

# LAND WEST

of  
Station Road

Fulbourn

Vision Document

March 2019



COUNTRYSIDE  
Places People Love



Site Location



Cambridge

Fulbourn

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# INTRODUCTION

## THE TEAM



### COUNTRYSIDE

Countryside is a top 10 PLC home builder specialising in place making and urban regeneration, recognised as being at the forefront of the delivery of sustainable new communities.

Countryside's achievements are exemplified by the receipt of more than 340 awards since 2000, holding more Housing Design Awards than any other home builder.

We have significant experience of working alongside South Cambridgeshire District Council, notably in relation to Great Kneighton at Trumpington, which is an award winning scheme and at Bourn Airfield where we are creating a new village.



### JTP

JTP is an award-winning international placemaking practice of architects and masterplanners with extensive experience of delivering successful projects for both private and public sectors throughout the UK, Europe, China, Russia and the Middle East.

From our studios in London and Edinburgh we undertake placemaking projects at every scale, from cities and towns, to neighbourhoods, streets and the design of individual buildings; creating new places and breathing life into old ones.

We approach all our projects through a process of understanding, engaging, and creating, which together we call 'Collaborative Placemaking'. We are passionate about placemaking and our unique approach has received high praise, recognised with over 200 design awards over the past twenty years.

JTP was named Building Awards' Architectural Practice of the Year in 2017, BD's Masterplanning and Public Realm Architect of the Year in 2016 and listed in the Sunday Times 100 Best Small Companies to Work For 2018.



## NEIL TULLY

Neil Tully Associates are a small team of urban designers, landscape architects and horticulturalists, based in central London and operating throughout the UK and overseas.

The practice is led by Neil who has over 35 years' experience in environmental consultancy and has been responsible for the delivery of significant landmark schemes both in the UK and abroad.

The practice's overriding objective when approaching any commission is to create a sense of local identity and 'Place' which defines and reflects the users' needs and the restraints of engineering and adoptability whilst maintaining high aesthetic standards.



## STRUTT & PARKER

Strutt & Parker is a leading provider of commercial, residential and rural consultancy services, employing more than 1,000 people across a network of 58 offices. Strutt & Parker's success is in part a result of the legacy created by founders Edward Strutt and Charles Parker. They instilled a sense of collaboration and dedication that is integral to the way we work today. It has fostered a commitment to ensuring we are at the forefront of the market with unparalleled levels of expertise in all of our teams.

In October 2017, BNP Paribas Real Estate (BNPPRE) and Strutt & Parker merged to form a combined business, offering clients property advice and partnership opportunities across a whole range of real estate activities, placing us as the most balanced real estate advisor in the UK with a combined turnover of £165 million. Our depth of resource has increased to 1,500 people and geographic reach to 67 offices in the UK.

Our service is built around real estate for a changing world and we are committed to innovation and new working practices, digitalisation and being best in class in Europe for quality of client services.



## WSP

WSP is a globally recognized engineering consultancy employing 36,000 people.

We have a combined 130 year history with roots in the United States, Canada and the UK. In the UK we have over 7,100 staff in the UK including 2,100 experts taking a lead role on major transport projects for a broad range of public and private clients.

WSP has been established within the UK for over 30-years providing a range of development planning services for the private and public sector. Our team of experts are dedicated to enabling our clients to create viable and deliverable development schemes. In particular our development planning and infrastructure business is experiencing strong growth across the UK due to our wide ranging experience, capabilities, knowledge and integrated approach to delivering development planning services. We provide a full range of development planning services that bring together recognised experts from specialist disciplines to deliver our major projects.

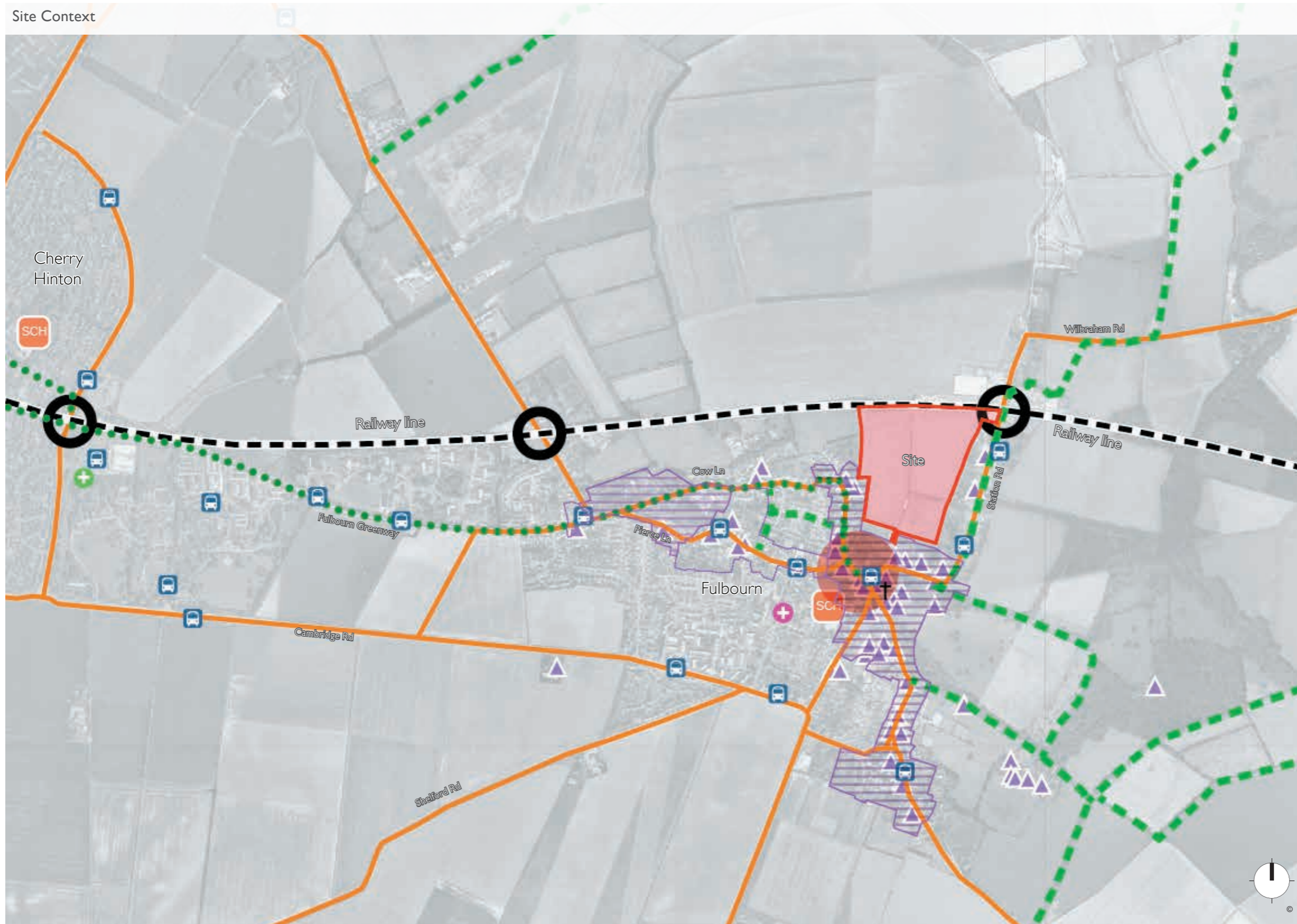
# INTRODUCTION

## A NEW HEALTHY NEIGHBOURHOOD FOR FULBOURN



# UNDERSTANDING SITE CONTEXT

Site Context



Fulbourn is well located, to the east of Cambridge, with good access to frequent bus services and strong walking and cycling provisions.

The site is immediately north east of the village centre, close to all key facilities and able to provide more for the existing village.

Located approximately 80m to the west of Station Road in Fulbourn, the site is bounded to the west, south and east by residential units with associated gardens. The northern boundary of the site abuts the railway line running eastwards from Cambridge.

The site measures approximately 12.5ha and comprises three arable fields, separated by hedgerows and / or drainage ditches.

- Site
- Railway
- Road generally more than 4m wide
- Bus stop
- Level crossing railway
- Public Rights of Way
- Fulbourn Greenway
- Potential site access points
- Access point adjacent to level crossing (possible signised control)
- Historic village centre
- Primary School
- Listed buildings
- Fulbourn Conservation Area
- GP

# UNDERSTANDING SITE CONTEXT



Local housing character



High Street Character



Fulbourn Manor



Distance to neighbouring villages



Local housing character



High Street Character

# UNDERSTANDING PLANNING CONTEXT



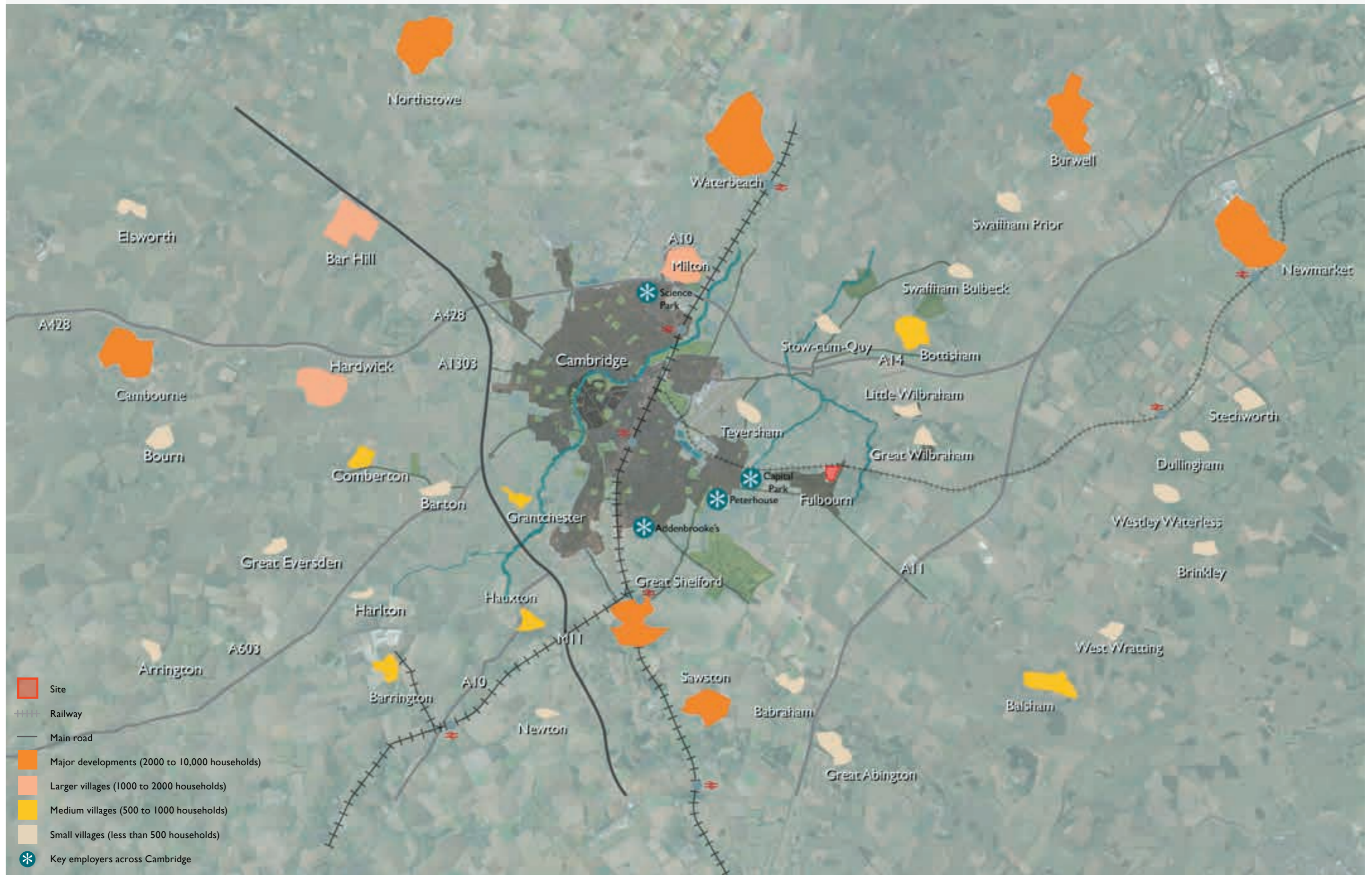
The key planning policy issues relating to this site are:

- the settlement's position in the settlement hierarchy, and
- the site's location within the Green Belt.

Fulbourn is identified in the current South Cambridgeshire Local Plan as a Minor Rural Centre (Policy S/9). These are described as 'having a lower level of services, facilities, and employment than Rural Centres, but a greater level than most other villages in South Cambridgeshire, and often perform a role in terms of providing services and facilities for a small rural hinterland'. The current policy permits 'Residential development and redevelopment up to an indicative maximum scheme size of 30 dwellings...within the development frameworks of Minor Rural Centres'. Fulbourn has an excellent range of shops, services, and facilities, including regular bus services to nearby employment sites such as Capital Park, the Peterhouse Research Park, and the Cambridge Biomedical Campus, and given its close proximity to Cambridge and sustainability credentials should be placed higher in any future settlement hierarchy.

The National Planning Policy Framework sets out the five purposes of Green Belts (para. 135), which seek to a) check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; c) to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land'. The National Planning Policy Framework states that green belt boundaries can be altered in exceptional circumstances where they are fully justified through the preparation or updating of local plan.

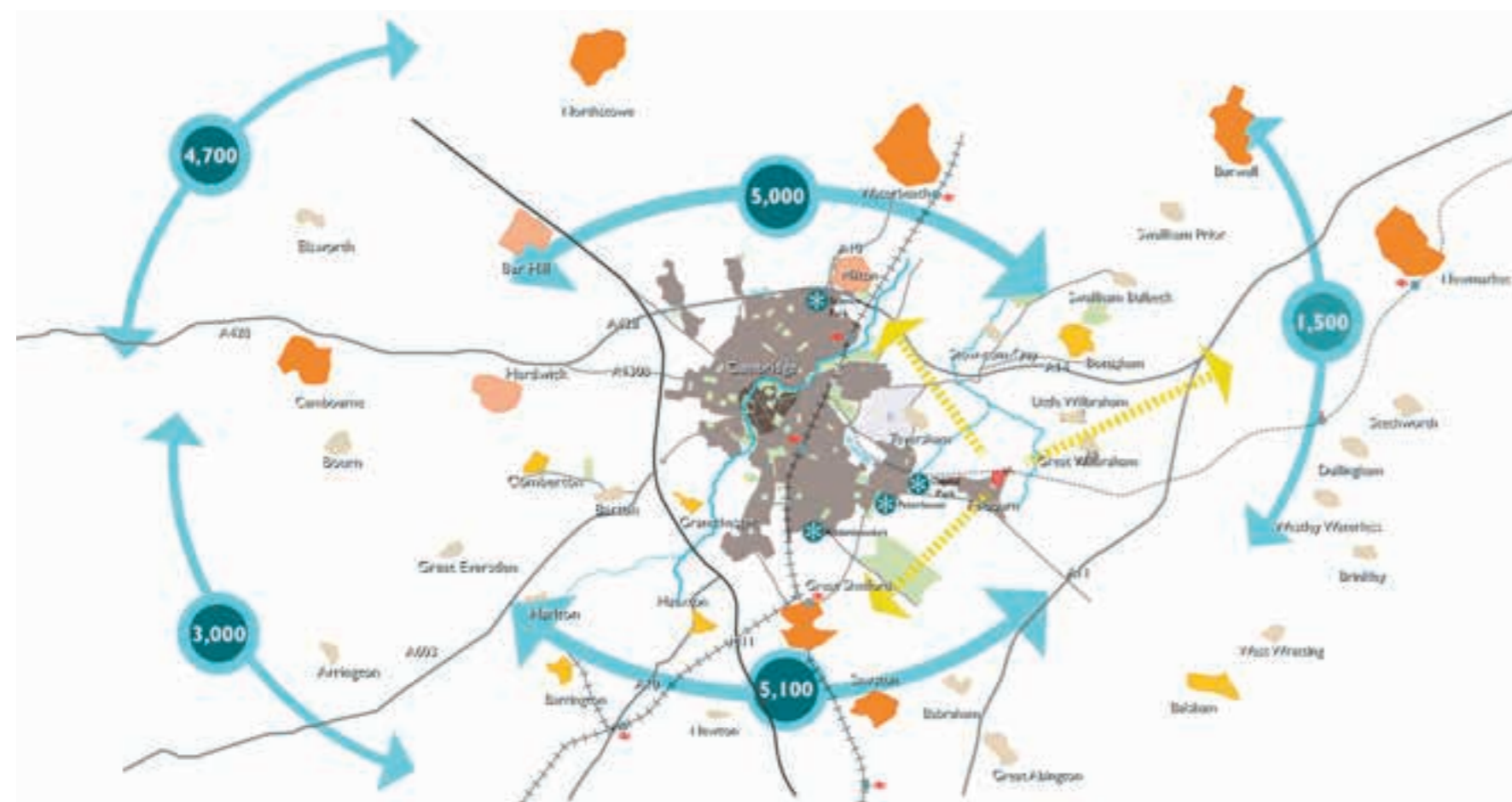
The site is located within the Cambridge Green Belt but plays a very limited contribution to the five purposes of green belts set out above. It is surrounded by residential development on its southern, eastern, and western sides, and by the Cambridge to Newmarket railway line to the north. Furthermore, there is increasing evidence (such as that set out in the Cambridge & Peterborough Independent Economic Review) that these exceptional circumstances exist – namely that the recent 'Growth is employment has not been matched by corresponding house-building, or developments infrastructure', and that 'We are rapidly approaching the point where even high-value businesses may decide that being based in Cambridge is no longer attractive. If nothing is done, the damage to society from the continuing drift away of less well-paid workers may become irreparable'.



# UNDERSTANDING BIGGER PICTURE AND KEY STATISTICS

## CONTEXT

There are currently no planned new settlements to the east of Cambridge, most are located north and west, such as Bourn Airfield, Cambourne, Northstowe and Waterbeach. The City of Cambridge and South Cambridgeshire have a vibrant economy and growing population, as demonstrated in this diagram:



- Site
- ++++ Railway
- Main road
- Major developments (2000 to 10,000 households)
- Larger villages (1000 to 2000 households)
- Medium villages (500 to 1000 households)
- Small villages (less than 500 households)
- ↻ Number of jobs in regions around Cambridge
- ✳ Key employers across Cambridge

**UNEMPLOYMENT LOWER**  
than the national average

## EMPLOYMENT

- Rate of unemployment is lower than the national average and Cambridgeshire average.
- 20% more higher and intermediate managerial, administrative or professional households than the national average.

