



LAND EAST OF GAZELLE WAY

A V I S I O N F O R D E V E L O P M E N T

GREATER CAMBRIDESHIRE LOCAL PLAN PREFERRED OPTIONS CONSULTATION

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CONTENTS

Introduction	04	Section 02: Site Vision	20
Executive Summary	04	Concept	22
Key Themes	05	Landscape Strategy	24
Cambridgeshire Quality Charter for Growth	06	Transport and Access Strategy	26
A Vision for land East of Gazelle Way	07	Framework Masterplan	28
		A Mixed Use New Community	30
Section 01: Site Appraisal	08	Health, Well-being and Social Inclusion	32
Regional Setting	10	A day in land East of Gazelle Way	34
Existing Site Context	11	Conclusion	35
Existing Connectivity	12		
Existing Site Landscape Analysis	14	Appendix 1: Archaeology response to HELAA	36
Ecology and Biodiversity	16	Archaeology response to HELAA	38
Heritage and Archaeology	17		
Understanding the Site Constraints	18		
Opportunities to be Addressed	19		

EXECUTIVE SUMMARY

This document sets out Endurance Estates' vision for a new **sustainable neighbourhood** at Land East of Gazelle Way, in response to the Greater Cambridge Local Plan Preferred Options Consultation.

Land East of Gazelle Way provides a **sustainable** new community in a **highly accessible** location. With great **walking, cycling and public transport links**, the site is highly connected to nearby facilities and an **attractive landscape setting**.

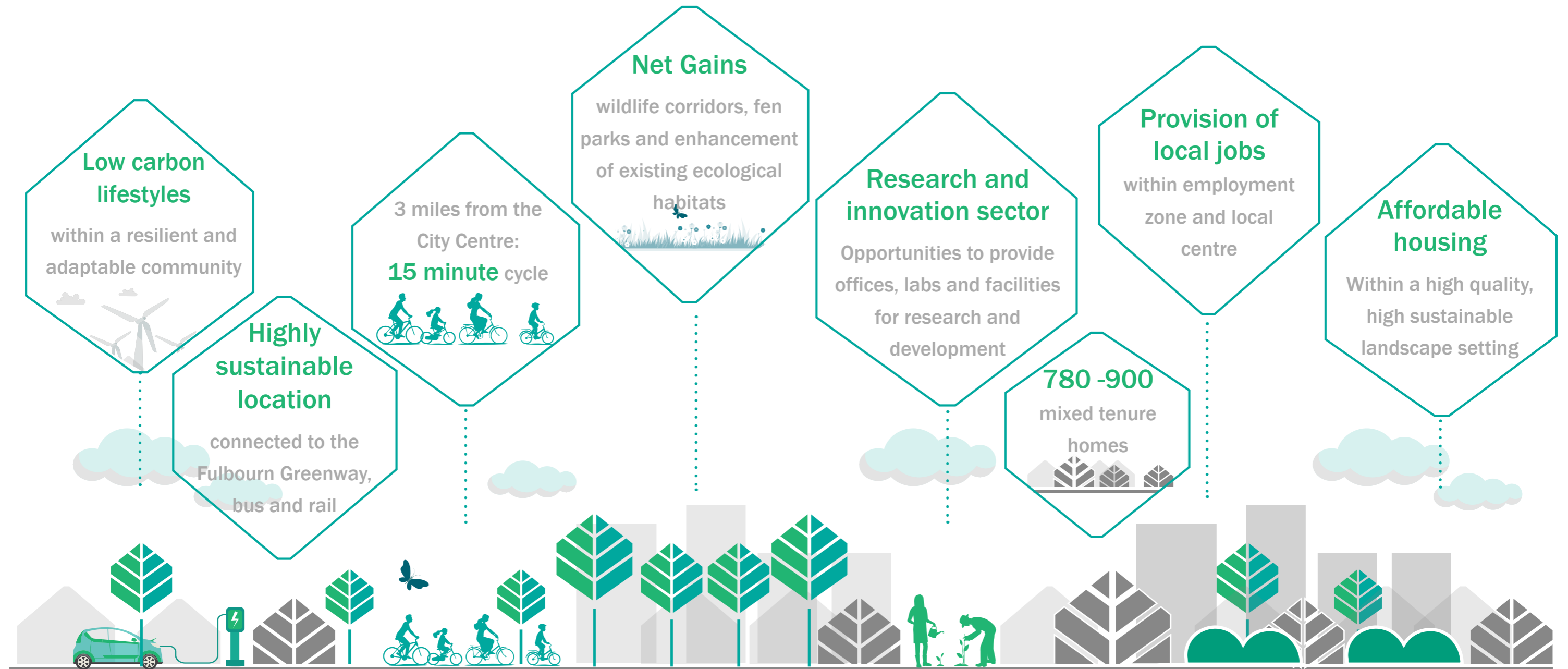
Land East of Gazelle Way offers the opportunity to reflect the best principles of sustainable

design, following the Cambridge Quality Charter for Growth and responding to the Big Themes of climate change, biodiversity and green spaces, wellbeing and local XXXX and great places, ensuring the highest quality of place-making to meet contemporary sustainable living requirements and enable resilience for the future, that a city like Cambridge expects.

The future of the new community lies with an **integrated approach to place-making** and **sustainable infrastructure** at the settlement scale. The design will be developed sensitively in relation to the site's Green Belt context, by providing strategic green breaks. Its equipped to face and **respond to the challenges of the Climate Emergency**.

It will provide **affordable, healthy and beautiful homes**, set within walk-able and highly **sociable neighbourhoods** encouraging residents to connect their community, having a wide range of accessible modern employment, and great quality streets, creating a truly **inclusive community**.

Land East of Gazelle Way will be a sustainable, landscape-led mixed use development of approximately 780 to 900 homes, supported by approximately 20 ha of employment opportunities, a local centre with retail and community facilities, and a primary school.





KEY THEMES

Response to the Greater Cambridge Local Plan Issues and Options Key Themes.

Climate Change

- **Offer alternatives to the car:** located adjacent to existing and emerging sustainable transport modes into the City as well as key employment locations, there is the potential to drive a modal shift away from the car to sustainable modes. The Fulbourn Greenway, Citi 1 bus route, Cambridge Eastern Access proposals and a potential future railway station all come together to offer a wide range of alternatives to the car.
- **Low-carbon lifestyles:** delivering homes next to jobs within a framework of significant green infrastructure and pedestrian and cycle routes, supports not only sustainable commuting but also local and community opportunities for growing food, through allotments and community orchards, improving residents' quality of life.
- **Blue and Green Infrastructure:** Integrating the site's green infrastructure with sustainable urban drainage provides opportunities of biodiversity net gain as well as ensuring a comprehensive approach to managing surface water conveyance and storage. Enhancing existing woodland and planting new trees across the site as part of a holistic approach to landscaping will contribute towards carbon offsetting and support climate resilience.
- **Future-proofed buildings and spaces:** homes and offices which are resilient and adaptable to meet the needs of changing technologies, energy generation and the changing needs of households and workplaces respectively.

Biodiversity and Green Spaces

- **New wildlife corridors:** opportunity to improve wildlife value of the network of ditches and drains present within the site, including enhancing and safeguarding the Caudle ditch and its connectivity with the Wilbraham Fens SSSI.
- **Fenland Park:** create a Fenland Park between Teversham and Fulbourn to recreate the natural fen edge landscape of the area with naturalised water courses, scrapes, reed beds and copses.
- **Net Gain:** deliver biodiversity net gain across the site through a mix of publicly accessible and dedicated wildlife areas.
- **Retention of existing ecology:** existing hedges and woodland will be enhanced with native planting and maintained for nature conservation.
- **Playable, safe landscapes:** connecting surrounding local open spaces, parks and accessibility to the surrounding Green Belt to promote a better connection with nature and active living.

Wellbeing and Social Inclusion

- **Homes for all:** consideration of a range of typologies and new ways of living that tackle individualism and isolation, including opportunities for self-build and custom-build homes.
- **Support the existing community:** provide space for existing local business, trades and creatives to create hubs of focus and shared knowledge and skills.
- **Linear Wellbeing Parkland:** Linear wellbeing parkland including play, fitness, sports pitches, gardens, community growing, orchard and education trails, to promote physical activity, social interaction and opportunities for 'quiet places'.
- **Flexible workspace:** A wide variety of employment floorspaces will be provided, supporting start-ups through incubator opportunities as well as delivering grow-on space and accommodation for established firms. Flexible and adaptable buildings that will be able to respond to market needs at the time
- **Research and Innovation:** generate opportunities to the new community to contribute to the role of Cambridge as a hub for innovation and knowledge development.

Great Places

- **Strategic Green Breaks:** providing separation between Teversham and Fulbourn through high quality landscape.
- **Protecting the Ancient Monument:** a new common created as a public open space provides protection to a currently at risk feature and provides opportunity for education.
- **Logical Layout:** providing recognisable architectural and landscape features to aid general wayfind and areas of focus.
- **A Distinctive Hierarchy of Routes:** with vistas and linear parks assisting with orientation within the site and wider community.
- **Homes next to jobs:** Delivering a wide variety of sizes, typologies and tenures of dwellings alongside a large employment area ensures the development will cater for a wide spectrum of the population, providing choice in both where to live and work.
- **A new local centre:** will support the future community, encouraging the vitality and vibrancy of the development, and also aid as a transition space between the residential and the employment sector.



CAMBRIDGESHIRE QUALITY CHARTER FOR GROWTH

The new community will respond to the 4 C's Cambridgeshire Quality Charter for Growth. In addition the site will seek to incorporate opportunities for **Commerce** and will be underpinned by a vision which responds to the surrounding **Countryside**.



Community

- The future evolution of the proposals for the site will be developed through engagement with local residents and stakeholders to develop the vision and opportunities for the site, and potential for added social benefit
- Provide community facilities, opportunities for interaction and engagement within public realm and landscape spaces
- Create a strong green framework which permeates through the site with opportunities for active engagement interaction.
- Centrally located local centre and sports hub to support the new and existing community
- Range of types of housing and mix of tenures
- Opportunities for social infrastructure such as a new primary school, health centre and leisure facilities
- Provide an innovation and research centre to aid in learning within the community



Connectivity

- Opportunity within the site area to facilitate a new train station to serve the existing and new employment within the area
- Opportunity to connect to existing Public Rights of Way and footpaths to integrate into the surrounding settlements and promote walking and cycling
- Provision of a strong pedestrian and cycle network within the site - integrated into the green infrastructure to create pleasant spaces for the community to utilise
- Potential to connect the site with the existing bus network and improve connections to the wider network.
- Create a clear street framework within the site to ensure legibility and a safe environment
- Contribute to the pedestrian and cycle network with new connections into the city centre



Character

- Integrate the surrounding countryside into the site to create a landscape led sense of place.
- Utilise existing site features to provide a green and blue network which respects the past use of the site.
- Generate a variety of densities and appropriate house types which respond to their location and the Green Belt setting.
- Reflect the local vernacular and characteristics of the area.
- Develop a wide range of public spaces with a variety of facilities for all ages.



Climate

- A Net-zero carbon development in operation, a fabric first approach to built development will be supplemented with on-site renewable energy generation and take advantage of the available technologies at the point of delivery.
- Supporting and facilitating sustainable modes of transport with pedestrian and cycle routes incorporated within green routes.
- Mutually supportive green and blue infrastructure
- Opportunities to enhance biodiversity through network of green corridors and spaces and SUDs features.
- Infrastructure for new transport technologies, including autonomous shuttles, e-car clubs, micro mobility rentals and ev-charging.



Commerce

- Maximise on the pedestrian accessibility from the existing sustainable transport network and the potential new station, to both residential and employment areas.
- Strength the role of wider Cambridge as a hub for innovation, providing spaces for offices, labs, and research companies.
- Support the neighbouring and new communities with a local centre and local jobs, including labs, offices and research and development spaces, which are highly sustainably accessible.
- Contribute to the existing sites and the economic growth of wider Cambridge.

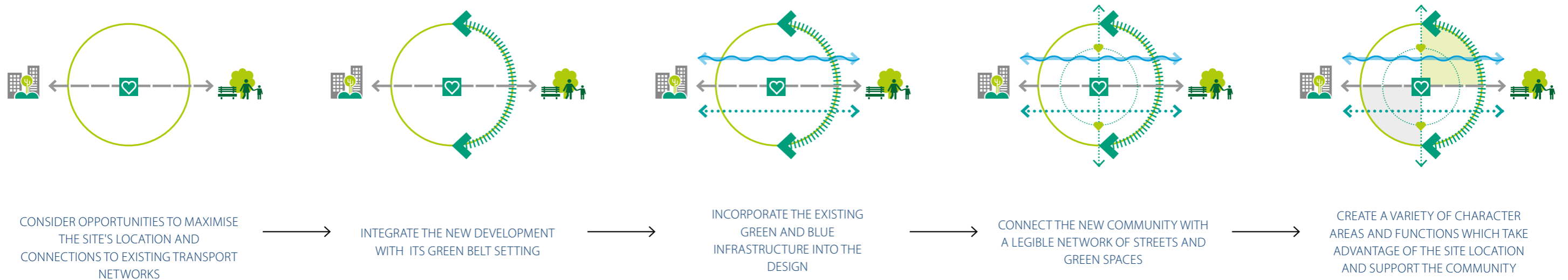




A VISION FOR LAND EAST OF GAZELLE WAY

The site at Land East of Gazelle Way offers an opportunity to deliver a new vibrant and sustainable community, based on a commitment to deliver new homes to cater for local needs, and designed to last for successive generations and to respond to the local townscape and landscape character.

