation on site boundaries
Mainline Railway
Level Crossing
Vehicular and active travel opportunities from High Street
Local Access Road
Motorway
Noisy Edge
Close to motorway + mainline railway
Watercourse
Surface Water Drainage Direction
10m buffer to western boundary ditch
Potential Locations for SuDS
Contours
1m Intervals
Public Right of Way
Primary School Grounds
Woodland
Natural England Priority Habitat (overlaps woodland)
Public Green Space
View towards St. Margaret's Mount
Bus Stop


High Street
The Lane
HAUXTON
M 11
London-Cambridge Mainline
14m
15m
21m

Landscape

Designations

Within the Greater Cambridge Landscape Character Assessment (Chris Blandford Associates, February 2021), the Site falls within Landscape Character Type (LCT) 3: Lowland Farmlands and Landscape Character Area (LCA) 3D: Cam & Granta Tributaries Lowland Farmlands.

The Site lies within the Green Belt. The village of Hauxton is excluded from the Green Belt and the Site sits adjacent to the settlement edge.

An area of Local Green Space accessed from Willow Way lies adjacent to Site's south west corner.

Landscape Character of the Site

The site currently comprises an arable field with fragmented field boundary vegetation. A fairly recently planted hedgerow runs through the centre of the site and a mature shelterbelt to the eastern boundary provides containment to the Site from the M11 and wider landscape to the east.

The Site adjoins the High Street to the north. To the west it is bounded by residential gardens and the Primary School, comprising the current settlement edge of Hauxton. The southern boundary abuts the railway line to the southeast and is open to the southwest (where the arable field extends beyond the Site boundary).

The uses surrounding the site include arable fields to the south, residential uses to the north and west and allotment gardens to the north. The M11 separates the Site from a cleared area of grassland to the east, with a mix of arable and pasture fields surrounding Little Shelford village which adjoins the larger village of Great Shelford. The tranquillity of the area is impacted locally by the M11 and the railway line.

The topography of the Site is flat and low lying associated with the broad river valley of the River Cam or Granta. There are a series of elevated hills to the south including St Margaret's Mount and Rowley's Hill.

Visibility of the Site

There are clear views into the Site from the High Street through the large gaps in the fragmented field boundary vegetation. These views extend across the Site towards St Margaret's Mount and provide an open context on the approach to Hauxton from the southeast. Open views are also experienced by passengers of the adjacent railway.

The adjoining residential properties provide containment from the west. There are views across the Site from rear windows of these properties, partially filtered by garden vegetation. Views from The Lane are partially enclosed by field boundary vegetation, with parts of the Site obscured by intervening mature trees and residential properties.

The mature tree belt and embankment associated with the M11 contains views from the east. Due to this vegetation, views from the M11 are limited to framed views, travelling at speed, as the motorway bridges over the High Street.

Looking north-west along High Street

Looking west across site to adjoining properties

Looking south-west along railway boundary

Historic Field Patterns

To the south of the Site, the open boundary allows views from Shelford Road. There are glimpses of residential properties in these views, although mature trees and the existing hedgerow within the Site generally provide good containment to the settlement edge. The public footpath that branches south from Shelford Road up to the grade II listed Obelisk on St Margaret's Mount provides elevated open views towards the Site. The containment provided by the M11 tree belt is demonstrated in these views and the central hedgerow provides containment to the Site's smaller western field.