**HIGHER LEVEL QUALIFICATIONS**  
than the national average

## EDUCATION

- High level of residents with higher qualifications than the national average

Perception of **GENERAL HEALTH VERY GOOD, & HIGHER** when compared to national average

## SOCIAL FACTORS

- Perception of general health very good, and higher when compared to national average
- Higher rate of home ownership than the national average, relatively affluent area

**POPULATION OF 4,673**  
Average age 42

## DEMOGRAPHICS

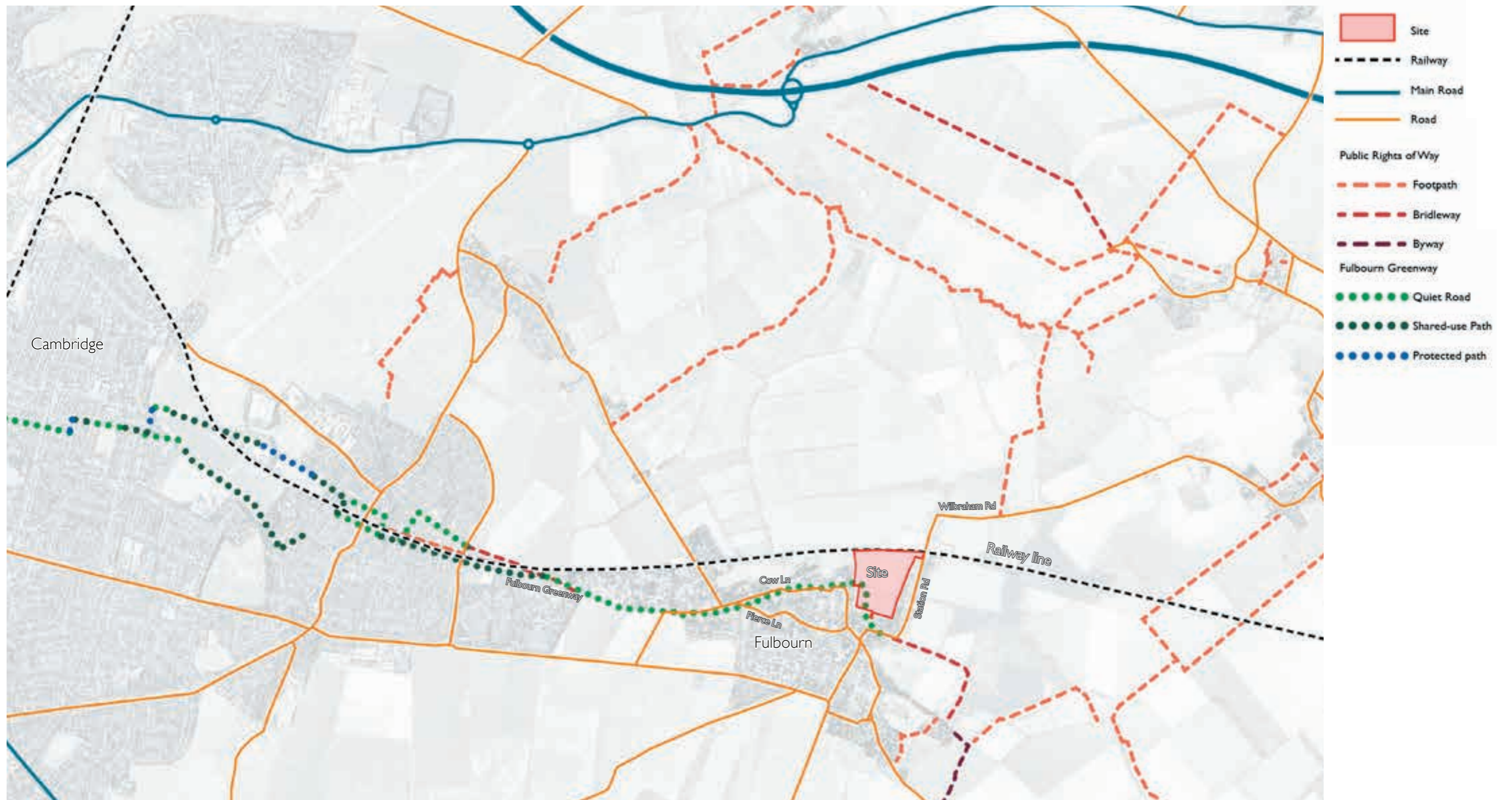
- 2011 census population of 4,673
- Average age 42
- 80% born in England

**STRONG RAIL, CYCLE AND ON-FOOT PROVISION**

## TRANSPORT

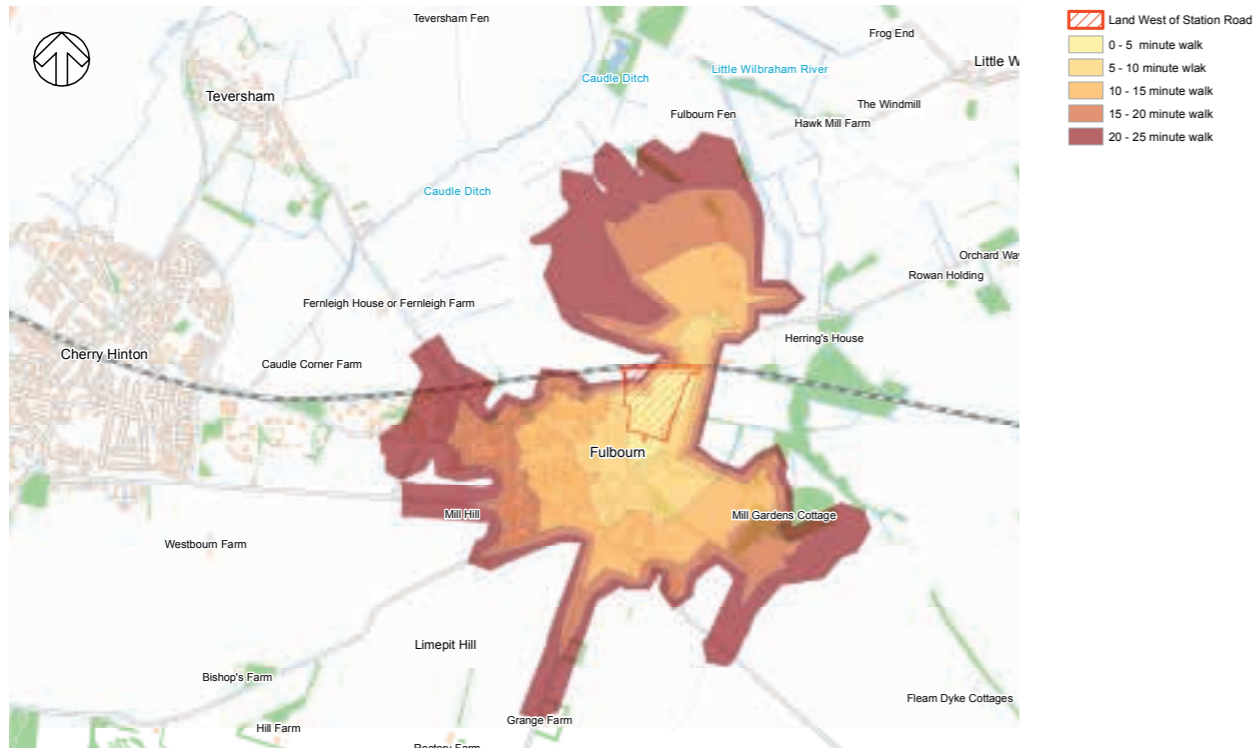
- Bus travel to Central Cambridge and Newmarket
- Close links to A11 and A14
- Cambridge Autonomous Metro (proposed but not current)
- Cambridge Station within a 25-minute cycle

# UNDERSTANDING MOVEMENT & ACCESS

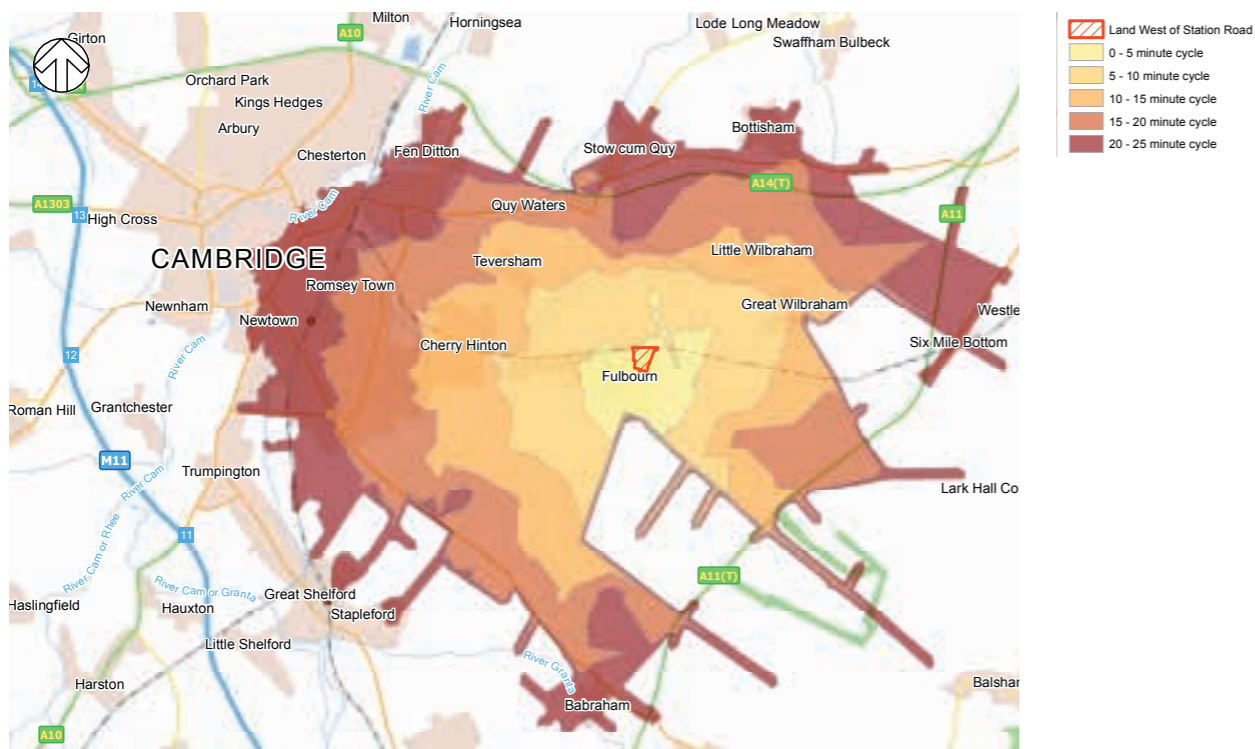


# UNDERSTANDING MOVEMENT & ACCESS

Walking Isochrone - existing condition



Cycling Isochrone - existing condition



## WALKING ACCESSIBILITY

Residents will have access to the strong pedestrian connections to the south of the site, that can allow for travel from Fulbourn to Central Cambridge.

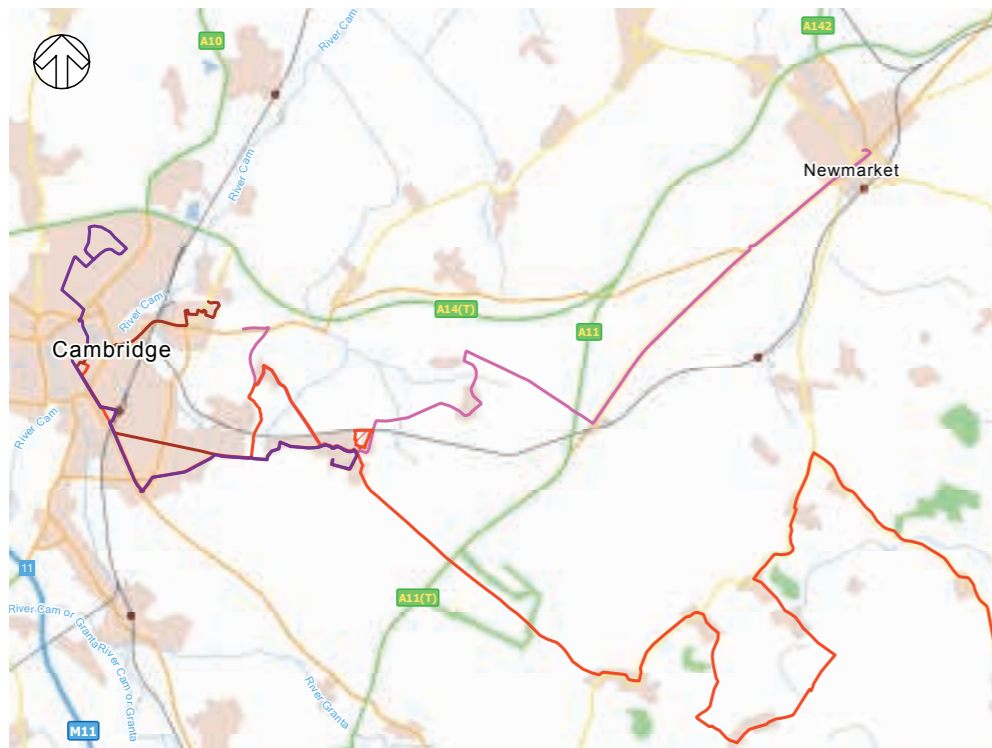
The proposed route for the Fulbourn Greenway would also allow for safer travel from Fulbourn, into Cambridge, providing future residents with an increased range of travel modes.






## CYCLING ACCESSIBILITY

Cycling isochrones have shown that the proposed development is very accessible by cycling, with residents being able to access Cambridge, Cherry Hinton, Bottisham and Wilbraham within a 25-minute cycle. The addition of the Fulbourn Greenway, including sections of protected paths, quiet roads and shared-use paths, will allow for safer and faster travel from Fulbourn into Cambridge.

Capital Park Cambridge and Peterhouse Technology Park (both of which are major employment locations) are both within a reasonable cycling distance from the site, accessed from Cambridge Road and Fulbourn Road.

# UNDERSTANDING MOVEMENT & ACCESS



-  Land West Station Road
-  Route 1 Citi
-  Route 3 Citi
-  Route 16A
-  Route 18



Bus services at Fulbourn High Street

## BUS ACCESSIBILITY

The existing bus services into Fulbourn can be utilised, from the southern site access, the closest bus stop is outside the Six Bells Public House, which is only a 5-minute walk from the site. Buses will allow for travel into Central Cambridge, Cherry Hinton and Newmarket, allowing for further onward travel by rail or bus.

## RAIL ACCESSIBILITY

Rail improvements included in bids for the Greater Cambridge City Deal, would favour double tracking the line between Newmarket and Cambridge to allow for increased frequencies and longer carriages. This would benefit future residents travelling from Cambridge to Newmarket, among other destinations.





Extrapolated Census Data has shown that the largest modal share for Fulbourn is by driving a car or van, however, with a new station and enhancements to the existing public rights of way network, opportunities would be provided for both existing and new residents to travel more sustainably.

Moreover, 48% of Fulbourn residents live between 2km and 5km to their place of work, which suggests that cycle and rail travel could support a modal change away from personal vehicle use.

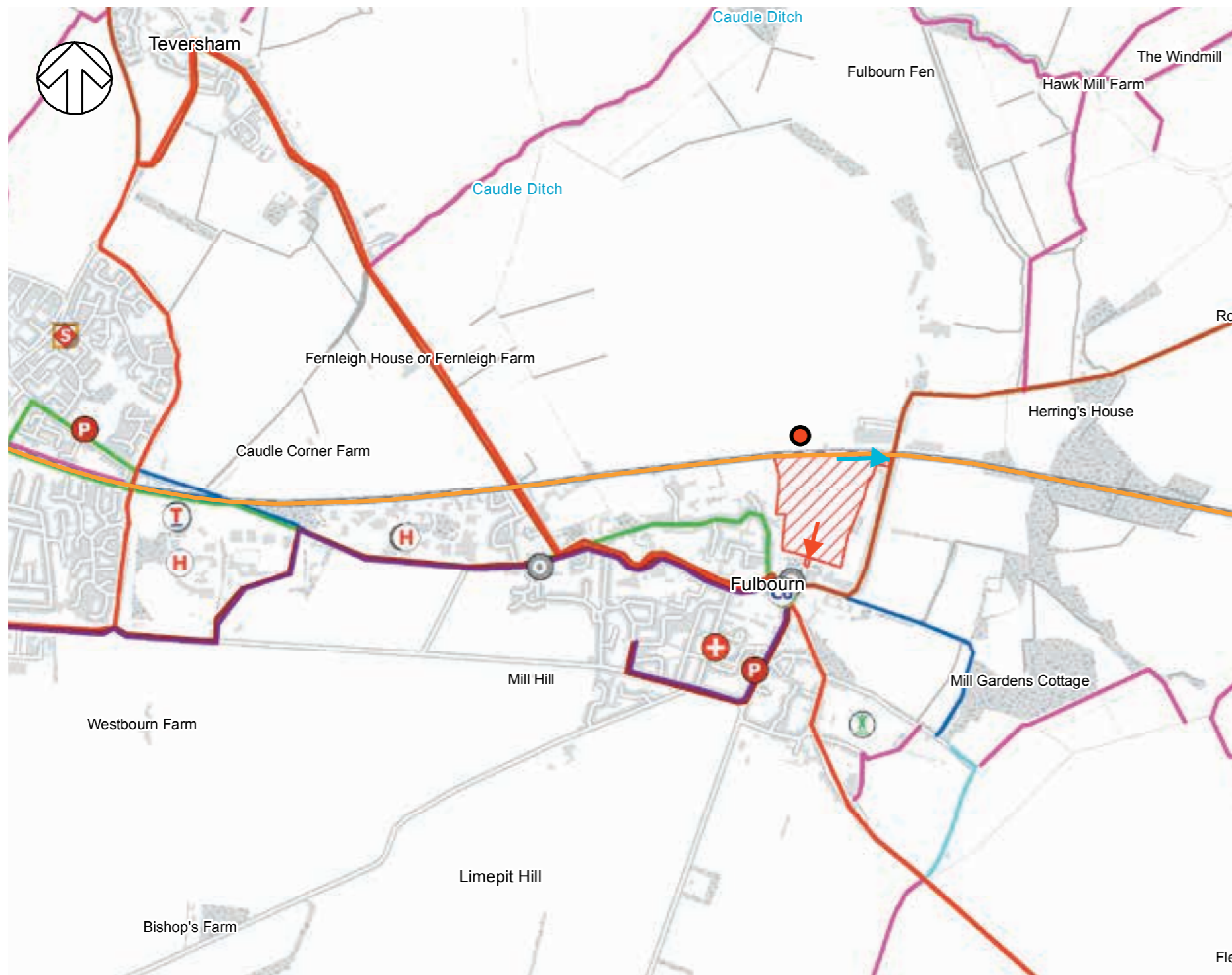
## VEHICLE ACCESSIBILITY

Vehicle access is proposed to the south from Barleyfields, which will then allow egress into Fulbourn and the wider Cambridge area. Emergency access is proposed to the north-eastern corner of the site to Station Road. From Cambridge Road, Central Cambridge can be accessed to the west and from Balsham Road to the south-east, the A11 can be accessed.