STRATEGIC CONCEPT



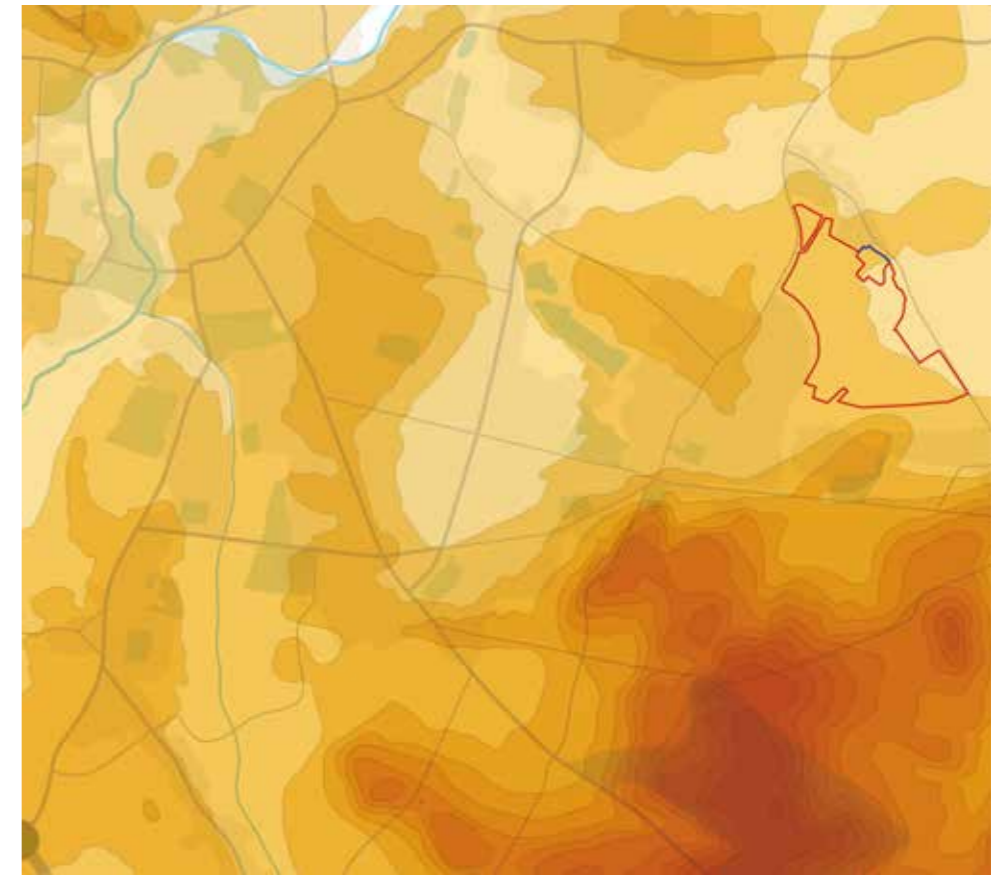
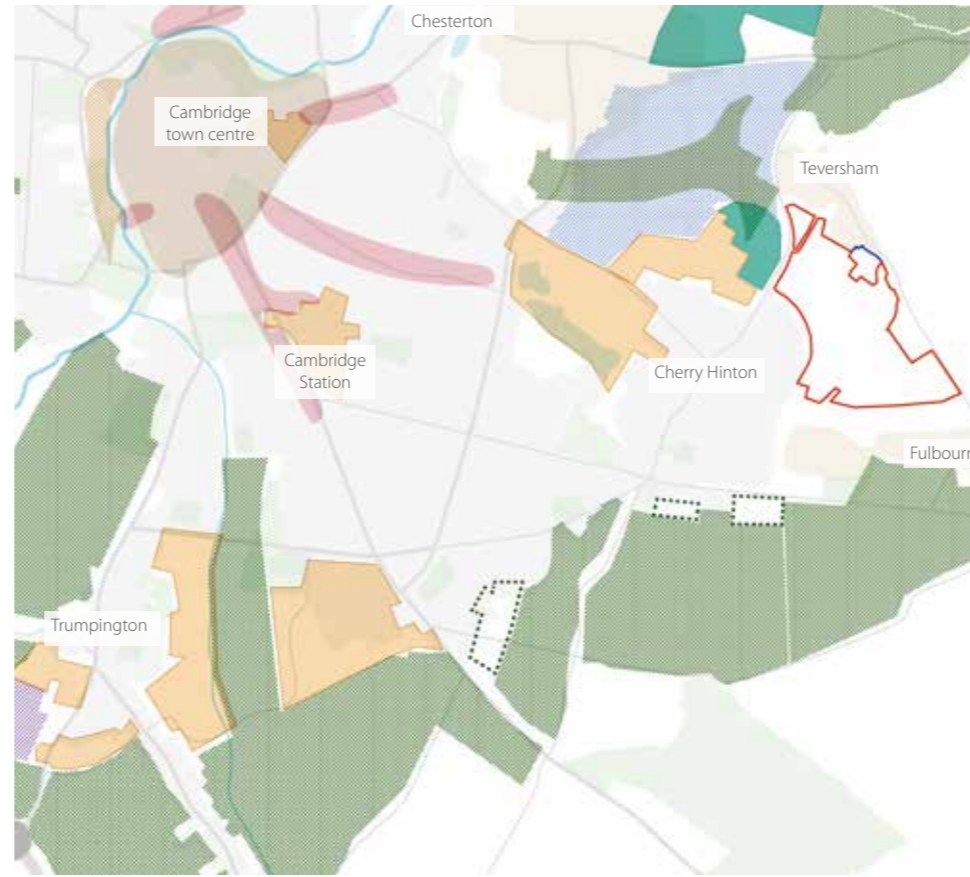




SECTION 01

SITE APPRAISAL

REGIONAL SETTING



Cambridge City Location

The site is located between Cherry Hinton and Teversham, within the administrative authority of South Cambridgeshire District Council, to the east of Cambridge City Centre. The A14 road is to the north of the site and the Cambridge-Ipswich rail line runs along the southern edge of the site.

- Land East of Gazelle Way
- Adjacent land ownership

Greater Cambridge Location

- Greater Cambridge
- South Cambridgeshire
- Cambridge City Centre
- Land East of Gazelle Way



Future Development and Strategies

There is a considerable quantum of growth and development planned within the Cambridge City and South Cambridgeshire District Council areas. A number of consented schemes are under construction, and in addition, through the adoption of both authority's new Local Plans there are a number of allocated sites within the vicinity of the site.

The above plan highlights the consented, allocated and ear-marked sites within the area east of Cambridge and the Green Belt areas graded as being of high significance in the CCC and SCDC 2012 appraisal of the inner Green Belt boundary.

- Land East of Gazelle Way
- ▨ Cambridge town centre
- ▨ Opportunity area
- ▨ Area of major change within Cambridge
- ▨ Major development site within south Cambridgeshire
- ▨ Future development/change of land use for airport
- ▨ Areas of very high and high of significance Green Belt (based on joint Council report of 2012)
- ▨ Land released from the Green Belt for development

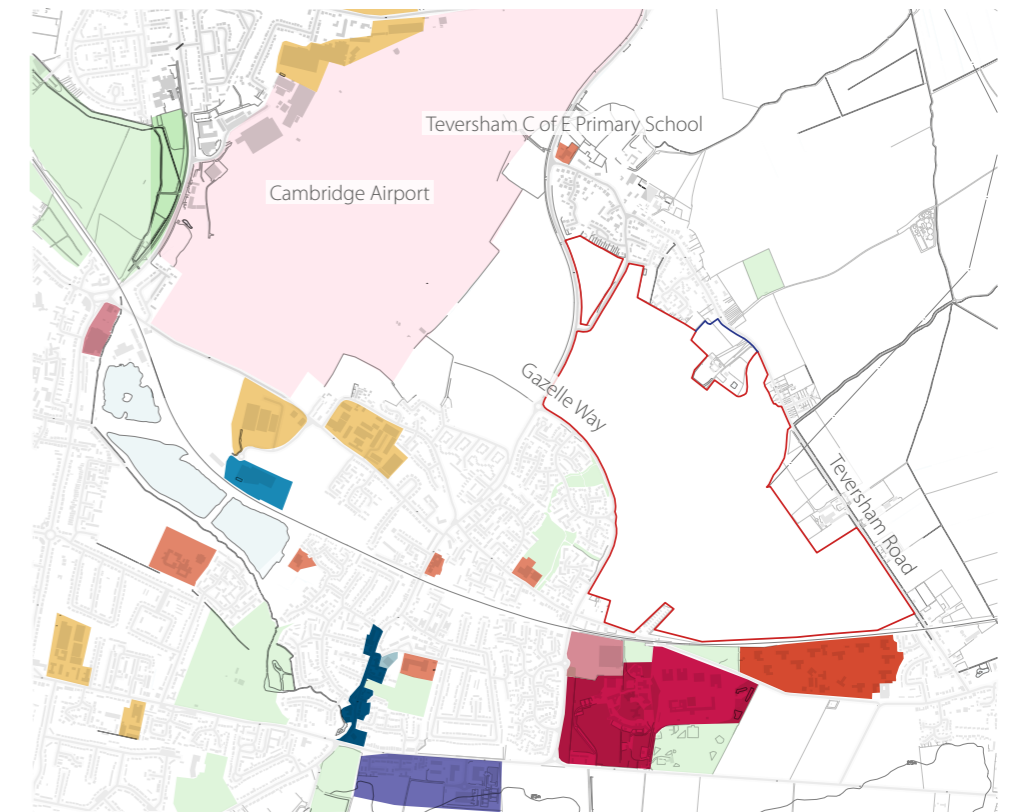
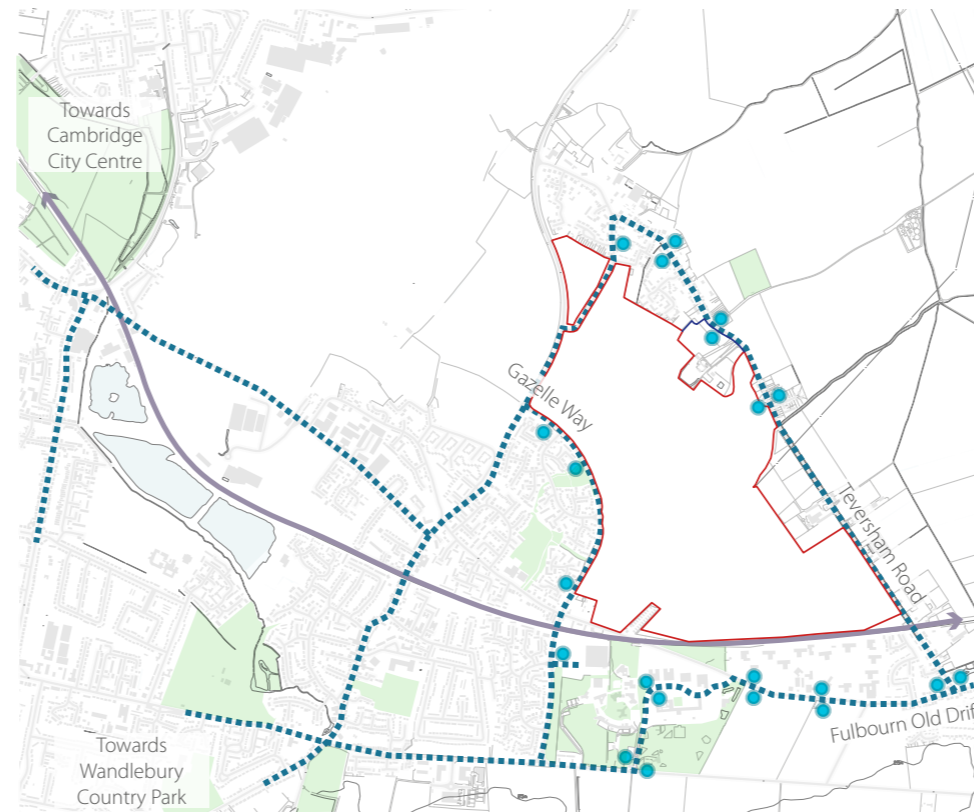
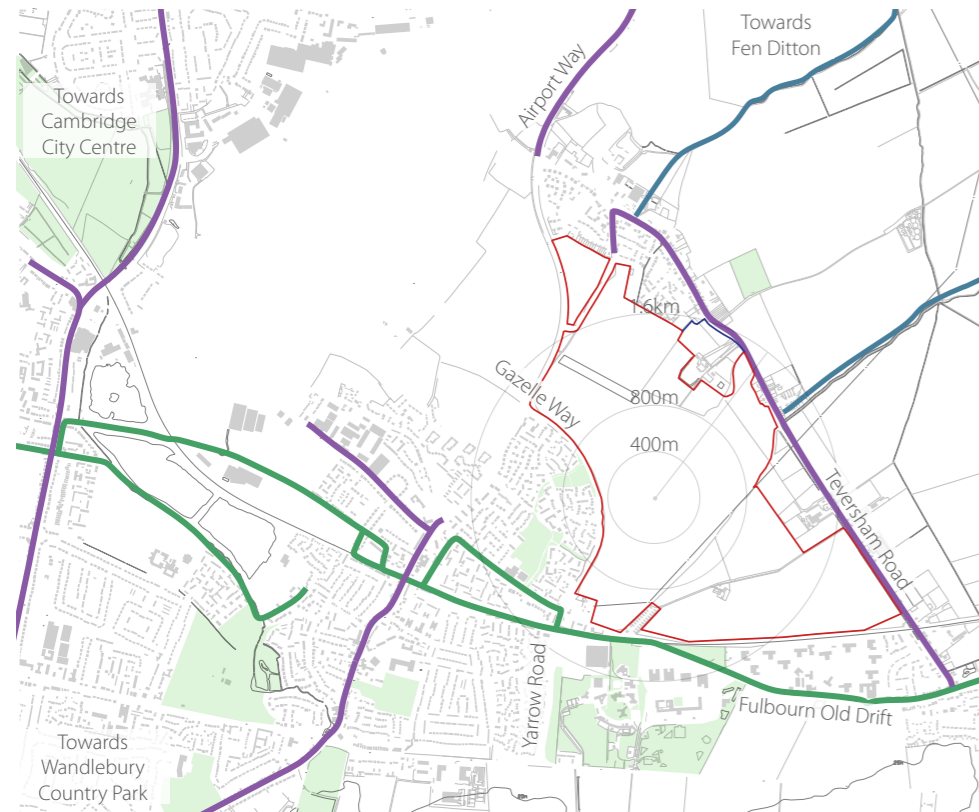
Topography

The above plan highlights the topography of the local area. Cambridge is located in the basin of the River Cam. The site is relatively flat and at an elevation of 10-15m Above Ordnance Datum (AOD).

- Low level (10 metres AOD)
- High Level up to 75 metres (AOD)



EXISTING SITE CONTEXT



Cycle Paths and Open Space

Walking and cycling infrastructure is shown on the above diagram which also highlights accessibility to Cambridge City and the open spaces surrounding the site.

- Open space
- Cycle Networks
- Fulbourn Greenway
- Public Rights of way in vicinity of the site

Public Transport

The bus stops on Gazelle Way to the west and Fulbourn Road to the east are served by the routes 16A, Citi 1 and Citi 2. Hinton Road and Fulbourn Old Drift south of the site and the railway are covered by Citi 1 and Citi 2. A journey with Citi 1 from Gazelle Way to Cambridge city centre takes 35 minutes with no changes

Citi 1 Arbury - Fulbourn or Cherry Hinton

Citi 2 Fen Dinton - Stetchworth

16A Cambridge - Great Thurlow

- Train Line
- Bus route
- Nearby bus stop

Land Use and Services

There are a number of primary and secondary schools close to the site. Bewick Bridge Community Primary School in Cherry Hinton is the nearest school to the site. Shops, a local library and leisure centre can be found along the High Street in Cherry Hinton, less than 2km from Gazelle Way.

- Open space
- Education/school
- Employment
- Leisure centre
- Airport (proposed for closure and redevelopment)
- Large scale retail
- Hospital
- Cherry Hinton high street
- Ida Darwin Hospital Redevelopment (allocation for residential and hospital)
- Peterhouse technology park

EXISTING CONNECTIVITY

Key Employment Locations

The whole of the City Centre is within about 3.5 miles from the site, as is North East Cambridge (including the Cambridge Science Park, Cambridge Business Park and St John's Innovation Centre). The Cambridge Biomedical Campus is within 3 miles of the site, and the West Cambridge employment site is within 5 miles of the site. The Peterhouse Technology Park is within a mile of the site. These key employment locations are shown on the adjacent diagram

Based on Department for Transport advice that, for commuter journeys, cycling distances up to 5 miles are not uncommon, these key employment locations are therefore within a reasonable cycling distance of the site. Uses of e-bikes and e-scooters will facilitate sustainable transport options.