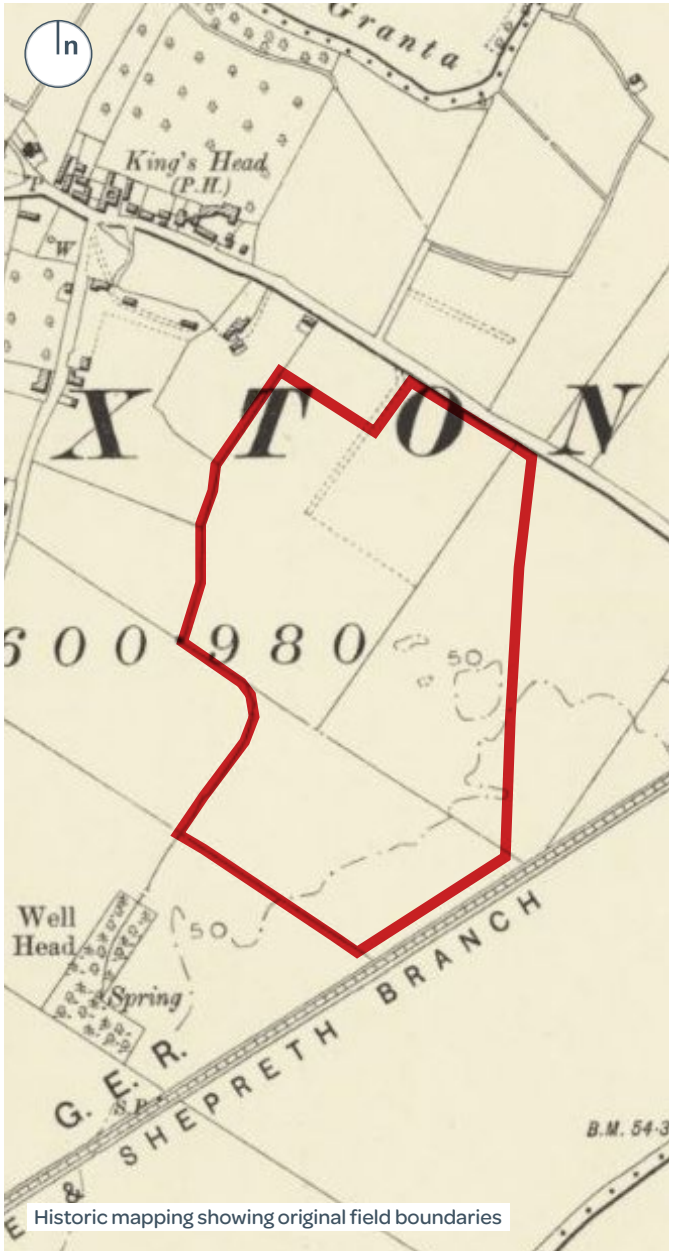
The views experienced across the Site have a rural character and open quality. However, the features of the views are typically unremarkable and are influenced by transport infrastructure, the settlement edge and electricity cables. The structure of the landscape in views is fragmented with gappy field boundaries and a lack of coherent landscape features.

Looking north-east along motorway boundary

The existing hedgerow is only just over 20 years old. Prior to this the site contained no landscape structuring elements other than on its boundaries.

Historic maps show a previous field pattern on the site. There is the potential to reinstate some of the original hedgerow alignments as part of the new proposals.

Aerial photograph with original field boundaries



Historic mapping showing original field boundaries

5. Vision Statement

The site provides a wonderful opportunity to become a new, high quality and attractive gateway for Hauxton, creating great first impressions of the village when arriving from the east - in the same way that Redrow's Hauxton Meadows does in the west.

The development will sit within a multi-functional landscape, that: reinstates historic field patterns; provides varied play spaces for children; respects existing watercourses whilst also creating naturalistic water attenuation features; enables wildlife to thrive; introduces further food production areas to the village; and creates new open spaces to help the health and well-being of the new and existing residents.

Connectivity is also at the heart of the design, with: footpaths linking through the varied new open spaces; potential foot connections to the adjoining neighbourhood and primary school to the west; and bus stops located just a short walk from the site.