-  Land West Station Road
-  Route 1 Citi
-  Route 3 Citi
-  Route 16A

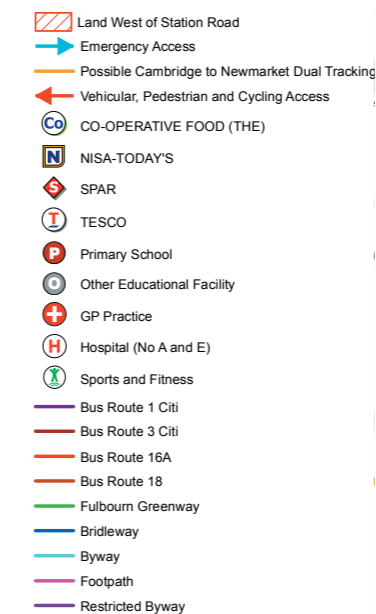
# UNDERSTANDING MOVEMENT & ACCESS



## CONCLUSION

Against this background, development of circa 200 dwellings and a care home on the site is deliverable in transport terms (ref: para 108 of the NPPF):

- The opportunities for sustainable travel can be appropriately taken up – it is a sustainable location for new housing;
- Safe and acceptable access can be provided for all users – the existing field access can be improved to provide a suitable entrance for the new homes and care home, and an additional pedestrian/cyclist/emergency vehicle connection is achievable on to Station Road; and
- The residual impact on the transport network (in terms of capacity and congestion), and on highway safety, will be acceptable – the additional traffic generated by the development can be accommodated with, where appropriate, highways mitigation and/or contributions to schemes that will resolve existing issues.



# UNDERSTANDING LANDSCAPE APPRAISAL

This green field site is situated to the north of the village with direct access from Barleyfields to the south and Station Road to the east.

The site is bounded by the railway line running east - west to the north which is defined on its southern edge by a dense and tall hedge of evergreen trees. To the east the site backs onto the rear gardens of residences along Station Road, and to the west and south by residences along Langdon Stile, The Chantry, Apthorne Road, and newer housing on Highfield Gate.

The landscape surrounding these residential areas includes mature trees and hedgerows, typical of the "parkland settings", noted above.

The topography is generally flat and contained by urban form or established and mature vegetation, and accordingly the visual envelope is restricted to the site extents. VIEW 1 illustrates the effect of containment, and VIEW 2 shows the view into the site from Station Road.



View 1

# UNDERSTANDING LANDSCAPE APPRAISAL



Key plan



View 2

# UNDERSTANDING LANDSCAPE APPRAISAL

Given the degree of visual enclosure the impact of development will be largely confined to effect on views from surrounding residential properties. The Landscape Institute has published a draft methodology for assessing the impact of development on residential amenity (February 2018) and concludes that careful consideration should be given as to “whether or not the development is ‘dominant’, ‘overwhelming’; and/or ‘inescapably present’ and as such causes the property to become ‘widely regarded’, an ‘undesirable place to live’”.

The emerging outline proposals have been sensitively designed to minimise localised impacts and fully integrate the urban form with the surroundings. Of note in this respect is the wide swathe of the central green space, the generous landscape buffers to the residential edges and the broad structural band of landscape suggested for the northern boundary to the railway. Tasking visual clues from the surrounding mature trees, including large evergreen varieties, the landscape treatments will develop the “parkland” theme, creating an exciting, active landscape environment with a Village Green, lake features, town gardens and play spaces.



Looking west towards site boundary with neighbouring housing



Looking west towards site boundary with neighbouring housing



Beekeeper's hives along site's southern edge

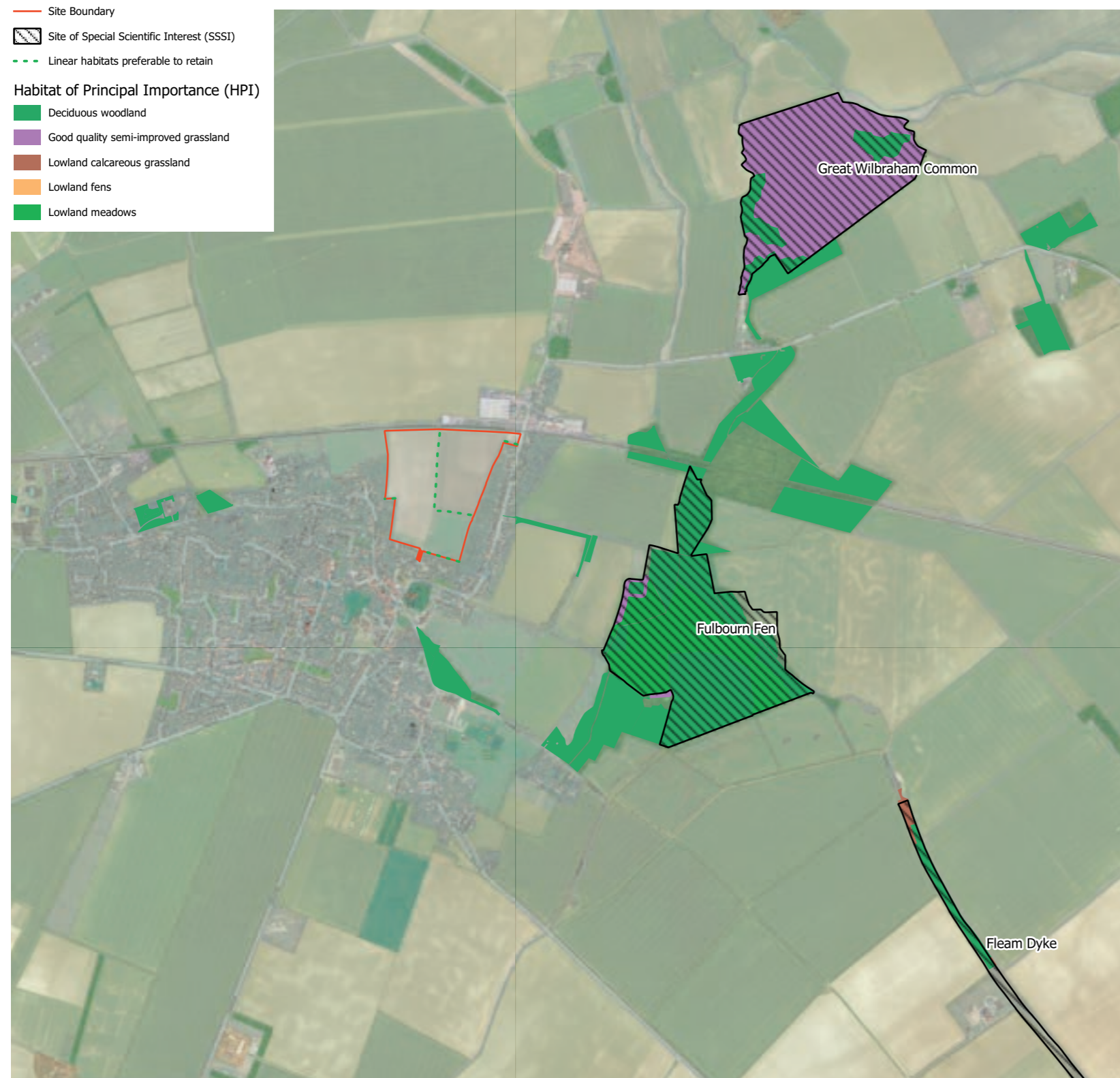


Sheep in one of the arable paddocks on site



Gap in treeline along the northern boundary with the railway line

# UNDERSTANDING ECOLOGY



This report identifies potential ecological constraints and opportunities at an early stage that may arise from development of Land West of Station road in Fulbourn, Cambridgeshire. A Review of the site layout and current plans has been undertaken to highlight areas where there is the potential for ecological enhancement including delivery of biodiversity net-gain. The report is a desk based assessment limited to freely available mapping resources.

The Site comprised three apparent arable fields (approximately 90% of the site area), separated by hedgerows and / or drainage ditches. The site is bounded on the western, southern and eastern sides by residential development with associated gardens, with a railway line abutting the northern boundary. The wider area is dominated by agricultural land, including hedgerows, small watercourses and pockets of deciduous woodland. Habitat will be retained and enhanced as part of the development as well as a scheme to create new waterbodies, plant new trees, shrubs and hedgerows.

It is likely that the hedgerows on Site are habitats of Principal Importance (HPI) under the Natural Environment and Rural Communities Act (2006) and may also be Important under the Hedgerow Regulations (1997). All hedgerows around the site boundaries will be retained and enhanced.

The scheme has the potential to impact on protected / notable species that may be utilising the habitat present within or adjacent to the Site, including nesting birds, reptiles and bats.

No Natura 2000 (Habitats Directive) sites fell within a 5km search buffer of the Site. A search for national statutory designated sites within a 2km search buffer returned four Site of Special Scientific Interest (SSSI). No statutory designated sites fell within or directly connected to the Site.

There are opportunities to recreate high value habitats in line with the designated features of the nearby SSSIs within the proposed development such as grassland and fenland type habitat. A Habitat Management Plan (HMP) will be designed to ensure that any newly created habitat will achieve maximum biodiversity value. Newly created habitats will provide mitigation areas for protected species found to be using the Site.

It is recommended that a Preliminary Ecological Appraisal (PEA) be undertaken to provide a detailed assessment of the habitats within the Site and the potential for the Site to support protected / notable species.

## CONCLUSION

Due to the dominance of the site by arable land, a habitat considered of low biodiversity value, there is the potential to achieve biodiversity net-gain within the existing site boundary. The retention and enhancement of existing habitats of value, alongside a HMP for the creation of new habitat such as scrub / wildflower mosaic, tree planting and the creation of a new waterbody will be in line with the NPPF and the South Cambridgeshire Local Plan.

There is scope to include green infrastructure as part of the residential development and include artificial wildlife features such as integrated bird / bat boxes within the new builds.

# UNDERSTANDING CONSTRAINTS AND CHALLENGES



# UNDERSTANDING OPPORTUNITIES AND ASSETS



# UNDERSTANDING KEY MESSAGES



## CONNECTIONS TO/FROM THE VILLAGE CENTRE

Bolster the local village centre through providing easy, walkable routes between the site and the high street.

Add new spaces and facilities that complement the existing village, as well as homes reflecting village character.



## RESERVE LAND ALONG RAILWAY BOUNDARY

There is opportunity to reserve land to the northern boundary of the site along the railway line, future proofing delivery of a railway station for Fulbourn. A gap in the existing tree line to the north could be the ideal location for a pedestrian bridge over the railway line.



## LANDSCAPE AND PLAY AREAS

The site could provide local areas of play for the existing and new community, integrated into easily accessible public spaces close to the village centre. A larger village green area could become a community asset and gathering place for public events and play.



## ECOLOGICAL IMPROVEMENTS

Green and blue corridors through the site could help to create ecological routes for wildlife and improve the existing landscape value of the area. Inspiration could be taken from the existing fens in the wider surrounding area, providing contextual and natural landscape and enhancing local ecological networks.



## PROVISION OF NEW TYPES OF HOMES AND TENURE, INCLUDING CARE COMMUNITY

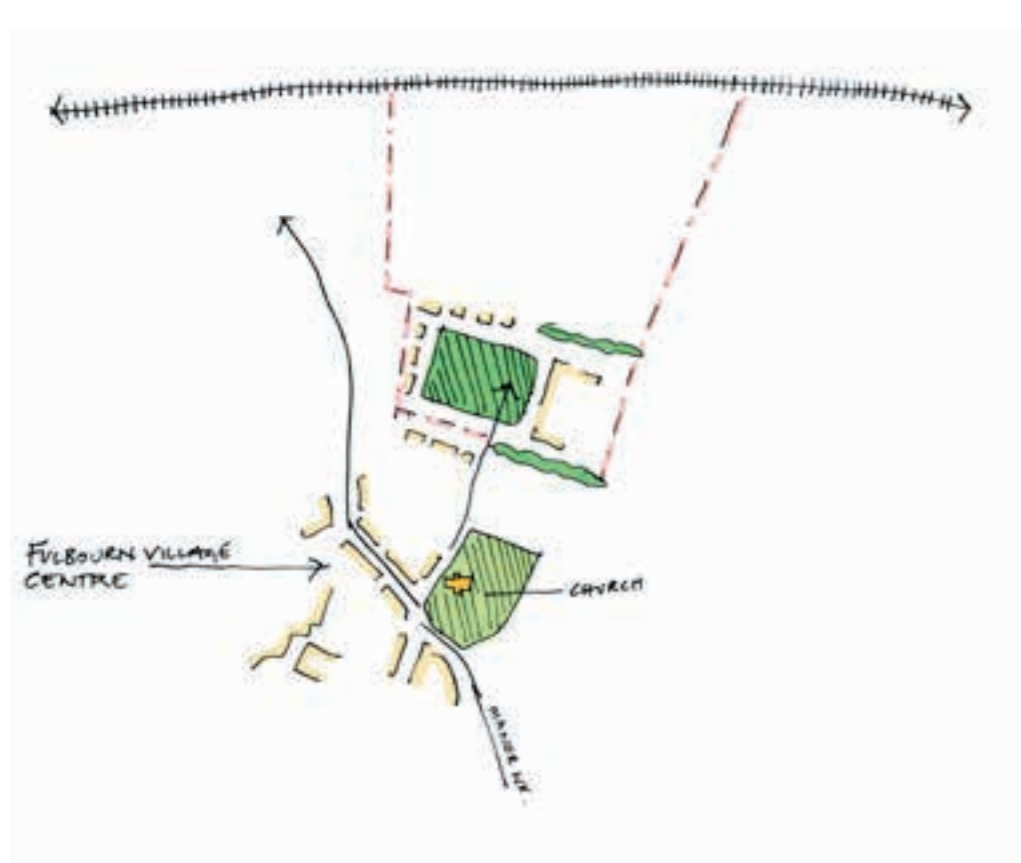
New homes will be tenure blind, promoting a diverse community and social interaction between people of different backgrounds and ages. New retirement homes or a care community could form part of the offer, with strong links to the village centre that would benefit and support this kind of accommodation.



## PROXIMITY TO VILLAGE CENTRE AND NATURAL LANDSCAPE, HEALTH AND WELLBEING

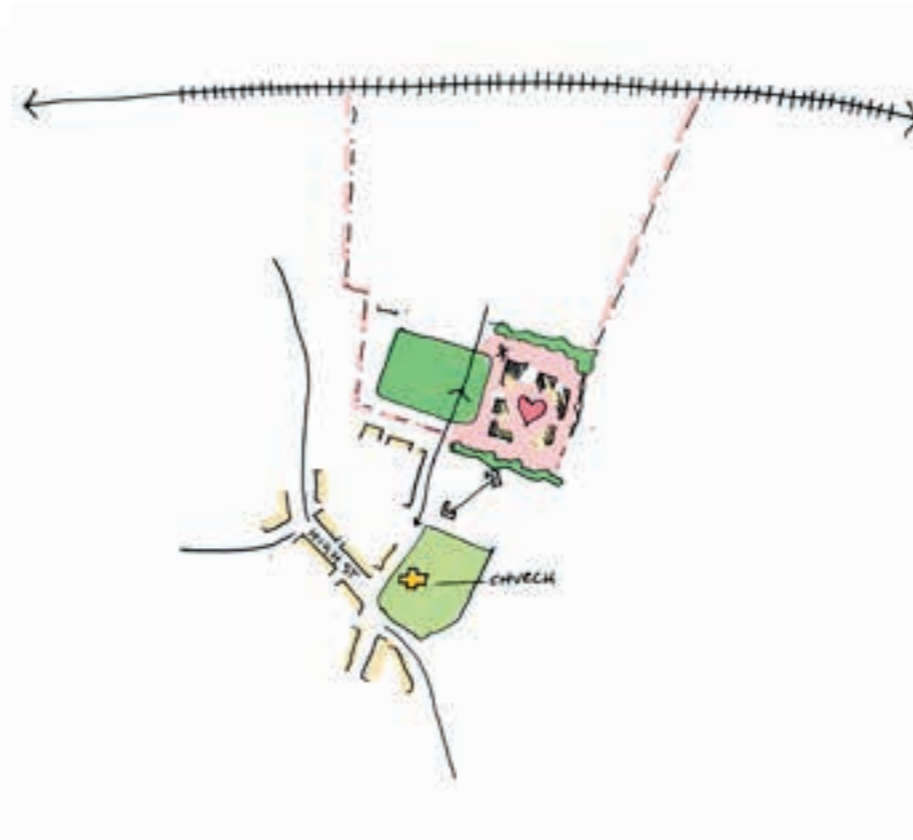
Health and wellbeing will be emphasised across the development, through ensuring that every home overlooks green space and has access to natural landscape and social gathering spaces. Improving links northwards with a future footbridge could provide further opportunities for Fulbourn to access the wider Public Rights of Ways and Fens to the north.