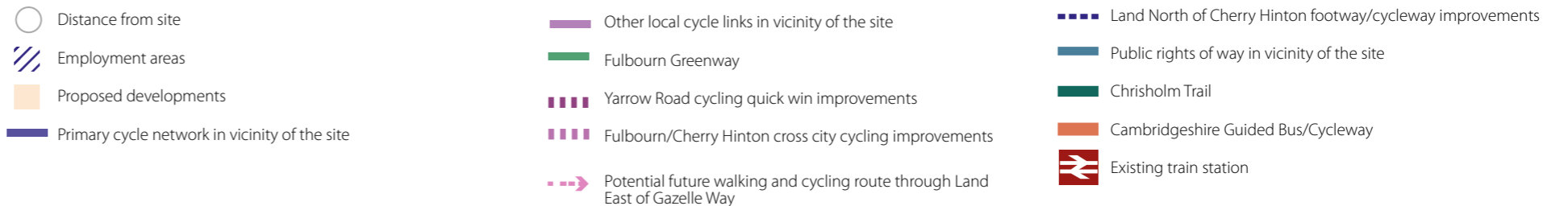
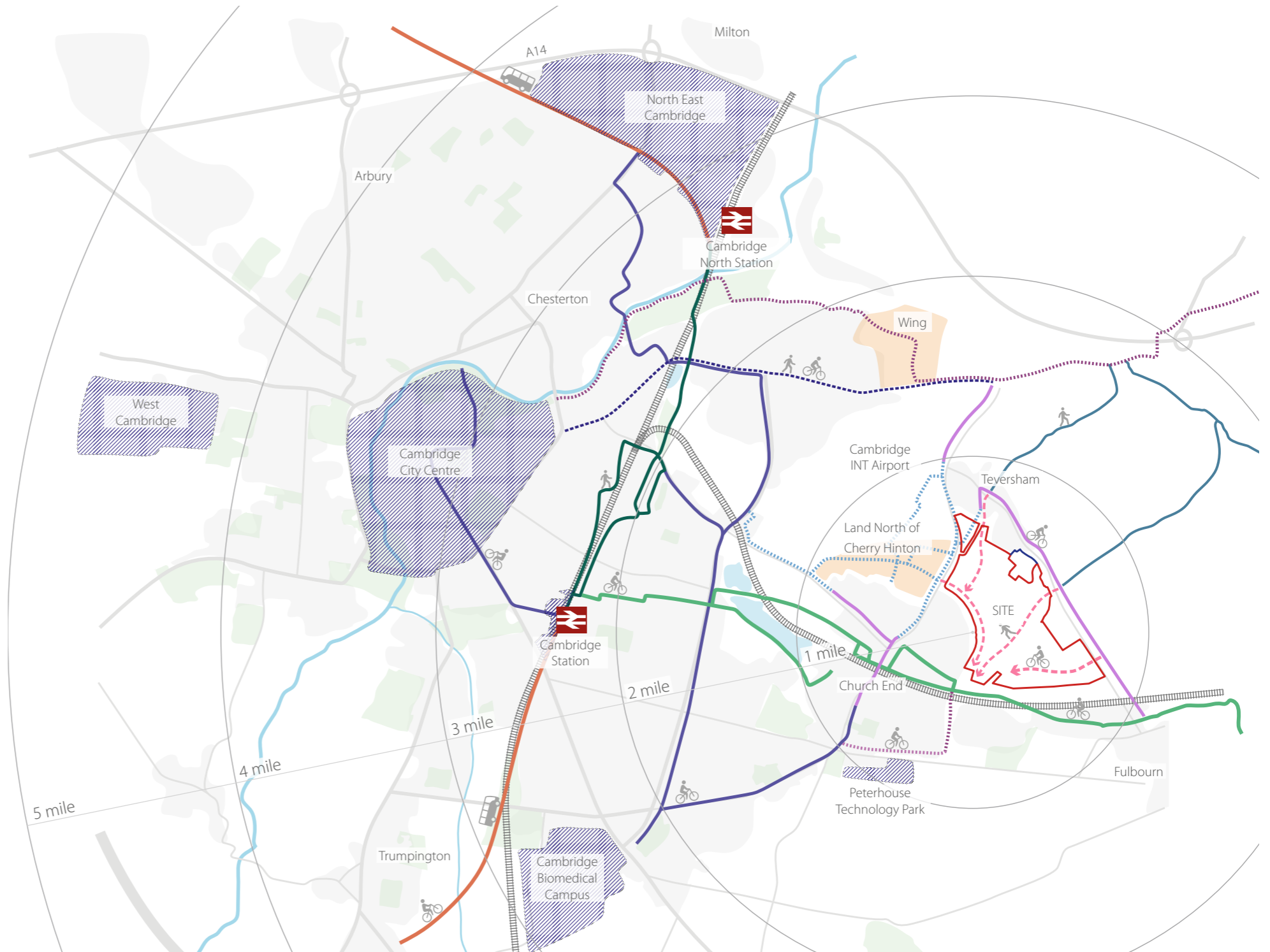
Walking and Cycling Infrastructure

The site in the context of walking and cycling infrastructure is shown on the adjacent diagram. This shows the 'Chisholm Trail', a series of new segregated cycle links parallel to the railway line through Cambridge linking the Cambridge Biomedical Campus with the Northern Fringe East. The Chisholm Trail is being delivered by the Greater Cambridge Partnership (GCP) and is expected to be completed within three to five years. This would mean the Trail is open and in use prior to development of Land East of Gazelle Way .

The site's cycling accessibility will be improved as a result of the Fulbourn Greenway, being delivered by the GCP. The Fulbourn Greenway would connect Fulbourn with Cambridge City Centre and Cambridge railway station. Final designs are being prepared for agreement by GCP later in 2019. The expectation would be that the Fulbourn Greenway is open and in use prior to the development of Land East of Gazelle Way .

Other transport improvements are planned as shown the adjacent which will make the Land East of Gazelle Way site highly accessible by walking and cycling. These include:

- An enhanced Jubilee Cycleway connecting with the Chisholm Trail and thereafter to the key employment area of the North East Fringe, being delivered by the Wing development;
- Walking and cycling improvements to Newmarket Road between Airport Way and East Road, also as part of the Wing development;
- New high-quality footway / cycleways along Coldham's Lane between Norman Way and Barnwell Road and on Airport Way, being delivered by the Land North of Cherry Hinton development;
- Local footway and cycleway improvements in Cherry Hinton and Teversham, being provided by the GCP as part of the Cross City Cycling and Cycling Quick Wins projects.





Public Transport Services and Infrastructure

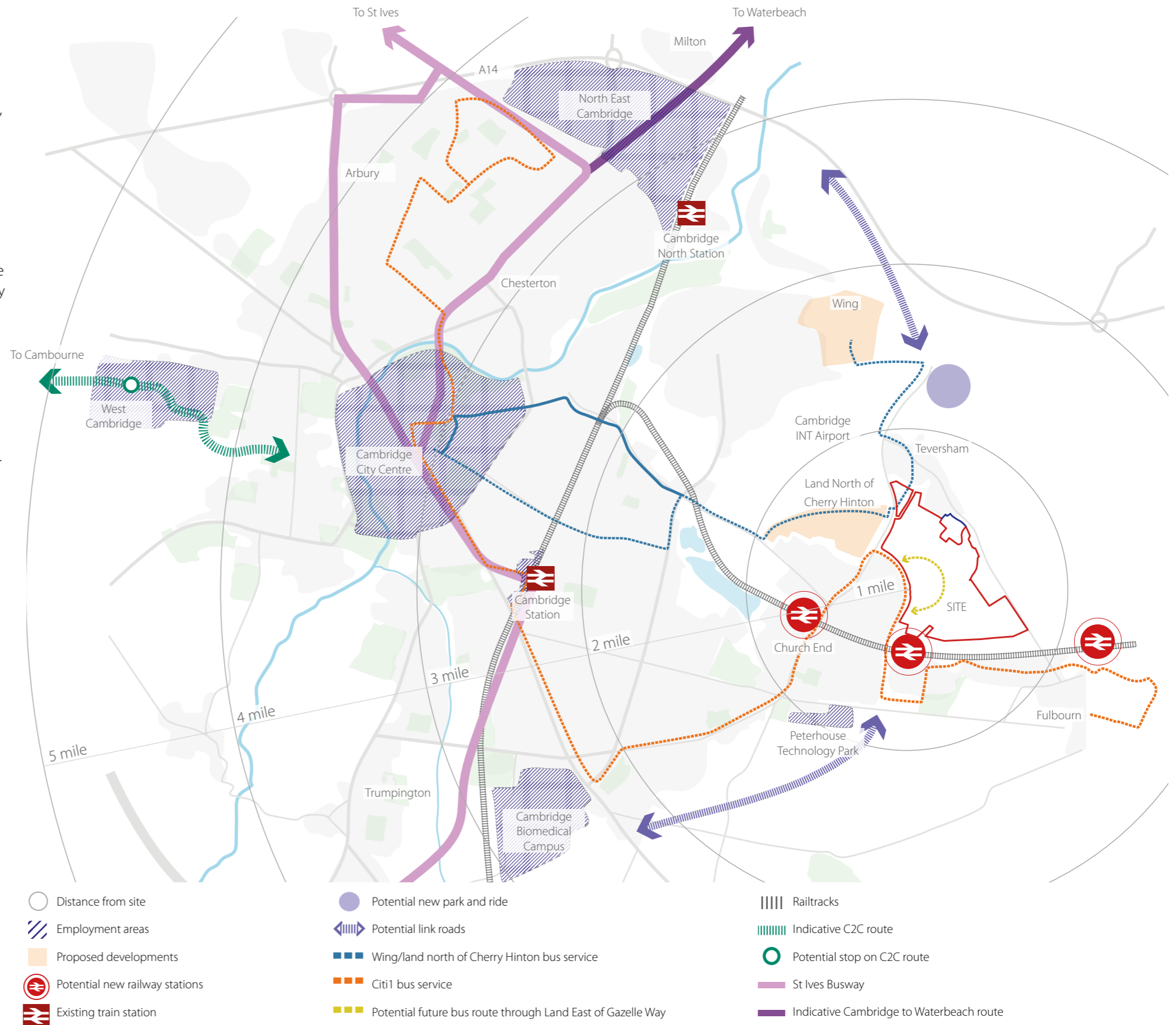
The site in the context of public transport services and infrastructure is shown on the adjacent diagram. This shows that the site has good access by public transport. The Citi 1 bus service calls at stops on Gazelle Way up to every 10 minutes. Operated by Stagecoach, it provides connections between Cherry Hinton, Addenbrooke’s Hospital, Cambridge railway station, Chesterton and Arbury.

New and enhanced conventional bus routes are planned as part of the Wing and Land North of Cherry Hinton as shown on the adjacent diagram, providing high quality bus services between these developments, the city centre and the Cambridge Biomedical Campus.

This public transport accessibility will be significantly enhanced through the delivery of the GCP’s Eastern Access proposals which will bring about increased bus and cycle accessibility from the east of the City to the City Centre. Phase 1 of the Eastern Access proposals would run along the Newmarket Road corridor at surface level, passing Wing and the Airport towards the City Centre. Phase 2 of the Eastern Access proposals would see a fully segregated route from a relocated Park and Ride facility on Airport Way towards Coldhams Lane and onto the City Centre. The delivery of this is anticipated to be before 2030.

Cambridgeshire County Council’s Long Term Transport Strategy (LTTS) identifies further major public transport infrastructure requirements to cater for the transport demand associated with planned growth in the Cambridge area. The LTTS includes the potential for new railway stations in Cherry Hinton and Fulbourn on the Cambridge – Ipswich line and the potential for stations in this location may form an opportunity as part of the East West Rail proposals towards Ipswich.

In the medium to long term, the LTTS includes the possibility of a new Southern Link Road between Cherry Hinton and the Cambridge Biomedical Centre. It also includes the possibility of a new Fen Ditton Link Road between the Newmarket Road / Airport Way junction and the B1047 between Fen Ditton and its junction with the A14. These LTTS schemes are longer term potential opportunities but nevertheless will assist with the public transport accessibility of the Land East of Gazelle Way site



EXISTING SITE LANDSCAPE ANALYSIS

The site is flat, arable farmland divided by hedgerows, woodland belts and ditches. The site separates Teversham and Cherry Hinton and provides a green setting for both villages. The site is at an elevation of 10-15m above ordnance datum. The majority of the site is characterised as being flat, open farmland with a series of straight ditches, hedge and tree lines running across the site. Towards Teversham, there is mature woodland around the medieval moated building of Manor Farm. Overhead power lines and associated pylons cross the site in several locations.

The existing village of Teversham has an historic centre centred around the All Saints Church. The village is predominantly residential, of mixed ages around the High Street. From the village there are open views to Cambridge airport and from the Fulbourn Road east towards Little Wilbraham.

Gazelle Way bounds the west of the site and adjoins the residential development of Church End and this area has a homogeneous character of modern two storey residential development.

To the south of the site lies the planted edge to the railway line. This crosses the Fulbourn Old drift, a track leading to a mobile home community and an electrical substation bounding the site. Currently this track does not cross the railway line to join the footpath routes that links the supermarket, Hospital and business park that are adjacent to the railway line.