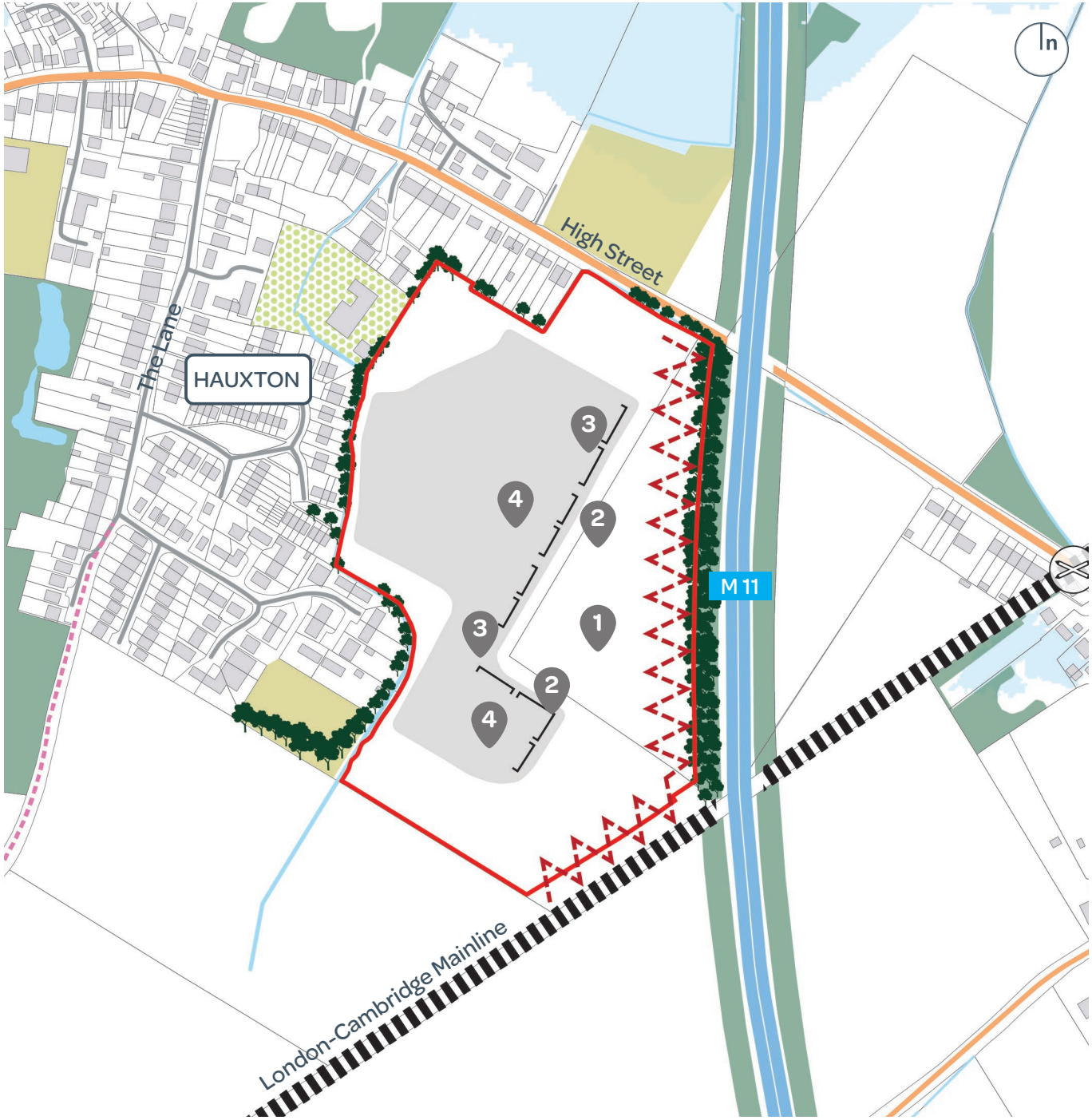
Within this green and well connected site will be much needed high quality and attractive new housing including both private and affordable catering for families, older and younger people who will in turn be able to support Hauxton's existing services and facilities.