# THE VISION DESIGN PRINCIPLES



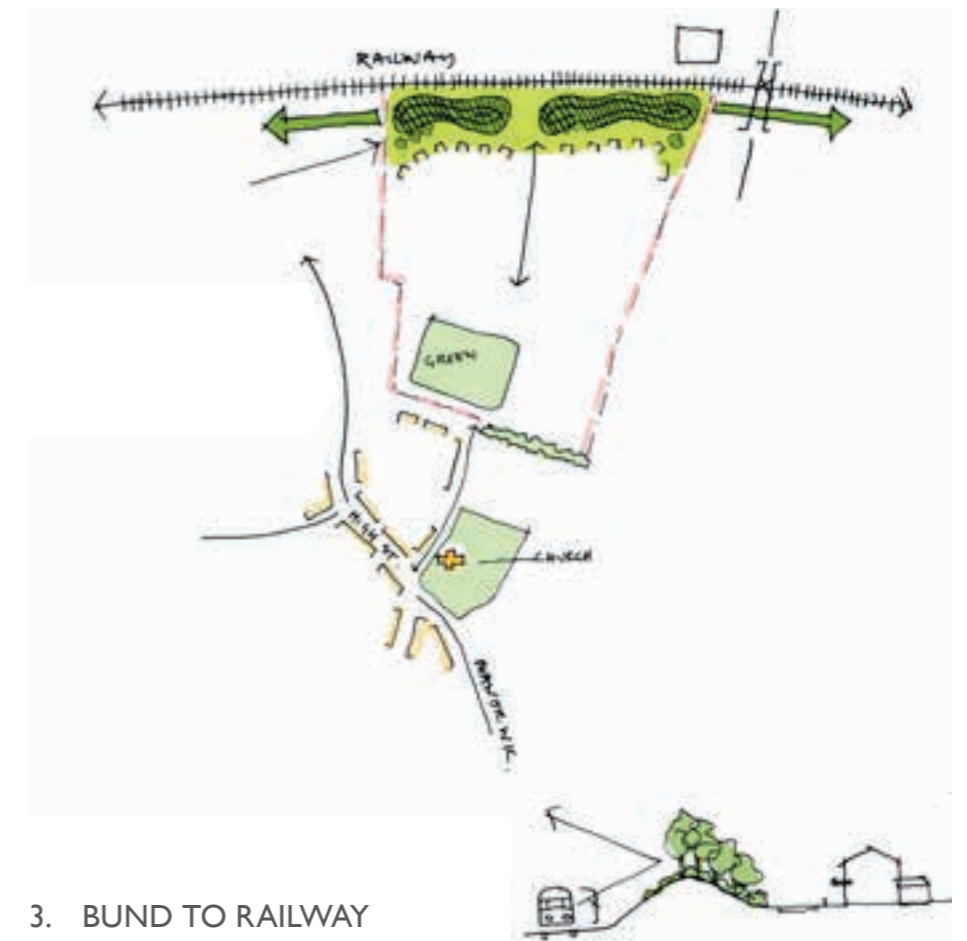
## 1. VILLAGE GREEN

- New Village Green space
- Adds value and creates sense of arrival
- New open space for town
- Links to existing Church and High Street



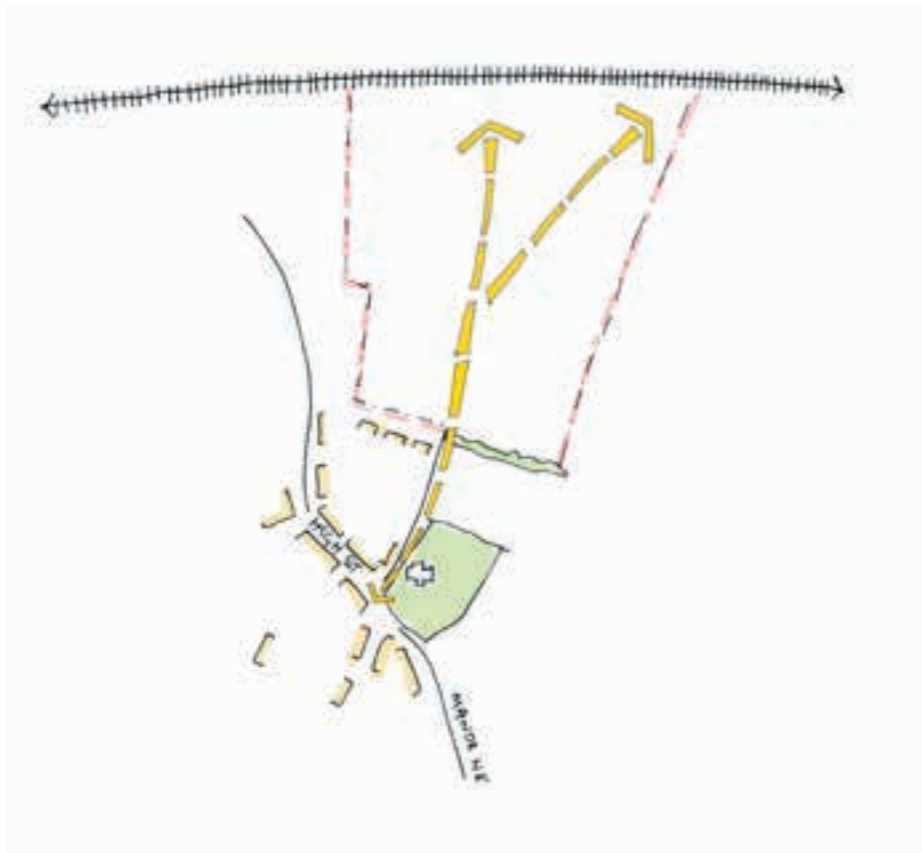
## 2. CARE COMMUNITY

- Retirement community close to village centre
- Overlooking new village green
- Promoting health and wellbeing
- Enabling social interaction between people from different age groups and backgrounds



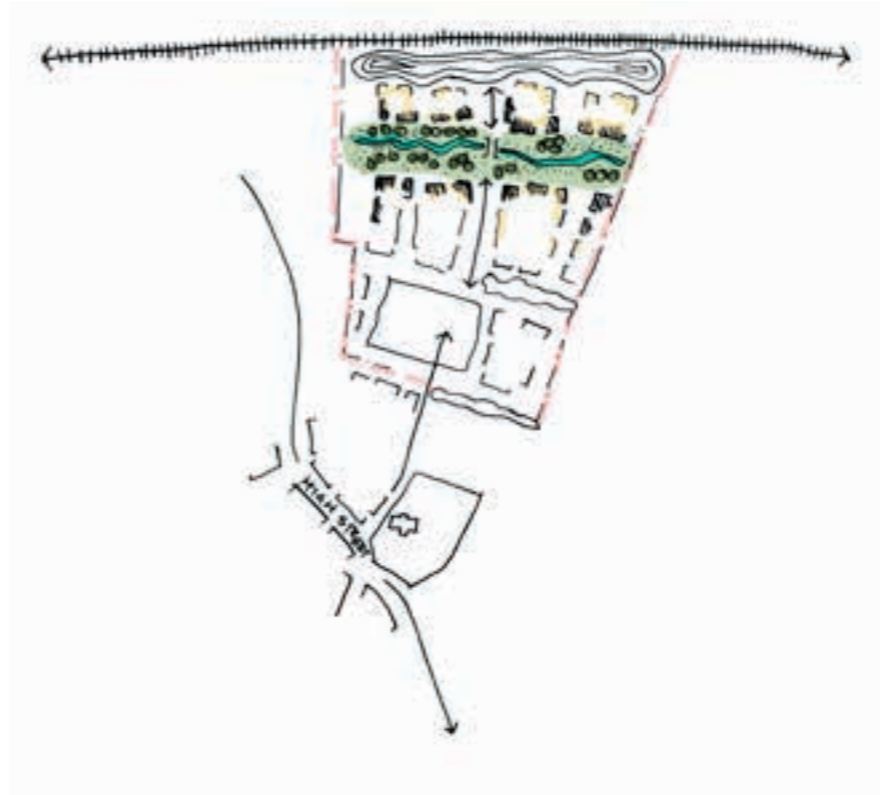
## 3. BUND TO RAILWAY

- Shelters homes
- Bolsters natural landscape edge with railway
- High in biodiversity



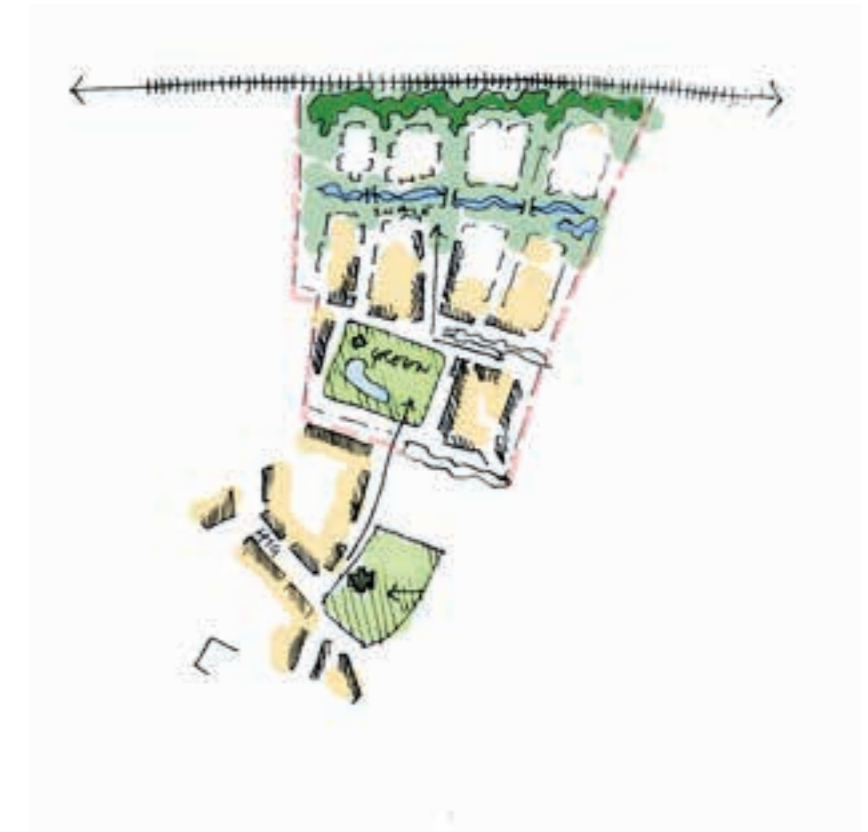
#### 4. NORTH-SOUTH PERMEABILITY

- New connections from the village centre to Station Road, existing businesses and the Fenland to the north of the site



#### 5. CHANNELS & SWALES

- Swales collect water on site
- Creates beautiful landscape setting for houses to look onto
- Draws greenery through site and adds value



#### 6. CHARACTER OF FULBOURN

- Village centre reflects character of Fulbourn
- Village edge adopts rural character, with homes clustered in informal groups

# THE VISION

## ILLUSTRATIVE MASTERPLAN

### PROPOSED USES

- Up to 200 new homes
- Care Community with retirement homes
- A new village green and village square
- 12.5 ha site redline area



1. Fulbourn Village Centre
2. Central route through site linking village centre and land to the north
3. Village green fronted with new and existing housing
4. Care community / retirement homes
5. Village square
6. Gateway buildings
7. Homes back onto site boundary, respecting existing neighbours
8. Green space around existing mature trees
9. Mews street character with SUDs / water channels
10. Mews street character
11. Central green space with natural landscaping, SUDs and swales
12. Bridge over green
13. Small courtyard and focal house
14. Attractive landscape buffer with mature trees retained along railway line boundary
15. Attenuation ponds create feature at northern site access
16. New site pedestrian / cycle access, with emergency vehicular access



Cow Ln

Apthorpe St

Station Rd

Pierce Ln

High Street

The Chantry

Church Ln

1

10

2

13

12

11

2

10

7

6

6

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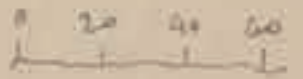
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16

15

9

9







# APPENDICES

# APPENDIX MOVEMENT STRATEGY

## 1. INTRODUCTION

WSP has been appointed by Countryside Properties to provide transport advice for the project of 'Land at Fulbourn'. The site has been chosen due to Fulbourn's good access to frequent bus services and strong provision for walking and cycling, including the close links to the A14 and A1303.

The potential development site comprises of 12.5 ha and lies approximately 300m north of the centre of the village of Fulbourn, and is bounded by the Newmarket to Cambridge Railway line to the north, residential dwellings to the south and west and Station Road to the east.

The location of the site is enclosed in Figure 1.



Figure 1 – Land West of Station Road

## 2. CALL FOR SITES

South Cambridgeshire District Council are starting to prepare a new joint Local Plan with Cambridge City Council, as set out in the adopted Greater Cambridge Local Development Scheme. At this stage in the

development of the plan they want to know about potential development sites or broad locations for development in Greater Cambridge, and as such they are currently undertaking a 'Call for Sites' consultation, which is a key component of the Strategic Housing and Economic Land Availability Assessment to inform policies in the new Local Plan for housing, employment and other uses.

## 3. BACKGROUND INFORMATION

The following section provides a review of the existing conditions surrounding the potential development site, including local travel to work patterns and local transport infrastructure.

### LOCAL AMENITIES

The site is located to a number of nearby amenities, including retail stores, medical centres and education facilities (Figure 2).



Figure 2 – Local Amenities

**EXISTING TRAVEL PATTERNS**

The comparative travel patterns of future residents at the potential development site can best be approximated based on travel patterns of existing residents within the surrounding area. The 2011 Census Journey to Work data for the surrounding area contains journey to work information on these local residents, and has been analysed using the Mid-Layer Super Output Area (MSOA) for South Cambridgeshire 011 covering the study area.

Table 1 below summarises the journey to work mode split (main mode) for MSOA South Cambridgeshire 011 which covers the study area. The resident population not in employment and those working from home have been excluded from the results as they do not make a journey to work on the surrounding highway network.

Table 1 – 2011 Census Journey to Work by Mode Resident Population

| Method of Travel to Work               | Total | Percentage |
|--|-------|------------|
| Underground, metro, light rail or tram | 13    | 0%         |
| Train                                  | 109   | 2%         |
| Bus, minibus or coach                  | 390   | 9%         |
| Taxi                                   | 11    | 0%         |
| Motorcycle, scooter or moped           | 50    | 1%         |
| Driving a car or van                   | 2,633 | 60%        |
| Passenger in a car or van              | 247   | 6%         |
| Bicycle                                | 652   | 15%        |
| On foot                                | 263   | 6%         |
| Other method of travel to work         | 19    | 0%         |

Source: 2011 Census Data (March 2019)

Table 1 shows that the car / van driver is the main mode of travel to work for residents that travel to MSOA South Cambridgeshire 011 with a mode share of 60%, and that 6% of residents that travel to work as

passengers in a car / van. In addition, sustainable modes have a combined mode share of 30%, 6% of residents walking, 15% of residents cycling and 9% of residents using public transport (which includes the bus and train, so there is potential for an uptake in sustainable modes for travel for future residents of the potential development site. The resident population not in employment and those working from home have been excluded from the results as they do not make a journey to work on the surrounding highway network.

Table 2 below summarises the distance travelled to work for the MSOA South Cambridgeshire 011 which covers the study area.

Table 2 – 2011 Census Distance Travelled to Work Resident Population

| Distance Travelled to Work | Total | Percentage |
|----------------------------|-------|------------|
| Less than 2km              | 430   | 10%        |
| 2km to less than 5km       | 1,391 | 33%        |
| 5km to less than 10km      | 1,130 | 27%        |
| 10km to less than 20km     | 404   | 10%        |
| 20km to less than 30km     | 148   | 4%         |
| 30km to less than 40km     | 100   | 2%         |
| 40km to less than 60km     | 95    | 2%         |
| 60km and over              | 208   | 5%         |
| Other                      | 313   | 7%         |

Source: 2011 Census Data (March 2019)

The results from the Census show that the majority of residents (33%) travel between 2km to less than 5km to work. This distance can easily be travelled by bicycle, so modal shift should be encouraged to persuade residents to travel more sustainably. In total, 43% of residents travel no more than 5km to work, so increased access to safe walking and cycling routes, combined with more frequently bus services, could allow for a reduction in personal vehicle use.

Using the data collection during the 2011 Census, an online site – DataShine Commute (Figure 3) has visually displayed the locations that residents from within the South Cambridgeshire 011 MSOA travel to. The map shows the areas that residents travel from Fulbourn to work (red lines) and the areas that people travel from in order to work in Fulbourn (blue lines). It can be seen that a large proportion of residents'

# APPENDIX MOVEMENT STRATEGY

travel into Cherry Hinton, Cambridge, Bottisham and Milton, in particular sites like that of the University of Cambridge and the Addenbrooks Hospital Campus are seen to attract a number of residents.



Figure 3 – Locations of workplace destinations from Fulbourn. Source: DataShine Commute

## LOCAL TRANSPORT INFRASTRUCTURE

### WALKING AND CYCLING

The proposed development site is located directly north of the existing footway and cycleway provision in the village centre of Fulbourn.

A walking accessibility plot showing a 25-minute walking catchment of the potential development site is enclosed in Figure 4, which shows the village centre could be access within a 25-minute walking and a cycling isochrone of the potential accessibility of the site within a 25-minute of cycling journey is included in Figure 5.

Residents will have access to the strong pedestrian connections to the south of the site, that can allow for travel from Fulbourn to Central Cambridge. Provision of space to the north of the site could enable a possible pedestrian / cycle connection, with access over the railway line and a link to the Fens of Fulbourn.

It should be noted that the isochrones do not follow the red line boundary entirely, as the proposed road network and Public Rights of Way have been used to guide a walking and cycling route across the site.

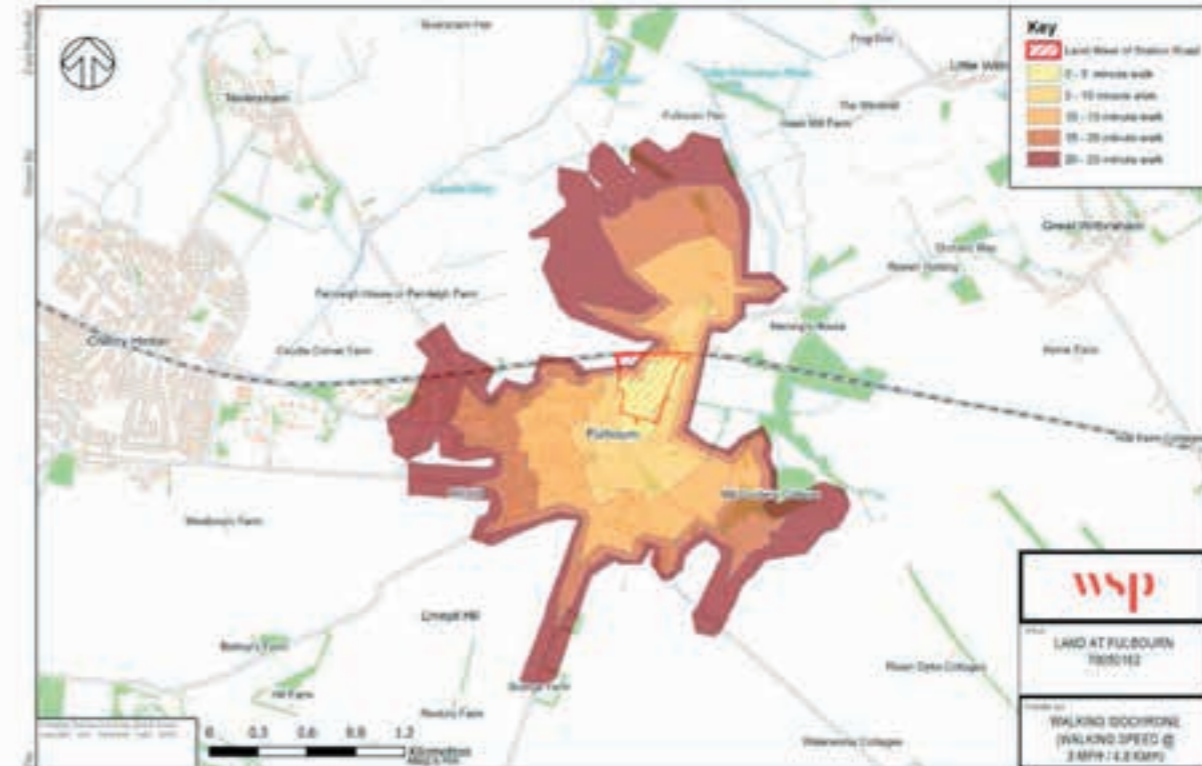


Figure 4 – Walking Isochrone

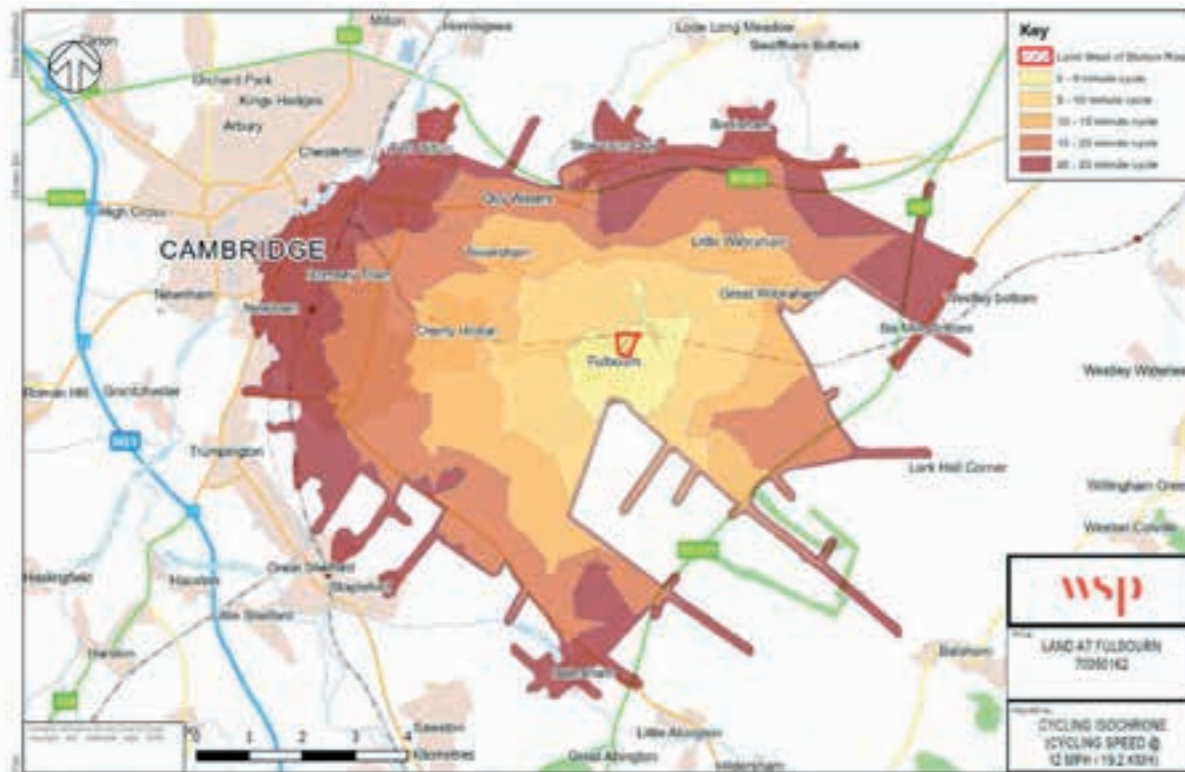


Figure 5 – Cycling Isochrone

Cycling isochrones have shown that the proposed development is very accessible by cycling, with residents being able to access Cambridge, Cherry Hinton, Bottisham and Wilbraham within a 25-minute cycle. The addition of the Fulbourn Greenway, including sections of protected paths, quiet roads and shared-use paths, will allow for safer and faster travel from Fulbourn into Cambridge.