Significant features in the landscape include:

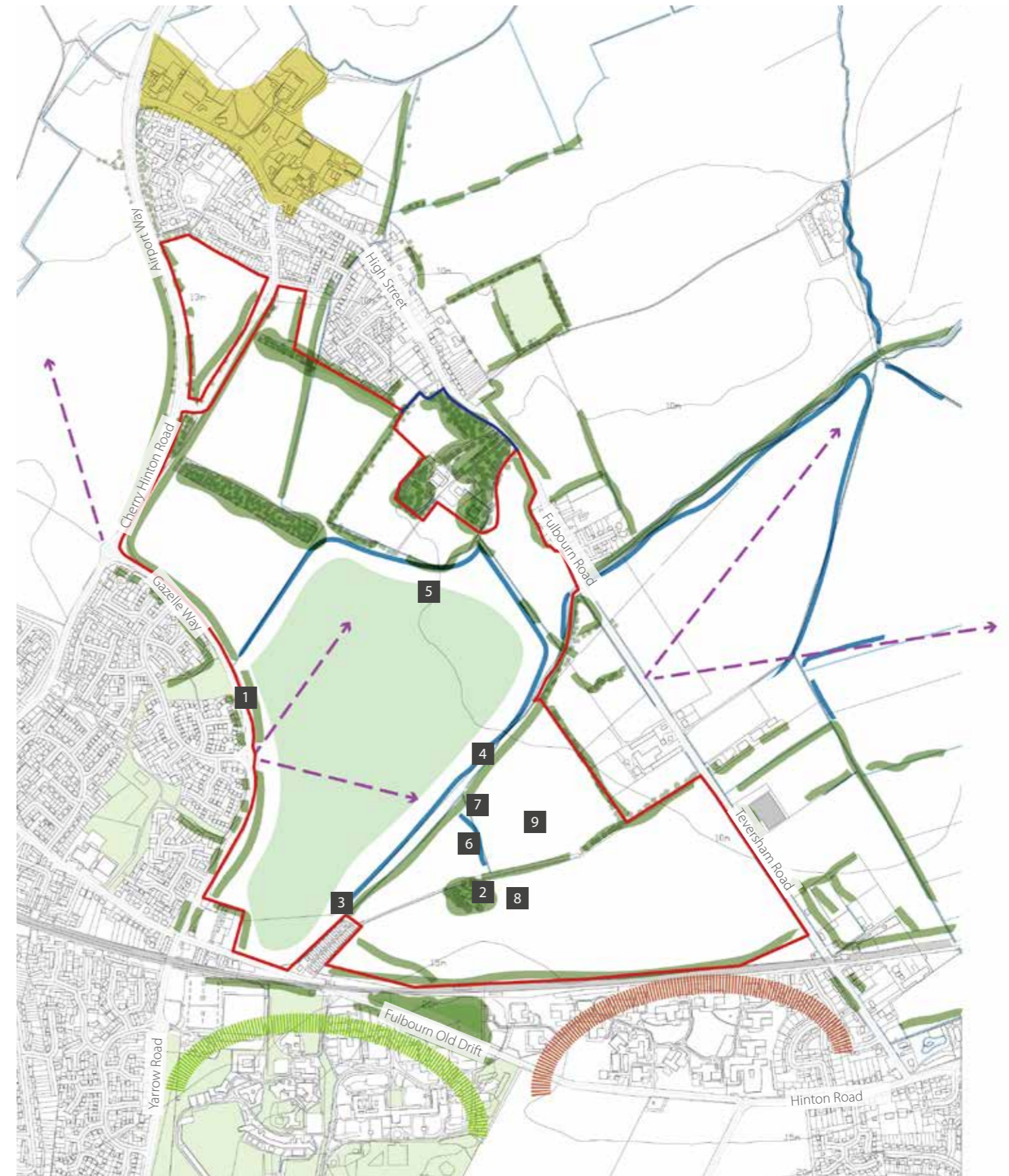
- Caudle Ditch and planting along the ditch edge
- A Line of established Poplar trees along the south edge of Fernleigh farm
- Woodland block east of Cherry Hinton Road
- Established tree groups around Claudle Corner farm and Manor farm
- Hedgerows and trees along the railway line to the southern edge of the site
- Long hedgerow along boundary to Gazelle Way
- Smaller grazing fields with planted boundaries along the east of the site

The site is part of the Fen Edge landscape which sits between the Fens to the north and east and Cambridge town centre. Key characteristics of the Fen Edge are:

- Flat landscape sitting outside the flood plain
- Variety of land uses including arable and pastoral agriculture
- Lines of trees and hedgerows along ditches and field boundaries
- Small woodland groups

There are open views across the site mainly to the north and east. There are also views of the Fulbourn Hospital buildings to the south and occasional glimpses of the Gog Magog hills south of Cherry Hinton. Residential areas to the west and north of the site are mainly two storey suburban houses. The hospital and business park areas south of the railway include buildings of a larger scale, three to four storeys high but these are hidden behind dense banks of trees.

As part of the Site Analysis, a review of the 2012 and 2015 Inner Green Belt Studies has been undertaken (appended to this report). Within the 2012 Study it was identified that the majority of this Site is considered to be of 'low significance' and was of the lowest significance of all the Green Belt around Cambridge. The 2015 Study identified that this area of Green Belt is remote from the historic core of Cambridge and does not make a significant contribution to the rural character of approaches to the city edge. Further more there are no key views within or across this area of Green Belt. The role of this area of Green Belt in relation to Cherry Hinton, Teversham and Fulbourn is acknowledged. As will be demonstrated throughout this document it is considered that sustainable development can be accommodated within this area whilst maintaining a separation between Cherry Hinton, Teversham and Fulbourn through the preservation and enhancement of existing green infrastructure and provision of large area of green space.



Key	
	Flat open fields with defined boundaries
	Hospital set in mature landscape
	Potential new residential development
	Tree belt
	Significant tree belt
	Open views
	Ditch/water course



View of the site boundary with Gazelle Way



Existing house located within the site



Site boundary with nearby static homes



High voltage power cables follow the alignment of hedges and ditches



View from the south of the site towards Fulbourn



View towards the airport from the centre of the site



View between hedgerows towards the existing business park



View across the site towards Fulbourn



Line of poplar trees along the site boundary

ECOLOGY AND BIODIVERSITY

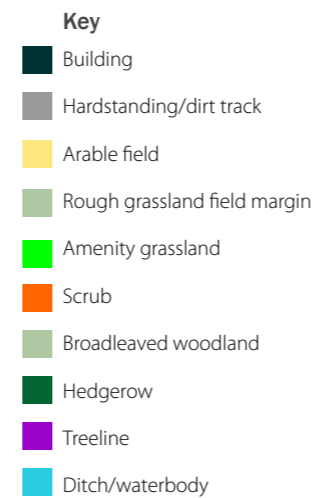
The site is not subject to any statutory or non-statutory nature conservation designation. Wilbraham Fens Site of Special Scientific Interest (SSSI) is to the northeast, and linked to the site by the Caudle Ditch. Safeguarding the ditch will be a key aspect of the design, and no adverse effects on the SSSI are likely.

The site largely comprises intensively managed arable fields bounded by hedgerows. Some rough grassland 'headlands' are present, while several of the field boundaries include ditches. Chief among these is the spring-fed Caudle Ditch, a feature of significant potential for wildlife. Small areas of broadleaved woodland are situated in the north of the site. Overall, the habitats within the site are of low intrinsic ecological interest, though the woodland, hedgerows and ditches are of relatively greater value. These will be incorporated into the green infrastructure network for the development, and there is good scope for significant ecological enhancement.

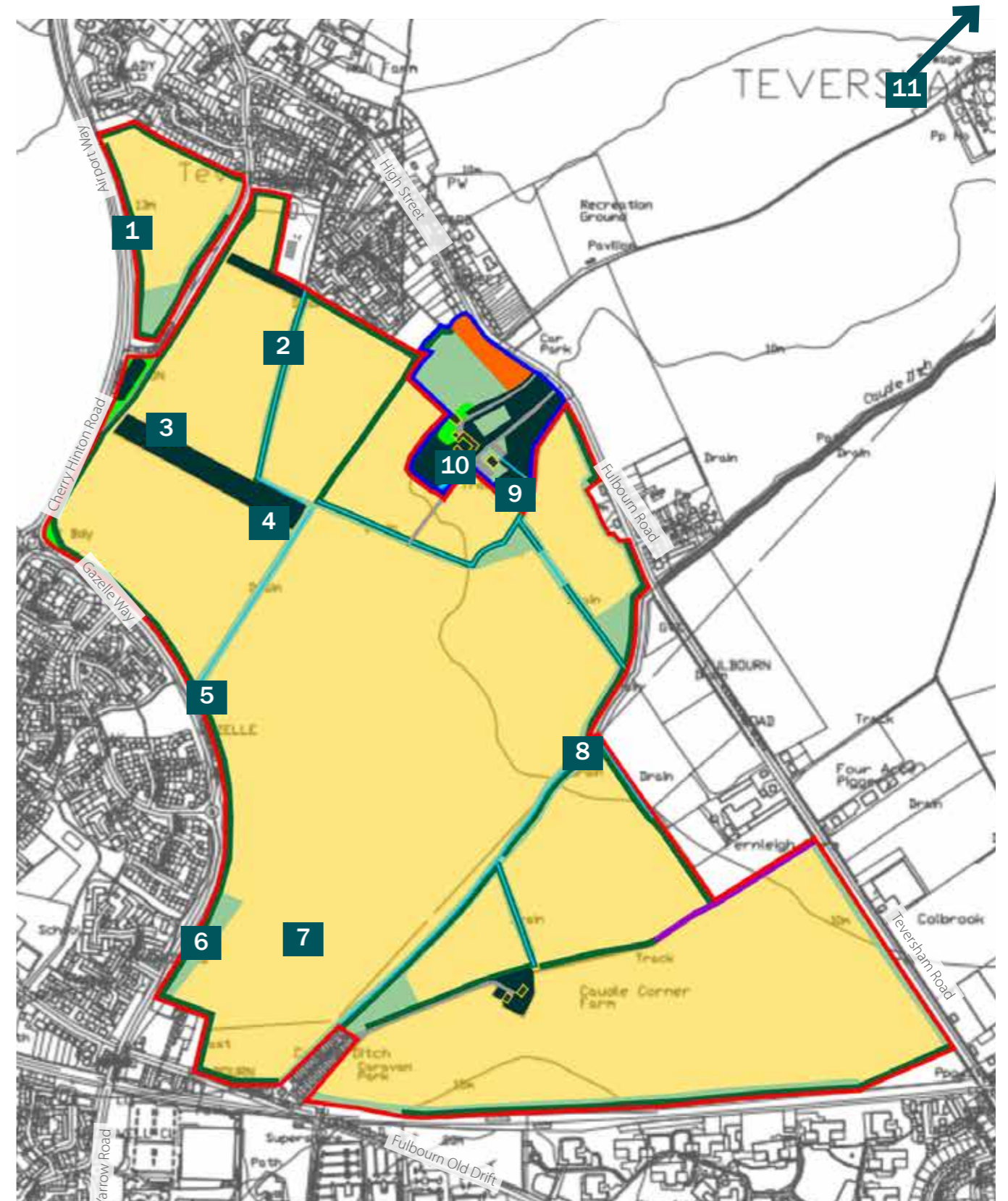
A significant body of work has been accumulated for the Land North of Cherry Hinton proposal, and given the proximity to that site and the nature of the habitats, the protected and notable species present are expected to be similar.

Several bat species are likely to use the site for foraging and dispersal, but there is no evidence to suggest that any rare species would be present. The ditch network, particularly the Caudle Ditch, is considered suitable for Water Voles, which are known to be in the area. The site is likely to support several farmland bird species, while there may also be some use by reptiles and amphibians. Detailed survey work would be undertaken to identify the species present.

Subject to completion of surveys and incorporation of mitigation into the masterplan, there is nothing to suggest that development would be precluded on ecological grounds. Owing to the current use of the site and habitats present, it is expected that net biodiversity gain can be achieved leading to positive enhancement over and above the existing situation.



- | | |
|--|--|
| <p>1 Retention of hedgerows along site boundaries</p> <p>2 Opportunity to improve the wildlife value of the network of ditches and drains present within the site, via channel widening and vegetation planting. Ditches can be managed specifically for Water Vole</p> <p>3 Hedgerows and woodlands offer foraging and commuting potential for bats</p> <p>4 Opportunity to incorporate existing woodland, hedgerows and ditches into the green infrastructure network for the development</p> <p>5 The site likely supports an assemblage of farmland and woodland birds. Nesting opportunities are provided in trees and hedgerows</p> | <p>6 Small areas of rough grassland present around the field margins have potential to support reptiles</p> <p>7 Open agricultural fields with limited potential for farmland ground nesting birds, e.g. Skylarks</p> <p>8 The Caudle Ditch is considered to provide suitable opportunities for Water Vole, which are known to be present in the locale</p> <p>9 Ponds with potential to support Great Crested Newts and Water Voles</p> <p>10 Farm buildings with potential to support roosting bats</p> <p>11 Wilbrahams Fens Site of Special Scientific Interest (SSSI), 1.8km north-east of the site</p> |
|--|--|





HERITAGE AND ARCHAEOLOGY

Designated Heritage Assets

Two Scheduled Monuments lie within or adjacent to the site. Both a moated medieval site at Manor Farm and crop mark evidence (from aerial photography) for an Iron Age settlement would be preserved as part of the development. Their settings would also be maintained through appropriate buffers and sympathetic development. Furthermore, the crop mark monument is on Historic England's Heritage at Risk Register due to prolonged damage through ploughing. The proposed development would take this monument out of agriculture and ensure its long-term survival. This is a significant benefit.

There are listed buildings located within the surrounding villages of Teversham, Fulbourn and Cherry Hinton. Because of intervening development, mature vegetation and the largely flat nature of the local topography none has a clear line of sight of the site. Manor Farm, a grade II house of 17th century origins, is the nearest listed building to the site. Its setting, which is enveloped by trees, would be further protected through an appropriate stand-off.

Archaeology

In the southern part of the site a number of entries are recorded in the Cambridgeshire Historic Environment Record (CHER). These include Iron Age activity to the east of the scheduled Iron Age settlement uncovered during deep ploughing in the 1970s.

Roman activity includes a site examined by a local archaeologist over a period of 8 years in the 1980s and identified as a villa. This villa started in the second century as a timber building replaced in the third by a flint, stone and timber structure with evidence for at least one tessellated floor. Other structures were located nearby including further timber buildings and a pottery kiln suggesting an industrial annex to the villa. The vast majority of the archaeology was found cut into the chalk indicating significant plough truncation.

In 1986 the villa was recorded as being cut through by a 'new' road which suggests that this now lies outside the site.

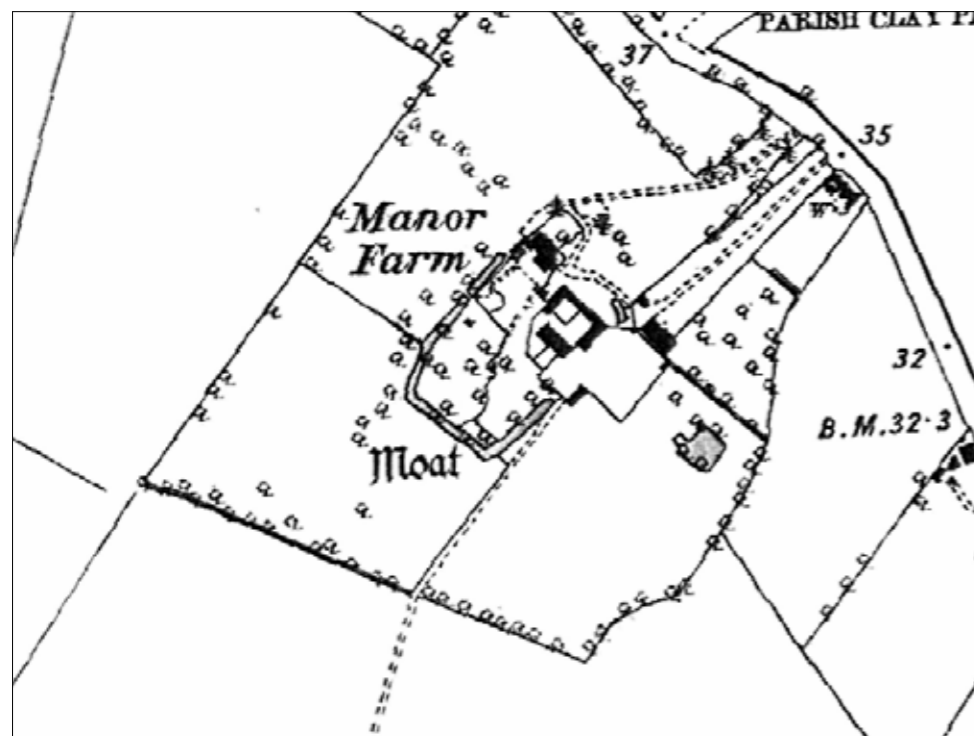
The site also includes a number of undated crop marks that probably represent multi-period field boundaries, along with stock penning and potential domestic features. The wider landscape includes crop marks of ring ditches indicating ploughed out Bronze Age burial mounds or barrows and Bronze Age domestic activity found as part of works associated with the construction of the nearby Tesco store.