Design Drivers - Landscape Led Structure

1. Existing trees around the periphery of the site will be retained as key landscape assets.
2. New native hedgerow planting will be proposed alongside additional native tree planting with the aim of restoring the historic field structure. This will respond to the site's local landscape character, buffer views, and improve habitat connectivity.
3. A new tree belt along the southern boundary is proposed to help create a strong landscape edge, soften views from the south, and provide an offset from the railway line. This will also assist with forming a natural transition to the wider countryside whilst supporting habitat connectivity.
4. An attractive green arrival space will be provided to the north of the site, incorporating an attenuation basin. This will be naturalised with marginal aquatic planting, wet meadow, and the scattering of small native trees.
5. The eastern side of the site will comprise a semi natural green corridor along the motorway edge. This will include scattered tree planting that opens to preserve key landscape views, in particular the retained view southwards from High Street to St Margaret's Mount.
6. Landscape offsets will be maintained from important landscape features including the existing drainage ditch and existing trees. This will ensure they can be preserved and realised as important landscape assets.

Design Drivers - M11 Noise

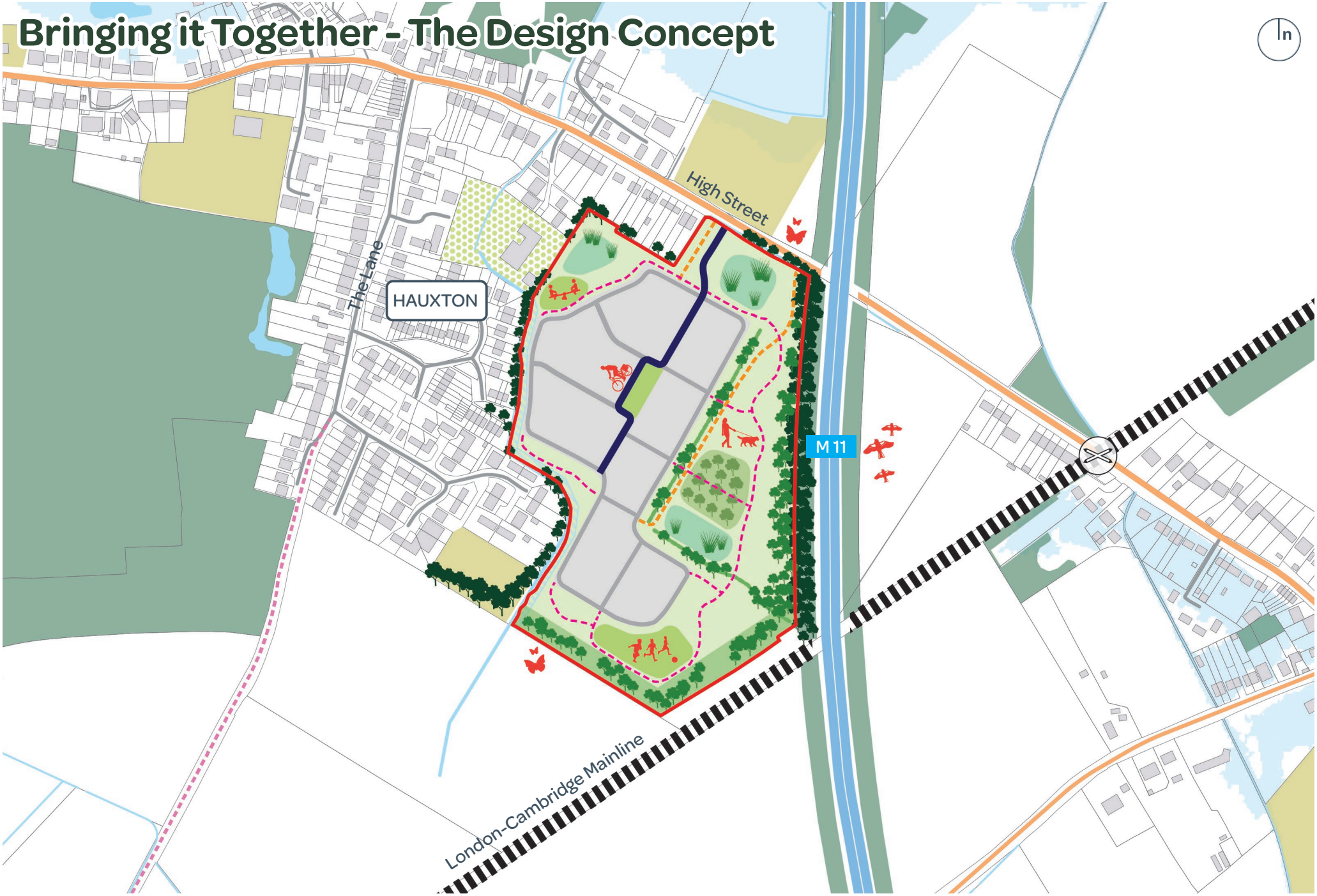
1. The proposed development is set back from the M11, behind the reinstated native hedgerow planting and the extensive landscaped area thereby created.
2. Instead of proposing unsightly acoustic bunds or fencing, additional mitigation of noise from the M11 is achieved through the proposed layout and built form. In particular, building frontages face onto the reinstated hedgerows, with private gardens behind and separated from the M11 noise source by the built form.
3. The frontage typology along these edges is envisaged as having a high proportion of terraced houses; this pattern of built form maximises the potential of the built form itself to assist with noise mitigation.
4. This approach ensures the noise level for the outdoor amenity spaces for the homes is acceptable, whilst also ensuring active frontages from the built form facing the adjoining landscape to the east.