Capital Park Cambridge and Peterhouse Technology Park are both within a reasonable cycling distance from the site, accessed from Cambridge Road and Fulbourn Road.

### FULBOURN GREENWAY

The Fulbourn Greenway is a proposed route to enable cyclists, walkers and equestrians to travel sustainably from Fulbourn, into Cambridge (Figure 6). A public consultation on the proposed route is now underway and a decision of the project is expected in mid-2019.

The route will begin along Cow Lane and Hinton Road, with speed limits reduced to 20mph and signage increased to provide awareness to motorists. The route will travel through Cherry Hinton and onto

Cambridge, ending at Devonshire Road. The public consultation will allow for the various option of the route to be discussed, details of the options can be found in Appendix A.

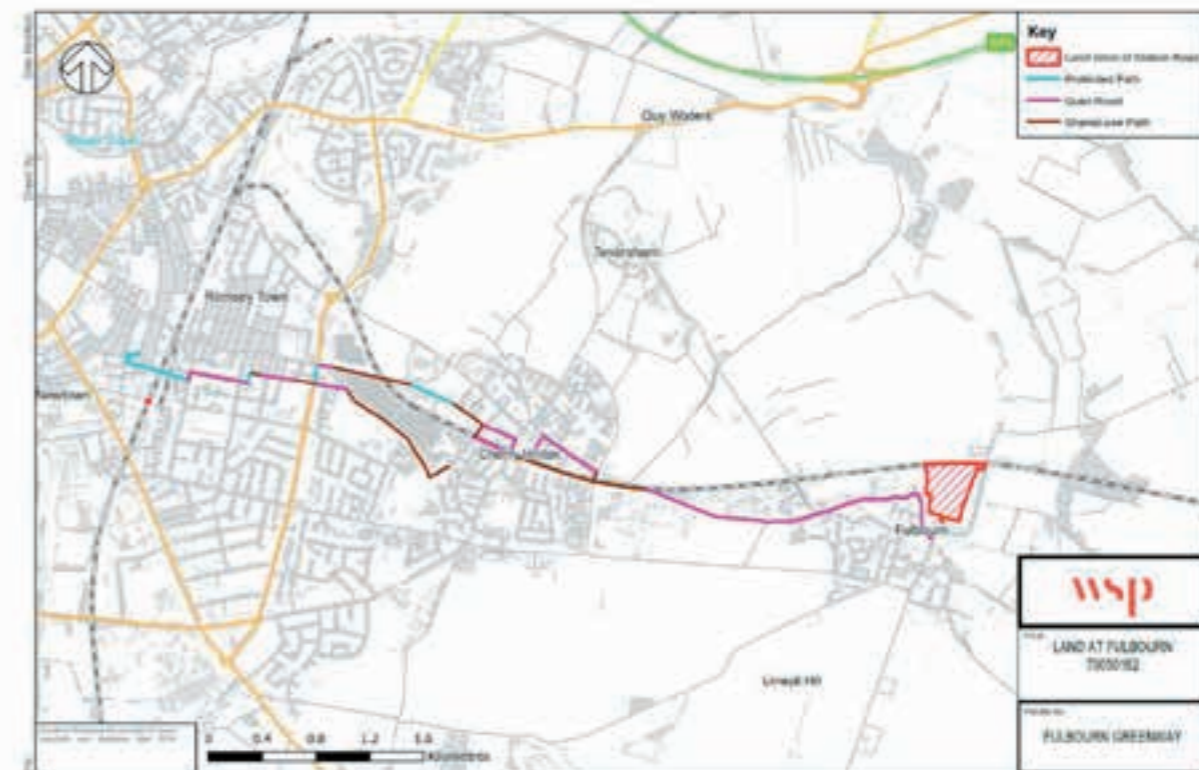


Figure 6 – Fulbourn Greenway

### PUBLIC TRANSPORT – BUS ACCESSIBILITY

The nearest bus stops are located to the south of the proposed development on Apthorpe Street, approximately 300m away outside the Six Bells Public House. These bus stops provide access to bus service 18 which allows for travel into Newmarket. Furthermore, the bus stops allow for travel into Central Cambridge from the Citi 1 & 3 services and 16A.

Table 3 below summarises the details of the bus services that operate from the bus stops on the Six Bells Public House.

Table 3 – Existing Bus Services operating from the Six Bells Public House, Fulbourn

# APPENDIX MOVEMENT STRATEGY

| Route Number | Operator                | Direction of Travel   |                 | Nearest Bus Stop   | First Bus | Last Bus | Frequency        |
|--------------|-------------------------|---|-----------------|--------------------|-----------|----------|------------------|
| 1            | Stagecoach in Cambridge | Fulbourn – Cherry Hinton – Addenbrokes – City Centre – Arbury                         | Monday – Friday | Fulbourn Six Bells | 06:02     | 23:45    | 30 mins – 1 hour |
|              |                         |   | Saturday        |                    | 06:02     | 01:45    |                  |
|              |                         |   | Sunday          |                    | 08:37     | 23:45    |                  |
|              |                         | Arbury – City Centre – Addenbrokes – Cherry Hinton – Fulbourn                         | Monday – Friday |                    | 07:02     | 00:45    |                  |
|              |                         |   | Saturday        |                    | 07:02     | 02:45    |                  |
|              |                         |   | Sunday          |                    | 10:07     | 00:45    |                  |
| 3            | Stagecoach in Cambridge | Fison Road – Whitehill Estate – City Centre – Rail Station – Cherry Hinton – Fulbourn | Monday – Friday | Fulbourn Six Bells | 07:32     | 19:45    | Hourly           |
|              |                         |   | Saturday        |                    | 07:32     | 19:45    |                  |
|              |                         | Fulbourn – Cherry Hinton – Rail Station – City Centre – Whitehill Estate – Fison Road | Monday – Friday |                    | 06:32     | 18:32    |                  |
|              |                         |   | Saturday        |                    | 06:32     | 18:32    |                  |
| 16A          |                         | The Thurlows – West   | Monday – Friday |                    | 07:49     |          | 1 per day        |

|    |                     |   |                      |                        |   |       |           |
|----|---------------------|---|----------------------|------------------------|---|-------|-----------|
|    |                     | Wickham – Cambridge                                   | Saturday             | Fulbourn Windmill Hill | 11:10   |       |           |
|    |                     | Cambridge – West Wickham – The Thurlows               | Monday – Friday      | Fulbourn Six Bells     | 17:42   |       |           |
|    |                     |   | Saturday             | Fulbourn Windmill Hill | 18:00   |       |           |
| 18 | A2B Bus & Coach Ltd | Newmarket – Fulbourn – Teversham – Newmarket Road P&R | Tuesday and Thursday | Fulbourn Six Bells     | 09:40   | 13:45 | 2 per day |
|    |                     |   |                      |                        | Newmarket Road P&R – Teversham – Fulbourn – Newmarket | 10:15 |           |

As can be seen in Table 3 there is a frequent bus service available from the closest bus stops located on outside the Six Bells Public House, and as they are within an acceptable walking distance of the potential development site they are likely to be used by future residents of the potential development site. It should be noted that the most frequent service that future residents are likely to use are the Citi 1 and Citi 3 services, due to Fulbourn's location to the east of Cambridge and the half-hourly frequency from the Six Bells Public House with both the services.

#### PUBLIC TRANSPORT – RAIL ACCESSIBILITY

The nearest railway station is Cambridge, to the west of the development site. The railway station can easily be reached by private car and the Citi 3 service, and although it is not within a reasonable walking distance of the potential development site, Cambridge Station is within an acceptable cycling distance (25 minutes).

Trains services from Cambridge Station are summarised in Table 4 below.

Table 4 – Rail Services from Cambridge Railway Station

| Destination             | First Train | Last Train | Average Frequency   | Average Journey Time |
|-------------------------|-------------|------------|---------------------|----------------------|
| London Kings Cross      | 04:54       | 23:54      | Every 20 minutes    | 1 hour 20 mins       |
| London Liverpool Street | 04:48       | 23:54      | Every 20 minutes    | 1 hour 20 mins       |
| Cambridge North         | 00:13       | 23:52      | Every 20 minutes    | 4 minutes            |
| Stansted Airport        | 04:44       | 22:51      | 20 minutes – 1 hour | 30 minutes           |
| Kings Lynn              | 00:08       | 23:38      | 30 minutes – 1 hour | 50 minutes           |
| Ipswich                 | 06:42       | 22:55      | Hourly              | 1 hour 20 mins       |
| Brighton                | 04:54       | 23:54      | 30 minutes – 1 hour | 2 hours 30 mins      |
| Birmingham New Street   | 05:15       | 23:54      | 30 minutes – 1 hour | 2 hours 50 mins      |
| Ely                     | 00:08       | 23:38      | 30 minutes          | 20 minutes           |
| Norwich                 | 06:02       | 22:55      | 30 minutes – 1 hour | 1 hour 30 mins       |

Source: National Rail Enquiries (March 2019)

As can be seen from Table 4, there are good services from Cambridge Station, with frequent services to a number of locations.

Figure 7 overleaf shows the routes taken by the four bus services through Fulbourn.

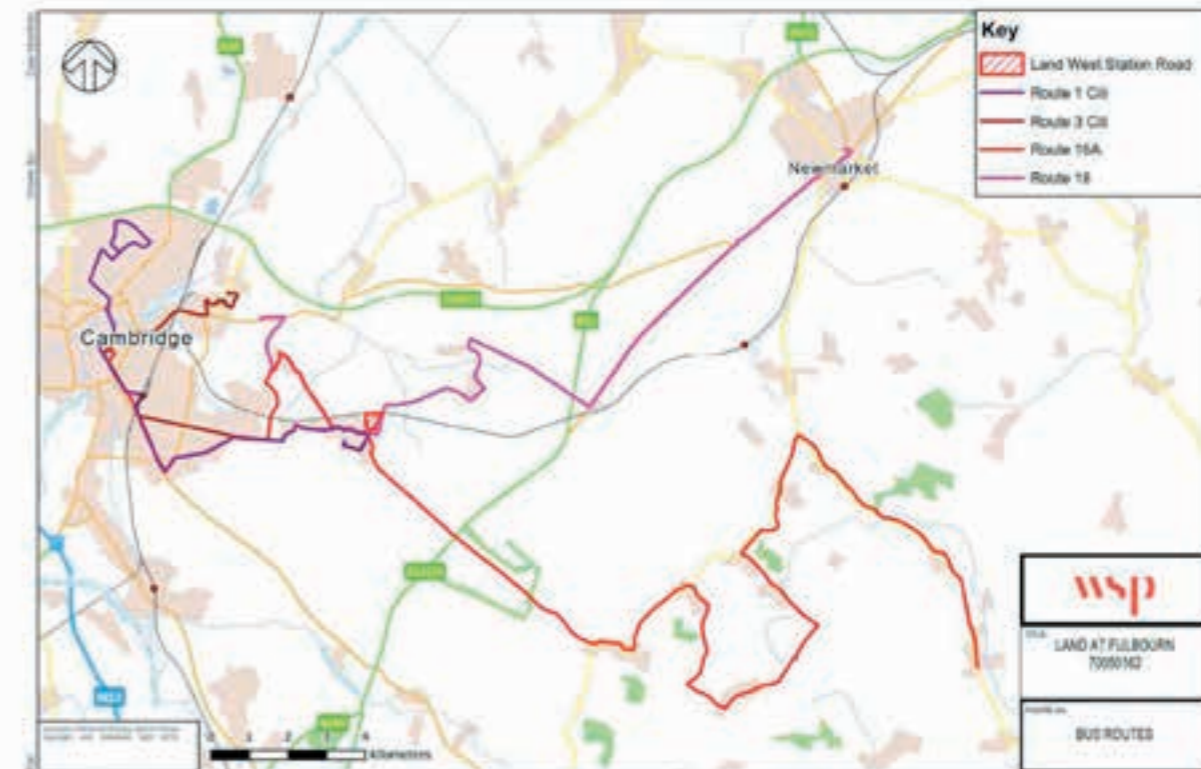


Figure 7 – Bus Services Through Fulbourn

#### LOCAL HIGHWAY NETWORK

Vehicular access to the site will be gained from Barleyfields to the south, which will provide an access into the centre of Fulbourn. From Cambridge Road, Central Cambridge can be accessed to the west and from Balsham Road to the south-east, the A11 can be accessed.

#### POTENTIAL DEVELOPMENT SITE

It is intended that the potential development site to the west of Station Road will be for residential dwelling (C3) land use and for a care community / retirement homes (C2) and with associated infrastructure, including an appropriate vehicular access. At this stage the number of dwellings on the site is yet to be determined, although it will be allocated for up to 200 new homes and a care home.

# APPENDIX MOVEMENT STRATEGY

## POTENTIAL DEVELOPMENT ACCESS

Vehicular, pedestrian and cycle access to the potential allocation will be gained directly from the south via Barleyfields. Emergency access will be provided from a new entrance off Station Road in the north-eastern corner of the proposed site; this will not allow access for other vehicles.

## 4. FUTURE RAIL IMPROVEMENTS

### GREATER CAMBRIDGE CITY DEAL

Fulbourn is located on the Newmarket to Cambridge line, with capacity issues identified for those travelling by trains. Double tracking is proposed along the route. This would enable a minimum of two passenger trains per hour to operate along the line without constraint. It is estimated by Railfuture that the project could cost an estimated £60 million, including the line and platform works at Newmarket. However, it is thought that the much of the funding could come from Tranche 2 of the Greater Cambridge City Deal funding, or from the Cambridgeshire Mayor's Office.

There is also a call to electrify the Newmarket to Cambridge route, as well as all those in the Peterborough, Ely, Cambridge and Ipswich corridor. 2 or 3 trains should travel from Cambridge to Newmarket every hour and adequate Park and Ride facilities should be ensured at Newmarket and Kennet.

A new station to the south of Cambridge, 'Cambridge South' is under construction (Figure 8), with an expected completion date of 2025. The new railway station would allow for residents in Addenbrookes at workers in Trumpington to have better access to rail services.

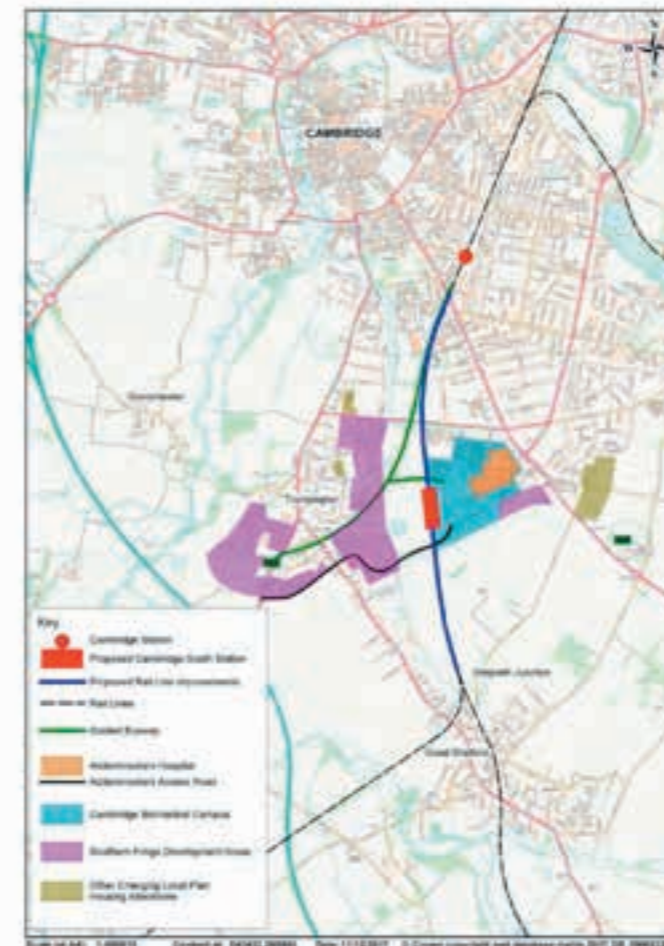


Figure 8 – Cambridge South Railway Station

### CAMBRIDGE AUTONOMOUS METRO

The Cambridgeshire & Peterborough Combined Authority has commissioned a feasibility study into an autonomous metro system, with routes that would cover 88 miles, connecting to key areas in and around Cambridge (Figure 9) as soon as 2021.