Historic landscape

Historic maps show the site divided up into a number of generally quite large rectilinear fields perpendicular to the Fulbourn Old Drift. These pre-date the railway which bisects the field boundaries. Between 1880 and 1938 some of the larger units were further amalgamated.

Opportunities

The site has been under the plough for centuries and in the modern era will have experienced deeper mechanised ploughing. The result has been the truncation of buried archaeology without record. This is most clearly evidenced by the inclusion of the Iron Age scheduled monument on the Heritage at Risk Register. This development would offer an opportunity to excavate and record archaeology (funded by the developer) before it is destroyed. Nationally important archaeology, including the scheduled monument, can be preserved in situ through careful design of the layout, for example using public open space to ensure its future protection.



View across the site to the scheduled Iron Age Monument

1888 OS Plan of the Manor Farm Moated Site - Scheduled Monument



Heritage at Risk

Settlement site by Caudle Corner Farm, Fulbourn

Site Details

- **Designated Site Name:** Settlement site by Caudle Corner Farm
- **Heritage Category:** Scheduled Monument
- **List Entry Number:** 1006878
- **Local Planning Authority:** South Cambridgeshire
- **Site Type:** Domestic > Settlement

Assessment Information

- **Assessment Type:** Archaeology
- **Condition:** Extensive significant problems
- **Principal Vulnerability:** Arable clipping
- **Trend:** Declining

Extract from the Historic England Heritage at Risk register.

UNDERSTANDING THE SITE CONSTRAINTS

Analysis of the site and surrounding area has enabled an understanding of the various constraints of the which will influence proposals for the site. There a number of constraints identified of historical, heritage, planning and landscape significance. The degree to which these constraints affects and limits development varies. A sensitive approach to the key features of the site development will be taken to ensure a successful design. The adjacent diagram provides an overall summary of the key constraints to be considered within the design principles for the site.

Additional detail regarding the utilities and drainage constraints are set out below.

Utilities:

A high pressure gas main runs through the site, along with a 132kV overhead power line carried on steel pylons. The high pressure gas main would need to stay in place but there is potential to put the 132kV power line underground, beneath the gas main subject to agreement with the gas and electricity providers. Appropriate restrictions on building around the gas pipe and 132kV power line will be incorporated into the emerging development proposals for the site.

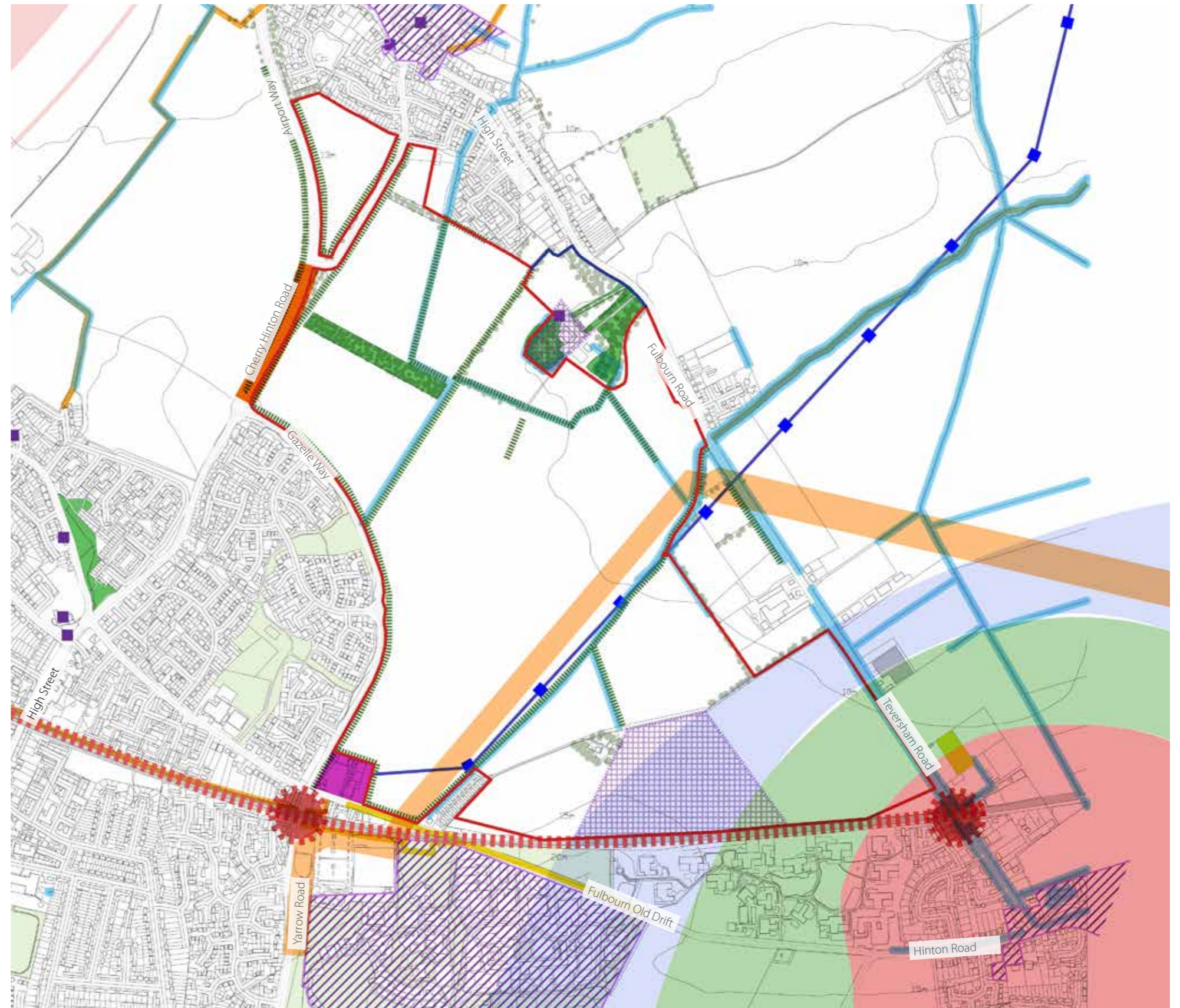
Other utilities within the site include a 600mm diameter water main, 33kV and 11kV overhead power lines, intermediate pressure gas main and a surface water pipe. These, however, can be diverted / lowered.

Drainage:

The site falls within Flood Zone 1, and is therefore at a low risk of fluvial flooding. There is also a low risk of surface water flooding. A surface water flow path runs generally southwest – northeast through the centre of the site.

The site has a series of land drains, which interconnect with other land drains to surrounding areas. This includes the Caudle Ditch, which runs generally southwest – northeast through the southern extent of the site. The site is located in a Principal Aquifer area, which will mean that Sustainable Drainage System (SUDS) will be important for the final drainage design.

The south-eastern part of the site is located in a Groundwater Source Protection Zone, as defined by the Environment Agency.



- | | |
|---|---------------------------------|
| Conservation area | Bridleway |
| Scheduled monument | PRow |
| Priority habitat, deciduous woodland | Power lines with pylons |
| Main gas line | Noise from airport |
| Listed building | Barrier/railway tracks |
| Avoid vehicular access with airport way | Railway/road crossing |
| Priority habitat, traditional orchard | Source Protection Zones |
| Electric plant | Zone I - Inner Protection Zone |
| Hedgerow | Zone II - Outer Protection Zone |
| Water features and ditches | Zone III - Total Catchment |



OPPORTUNITIES

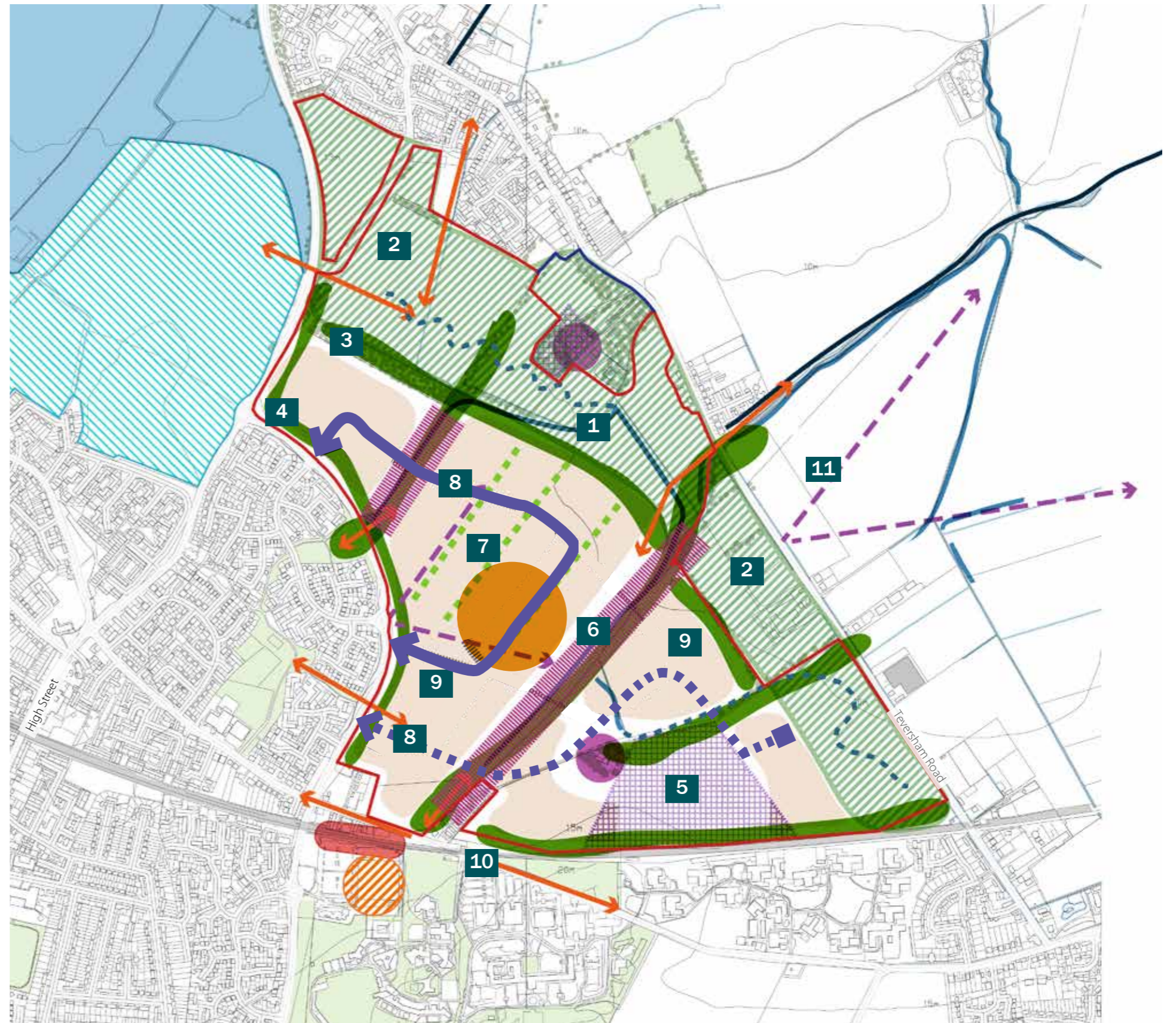
The Land east of Gazelle Way provides a unique opportunity to provide, in one sustainable location, new homes, education and local retail within a rich landscape setting.

The existing green assets across the site can be retained and connected to create a strong landscape structure for the new development and for the open spaces circulation routes. Retention of the existing green structure, including trees, tree belts and hedgerows, also provides opportunities to retain and enhance ecology and existing green corridors linking to the surrounding green belt landscape and existing green corridors leading into the city centre.

There is an opportunity to integrate the proposals with existing pedestrian and cycle networks, providing a sustainable route into Cambridge as an alternative to reliance on car travel. There is also the potential to facilitate a railway station within the site in the future which could provide further public transport benefits to the new and existing community and local businesses.

- 1** Existing water course retained and enhanced for nature conservation.
- 2** Area restored to Fen edge natural landscape character including enhanced water courses, reed beds, naturalised meadows and copses.
- 3** Existing hedge and tree lines retained, enhanced and extended.
- 4** Boundary hedge widened.
- 5** New Common created as a public open space - protecting ancient monument
- 6** Linear wellbeing parkland including play, fitness, sports pitches, gardens, community growing, orchard and education trails
- 7** Green streets-low traffic and pedestrian and cycle priority .
- 8** Avenue streets - main routes
- 9** Employment opportunities and potential for innovation and research facilities
- 10** Improve pedestrian and cycle connections
- 11** Preserve key open views.

- Scheduled monument
- Existing buildings within site boundary
- Change of land use for the airport
- Proposed main open space
- Adjacent Cherry Hinton site
- Existing Public Rights Of Way
- Landscape buffer
- Existing water course
- Developable parcel
- Enhanced water courses
- Futureproofing for new train station
- Existing hedges and tree lines retained
- Possibility to improve pedestrian and cycle links
- Preserve key open space
- Proposed avenue street
- Proposed green streets with low traffic
- Proposed secondary route
- Opportunity for local centre and primary school
- Adjacent TESCO shop





WATERLOO BARN



SECTION 02
SITE VISION




CONCEPT

We envisage the new community at Land East of Gazelle Way as a strong, cohesive and inclusive community. Recognising the green, ecological and naturalistic surrounds, this community will have very close ties to the landscape and neighbouring destinations, maximising the quality of life offered to new residents - it is about building upon strengths, creating a unique identity, providing spaces for innovation and employment whilst bringing added value.



Green assets



Existing hedgerows and tree belts will be retained where possible and will be used as the basis of a green structure for the new development. The existing planting will be enhanced and extended to create a green character to the neighbourhood and to enhance ecology, green corridors and links to the surrounding Green Belt landscape. The two existing scheduled ancient monuments will be retained, protected and integrated into the layout.

-  Improved landscape edge and buffer
-  Scheduled Ancient Monuments
-  Existing key hedgerows and tree belts



Open space

The primary new open space will be along the north edge of the site where the Fen Edge landscape will be enhanced and will provide walking routes, cycle paths and a green setting for the new neighbourhood as well as a separation between the villages. Smaller green spaces, play areas and parks will be integrated with the new development, providing opportunities for sports, play, community events and community gardens. Planting and tree species and other landscape materials will be selected to tie in with the Fen Edge landscape and the surrounding context.

-  Proposed focal spaces
-  Proposed Green routes



Development parcels

The new community will consist of a series of neighbourhoods interspersed amongst the green structure. Residential densities will vary throughout the site, responding to the surrounding context and landscape setting and to create a varied character.

The new community will be inclusive and inter-generations allowing for a range of property types and tenures for all ages to create a more resilient and diverse scheme.