Design Drivers - Access and Movement

1. A primary street will run through the centre of the development up to an all modes junction (pedestrians, cyclists and vehicles) with the High Street. This will be a tree-lined street with green verges and the potential to accommodate rain gardens, with pollinator friendly bio-diversity
2. Secondary routes, again with street trees, will branch off the main spine with lower order streets / private drives located around the edges of the scheme.
3. Additional foot and cycle links will also be taken from access points in the north east and north west of the site.
4. A network of recreational footpaths will weave their way through the generous green open spaces connecting to areas including the community orchard, wildflower areas and play spaces
5. Opportunities exist for new potential access points (pedestrian and cycle) onto Jopling Way as well as a possible new access into Hauxton Primary School.
6. Land safeguarded for East West Rail Active Travel Corridor

Bringing it Together - The Design Concept



6. The Proposal

Illustrative Masterplan

The framework masterplan:

- Reinstates historic field patterns and brings in new multi-functional green infrastructure including children's play space, pocket parks, a community orchard and areas of wildflower to improve bio-diversity
- Retains over 60% of the Site area as landscaping and public open space
- Connects to the High Street through both pedestrian, cycling and vehicular links and provides a network of routes through the new green open space
- Allows the opportunity to connect to the adjacent neighbourhood and primary school
- Provides tree lined streets and follows a legible layout and structure
- Mitigates flood risk through rain gardens and sustainable drainage basins (including opportunities for wetland areas) and respects existing watercourses
- Provides for up to 150 new homes, half of which will be affordable
- Provides a new and improved gateway into Hauxton from the east.

Key:

1. New vehicular access via High Street
2. Pedestrian and cycle access via High Street west to adjoining bus stop and into Hauxton
3. Pedestrian and cycle access via High Street east to the Shelfords
4. Potential pedestrian connection with Jopling Way
5. Potential pedestrian connection with Hauxton Primary School
6. Extensive landscaping with built frontage set back from High Street provides attractive arrival into Hauxton from the east and attractive setting for layout
7. Reinstated historic hedgerow incorporating new tree planting
8. Naturalistic landscape including trees, shrubs and wildflower planting
9. Recreational pedestrian route through landscaped spaces and corridors encircles the development area
10. Community orchard
11. View across site to St. Margaret's Mount retained, with potential connection point to East West Rail Active Travel Corridor
12. Tree and shrub planting along southern railway boundary extends existing village edge
13. Children's play and kickabout area
14. Children's play area
15. Landscaped corridor offset from retained stream along western boundary
16. Landscaped sustainable drainage basin
17. Primary street, tree lined avenue with landscaped verges functioning as rain gardens
18. Informal lane incorporating street trees, car parking, and landscaped rain gardens
19. Focal landscaped square around central green
20. Development laid out as perimeter blocks with strong frontages facing streets and landscaped spaces, with private rear gardens behind
21. Terraced built form responds to reinstated hedgerow alignment and helps mitigate noise from M11 motorway
22. Informal and more open built frontage facing southern boundary
23. Lower density frontage pattern facing western boundary across landscaped corridor