Figure 9 – Cambridgeshire Autonomous Metro

## 5. NEXT STEPS

In promoting the potential development site to the west of Station Road, we will seek to deliver a sustainable form of development which reduces the need to travel and minimises the impact of the development upon the local highway network.

The potential scale of the development will necessitate a Transport Assessment which will demonstrate that the proposed development would not have an adverse impact on the local highway network.

It is likely that construction could begin as soon as 2024, with an expected completion date of 2027.

Cambridgeshire County Council will be consulted in relation to the local highway network, and mitigation measures will be considered where concerns are highlighted in relation to the proposed site accesses, and where mitigation is reasonably related to the impact of the proposed development.

## 6. CONCLUSION

Against this background, development of circa 200 dwellings and a care home on the site is deliverable in transport terms (ref: para 108 of the NPPF):

- The opportunities for sustainable travel can be appropriately taken up – it is a sustainable location for new housing;
- Safe and acceptable access can be provided for all users – the existing field access can be improved to provide a suitable entrance for the new homes and care home, and an additional pedestrian/cyclist/emergency vehicle connection is achievable on to Station Road; and
- The residual impact on the transport network (in terms of capacity and congestion), and on highway safety, will be acceptable – the additional traffic generated by the development can be accommodated with, where appropriate, highways mitigation and/or contributions to schemes that will resolve existing issues.



# APPENDIX FLOODING AND DRAINAGE



## Existing Water Environment

### Land West of Station Road

— Red Line Boundary

### Existing Foul Water Network

● Manholes

Foul Water Network

— Foul Water Pipe

— Rising Main

### Groundwater

Source Protection

■ Zone II

■ Zone III



## EXISTING HYDROLOGY

The nearest Environment Agency (EA) designated Main River is located approximately 1.67km north of site boundary at its closest point the Little Wilbraham River. This watercourse flows northwest towards the A1303. No other ordinary watercourses are located within the site. A number of field drains are located east of the site, including the largest, the New Cut, which is located 450m east. All of these watercourses tend to flow north, feeding into the Little Wilbraham River.

Data from Anglian Water confirm a rising main (spec.: 4in OTH), that leaves a pumping station (ref.: FULWSP) located 76m north of the site, enters the northeast corner and runs to the middle of the site to a manhole (ref.: 1501); from here a pipe (spec.: 6in VC) connects to another manhole (ref.: 0501) located in the vicinity of the south-west corner; a pipe (spec.: 6in VC) exits the site and connects to a manhole outside (ref.: 9403).

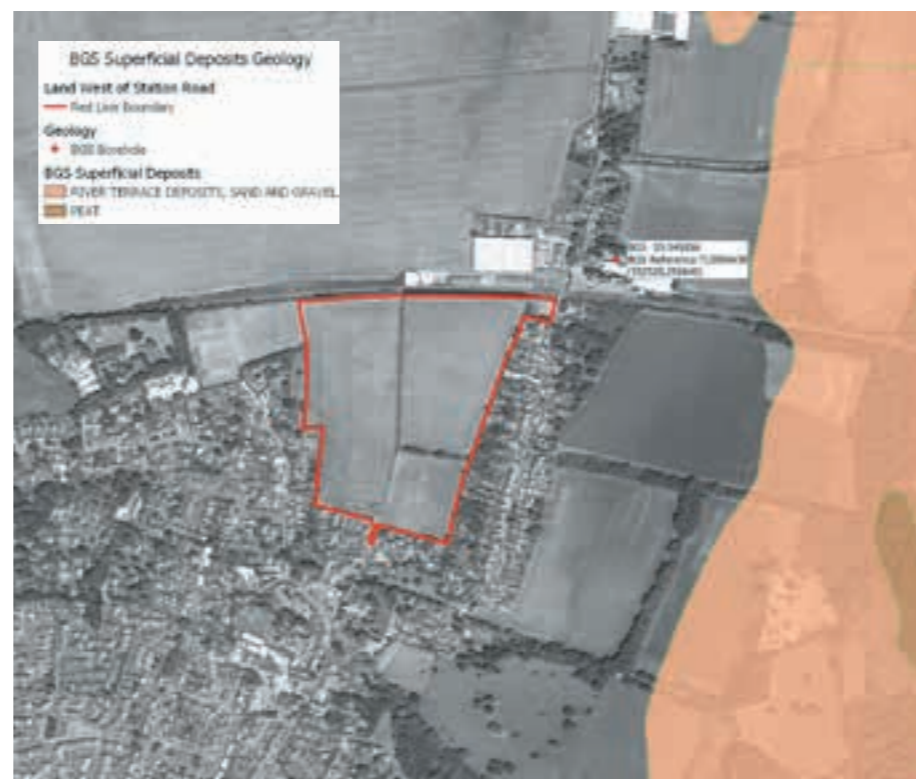
Based upon the existing site topography, it is anticipated that surface water that falls onto the site tends to flow toward the north-east corner of the site.

## EXISTING GEOLOGY

The British Geological Survey (BGS) Online Geology of Britain Viewer indicates that the site is underlain predominantly by West Melbury Marly Chalk Formation (Chalk) with some Zag Chalk Formation (Chalk) and Totternhoe Stone Member (Chalk) in the south of the site. No superficial deposits have been recorded throughout much of the site with some River Terrace Deposits, (Sand and Gravel) in the areas immediately surrounding the watercourses at the northern and eastern site boundaries.

This geology is confirmed by BGS Borehole TL55NW36 located northeast of the site which shows the presence of chinks down to depths of 27.4m below ground level (mBGL).

Groundwater was struck in BGS Borehole TL55NW36 at a depth of 6.2mBGL.



# APPENDIX FLOODING AND DRAINAGE



## FLUVIAL FLOOD RISK

The Environment Agency's Flood Map for Planning indicates that the site is located entirely within Flood Zone 1 (land having a less than 1 in 1000 annual probability of river or sea flooding). Areas of Flood Zone 2 (land having 1 in 100 to 1 in 1000 annual probability) and 3 (land having a higher than 1 in 100 annual probability) are located 400m east of the site at the closest point. The fluvial flood risk is considered to be low.

## GROUNDWATER FLOOD RISK

BGS Borehole TL55NW36 indicates a groundwater level at a depth of 6.2mBGL.

## SURFACE WATER FLOOD RISK

The Environment Agency's Risk of Flooding from Surface Water Map indicates that the site is almost entirely at a very low risk of surface water flooding with a small area of low risk located in the north-west corner of the site. The overall risk to the site is considered to be low as no development is planned to be located within low risk area.

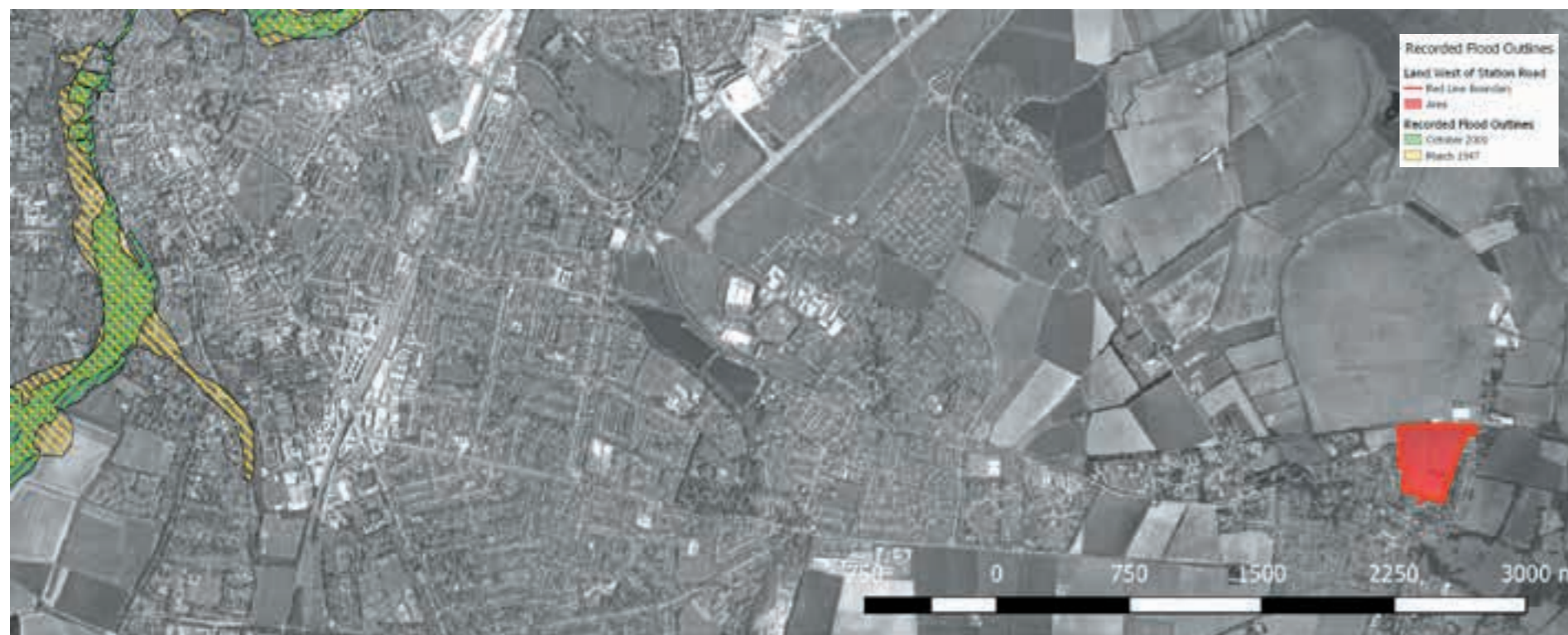
## RISK OF FLOODING FROM OTHER SOURCES

A sewers network has been identified on site. No records of flooding have been identified for this sewers, the flood risk is considered low.

Environment Agency Reservoir Flood Mapping shows no threat from flooding from reservoir failure to the site area. There are no canals within the vicinity of the site and so the flood risk is considered to be negligible. Some culverts have been identified beneath the railway line the runs north of the site boundary. They are unlikely to pose a significant of risk of flooding to the site should they become blocked.

## HISTORICAL FLOODING

Correspondence received from the LLFA shows one incident on record from 2014 which occurred in area around the level crossing on Station Road. This flooding appears to have been contained to the highway.



# APPENDIX FLOODING AND DRAINAGE



## FLOOD RISK MANAGEMENT MEASURES

Development is proposed to only take place within EA Flood Zone 1 (FZ1) – residential development is considered acceptable within FZ1 as per Table 3 of the Flood Risk and Coastal Change Chapter of the Planning Practise Guidance.

Site levels are to be engineered to provide positive drainage, prevent ponding, and channel flows away from residential dwellings and commercial areas during exceedance events. Ground levels will not be raised within FZ2 and FZ3.

Site access and egress will be via Barleyfields which is located within FZ1. No compensatory storage will be required as development is to be located within FZ1.

| SuDS Technique          | Feasible? | Reason   |
|-------------------------|-----------|--|
| Green Roofs             | ✗ / ✓     | Possible for school/local centre/commercial units, but less suitable for residential roof pitches.   |
| Basins/Ponds            | ✓         | Basins will be utilised in this strategy to attenuate water and will provide treatment prior to discharge via infiltration.  |
| Swales/Ditches          | ✓         | Swales may be used to convey and/or attenuate surface water prior to discharge via infiltration.   |
| Infiltration Techniques | ✓         | Based on the geology of the site and infiltration rates found at nearby sites it has been assumed discharge via infiltration is viable. Infiltration basins are proposed to be utilised as the primary means of surface water discharge. |
| Permeable Surfaces      | ✓         | Permeable surfacing is proposed in communal and parking areas, this is to provide an element of upstream storage and pre-treatment.  |
| Rainwater Harvesting    | ✓         | Rainwater harvesting is recommended and water butts may be incorporated within the development to provide a small element of harvesting.   |
| Tanked Systems          | ✗ / ✓     | Cellular storage tank systems have not been considered in the production of the drainage strategy, but could be used to attenuate water prior to discharge via infiltration is necessary.  |

# APPENDIX

## FLOODING AND DRAINAGE



### FLOOD RISK MANAGEMENT MEASURES

All SuDS features are to be designed in accordance with CIRIA document C753 "The SuDS Manual". Strategic swales, permeable paving, and other conveyance features will collect and direct flows towards infiltration basins. Swale features are to be typically a dry swale with a connecting underdrain to allow crossing of the swale and continuity of the flows. The swales can provide not only conveyance between development and the attenuation features but also a degree of attenuation, thus reducing the basin volume requirements. permeable paving, if viable they may discharge directly via infiltration or would discharge to the proposed drainage network. Detention basins may be dry or wet features depending on the landscaping and requirements for amenity space.

# APPENDIX FLOODING AND DRAINAGE

## DRAINAGE STRATEGY

Based upon the site geology as indicated by BGS mapping and borehole logs, it is anticipated that surface water discharge via infiltration is viable. An assumed infiltration rate has been used which has been taken from the nearby Ida Darwin Hospital Site (approx. 1100m west) which falls within the same soil strata (Planning Application Ref: S/0670/17/OL). On site infiltration testing is to be undertaken prior to detailed design.

The scheme will utilise the topography and natural site boundary conditions. No significant re-profiling of the site is proposed and hence the resultant flood flow pathways will replicate the existing and direct flows to the proposed onsite attenuation storages. Surface water runoff will be attenuated on-site for events up to and including the critical 1 in 100 year storm rainfall event plus a 40% allowance for climate change.

Due to the site falling entirely within Groundwater Source Protection Zone 3 (SPZ3) and partially within SPZ2, three levels of surface water pre-treatment are proposed prior to discharge via infiltration. These will take the forms the basins themselves, sediment forebays, and one or more of either permeable paving, swales, filter strips, bioretention etc located strategically throughout the site.

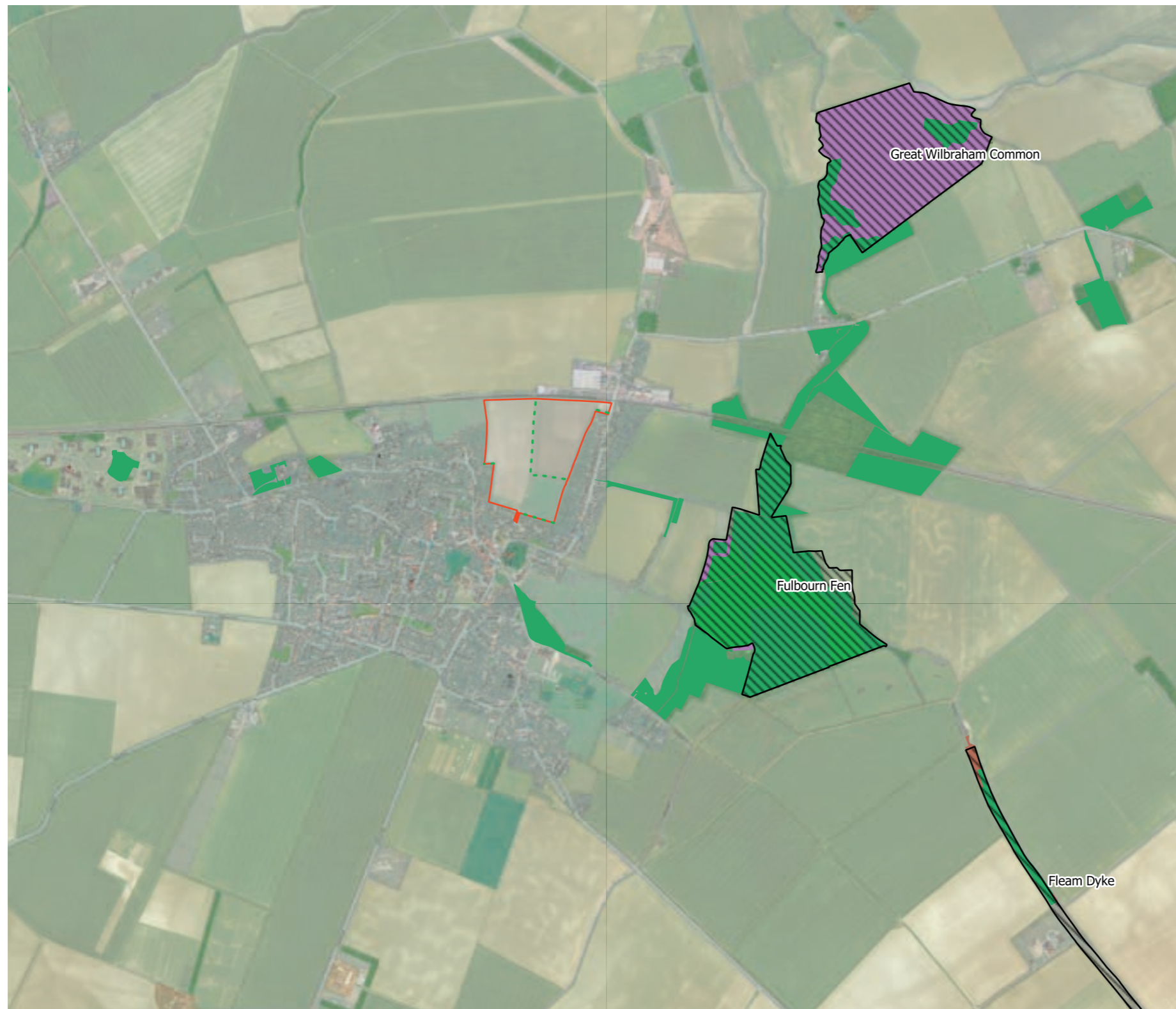
The development has been split into 2 catchments which each drain via a mixture of strategically located SuDS devices prior to storage and discharge via an infiltration basin. The surface water strategy has assumed that the proposed development areas are 66% impermeable which includes a 10% allowance for urban creep in the residential areas.

Outline Micro Drainage modelling has indicated the required volume of attention needed within each basin. The basins as shown in the adjacent figure have been sized to incorporate the approximate extent of earthworks required to integrate the basins into the site topography, including a 3.0m access track for maintenance areas.

The proposed piped drainage system should be designed such that there is no surcharging in the 1 in 2 year probability event, and no flooding in the 1 in 30 year probability event as per the latest Sewers for Adoption criteria. Management procedures will be developed in accordance with the guidance contained in CIRIA C753 "The SuDS Manual" and CIRIA C625 "Model agreements for sustainable water management systems".



# APPENDIX ECOLOGY



## BACKGROUND TO COMISSION

WSP were commissioned by Countryside to undertake a desk based assessment using freely available mapping resources of a potential development site in Fulbourn, Cambridgeshire. The land parcel shown on Figure 1 is located to the west of Station Road and is referred to as 'the Site' within this report. The objectives of the assessment were to identify any potential ecological constraints in relation to the proposed development and highlight any areas within the Site with potential for ecological enhancement, including biodiversity net-gain.

Although this report will provide introductory information to the scheme regarding the likely ecological constraints, it is limited to desk study and online resources and therefore a site visit and survey will be required to establish the baseline and develop a more detail assessment at an appropriate time. This report includes information regarding statutory designated sites (not non-statutory sites).