-  Developable Parcels



4 Permeable streets

Primary movement through the site will be provided by a primary street accessed from Gazelle Way. This central boulevard will become the main spine for the site with secondary and tertiary streets providing connectivity to residential neighbourhoods. Quiet quintessential lanes will provide access to homes on the green perimeter of the site.

- ➡ Primary vehicular connections
- ➡ Secondary vehicular connections
- ➡ Tertiary vehicular connections



5 Community Focus

A wide range of facilities will be provided to support the new community. These will include shops, homes, recreational facilities, employment, education and opportunities for community use spaces. There is potential within the site self-build homes and community growing.

- ♥ Local Centre
- Employment



6 Surrounding Connections

Accessibility and clear links to the natural landscape and local centres will be created for well connected neighbourhoods. Connections to existing footpaths, cycleways and Public Rights of Way will be provided to promote sustainable transport routes. Within the site land will be future-proofed for a potential rail station, offering potential for additional enhanced north-south connectivity across the rail-line with existing and future employment areas to the south.

- ➡ Strengthened connections to the surroundings
- 🚂 Potential to facilitate a new train station

LANDSCAPE STRATEGY

The landscape strategy is designed to integrate the new neighbourhood into their Green Belt and landscape context and to protect and enhance the character of the Green Belt. The Green Belt Review appended to this document has informed the Landscape Strategy through the retention of strategic green breaks between Teversham and Fulbourn, underpinning the landscape led approach to the masterplan. Existing features such as hedge lines, tree belts and water courses will be retained, to form a framework of green infrastructure that respects the disposition and character of the existing landscape and significantly enhances nature conservation and benefit to wildlife.

The key objectives are:

- 1 **Strengthen connections:** with cycle and footpath connections to the surrounding villages of Teversham, Cherry Hinton and Fulbourn, and the countryside beyond.
- 2 **Fenland Park:** Create a fenland park between Teversham and Fulbourn. This park will recreate the natural fen edge landscape of the area with naturalised water courses, scrapes, reed beds and copses. It will be a haven for wildlife, contain footpath routes, and bird hides and integrate the development into the Green Belt countryside beyond.
- 3 **Linear Wellbeing Parkland:** two linear parks will be created that extend and reinforce existing hedge and ditches to form linear parks. They will be easily accessible to the new and existing communities and cater for all ages all year round. They will contain gardens, growing areas and orchards, areas of play, outdoor gyms and fitness trails and a series of sports pitches.
- 4 **The Common:** the scheduled ancient monument site will be protected and transformed into a meadow for informal recreation.
- 5 **Existing Hedges and Tree Lines:** The key hedge and tree lines will be protected and enhanced with new native planting to reinforce the existing landscape character. Existing low boundary hedges will be raised and maintained for nature conservation. Gaps will be retained to afford open views across the site visually integrating it with its surroundings.
- 6 **Green Streets and Avenues:** A network of green streets will have a green character containing trees, planted verges and swales and will have low traffic volumes and speeds to encourage walking and cycling. The main spine road through the development will be lined with avenue trees and will contain wide planted verges and hedges to create a green and sheltered character to the development.
- 7 **Neighbourhood Greens:** Within the development a series of greens will be formed providing immediate access to open space for residents. These are envisaged as open lawns, tree lined and areas of planting. Some may contain ponds and swales.
- 8 **Parklets spaces:** Small pockets of open space used for health and wellbeing in the employment areas.





TRANSPORT AND ACCESS STRATEGY

Land East of Gazelle Way will be a residential-led mixed use development, and so residents of the development will be able to meet many of their day-to-day needs by the provision of services and facilities within the site, reducing the need to travel into Cambridge. Because the distances to these local services and facilities will be relatively short, the opportunities for these day-to-day trips to be made within the site on foot and cycle will be maximised.

Promote Walking and Cycling

Significant improvements to local walking and cycling routes have already been secured as part of the Wing and Land North of Cherry Hinton residential developments. This includes local footway and cycleway improvements, along with more significant improvements to the Jubilee Cycleway and the new Coldham's Lane footway / cycleway. Further pedestrian and cycle improvements are planned by the GCP, including the Fulbourn Greenway and the Chisholm Trail.

Land North of Cherry Hinton will deliver high quality walking and cycling links to provide connections to these walking and cycling improvements, and therefore enable the site to be a fully integrated part of the future high-quality walking and cycling network in Cambridge. Indicative connections are shown on the adjacent diagram. This will make walking and particularly cycling an attractive means of travel between the site, the city centre and the key employment locations of the North East Fringe, Cambridge Biomedical Campus, Peterhouse Technology Park and West Cambridge. These are all within a commutable cycling distance of the site.

Logical connections will be provided with the adjacent Land North of Cherry Hinton development and existing areas of Cherry Hinton, Teversham and Fulbourn. This will be to achieve good connectivity and therefore assist with the integration of the Land East of Gazelle Way with the rest of Cherry Hinton, including not only the Land North of Cherry Hinton development but also the more established part of Cherry Hinton.

There are a wide range of local services and facilities in Cherry Hinton which would be within walking distance of the site, and a wider area of Cambridge would be within cycling distance, so achieving high quality pedestrian and cycle links between the site and Cherry Hinton, along with a high quality internal pedestrian and cycle movement network, will be an important element in delivering a development that promotes non-car modes of transport and reduces the reliance on the private car.

Walking and cycling will be encouraged as part of a Travel Plan that will be prepared for the development, the main aim of which will be to seek a reduction in the number and length of car trips generated by the development, while also supporting more sustainable forms of travel and reducing the overall need to travel.



Indicative Walking and Cycling Strategy

- On-street footpath
- Proposed footpaths and cycle route
- Pedestrian access point
- - - Other local cycle links in vicinity of the site
- Fulbourn Greenway
- - - Land North of Cherry Hinton footway/cycleway improvements
- Public rights of way in vicinity of the site
- ⊕ Potential location for future train station



Cycle Counter



Cambridge North Bus and Cycle Parking



Ninewells, Cambridge footpath and cycle routes



Encourage Public Transport

The public transport strategy for the development will build on the significant improvements to the public transport network that are planned for this area of Cambridge. The site would link with the GCP's CAM network by providing a high-quality bus route between the site and Newmarket Road at the junction with Airport Way. This could be an extension of the CAM and / or an enhancement of the conventional bus service improvements being delivered by the Wing and Land North of Cherry Hinton developments. This would then provide quick and frequent public transport links with the key employment areas of Cambridge City Centre, West Cambridge and the Northern Fringe East. Indicative connections to the public transport network are shown on the diagram on the previous page.

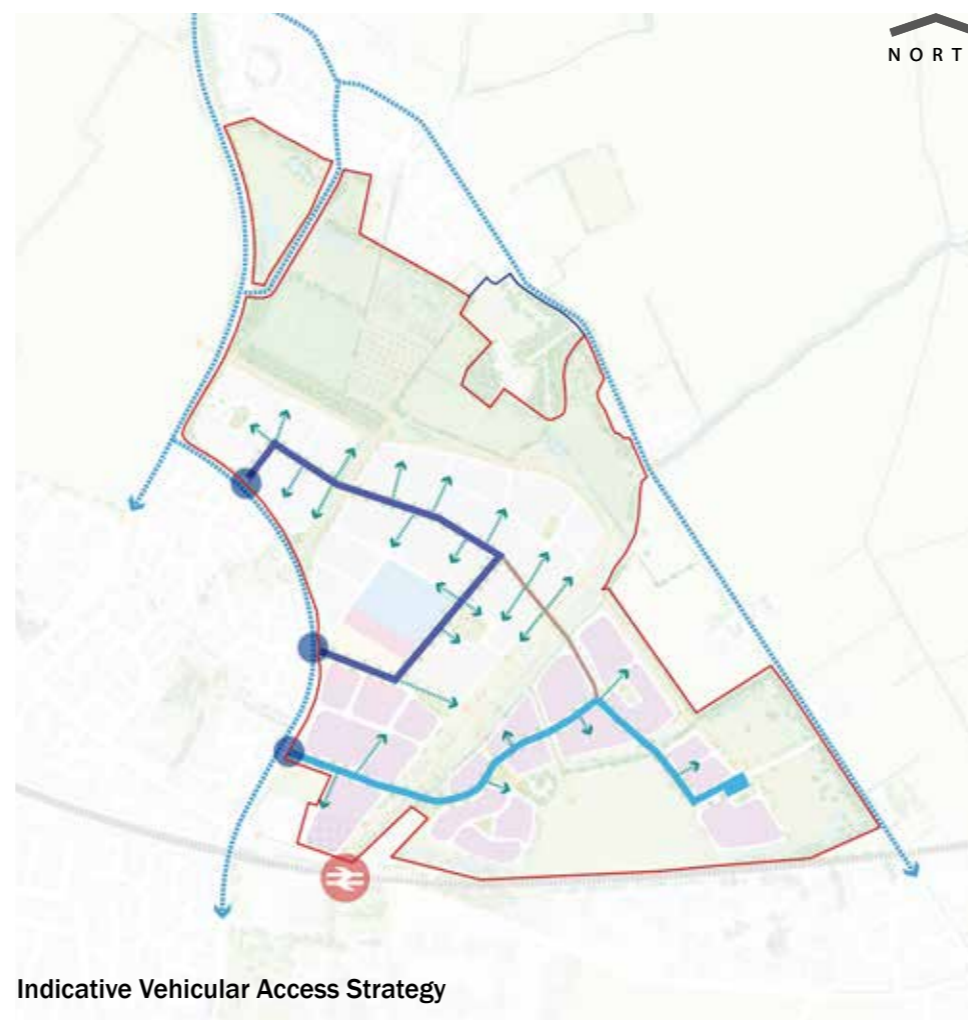
The development would seek to enhance the Citi 1 bus services that pass the site along either Airport Way or Gazelle Way, so that it penetrates the site. This would provide a high-quality public transport route between the site and the Cambridge Biomedical Campus.

Land on the southern boundary of the site has been identified to support the delivery of a new railway station in Fulbourn on the Cambridge – Ipswich railway line as shown indicatively on the adjacent diagram. This might be an alternative to the Long Term Transport Strategy (LTTTS) plans for re-opening Cherry Hinton and Fulbourn stations. This 'Cambridge East' station would provide a step-change in the public transport accessibility of this area of Greater Cambridge.

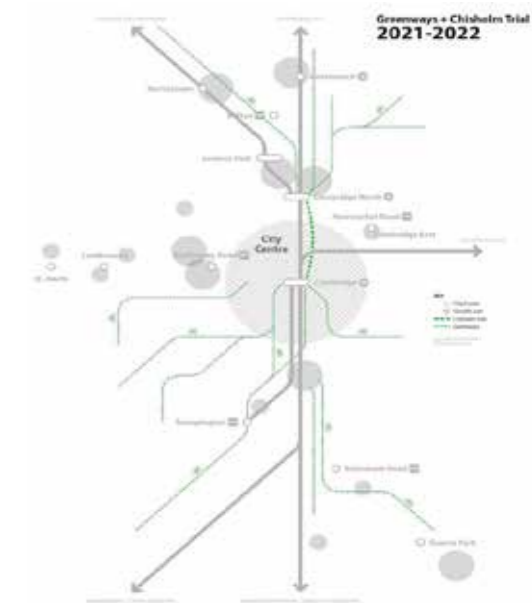
In the longer term, Land East of Gazelle Way could assist with the delivery of an outer orbital section of the CAM network, linking the Northern Fringe East with the Cambridge Biomedical Campus via the LTTTS's Fen Ditton Link Road, improvements to the Airport Way corridor, linking through Land East of Gazelle Way (including the potential Cambridge East station) and then via the LTTTS's Southern Link Road.

Vehicular Access Strategy

The development would have three points of vehicular access onto Gazelle Way, likely to be at its existing junctions with Eland Way. There is potential for an additional, minor access from Teversham Road. These points of access are indicated on the adjacent diagram. Within the site, the layout should be designed in accordance with the principles of Manual for Streets, which puts movement on foot and cycle before that by private car.



- Tertiary road
- Primary road
- Secondary road
- - - Indicative residential green streets
- - - Existing adjacent roads
- Vehicular access point
- ⊕ Potential location for future train station

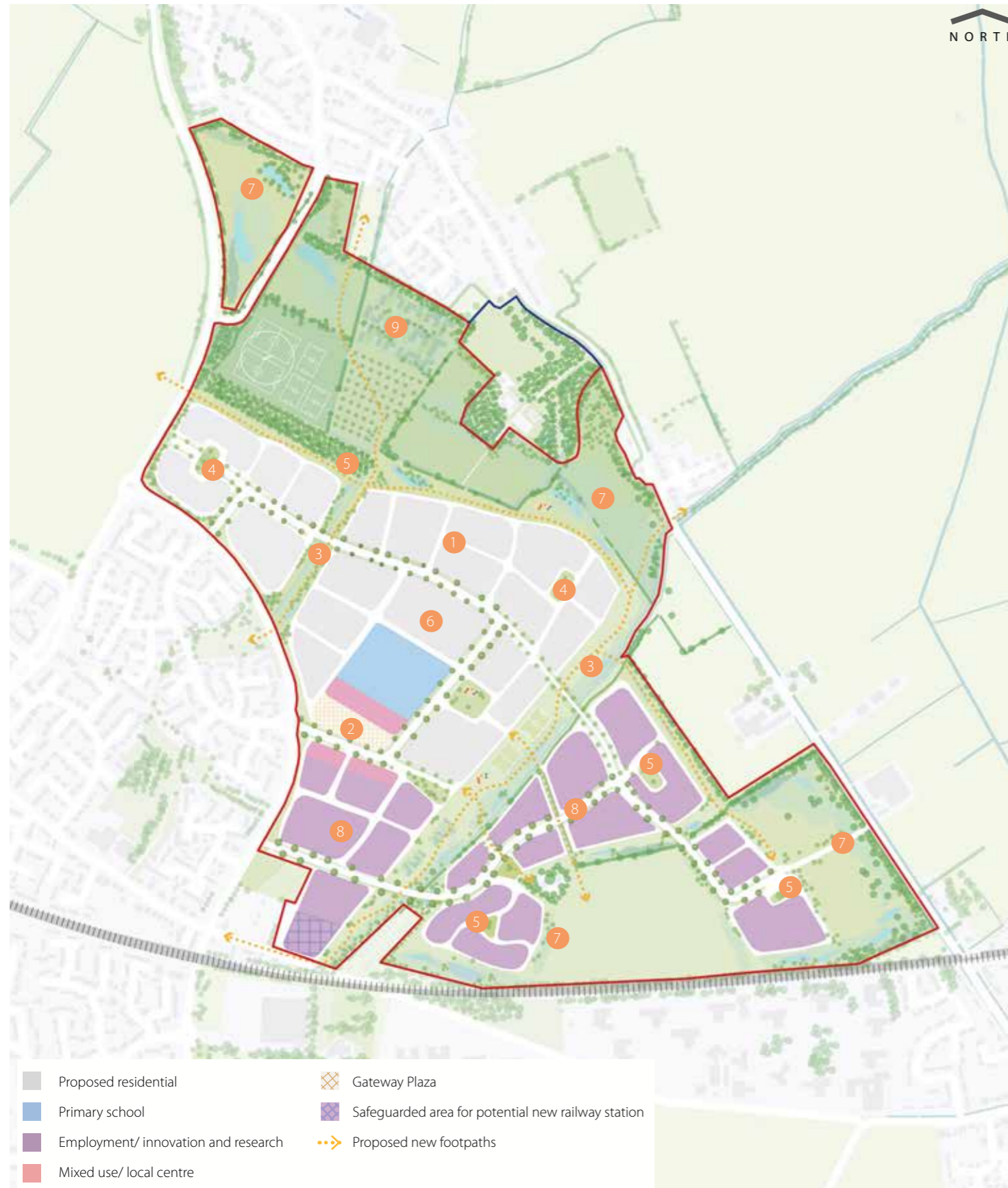


Chisholm Trail and Greenways map



Cambridge bus transportation

FRAMEWORK MASTERPLAN



The Masterplan has been influenced by the site context, the location in the Green Belt and recent inner Green Belt boundary appraisals. Specifically the design retains a broad swathe of landscape along the northern edge of the site to maintain a separation between Fulbourn and Teversham and create a Fen land park. The initial landscape site analysis and initial review of Green Belt appraisals will be developed and will continue to inform the layout as the detail of the scheme evolves.