n
Primary School
HAUXTON
The Lane
Jopling Way
Willow Way
High Street
M 11
Railway
1
2
3
4
5
6
7
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23

Proposed New Homes

Meeting Local Housing Needs

The proposals for 150 homes including a policy-compliant level of affordable housing would help to meet the market and affordable housing needs of Hauxton and neighbouring Parishes.

The defined Hauxton development boundary has no realistic capacity for meaningful new development. Without a village edge allocation, Hauxton cannot contribute to local or district housing needs despite its strong sustainability credentials.

The Housing Needs of Specific Groups paper sets out the following housing need for South Cambridgeshire (table 8.29):

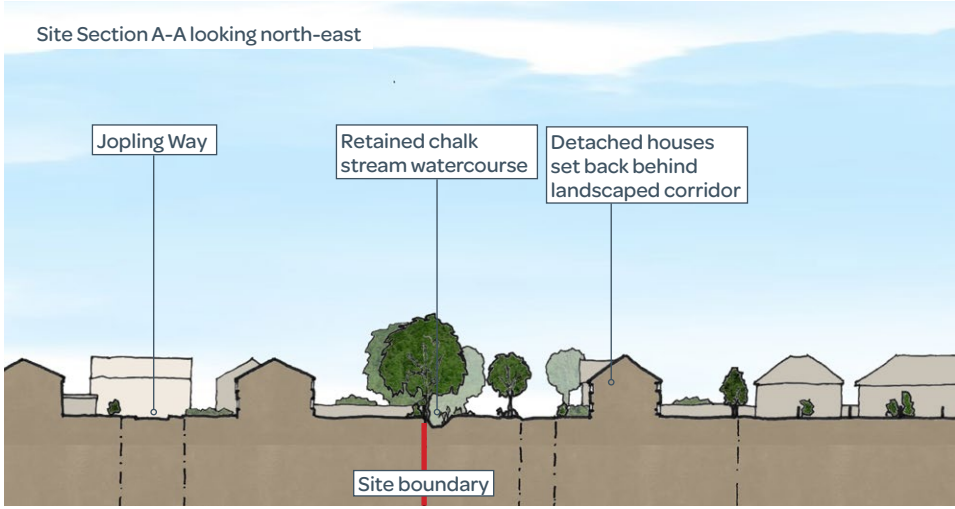
Size	Market %	Affordable home ownership %	Rented affordable housing (under 65) %	Rented affordable housing (over 65) %
1 bedroom	5%	15%	20%	40%
2 bedrooms	30%	45%	35%	60%
3 bedrooms	40%	30%	35%	
4+ bedrooms	25%	10%	10%	