## PROPOSED DEVELOPMENT

The proposed scheme involves the development of approximately 150 residential units (including retirement homes). The boundary hedgerows will be retained and enhanced through widening, although a new access path is proposed at the south-eastern corner which will require removal of a section of hedgerow. The current vegetated buffer at the northern boundary of the Site will be increased from an estimated 10m to 25m in width. A scheme to create new waterbodies and plant hedgerows, trees and shrubs is proposed throughout the Site to mimic the existing residential areas of Fulbourn, with an aim to achieve biodiversity net-gain post development. Further details on this are provided within the Assessment and Recommendations section. Any increase in biodiversity will be in line with the National Planning Policy Framework (NPPF) and the South Cambridgeshire Local Plan (adopted 2018), Policy NH/4: Biodiversity, which states:

- Site Boundary
- ▨ Site of Special Scientific Interest (SSSI)
- - - Linear habitats preferable to retain
- Habitat of Principal Importance (HPI)**
- Deciduous woodland
- Good quality semi-improved grassland
- Lowland calcareous grassland
- Lowland fens
- Lowland meadows

New development must aim to maintain, enhance, restore or add to biodiversity. Opportunities should be taken to achieve positive gain through the form and design of development. Measures may include creating, enhancing and managing wildlife habitat and networks, and natural landscape. The built environment should be viewed as an opportunity to fully integrate biodiversity within new development through innovation. Priority for habitat creation should be given to sites which assist in the achievements of targets of the Cambridgeshire Green Infrastructure Strategy.

## HABITATS

The Site was dominated by arable land, which accounted for approximately 90% of the total area. Using the mapping tool Multi Agency Geographic Information for the Countryside (MAGIC) no Habitat of Principle Importance (HPI) was identified within the Site boundary. HPI are listed under Section 41 of the Natural Environment and Rural Communities (NERC) Act, 2006 as recognition for their conservation importance. It is noted that the amount of HPI mapped on MAGIC is under recorded however it provides a useful indication of the types of habitat present in the area. It is likely that the hedgerows on Site are HPIs and may also be Important under the Hedgerow Regulations (1997). The wider area, particularly to the north and east was dominated by agricultural land, including hedgerows, small watercourses and pockets of deciduous woodland. Features of interest within the Site have been highlighted on Figure 1 as being preferable to retain.

## SPECIES

The scheme has the potential to impact on protected / notable species that may be utilising the habitat present within or adjacent to the Site. Bats may roost within the nearby residential buildings / trees and may use the hedgerows and adjacent railway line for foraging and commuting. A search was undertaken on MAGIC for granted European Protected Species Mitigation Licence (EPSML) applications within 3km of the Site. This search identified one active licence (Ref: 2014-667-EPS-MIT) for brown long-eared *Plecotus auritus*, common pipistrelle *Pipistrellus pipistrellus*, soprano pipistrelle *Pipistrellus pygmaeus* and Natterer's bat *Myotis nattereri*, located approximately 2.2km to the east of the Site. These species are typical of the area and may use the Site for foraging or commuting during the bat active season (April – October). A search for waterbodies within 250m of the Site boundary was undertaken. One waterbody was identified approximately 40m to the west of the Site and may be suitable to support breeding great crested newts *Triturus cristatus*. No EPSML for great crested newts were identified within 3km of the Site. Additionally the hedgerows and field margins may support widespread reptile species. Reptiles are often associated with railway lines due to their hibernacula suitability and in the Fulbourn case, a south facing embankment. Further habitat assessment and potentially protected species surveys will be required to help develop a future ecological assessment.

## DESIGNATED SITES

No Natura 2000 (Habitats Directive) sites fell within a 5km search buffer of the Site. A search for national statutory designated sites within a 2km search buffer was undertaken. Although no statutory designated sites fell within or directly connected to the Site, four Sites of Special Scientific Interest (SSSI) were located within 2km. The location of these sites is provided in Figure 1 appended to the report.

### Fulbourn Fen SSSI – 27.34ha – 0.5km south-east

The site holds species-rich neutral grassland on calcareous loam and peat, together with remnants of 'fen' woodland. These habitats are now rare in lowland England where only small fragments are known to persist. Areas of secondary woodland have also developed on the drier areas and contribute to the overall habitat variety of the site and its value to bird and invertebrate life.

### Great Wilbraham Common SSSI – 23.51ha – 0.9km north-east

The site supports neutral grassland communities of the calcareous loam grassland type. This is a type that is now rare in Britain. Only fragments are known to persist, chiefly as small areas of common land. This site is one of the largest remaining species-rich grasslands in Cambridgeshire.

### Wilbraham Fens SSSI – 61.99ha – 1.8km north

The site is a large area of fen and neutral grassland with associated scrub and open water communities. Similar fens are now rare in Britain and now occur only in a few scattered inland localities, mainly in East Anglia.

### Fleam Dyke SSSI – 11.77ha – 1.7km south-east

The site holds chalk scrub and species-rich chalk grassland communities which are of a very limited distribution in south, central and eastern England and especially rare in Cambridgeshire.

With the increase in residential units, there may be an increase in visitor pressure to these sites and further assessment will be required to ensure no significant impacts to statutory designated sites occurs as a result of the development.

## ASSESSMENT AND RECOMMENDATIONS

The following recommendations are in line with the landscaping plans for Land West of Station Road – Call for Sites, Fulbourn (jtp, 2019). The majority of the development footprint will be located within arable fields which are of low ecological value and their loss is not considered significant. The features of highest ecological value within the Site; the hedgerows, will be retained and enhanced as part of the development. All new hedgerow planting will include shrubs and tree species which are native and of local provenance. A variety of high value habitats such as species rich grassland and fen habitats were the

features of the nearby SSSIs. There are opportunities to recreate high value habitats such as these within the proposed development. Opportunities exist to create wildflower grassland / scrub mosaic habitat on the fringes of the Site that will use a seed mix typical of the area. A Habitat Management Plan (HMP) will be designed to ensure that any newly created habitat will achieve maximum biodiversity value. Newly created habitats will provide mitigation areas for protected species found to be using the Site. A scheme to install artificial habitat features within the Site will also be designed to include bird / bat boxes. This scheme would be in line with the South Cambridgeshire Local Plan for integrating biodiversity within the Site.

It is recommended that a Preliminary Ecological Appraisal (PEA) be undertaken to provide a detailed assessment of the habitats within the Site and the potential for the Site to support protected / notable species. As part of the PEA, the Cambridgeshire and Peterborough Environmental Record Centre (CPERC) would be contacted to obtain a detailed record search for species and non-statutory designated sites within a 2km buffer around the Site. The PEA will assess the Site and the zone of influence to develop a baseline to help further inform mitigation and enhancement opportunities.

# APPENDIX

## LANDSCAPE APPRAISAL

### NATIONAL CHARACTER

The site lies within the National Character Area profile: 87: East Anglian Chalk, (Natural England: 14 February 2014), key characteristics of which are:

- The underlying and solid geology is dominated by Upper Cretaceous Chalk, a narrow continuation of the chalk ridge that runs south-west–north-east across southern England, continuing in the Chilterns and along the eastern edge of The Wash. The chalk bedrock has given the NCA its nutrient-poor and shallow soils.
- Distinctive chalk rivers, the River Rhee and River Granta, flow in gentle river valleys in a diagonally north-west direction across the NCA.
- The chalk aquifer is abstracted for water to supply Cambridge and its surroundings and also supports flows of springs and chalk streams; features associated with a history of modification include watercress beds, culverts and habitat enhancements.
- The rolling downland, mostly in arable production, has sparse tree cover but distinctive beech belts along long, straight roads. Certain high points have small beech copses or 'hanger', which are prominent and characteristic features in the open landscape. In the east there are pine belts.
- Remnant chalk grassland, including road verges, supports chalkland flora and vestigial populations of invertebrates, such as great pignut and the chalkhill blue butterfly.
- Archaeological features include Neolithic long barrows and bronze-age tumuli lining the route of the prehistoric Icknield Way; iron-age hill forts, including that at Wandlebury; impressive Roman burial monuments and cemeteries such as the Bartlow Hills; a distinctive communication network linking the rural Roman landscape to settlements and small towns, such as Great Chesterford; the four parallel Cambridgeshire dykes that cross the Chalk: the Anglo-Saxon linear earthworks of Devil's Dyke, Fleam Dyke, Heydon/Bran Ditch and Brent Ditch; ridge-and-furrow cultivation remains of the open field systems of the earlier medieval period; and large numbers of later moated enclosures, park lands created, sheepwalks, arterial routes and nucleated villages that emphasise the land use change of this period.
- Brick and 'clunch' (building chalk) under thatched roofs were the traditional building materials, with some earlier survival of timber frame. Isolated farmhouses built of grey or yellowish brick have a bleached appearance.
- Settlement is focused in small towns and in villages. There are a number of expanding commuter villages located generally within valleys. Letchworth is a nationally significant designed garden city.
- In and around the wider area of Newmarket, stud farms impose a distinctive geometric, enclosed and manicured pattern to the landscape.
- The NCA is traversed by the Icknield Way, an ancient route that is now a public right of way. Roads and lanes strike across the downs perpendicularly and follow historical tracks that originally brought livestock to their summer grazing. Today major roads and railways are prominent landscape characteristics of the NCA.

### REGIONAL CHARACTER TYPE

The site lies within the 2B. Eastern Fen Edge landscape type described in "CAMBRIDGE GREEN BELT STUDY A Vision of the Future for Cambridge in its Green Belt Setting: FINAL REPORT", (Landscape Design Associates, September 2002):

#### 2. Fen Edge

This is a transitional landscape type, situated between the Fens and the higher land beyond. It is relatively low lying, but not as low as the fens. It still appears generally flat, and contains a variety of land uses, including arable and pastoral agriculture, roads and settlement. The Fen Edge has traditionally been an important location for settlement, as it is above the Fen floodplain, and has easy access to both the wetland resources of the Fens and the higher land which is suitable for agriculture. The land to the north-west, north and east of Cambridge can be described as Fen Edge, although the building of the A14 has severed the link between the city and the Fen Edge landscape to the north. The Fen edge villages were traditionally wealthy and contain several fine medieval churches. Building materials traditionally used in the fen edge villages include gault brick, render, and thatch. Only the wealthiest buildings were constructed of stone. The Fen Edge landscape type is found in two areas:

- 2A. Western Fen Edge
- 2B. Eastern Fen Edge

#### 2B. Eastern Fen Edge

The Eastern Fen Edge is a transitional landscape between the Fenlands and the Chalklands. One of the key characteristics of this landscape character area is the pockets of Fen and Chalk landscapes around and within it, which contribute to the transition and bring different influences.

The Eastern Fen Edge is open in character, and is generally arable farmland, divided by hawthorn hedges. Views are generally long, and often include the surrounding landscape character areas. In the northern part of the area, variety in the landscape is achieved through designed landscapes at Anglesey Abbey and Bottisham Hall.

There is a gradual transition between the farmland of the Eastern Fen Edge and the chalk hills to the east and south. From this higher land there are distant views to Cambridge, with the city set in a green landscape. There are immediate views to the edge of Cambridge from the western part of the landscape character area. The airport dominates many of these views.

Settlement in the Eastern Fen Edge includes scattered farms and a number of small villages separated by farmland. The villages are located on relatively high ground and their church towers are prominent in the landscape. Of these villages, only Fulbourn has expanded with significant areas of modern housing.

### LOCAL CHARACTER TYPE

The 2002 Cambridge Green Belt Report goes on to describe the character of the landscape east of Cambridge in finer detail, noting "where appropriate breaking the larger character areas into smaller, local areas of distinctive character. It uses similar methods described in section 4.6, applying them at a more detailed scale. At this scale boundaries of local character areas often follow visible elements in the landscape such as watercourses or field boundaries".

The site lies within Fulbourn Eastern Fen Edge character type.

#### Fulbourn Eastern Fen Edge

Fulbourn Eastern Fen Edge is an area of flat or gently rolling arable farmland mostly lying between 10 and 20 metres AOD. Chalk is the bedrock around the villages of Fulbourn, Great Wilbraham and Little Wilbraham, with a substantial area of terrace deposits and smaller areas of peat on lower ground between these villages.

Fulbourn Eastern Fen Edge is situated between higher chalk hills to the south, Little Wilbraham Fen to the north west and further Fen Edge landscape to the north east. Landform is gently rolling with some low-lying flat areas. The landscape provides a rural setting for the small, densely treed villages of Great Wilbraham and Little Wilbraham, and the east side of the larger village of Fulbourn. These villages are set on rolling and slightly elevated ground.

This area contains a larger coverage of trees and woods than other Fen Edge landscapes described above, mostly associated with the grounds of old halls. Some of these include specimen trees in parkland settings. These provide a high degree of enclosure close to villages, with the landscape becoming more open towards Little Wilbraham Fen and the chalk hills. Localised enclosure is also provided by hedges and scrub, and buildings associated with villages. Fields are variable in size, being smaller closer to villages and woodlands, and larger towards Little Wilbraham Fen and the chalk hills.

Little Wilbraham is a small linear village, separated into two halves by an area of open fields, with a strong rural character. It is situated at approximately 15 metres AOD above Little Wilbraham Fen. It contains a church, a rectory and farmhouses and cottages. The few remaining early cottages are timber framed and plastered with plain tiled or thatched roofs. A common (mainly 19th century) building material is gault brick with plain tiles. There are also a number of more modern buildings including some small post-war housing estates, bungalows, and semi-detached and detached houses. There are views from the village out into open countryside. A Conservation Area covers most old properties. There are one grade II\* and 13 grade II buildings (South

Cambridgeshire District Council February 1999).

Great Wilbraham is larger than Little Wilbraham, but is still a small village. It is a pleasant village with similar traditional housing styles to Little Wilbraham, including timber framed and plastered with plain tiled or thatched roofs, and gault brick. The church dates from the 12th century and is made of flint bounded by flint walls. Old houses are intermixed with some new dwellings, including small post-war estates, bungalows and semi-detached houses. Great Wilbraham has a large village green bounded by old houses. There are views from close to the edge of the village out into open countryside. Part of Great Wilbraham is covered by a Conservation Area and the village contains three grade II\* and 34 grade II listed buildings (South Cambridgeshire District Council February 1999).

Fulbourn is located four miles to the east of Cambridge. It is a large village with a linear, largely intact historic core focussed on High Street, Manor Walk and Home End. The village contains some attractive historic buildings including Fulbourn Manor and the 13th century St Vigor's Church faced with flint. Along the original street there are three village greens at street junctions and a number of 14th century medieval farmhouses and other cottages and farmhouses of the 16th and 17th century interspersed with newer properties. These are timber framed, plastered, with thatched or plain tiled roofs. Linear development comprising detached and semi-detached housing continued during the 19th and early part of the 20th century along the approach roads, resulting in a broad range of building forms and age. The area between Cambridge Road and Cow Lane has been infilled with post war housing estates of a variety of building types including system built concrete flats, terraces and red brick detached and semi-detached housing. Newer low density housing estates (1980's – 1990's) are found on the edge of the village. Fulbourn School is an old Cambridge red brick building. Some areas of Fulbourn are quite well treed with grass verges and rural in character. The Local Plan records that Fulbourn contains two grade II\* and 53 grade II buildings but that this number is not finite (South Cambridgeshire District Council February 1999).

The windmill on Cambridge Road just outside Fulbourn and Fulbourn Hospital, a good example of Victorian hospital architecture in a parkland setting, are landmarks. The church tower is not high enough to be seen from the surrounding landscape.

There is some small scale industrial and storage development on the northern side of the village close to the railway line. This, and especially the Fielding

Industrial Estate by the approach route from Great Wilbraham, is a significant detracting feature at the gateway to the village.

### **Little Wilbraham Fen**

The local landscape character area Little Wilbraham Fen covers the same area of land as Little Wilbraham Fen described in the broader scale assessment of the whole Green Belt in section 4.6. The description is expanded below.

Little Wilbraham Fen is a small pocket of low-lying fen (mostly between 5 and 10 metres AOD) within the Eastern Fen Edge. Substantial areas of peat and terrace deposits cover much of this land, with areas of chalk towards the perimeter of the area. A regimented pattern of flat arable fields and areas of wetland vegetation are divided by a network of straight droveways and drainage ditches, and the more sinuous path of Quy Water and Little Wilbraham River. Watercourses are often open, or sometimes lined with vegetation including hawthorn scrub or large willow trees. The willow trees are prominent features on the skyline. The Fen is generally quite open, with some enclosure provided by the tree and scrub vegetation, and the sloping landform outside the character area.

In addition to Little Wilbraham Fen the character area includes two other named fens – Teversham Fen and Fulbourn Fen. It contains one SSSI (Wilbraham Fens), which is made up of a large area of fen and neutral grassland with associated scrub and open water communities, with dense stands of common reed *Phragmites australis*. Settlement within Little Wilbraham Fen is limited to isolated farms.

The Harcamlow Way long distance footpath passes through the Little Wilbraham Fen. Other footpaths and a bridleway provide further access to this area. There are no surfaced roads within the area.

### **Teversham Eastern Fen Edge**

Teversham Eastern Fen Edge is an area of flat or gently rolling arable farmland mostly lying between 10 and 15 metres AOD. Underlying geology is mainly chalk, with a small area of terrace deposits to the north.

Teversham Eastern Fen Edge is situated on the edge of Cambridge and Cambridge Airport to the west, higher chalk hills to the south, Little Wilbraham Fen to the east, and Fen Ditton Fen Edge to the north. The open landscape provides a rural setting for the small, densely treed village of Teversham, and the abrupt eastern and northern edges of the city at Cherry Hinton.

Fields are generally large with boundaries defined by open drains or gappy and often overgrown hawthorn hedges with few trees. There are a number of smaller fields around the edge of Teversham, with more trees, providing a soft green edge to the some sides of the village.

The land west of Teversham is strongly influenced by the proximity of the open airport site and the large dominating hangar buildings on the edge of the city. There are clear views of Cambridge from this land, with the tops of buildings and structures, including Addenbrooke's Hospital, Carter Bridge, and the Roman Catholic Church, rising above the densely treed city.

Teversham is a small village with a small and fragmented historic core, and areas of post war suburban housing. It is situated about 4.5 kilometres from the city centre, and 0.6 kilometres from the edge of the city at Cherry Hinton. The flint and stone church dates from the 13th century. It is set amongst mature trees, on the main road through the village on its west side, and within a rural setting on its south east side (see Photograph 7, Appendix A). The church and a village green lying south east of the church provide a visual focus to the village. Other early buildings date from the 17th century and are timber framed and plastered with plain tile or thatched roofs. Gault brick was used to construct some buildings in the 19th century.

Older houses are focussed around the church, but are also scattered amongst 20th century houses along Church Road and High Street. Post war housing developments have enlarged the village to the south east. These comprise a mixture of styles and materials that are not characteristic of the historical building style, including small developments of orange brick bungalows, grey rendered semi-detached houses with brown concrete roof tiles, and white painted brick council houses.