The development of the structure of the proposals has been designed to respond to the existing connections surrounding the site, proposed connections will be designed to prioritise pedestrians, and provide for on-street cycling and cycle parking to promote sustainable transport modes.

A new local centre will be created at the natural "heart" of the site to be easily accessible from the new residents and local employees. This will contain a variety of facilities to support both new and existing communities with the potential to include retail, a medical centre, and community uses. A primary school will also be provided.

The evolution of the masterplan will ensure that the character and massing prioritise retention of key views and the setting of the ancient monuments.

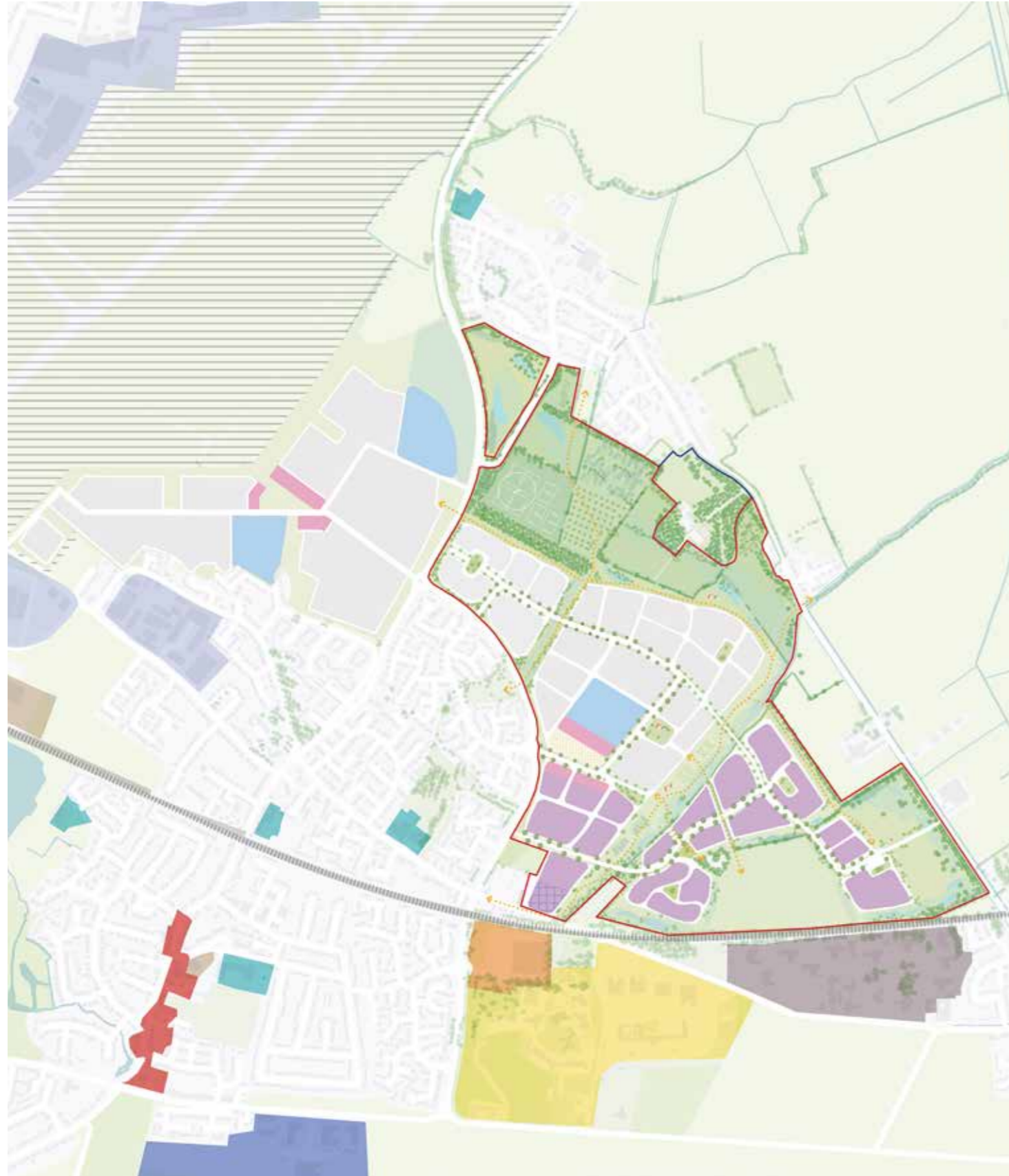
Key objectives of our masterplan include:

- 1 Provide homes to meet the needs of diverse households, focussing on creating a supportive community.
- 2 Create a local centre around a new plaza, where people can meet, get access to services, and have entertainment options, to enhance the sense of community and identity.
- 3 Connect the community from the heart to the countryside through green routes which incorporate existing green and blue features to bring the wider landscape into and through the site.
- 4 Create a number of neighbourhood greens - this provides a strong identity within neighbourhoods enabling all residents ease of access to amenity space and aiding with way-finding.
- 5 Provide parklets spaces to contribute to the access to great quality open spaces to the local employees, contributing to their wellbeing and mental health.
- 6 Allow built form and landscape to embrace one another - provide appropriate densities in the right locations to deliver a sense of openness in an urban setting.
- 7 Create a strong landscape edge connecting the new community to the wider countryside and providing a setting and sensitive treatment suitable for the Green Belt context.
- 8 Provision of modern employment areas to attract research and innovation industries and encourage local employment.
- 9 Opportunities to incorporate community uses such as self-build, community orchards and allotments.





A MIXED USE NEW COMMUNITY



To ensure that Land East of Gazelle Way is a balanced community, with opportunity to live and work within the community, a range of land-uses will be provided to provide day-to-day facilities for new and existing residents. Education, employment and community uses amongst others will be provided, set within a high quality landscape setting, to create a sustainable place for people to live, work and play. The adjacent diagram highlights the proposed land uses within the context of the existing and forthcoming uses within the local area.

The following land uses are to be considered within the new community:

1. Residential: the development will provide approximately a range of 780 to 900 new homes including a mix of housing typologies, tenures and affordability.
2. Education: a new primary school is proposed at the heart of the community, within walking distance of the new neighbourhood and the local centre.
3. Employment: wide job and business opportunities will be provided within the development, with emphasis on research and innovation, opening opportunities for incubators, labs, offices and research centres.
4. Local Centre: the local centre will be a central hub for new residents to meet and will provide day-to-day facilities with the potential for a supermarket, retail, healthcare, leisure and community amenities. Simultaneously the local centre will support the employment areas, providing spaces for socialising, and servicing the demands of local workers.
5. Potential Train Station Hub – an area adjacent to the employment area has been safeguarded to facilitate a new train station. This is located adjacent to the existing and proposed employment uses to create an employment destination, connected by sustainable transportation.

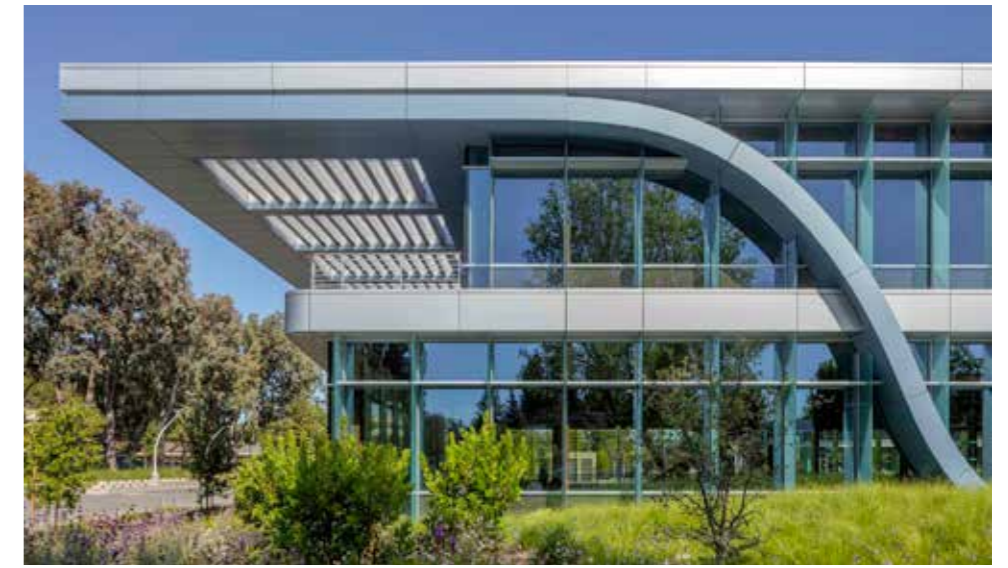
Proposed facilities:

- Education
- Local Centre
- Proposed plaza
- Employment
- Residential

Existing facilities:

- Education/school
- Employment
- Leisure centre
- Private Airport
- Large scale retail
- Hospital
- Cherry Hinton High Street
- Ida Darwin Hospital site (Proposed residential and hospital redevelopment))
- Peterhouse technology park





HEALTH, WELL-BEING AND SOCIAL INCLUSION

Generously landscaped, diverse and well-maintained green spaces will promote good outdoor air quality, improve existing ecological habitats, enhance biodiversity and provide biophilic features that support mental health and wellbeing.

At the heart of the vision for a sustainable community at Land East of Gazelle Way is a strategy to create an inclusive community. The vision seeks to ensure positive social value outcomes to improve the quality of life for residents who of the new, and existing communities, through the creation of a neighbourhood that is thriving, inclusive, sustainable, resilient and healthy. We hope to create an inclusive community that maximises the potential of every individual within the community, and to ensure that social well-being are at the heart of our proposals.

The creation of vibrant and inclusive community with positive social value outcomes can be related across all of the big themes of The Greater Cambridge Draft Local Plan and the 4 C's of the Cambridge Quality Charter for Growth.

- Community
- Connectivity
- Character
- Climate

Cambridge Greater Local Plan Issues and Options Key Themes:

- Great Places
- Climate Change
- Biodiversity and Green Spaces
- Well-being and Social Inclusion

Promoting local jobs and inclusive economic growth.

- Creation of workspaces and shops to provide a platform for local businesses, creative and SMEs to flourish and engage with the new community
- Use of innovative and flexible co-working environments to allow flexible training and skills sharing spaces
- Consideration of opportunities to engage with local businesses and employ local labour to create job growth

- Community
- Great Places
- Character
- Well-being and Social Inclusion

Providing the best opportunities for all, including vulnerable members of society

- A focus on inclusive community creation, ensuring that commercial and housing provision is designed with future residents and vulnerable groups in mind, and that business, employment and learning opportunities are made available to all.
- The vision provides the opportunity to create a vibrant and active centre that will bring together a diverse range of people from all ages and walks of life, with accessible facilities, shopping and learning, whilst sustainably connected to Cambridge and existing employment centres
- Accessible, and walkable public realm and ecological corridors aim to enhance connectivity to adjacent neighbourhoods through animated, safe and secure, routes that encourage positive social interaction and provision for cycling.
- Different housing typologies including self-build and custom-build will bring together a diverse population, enabling them to live harmoniously together.
- Establishing flexible business spaces and co-working facilities provide opportunities to support local businesses and entrepreneurs, facilitating flexibility for young families.

- Community
- Great Places
- Character
- Well-being and Social Inclusion

Providing robust infrastructure and strong communities to build resilience to future climate and socio-economic change

- Ensure longevity of designs; adaptable workspaces will be designed to consider open plans and high ceilings to allow for future adaptation to changes in use and demand
- 'Electric revolution' ready features such as electric charging points
- Build a resilient communities through the provision of shared spaces, meeting facilities and a vibrant local centre and mix of ages to strengthen community cohesion
- Creation of a development in conjunction with the community and ensure it provides for a diverse range of community groups, promote community engagement and develop a strong sense of local ownership
- A development which respects and protects heritage, in particular the at risk scheduled monument. Draw on the heritage of the surrounding area and respect the agricultural past of the site, creating opportunities for local growing.

- Community
- Great Places
- Character
- Well-being and Social Inclusion
- Climate
- Climate Change





Designed for resource efficiency, ecological enhancement and a better quality of life for future generations

- Homes and workspaces will be built to high energy efficiency, maximising opportunities for clean energy, on-site renewable energy generation, energy storage and consideration of district energy systems within the innovation and employment zones in particular.
- Existing ecological and green and blue features within the site have been retained within the masterplan and will be enhanced to create bio-diversity net gain, alongside active and vibrant public greenspaces.
- Implementation of electric bike schemes and connectivity to the Fulbourn Greenway and new leisure routes will promote active lifestyles and reduce car usage.
- Opportunities for allotments, community orchards and food growing schemes, including fruit trees promote community cohesion.
- Planting will provide habitats for species, in particular considering bees and local species.

Promoting physical and mental well-being

- Creation of a local centre, alongside associated facilities, that is well connected by sustainable transport, cycle paths and safe, secure walking routes will bring the community together.
- Maximise the sustainable location of the site, proximity to buses, cycle routes and the Fulbourn Greenway to encourage healthy and sustainable commuters
- Promote good air quality throughout the development through provision of electric car charging infrastructure, generous landscape corridors, new tree planting and well planned cycle routes.
- Promotion of healthy eating through provision of allotments and community orchards
- The integration of landscape corridors, outdoor fitness trails and social spaces for 'natural' interaction - not only with other people but also with nature - to assist in the promotion of mental health
- Playable, safe landscapes, connecting surrounding local open spaces, parks and Wilbraham Fens SSSI to promote a better connection with nature and active living.



- Community
- Character
- Climate
- Connectivity

- Great Places
- Climate Change
- Bio-diversity and Green Spaces

- Community
- Climate
- Connectivity

- Great Places
- Well-being and Social Inclusion
- Bio-diversity and Green Spaces



A DAY IN LAND EAST OF GAZELLE WAY

A typical day will offer opportunities to work, learn, create, live, play and eat 365 days a year, all centralised around high quality interactive and renewable public realm and landscaping.





CONCLUSION

Response to the Greater Cambridge Local Plan Issues and Options Key Themes.