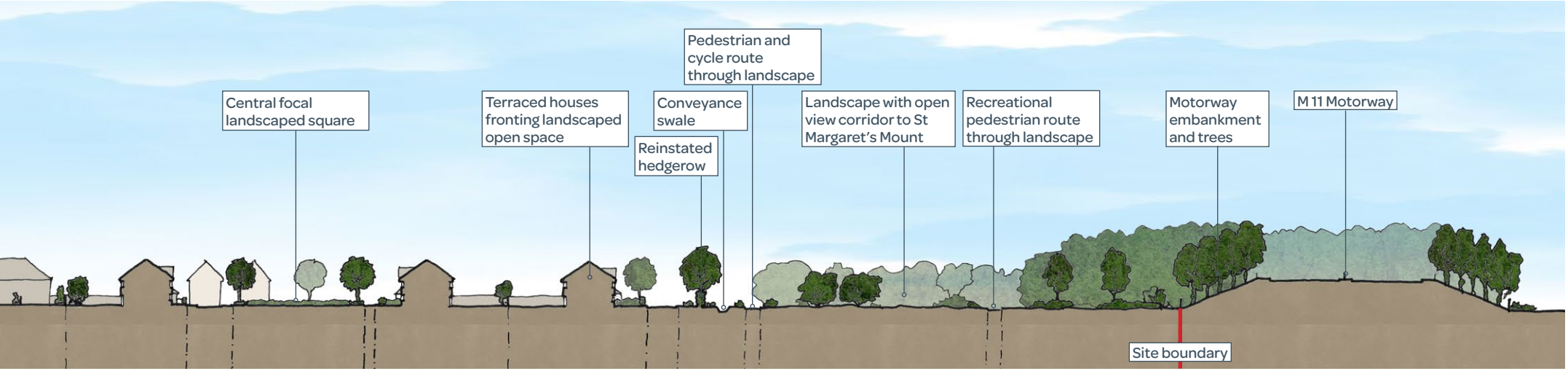
Any allocation would seek to deliver an evidence-based and policy-compliant housing mix.

Delivering Wider Local Benefits

Allocation would also help to support local services and community vitality:

- Hauxton Primary School is operating below capacity, with around 30 spare places.
- New family homes in walking distance would help sustain pupil numbers and support the viability of the school.
- A pedestrian and cycle link can be included with the school, subject to further discussion.
- Additional population would strengthen local shops, services and community facilities, aligning with NPPF principles for supporting rural vitality.





These three images illustrate the range of house typologies envisaged within East Hauxton, together with the architectural character proposed.

The range of house typologies reflects the varied dwelling and tenure mix. Terraced typologies accommodate the significant proportion of smaller house types, located fronting streets and shared surface lanes, and also facing the landscape to the east to provide a strong frontage pattern and also contribute to mitigation of road noise from the M11.

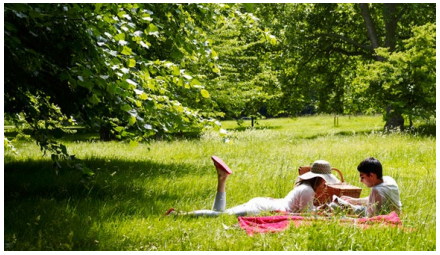
Semi-detached houses are appropriate for medium sized house types, and could be distributed throughout the layout.

Detached houses would deliver a variety of larger and medium house types, located around the layout but particularly appropriate along the southern edge to soften the relationship with the landscape beyond.

Buildings will generally be two storeys in scale, reflecting the adjoining pattern within Hauxton.

The proposed architectural language is inspired by Arts and Crafts traditions, incorporating built features reflecting traditional local elements, for example gables of varying sizes. Facing materials and detailing will also reflect traditional local precedent; Wall materials will predominantly be brick in yellow, orange and red tones, and render in white or cream tones. Roof materials would reflect the local mix of red/orange tile and slate tones.

Green Infrastructure



1. New native hedgerow planting will be proposed alongside additional native tree planting with the aim of restoring the historic field structure. This will respond to the site's local landscape character, buffer views, and improve habitat connectivity.
2. A new tree belt along the southern boundary is proposed to help create a strong landscape edge, soften views from the south, and provide an offset from the railway line. This will also assist with forming a natural transition to the wider countryside whilst supporting habitat connectivity.
3. An attractive landscaped arrival space will be provided to the north of the site, incorporating an attenuation basin. This will be naturalised with marginal aquatic planting, wet meadow, and the scattering of small native trees.
4. A natural play space will be located in the north west adjoining an attenuation basin, with links to the school. The attenuation basin will be partially wet and could be utilised for learning opportunities such as pond dipping.
5. A landscaped square provides a central focus within the layout. This space will be large enough to continue the pattern of tree planting established within the adjoining streetscape, around space for children's play and seating.