Individual large older houses and farms lie outside the main built up area of the village.

The village contains a Conservation Area (see drawing number 1641LP/11), one grade II\* and six grade II listed buildings (South Cambridgeshire District Council February 1999).

# APPENDIX

## LANDSCAPE APPRAISAL

This green field site is situated to the north of the village with direct access from Barleyfields to the south and Station Road to the east. The site is bounded by the railway line running east - west to the north which is defined on its southern edge by a dense and tall hedge of evergreen trees. To the east the site backs onto the rear gardens of residences along Station Road, and to the west and south by residences along Langdon Stile, The Chantry, Apthorne Road, and newer housing on Highfield Gate.

The topography is generally flat and contained by urban form or established and mature vegetation, and accordingly the visual envelope is restricted to the site extents. VIEW 1 illustrates the effect of containment, and VIEW 2 shows the view into the site from Station Road.

Given the degree of visual enclosure the impact of development will be largely confined to effect on views from surrounding residential properties. The Landscape Institute has published a draft methodology for assessing the impact of development on residential amenity (February 2018) and concludes that careful consideration should be given as to "whether or not the development is 'dominant', 'overwhelming'; and/or 'inescapably present' and as such causes the property to become 'widely regarded', an 'undesirable place to live'".

The outline proposals developed by JTP have been sensitively designed to minimise localised impacts and fully integrate the urban form with the surroundings. Of note in this respect is the wide swathe of the central green space, the generous landscape buffers to the residential edges and the broad structural band of landscape suggested for the northern boundary to the railway.



View 1



View 2

Natural England provides the following guidance in respect of landscape opportunities within the East Anglian Chalklands:

- Protect the character and integrity of the rural landscape by conserving its mosaic of cultural heritage and natural assets, semi-natural habitats and historic buildings and archaeological features.
- Identify and conserve views to and from key viewpoints and landmarks by careful design and vegetation management, minimising the visual impact and effects of development, woodland planting and scrub encroachment.
- Conserve and enhance the land use pattern, valued farmland species and productivity of the landscape by securing sustainable forestry and agricultural activity. This includes conservation of small farm woodlands, historic hedgerows, farmland birds and arable weeds.
- Plan and manage private and public spaces for recreation such as golf courses and restored chalk pits, so that their design and their features contribute positively to landscape character. Seek the conservation, restoration and creation of natural and cultural features in these landscapes.
- Secure sustainable development which also reflects traditional local building styles and materials. Where landscape character and features are degraded by development, identify opportunities to redevelop areas and infrastructure. Encourage the widespread use of red brick and other local building materials and styles through the use of design guidance and strict planning control. Create strong visions in the urban fringe as it is developed, as this will contribute positively to the sense of place.
- Seek to reduce threats to natural and historic features by conserving or restoring their setting, addressing the problem of fragmentation particularly associated with chalk grassland. Work at a landscape scale which reflects the ecosystem approach, ecological network approach and historic character.
- Conserve, enhance and create new public access infrastructure, access links and accessible natural and cultural features, especially near settlements, in order to enhance the transitional areas between urban landscape and countryside.
- Undertake appropriate visitor management to ensure sustainable visitor pressure at all sites but particularly focus upon 'honey pot' sites and those sites near new development. Identify and promote alternative greenspaces and entry points to reduce visitor pressure.
- Plan for the regeneration and replanting of existing, predominately small, hill-top beech plantations. Make sure that the resilience of woodland to climate change impact is understood and acted upon; particularly the valued beech woodland which is vulnerable. Consider new species compositions and secure woodland across a variety of aspects.

The South Cambridgeshire District Council "District Design Guide SPD" Adopted March 2010 includes a series of Design Principles to be adopted in the Chalklands area:

- Maintain the distinctive, settlement pattern of the area and its local context.
- Ensure any extensions to springline villages are located along the bottom of steeper slopes and along lanes.
- Ensure any extensions to river valley villages are located along the line of the river, or at right angles to it, depending on the direction of the main transport route.
- Maintain the linear, or rectilinear form of the settlements.
- Ensure density and pattern of new developments reflect that of existing villages and hamlets. Avoid backland and cul-de-sac developments where possible.
- Ensure buildings are arranged in continuous frontages within village cores and are arranged in loose knit patterns facing the street on more peripheral sites.
- Ensure new developments are integrated with sufficient space for garden and street tree planting where applicable.
- Enhance village gateways and, where appropriate, consider provision of avenue planting on village approaches.
- Take opportunities to create new village greens and/or wildlife areas within new developments.
- Ensure new developments reflect the form, scale and proportions of the existing vernacular buildings of the area and pick up on the traditional building styles, materials, colours and textures of the locality.
- Enclose boundaries facing the street in village cores by low, or high, flint walls with brick detailing, simple decorative railings, picket fencing or hedging.
- Retain hedges along roads.
- Enclose boundaries facing the street on village peripheries with hedge and tree planting.
- Avoid the use of standardised and intrusive urban materials, street furniture, lighting and signage as part of traffic calming measures wherever appropriate.
- Ensure new agricultural buildings, such as large storage sheds, are sited and designed to reduce their apparent mass, minimising their impact on the wider landscape by the appropriate use of texture, colour and planting.

The outline proposals follow these broad brush recommendations, (as far as possible at the scale presented), and by way of their enhanced landscape setting, provide significant benefits in creating a strong landscape structure with interconnected green corridors. These would have the potential to be combined with other green ways to aid in the linking of Cambridge centre with the wider landscape.

The addition of naturalistic water bodies, sustainable swale systems, wildflower meadows, and wildlife friendly amenity spaces will lift the ecological potential of the site whilst providing attractive spaces for leisure and recreation.



# OUR SUCCESS AWARDS

Our unique approach to placemaking has received high praise. JTP is the only architectural practice in the UK to have won eight Building for Life Awards, the national standard for well-designed homes and neighbourhoods.

In the last twenty years, our work has achieved recognition at international, European and national levels and we have been the recipient of more than 200 awards. These include:

Bow River Village WhatHouse? Awards 2018 Best Starter Home Scheme (Bronze) • Wimbledon Hill Park Housebuilder Awards 2018 Best Refurbishment Project • Wawne View WhatHouse? Awards 2018 Best House (Silver) • 20/20 Visions Urban Design Awards Book Award – shortlisted • Southall Waterside Brownfield Briefing Awards Best Urban Regeneration Project – Winner • Southall Waterside Brownfield Briefing Awards Brownfield Project of the Year - Winner • Wimbledon Hill Park British Homes Awards Development Transformation of the Year – Shortlisted • Fitzroy Gate British Homes Awards Best Garden/Landscaping Design • Imber Riverside Surrey Property Awards Best New Homes Development – Shortlisted • Bow River Village National Housing Awards 2019 Best Large Development - Winner • St Clement's Civic Voice Design Awards Housing Award - Winner • Southall Waterside Planning & Placemaking Awards 2018 Excellence in Placemaking at High Densities - Winner • Southall Waterside Planning & Placemaking Awards 2018 Best Use of Brownfield Land in Placemaking - Winner • Alconbury Weald Best Use of Brownfield Land in Placemaking - Highly commended • Fitzroy Gate Evening Standard New Homes Awards 2018 Best Family Home (over £1.5m) - Winner • Wimbledon Hill Park Evening Standard New Homes Awards 2018 Best Apartment (over 100) – Winner • JTP AJ100 Awards 2018 Employer of the Year – Shortlisted • JTP Sunday Times 100 Best Small Companies to Work For 2018 • JTP Best Companies Three Star Status Accreditation • JTP Building Awards Architectural Practice of the Year 2017 • Battersea Power Station: Phase 2 Winner Best Regeneration Planning Awards 2017 • Southall Waterside Highly Commended Best Use of Brownfield Land Placemaking Planning Awards 2017 • Kew Bridge Highly Commended Best Housing Scheme (fewer than 500 homes) Planning Awards 2017 • JTP The AJ100 (Architects' Journal) Practice of the Year Shortlisted 2017 • JTP Best Companies Two Star Status Accreditation • JTP BD Awards - Masterplanning & Public Realm Architect of the Year Award 2017-Shortlisted • A Home for All Seasons, Sunday Times British Homes Award for Resilient Home of the Future • Park Street & Lombard Close, Nottingham, Local Authority Building Control (Labc) East Midlands Region Winners 2016, Best Social Or Affordable New Housing Development • JTP The AJ100 (Architects' Journal) Practice of the Year Shortlisted • Bow River Village, First Time Buyer Readers' Awards 2016, Best Large Development • JTP BD Awards - Masterplanning & Public Realm Architect of the Year Award 2016 • Wimbledon Hill Park London Sunday Times British Homes Awards Development of the Year – Scheme of up to 25 homes • Changzhi Island, China Successful Design Awards - Award for Social Innovation • JTP Best Companies Two Star Status Accreditation • The Oaks, Prague AJ120 Awards - Architectural Collaboration of the Year - Shortlisted • St Clements Hospital, Bow Placemaking Awards - Community-led Placemaking – Highly Commended • Water Colour Placemaking Awards - Best Housing Scheme – Highly Commended • St Clements Hospital, Bow National Housing Awards - Overall Winner, Urban Design Group Award • The Hamptons Evening Standard New Homes Awards - Best New Large Development • JTP Best Companies One Star Status (Accreditation) • Graylingwell Park, Chichester Royal Town Planning Institute Planning Awards (South East) Community Engagement Award • Kip Village, Inverkip What House? Awards Best Development - Gold • Water Colour, Surrey Building for Life Silver Standard • The Hamptons What House? Awards Best Development - Bronze, What House? Awards Best Exterior Design - Silver • Graylingwell Park Sustainable Housing Awards -Sustainable Larger Social Housing Project of the Year, The Housebuilder Awards - Best Low or Carbon Zero Initiative • JTPs' London Studio City of London Sustainable City Awards Sustainable Building of the Year, The AJ100 (Architects' Journal) Sustainable Practice of the Year Shortlisted, Retrofit Awards - Commercial Building Category, Highly Commended, Green Business Awards, Giant Green Business Awards, Islington Council Sustainable Transport (Medium/Large Business), Sustainability and Innovation Award, CoreNet Global UK Chapter Awards • Water Colour What House? Awards Best Brownfield Development Silver Award • Royal Clarence Yard, Gosport RTPi Regional Award Heritage Category Commended • Scarborough Renaissance International Association for Public Participation's (IAP2) Core Values Awards Project of the Year • JTP Best Companies One Star Status (accreditation), The AJ100 (Architects' Journal) Practice of the Year Shortlisted • Scarborough Renaissance European Enterprise Awards Grand Jury Prize, Enterprising Britain Award Winner • Royal Clarence Yard The International Green Apple Awards for the Built Environment and Architectural Heritage Gold Award • Gunwharf Quays, Portsmouth Building for Life Silver Standard Award • Royal Clarence Yard RICS South East Awards Regeneration Category Runner up • Water Colour The Evening Standard New Homes Awards Best New Family Home (4 bed) Burchfield, Best New Family Home (3 bed) Sommer, Best New Starter Home (2 bed) Keller • Manse Road, Dirleton, East Lothian Homes for Scotland Quality Awards Rural Small Project Award • Briery Meadow (Rowanlea House Type) East Lothian Scottish Home Awards Business Stream House of the Year • Briery Meadow Homes for Scotland Quality Awards Rural Large Project Award • Water Colour The Daily Telegraph Your New Home Awards Waterside Category: Highly Commended, What House? Award (Property Week/Builder Magazine Group) Joint Gold Winner for Best Brownfield Development • Urridaholt, Gardabaer, Iceland BSA/Build Boston Citation for Urban Design, International LivCom Award for Built Projects Silver Award • Putney Wharf The Waterways Renaissance Awards Winner of the Design and Construction Category • The Manor, Lower Earley Building for Life Silver Standard Award • Hoebridge Works Evening Standard Home of the Year • Briery Meadow (Rowanlea House Type) What House? Award (Property Week/Builder Magazine Group) Silver winner for Best House • The Belvedere, Cambridge The Daily Mail 4 Star Award for Best Development (Regionally), The Daily Mail 5 Star Award for Best Apartment (Regionally), The Daily Mail Award for Best UK Apartment • The Village at Caterham Building Awards Major Housing Project of the Year • The Hamptons What House? Award Silver Winner for Best Exterior Design • Nordica, London What House? Award Bronze Winner for Best Brownfield Development • Hoebridge Works What House? Award Gold Winner for Best Starter Home • Cassio Metro What House? Award Silver Winner for Best Brownfield Development • The Village at Caterham Building for Life Gold Standard Award • Putney Wharf Building for Life Silver Standard Award • French Quarter Housing Design Awards Exhibition of Excellence • Royal Clarence Yard Regeneration Awards (Property Week/Builder Magazine Group) Best Housing-led Regeneration Project • Queen Elizabeth Park, Guildford Building for Life Gold Standard Award, Your New Home Awards Best Development for Family Living • Putney Wharf Planning for London Awards (Mayor's Office) Best Planning Built Project Contributing to London's Future • Peter Scott Centre The Waterways Renaissance Awards BURA and The Waterways Trust Heritage and Conservation Award Winner • Makins Court The National HomeBuilder Design Awards Commendation for Best Retirement Development • Lawfords Wharf, London The National HomeBuilder Design Awards Commendation for Best Small Housing Development • JTP Architect of the Year Awards Runner up • Charter Quay, Kingston Upon Thames Building for Life Gold Standard Award • Gunwharf Quays The National HomeBuilder Design Awards Best Mixed-use Development Commendation for Best Use of a Brownfield Site • The Village at Caterham The Deputy Prime Minister's Award for Sustainable Communities Finalist • Queen Elizabeth Park The Evening Standard Awards 2003 Best Three Bedroom House & Best Home of the Year • Makins Court, Winchester Alresford Society Rosebowl Winner • Kew Riverside Bentley International Property Awards Best UK Development Best Architecture (5 star rating) • Kew Riverside What House? Award Gold Winner for Best Development • Charter Quay The Waterways Renaissance Awards Commendation for Riverside Regeneration Project, The National HomeBuilder Design Awards Best Mixed-Use Development • The Village at Caterham The European Urban and Regional Planning Awards 2002 Conversion (Joint Winner) • Charter Quay Association of Town Centre Management Annual Awards Best Town Centre Mixed-use Development • The Village at Caterham BURA Community Award Caterham Barracks Community Trust • The Village at Caterham The RTPi National Awards for Planning Achievement Award for Planning for the Whole Community • Peter Scott Centre RICS Award for Regeneration, Silver Unicorn Award from the British Guild of Travel Writers for UK Best New Tourist Attraction, Tourism for Tomorrow Global Winner for Sustainable Tourism • Freiman Frankfurter Allgemeine Zeitung Award for Planning Innovation • Berlinerplatz, Essen, Germany Robert Jung Prize • Barnes Waterside What House? Award Best Luxury Housing Development

# OUR SUCCESS THE CREDENTIALS

JTP realises that it is important to practise what you preach. To this end we have taken steps to create a sustainable and enjoyable working environment; minimise our carbon footprint in our premises and how we work; embed quality and design excellence throughout our projects, and implement measures that stimulate and engage our members of staff.

Our Mission is to radically improve the sustainability of the built environment, by transforming the way it is planned, designed, constructed, maintained and operated.

We continue to ensure that our accreditations, memberships, awards and affiliations reflect the importance we place on our people, our clients, and our collaborators in the delivery of great places.



JTP Royal Institute of British Architects Chartered Practice Registration Number 2249624P



JTP Royal Incorporation of Architects in Scotland Chartered Practice Services Number 2363



JTP won Building Awards' Architectural Practice of the Year in 2017.

The Building Awards recognise and celebrate the very best of UK building industry.



JTP was awarded Masterplanning and Public Realm Architect of the Year Awards 2016.

The awards reward the practices responsible for the best overall body of work in 13 different categories.



JTP was awarded Employer of the Year at the 2012 AJ100 Awards.

The award recognises staff satisfaction, workplace culture, benefits and staff turnover.



JTP is a member of the New London for Architecture. The organisation is a focus for the debate and discussion of issues facing architecture, planning, development and construction in the capital.



JTP has achieved Best Companies Three Star "Extraordinary" Accreditation status for 2018, recognising the highest standard of workplace engagement and representing organisations that truly excel, focusing on employee engagement as an integral component of a business's success and growth.



JTP was named in the Sunday Times 100 Best Small Companies to Work For 2018, placed at number 73 in our inaugural entry to the prestigious list. The top 100 employers are determined by employee feedback collected via an anonymous survey, against eight factors of workplace engagement and satisfaction.



JTP has achieved a Top Five place in the Building Good Employer Guide for 2017 and 2016. We are delighted to be recognised for the hard work we put into making our studios stimulating and enjoyable places to work, and for the innovative programs we put in place to reward our talented team.



JTP is a supporter in kind of The Academy of Urbanism which brings together a group of thinkers and practitioners involved in the social, cultural, economic, political and physical development of our villages, towns and cities.



JTP is a Practice member of the Urban Design Group (UDG), a charity open to all who care about the quality of life in our cities, towns and villages and believe that raising standards of urban design is central to its improvement.



JTP is an Associate of Civic Voice, the national charity for the civic movement in England. They make places more attractive, enjoyable and distinctive, and promote civic pride.



JTP is a member of the Good Homes Alliance, a group of housing developers, building professionals and other industry supporters whose aim is to transform the UK housing sector to ensure it creates and maintains Good Homes for all.



JTP is a Carbon Smart Silver certified company. This is awarded for taking an intelligent and practical approach to reducing our carbon footprint and improving our environmental performance in various ways.



JTP is associated with BREEAM, one of the world's leading and most respected building assessment schemes that can be applied across all stages of a building's life cycle.



JTP is an Associate of the National Community Land Trust Network, which helps to provide homes that are genuinely affordable to rent or buy and remain affordable for future generations.



JTP London and Edinburgh Studios are accredited by the Contractors Health & Safety Assessment Scheme (CHAS) having demonstrated compliance as a Designer under the CDM Regulations.



JTP is also accredited under the SMAS WorkSafe Assessment Scheme. Both schemes are members of the Safety Schemes in Procurement (SSIP) forum.



JTP (London Studio) is a member of the First Mile Mixed recycling scheme. We operate a full recycling programme in our practice.



JTP (Edinburgh Studio) use Changeworks Recycling for all our recycling and carbon monitoring needs in Edinburgh.



JTP is a member of the UK Green Building Council, whose mission is to radically improve the sustainability of the built environment, by transforming the way it is planned, designed, constructed, maintained and operated.



JTP is a member of the Green Register of Construction Professionals. Joining a list of practitioners working towards addressing key issues relating to sustainability in the built environment.



JTP is committed to the continued investment in time and technology to improve quality, efficiency and accuracy of our work and in turn deliver exceptional solutions to our clients. We have in place a Quality Management System and hold ISO9001 certification.



JTP seeks to minimise the impact of our project and studio activities on the environment. We have in place an Environmental Management System and hold ISO14001 certification.



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