Climate Change

- **Offer alternatives to the car:** located adjacent to existing and emerging sustainable transport modes, such as the Fulbourn Greenway, potential future rail, and existing Citi 1 bus route, the site has the potential to provide convenient alternatives to car travel.
- **Low-carbon lifestyles:** mixed-use community and ability to provide new to support local and community opportunities for growing food, through allotments and community orchard.
- **Tree Planting:** Enhancing existing woodland areas through new tree planting to contribute towards carbon offsetting within the site.
- **Future-proofed buildings and spaces:** homes which are resilient and adaptable to meet the needs of changing technologies, energy generation and the changing needs of households.
- **Strive for carbon-neutrality:** the new community will embrace sustainability from the outset and strive towards carbon-neutrality. Create an exemplary place to live, a new neighbourhood which is thriving, inclusive, sustainable, resilient and healthy.

Well-being and social inclusion

- **Homes for all:** consideration of a range of typologies and new ways of living that tackle individualism and isolation, including opportunities for self-build and custom-build homes.
- **Support the existing community:** provide space for existing local business, trades and creatives to create hubs of focus and shared knowledge and skills.
- **Linear Wellbeing Parkland:** Linear wellbeing parkland including play, fitness, sports pitches, gardens, community growing, orchard and education trails.
- **Flexible workspace:** start-up, incubator employment opportunities to allow people to work closer to home. Flexible and adaptable places and buildings that are able to respond to the community that will grow.

Biodiversity and green spaces

- **New wildlife corridors:** opportunity to improve wildlife value of the network of ditches and drains present within the site, including enhancing and safeguarding the Caudle ditch and its connectivity with the Wilbraham Fens SSSI
- **Fenland Park:** Create a Fenland Park between Teversham and Fulbourn to recreate the natural fen edge landscape of the area with naturalised water courses, scrapes, reed beds and copses.
- **Net Gain:** deliver biodiversity net gain across the site through a mix of publicly accessible and dedicated wildlife areas.
- **Retention of existing ecology:** existing hedges and woodland will be enhanced with native planting and maintained for nature conservation
- **Playable, safe landscapes:** connecting surrounding local open spaces, parks and accessibility to the surrounding Green Belt to promote a better connection with nature and active living.

Great Places

- **Strategic Green Breaks:** providing separation between Teversham and Fulbourn
- **Protecting the Ancient Monument:** a new common created as a public open space provides protection to a currently at risk feature and provides opportunity for education
- **Logical Layout:** providing recognisable architectural and landscape features to aid general wayfind and areas of focus
- **A distinctive hierarchy of routes:** with vistas and linear parks assisting with orientation within the site and wider community
- **A new local centre:** will support the future community, support the vitality and vibrancy of the development and also aid as a buffer between the residential and employment sector.

Homes

- A variety of high quality and affordable homes, for first time-buyers, existing Cambridgeshire residents
- A mix of tenures, sizes and typologies.

Jobs

- The new community will benefit from a range of employment opportunities, including the potential for flexible workspaces, and opportunities for co-working within the employment area and local centre.
- The local centre, shops, innovation zone and primary school all provide opportunity for employment
- The proposals will create further in-direct employment opportunities, during construction and through associated facilities and services relating to the operation and management of the new community

Infrastructure

- **Adjacent the Fulbourn Greenway:** provision of new homes and jobs along the proposed Fulbourn Greenway, allowing future residents to safely cycle into the City Centre and to other key employment locations.
- **Access to Citi 1 bus route:** provision of new homes and jobs along the Citi 1 bus route, providing sustainable connectivity between the site and the Cambridge Biomedical Campus.
- **Potential new railway station:** the site's proximity to the existing railway line opens up opportunities to facility a new railway station within the site to provide further public transport benefits to the new and existing community and local businesses.





APPENDIX 1.
ARCHAEOLOGY
RESPONSE TO
HELAA

ARCHAEOLOGICAL RESPONSE TO HELAA

Introduction

The assessment has been based upon known archaeology within the Potential Development Area (PDA), weighed against local planning policy. Opportunities for protection through design have been identified.

Assessment of the potential effects upon the setting of heritage assets has been undertaken by Bidwells and is reported separately.

Local Planning Policy

The PDA is situated within South Cambridgeshire. The current development plan is The South Cambridgeshire Local Plan 2018. The policy relevant to archaeology is set out in Chapter 6 of the Plan and reproduced below.

Policy NH/14: Heritage Assets

1. Development proposals will be supported when:

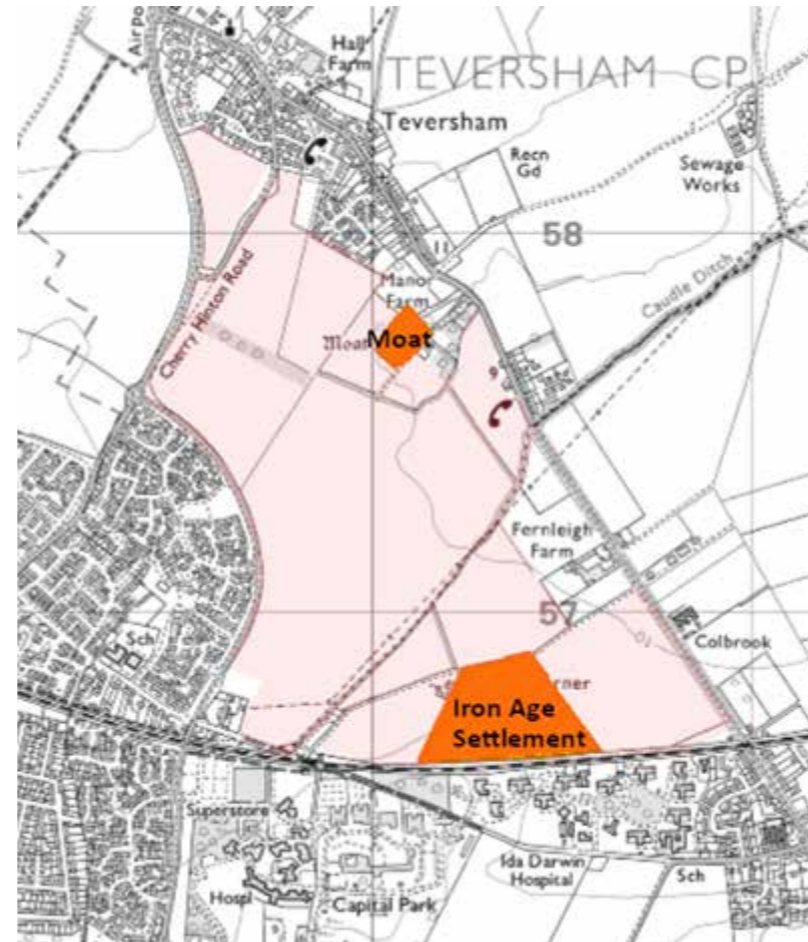
- a. They sustain and enhance the special character and distinctiveness of the district's historic environment including its villages and countryside and its building traditions and details;
- b. They create new high quality environments with a strong sense of place by responding to local heritage character including in innovative ways.

2. Development proposals will be supported when they sustain and enhance the significance of heritage assets, including their settings, as appropriate to their significance in accordance with the National Planning Policy Framework, particularly:

- c. Designated heritage assets, i.e. listed buildings, conservation areas, scheduled monuments, registered parks and gardens;
- d. Non-designated heritage assets including those identified in conservation area appraisals, through further supplementary planning documents;
- e. The wider historic landscape of South Cambridgeshire including landscape and settlement patterns;
- f. Designed and other landscapes including historic parks and gardens, churchyards, village greens and public parks;
- g. Historic places;
- h. Archaeological remains of all periods from the earliest human habitation to modern times.

Designated Archaeological Assets

An Iron Age scheduled monument lies within the PDA, and a medieval moat immediately adjacent, as shown on Figure 1.



Iron Age Settlement Site by Caudle Corner Farm

This scheduled monument (NHLE 1006878) is an old listing that has no details associated with its schedule. It is understood to comprise cropmark evidence for an Iron Age settlement and a review of Google Earth suggests this is set within a number of ditched enclosures and fields. The monument is located on a slight eminence, cut away by the railway to its south (Figures 2 and 3).



Figure 2. View of scheduled Iron Age site (green field, arrowed) looking south from within PDA

The monument is within an area of intensive arable cultivation.



Figure 3. Scheduled Iron Age site with railway cutting defined by trees to south

Moated Moated site at Manor Farm (NHLE 1019180) lies immediately adjacent to the north eastern boundary of the PDA.

The monument includes a medieval moated site at Manor Farm formed by a roughly rectangular island which measures up to 128m north east-south west by 62m north west-south east. This is enclosed by a seasonally water-filled moat. Standing near the north western edge of the island is Manor Farm, a Listed Building Grade II which is believed to date from the 17th century; this represents a successor to the medieval manor house which is thought to have stood on the island



Undesignated Assets within the PDA

Two archaeological sites of Roman date, were explored between 1978 and 1986 by linear trenches. The report of the work has been reviewed. The locations of the two sites are not accurately recorded in the report (Pullinger et al 1991)¹, and only an approximate location is given in the Cambridgeshire Historic Environment Record (CHER), but further research may be able to ascertain an approximate area that can readily be checked by geophysical survey or further trenching.

Trenching recorded the site of a Roman building interpreted by the excavators as a villa, and recorded as such in the CHER, ref 05099. The locations of the trenches were 'dictated by the crop growing, harvest time and the following crop'. This site was divided up into four phases of activity by the excavator:

1. an initial ditch
2. ditch overlain by a timber building, the full extent of which was not ascertained by the excavations. It had foundations composed of hard rammed clay in trenches on which the timber beams would have been placed, some tessera were recovered from these trenches suggesting the presence of at least one tessellated floor.
3. The timber building was replaced in the later third or early fourth century by a flint, stone and timber structure built around three sides of a hollow.
4. The final phase was a pair of curving deep ditches that cut the abandoned foundations after the building had been abandoned and a probable fifth century date is suggested.

In addition to the above site, concurrent trench excavations to the north examined a site identified during fieldwalking (CHER 05100). The aim was 'to establish its use in Roman times and find out what remained of any structures following many years of ploughing'.

The site comprised occupation that extended from the first century AD to the fourth century focussed, at least initially, on a spring. The structures included an extensive cobbled surface as well as pits containing what was described as 'refined clay' which were located near to the stoke-hole of a kiln. Quantities of possible wasters were also found. No iron slag was recovered suggesting no metal was 'refined' on site. The metallised surface was associated with a deeply founded timber structure, the foundations of which cut through it. On top of the surface notable amounts of pottery fragments were compressed into it along with a bronze brooch, some glass and a third or fourth century coin. Slighter foundations may reflect the presence of other timber structures, perhaps workshops. In one trench (no. IX) a probable fourth century stone founded building was identified associated with burnt daub, brick, roof tiles and large flints and may have been a domestic structure. It was suggested by the excavator that this area of activity was perhaps an industrial annex to the villa.

The excavator noted that the agricultural processes, deep ploughing and pan busting in 1982 had given way to ploughing by even larger machinery, which may in turn have damaged or destroyed some of the remaining features (op cit p.20).

Other archaeological sites within the PDA

In the southern part of the PDA a number of entries in the CHER reflect past activity. The earliest find comprises a barbed and tanged flint arrowhead (CHER 05100a) found to the southwest of Manor Farm. More extensive areas of Iron Age and Roman occupation (CHER 10240) lie immediately to the east of the Scheduled Iron Age settlement and it is probably an extension of that activity. It is only known from the results of mole ploughing in the 1970s.

Further Roman activity is recorded (CHER10246) to the east of the trenched industrial site but there is little further information. During work on a pipeline to the west of the Iron Age settlement a pair of shallow medieval gullies (CHER 11339) were identified running east to west. No prehistoric material was observed suggesting the earlier settlement activity probably did not extend into this area. A number of undated crop marks comprising north to south linear features, probably field boundaries, along with stock penning and potential domestic features, have been identified in the southwest corner of the PDA (MCB15575). A further group of ring ditch crop marks (CHER 02697) lies adjacent to the southern edge of the PDA, these features may be the traces of ploughed out Bronze Age burial mounds. A further group of crop mark features has been identified adjacent to Manor Farm comprising perhaps a double ditch leading south from the moated site (CHER 08996). The surface find of a Bronze Age axe head by the electricity substation may have been imported with sugar beet from Hinton Fields that was stored in this area (CHER 05102).

The broader landscape

The broader landscape contains evidence including Bronze Age domestic activity found as part of works associated with the construction of the nearby Tesco store (CHER 11076). The evidence comprised ditches, some of which defined enclosures but no positively identified structure and the low level of recovered artefacts might suggest that occupation focus was not within the excavation area. To the north of the former County Asylum evidence for late Iron Age/Romano-British activity was found in two areas (CHER CB15632) and this may be a continuation occupation that is scheduled within the PDA. To the north of the PDA there 10 acres of medieval/post medieval ridge and furrow cultivation (CHER 05117) which may once have been more extensive.

Impacts

Development can result in the loss of the archaeological resource wherever construction takes place.

The PDA is under arable cultivation and this will have resulted in truncation of archaeology. This is clearly evidenced by the observations of the excavators in the 1980s and that mole ploughing and pan busting has taken place.

The masterplan (cross reference) has recognised the significance of the scheduled monument in the south and has been designed to protect this area. It will be removed from arable cultivation and this is a significant benefit to its future preservation. The masterplan has also introduced a wide buffer to the Manor Farm moated monument to protect its setting.

It is also recognised that there are two known Roman sites within the PDA that could be of national importance, although this significance may have been reduced by ploughing. The locations and extent of these two sites, and other archaeology within the PDA, would be identified during field-based evaluation (that would be required prior to a planning application). If sites of significance are found they can be preserved in situ through detailed design and the location of areas of open space. Alternatively full archaeological excavation could be undertaken to preserve by record.

Response To LPA Assessment

The LPA assessment concluded that the proposed allocation was compromised on the grounds of archaeology, as reproduced below:

Archaeology	Red	Contains Roman remains of national importance. The scheduled site of Caudle Corner Farm is located in the southern part of the site. A Roman Villa in the area is also likely to be of national importance
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As has been demonstrated above, the scheduled site will be protected and removed from cultivation. This is a benefit, not a constraint.

The potential Roman villa has undoubtedly experienced truncation through ploughing. Its location, and that of an industrial site to the north, will be pinpointed through field-based evaluation, and, if shown to be significant, they would also be incorporated into the layout at the detailed design stage. Again, the removal from arable cultivation is a benefit.

Conclusion

The size of development allows flexibility and fine-tuning in the detailed layout in order to preserve in situ important archaeological sites.

The loss of archaeological remains of lesser significance can be mitigated by a programme of archaeological excavation, recording and publication. This would also allow the archaeological resource that is currently being truncated through arable agriculture to be preserved by record.

The proposals fully comply with policy NH/14 of the Local Plan by sustaining significant archaeology for future generations.

The direct impacts upon archaeology should not be a constraint to the allocation of the PDA.

¹ Pullinger E J, & White, PJ, 1991 Romano-British sites at Hinton Fields, Teversham