6. A community orchard could be provided. This could be underplanted with wildflower meadow, enriching biodiversity and contributing to a soft, naturalistic character to be enjoyed by residents and visitors.

7. A larger area for play provision including kickabout space will be provided in the south of the site, set within an attractive semi-natural space.

8. The eastern side of the site will comprise a semi natural green corridor along the motorway edge. This will include scattered tree planting that opens to preserve key landscape views, in particular an open corridor from High Street towards St. Margaret's Mount.

9. Landscape offsets will be maintained from important landscape features including the existing chalk stream watercourse and existing trees.

10. A category 'A' tree on the site boundary is retained and becomes a focus for the alignment of the reinstated hedgerow and the spine street. The circular recreational route passes close by and this space could also incorporate opportunities for 'play on the way'.

Blue Infrastructure

Flooding will be alleviated through a blue infrastructure network of sustainable drainage basins, linear conveyance features and rain gardens:

1. Three detention basins are proposed, located in accordance with the natural catchment areas across the site. These basins could include wetland areas to enhance bio-diversity.
2. The existing chalk stream watercourse along the western site boundary is retained and development offset from it by at least 10 metres. The north-western detention basin will discharge into this stream, reflecting the site's existing pattern of discharge.
3. A new conveyance feature will be located parallel to the reinstated hedgerow, on its eastern side. This will run northwards to connect with the existing ditch along the site's northern boundary adjacent to High Street. The southern and northeastern basins will discharge into this conveyance feature and from there into the existing ditch along High Street and the existing wider drainage network.
4. Streets within the development layout will incorporate landscaped verges with street trees; where street trees are not planted these verges will function as rain gardens.

Access and Movement

This diagram illustrates the proposed access and movement typologies within the layout, together with the proposed access locations into the site for all modes:

- Primary pedestrian and cycle access into the site will be via connections with High Street.
- Cycle routes will connect with the development area passing through the landscaped setting created within the site for the development.
- A network of recreational footpaths will weave their way through the landscaped open spaces connecting to areas including the community orchard, wildflower areas and play spaces.
- Opportunities exist for new potential access points (pedestrian and cycle) onto Jopling Way as well as a possible new access into Hauxton Primary School.
- The layout also has the potential to connect the East West Rail Active Travel Corridor with High Street via the provision of a pedestrian and cycle connection across the layout.
- A primary street will run through the centre of the development. This will be a tree-lined street with green verges and the potential to accommodate rain gardens, with pollinator friendly bio-diversity
- Secondary routes, again with street trees, will branch off the main spine with lower order streets and private drives located around the edges of the scheme.

7. Summary and Key Benefits

This Site at East Hauxton is sustainably located and well connected with its immediate surroundings and further afield via sustainable transport links.

The development proposed within this Vision Document offers a unique opportunity to meet the market and affordable housing needs of Hauxton and neighbouring Parishes.

This development will also deliver wider local benefits, supporting local services such as the adjoining Primary School and local retail and community facilities, enhancing community vitality.

Over 60% of the site will become publicly accessible green infrastructure incorporating formal and informal recreation opportunities for the existing community as well as new residents, and ecological enhancements to deliver biodiversity net gain.

The site is relatively unconstrained, and the constraints that exist can be mitigated, in particular without compromising the delivery of the East West Rail project.

This Vision Document demonstrates how our proposals respond positively to the Site's context, delivering a high quality pattern of layout and built typologies within a landscape led layout strategy which will provide a new gateway into Hauxton from the east together with the retention of views across the Site towards St. Margaret's Mount.

This Site at East Hauxton is suitable, available and achievable in the short term and should therefore be allocated for development.

Turley

East Hauxton - Vision Document

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