



To: Executive Councillor for Planning and Sustainable Transport: Councillor Tim Ward  
Report by: Head of Planning Services  
Relevant scrutiny committee: Environment Scrutiny Committee 26/06/2012  
Wards affected: Trumpington

## **TRUMPINGTON ROAD SUBURBS AND APPROACHES STUDY Not a Key Decision**

### **1. Executive summary**

1.1 This report seeks approval of the Trumpington Road Suburbs and Approaches Study.

### **2. Recommendations**

2.1 The Executive Councillor is recommended to approve the text of the Trumpington Road Suburbs and Approaches Study, attached as Appendix 2, and that the study be used to inform planning decisions in this area.

### **3. Background**

3.1 Funding of £30,000 per year for pro-active conservation work was agreed for each of the financial years 2008-9, 2009-10, and 2010-11.

3.2 In 2008, a programme of pro-active Conservation work identified, priorities for studies of Suburbs and Approaches to the city which are subject to change. The work to be undertaken was agreed in consultation with members and residents' groups. It was agreed that rapid appraisals would be undertaken of these particular areas. Trumpington Road is the fourth of the second tranche of these studies.

3.3 The idea and the scope of potential Suburbs and Approaches studies were set out in the report to Committee on 8 April 2008: " 4.2. d) *Rapid appraisal of sensitive areas subject to change*". Some areas may have characteristics that are much appreciated, but do not have sufficient merit to justify designation as Conservation Areas. These may be the subject of character appraisals leading to the development of guidance to manage change".

- 3.4 The Suburbs and Approaches Studies are *rapid* studies by historic environment professionals, drawing on national criteria and best practice. Such studies will be a material consideration in determining planning applications; they will provide assessments of Local Distinctiveness to support the National Planning Policy Framework; they will contribute to the evidence base for the Local Plan Review.
- 3.5 The purpose of the document is to be a descriptive account of this approach into the city and it is not a mechanism for making specific policy recommendations which instead is a matter for the Local Plan review. The studies will identify areas with potential for Conservation Area designation, and potential Buildings of Local Interest. The studies will not in themselves provide a basis for Conservation Area designation.
- 3.6 The Study, attached as Appendix 2, was prepared by consultants in 2010 with alterations made following public consultation.
- 3.7 Should this Study be approved and adopted, prior to publication the most up to date base map will be used for the Character Assessment Maps. This may differ from that included with the Study at Appendix 2 and may be done without the formal approval of the Executive Councillor for Planning and Sustainable Transport. This is required in order to provide factual updates showing changes to the study area that have occurred on the ground since the publication of the first draft of the study.
- 3.8 Ward Councillors and the County Councillor were consulted as statutory consultees. Local residents' associations were also notified of the consultation period which ran from 10<sup>th</sup> January to 7<sup>th</sup> February 2012. The public consultation was promoted on the City Council website with a link to the draft Study and a comments form. Hard copies of the document were available at Cambridge City Council Customer Service Centre for reference along with comments forms. The comments received are summarised in Appendix 1
- 3.9 Since the report was first written for the March 2012 Committee, comprehensive comments from Savills on behalf of Grosvenor Developments Ltd have been addressed in Appendix 1. A response was made to Savills on their first set of comments (February 2012) and this resulted in a second representation which has also been addressed in the appendix (May 2012).

3.10 It is recommended that the Study be approved and adopted. When adopted, the Study will comprise a material consideration in the determination of future planning applications in the area.

#### **4. Implications**

(a) **Financial Implications**

The financial implications are set out within the report above.

(b) **Staffing Implications**

There are no direct staffing implications

(c) **Equal Opportunities Implications**

There are no direct physical equality and diversity implications. Involvement of local people in the work followed the guidance set out in the Statement of Community Involvement.

(d) **Environmental Implications**

There are no direct environmental implications

(e) **Consultation**

The consultations are set out in the report above.

(f) **Community Safety**

There are no direct community safety implications.

#### **5. Background papers**

Environment Scrutiny Committee report from 8 April 2008, Item 10 –  
Proactive Conservation Work Programme  
English Heritage guidance on Area Assessments of the Built Environment

#### **6. Appendices**

**Appendix 1**

Summary of responses to public consultation

**Appendix 2**

Trumpington Road Suburbs and Approaches Study, February 2012

#### **7. Inspection of papers**

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Susan Smith

Author's Phone Number: 01223 - 457168  
Author's Email: susan.smith@cambridge.gov.uk

## Trumpington Road Suburbs & Approaches Study: Summary of Responses

1 = action taken

2 = not within the remit of this document

3 = no action taken

NB: Where the same comments have been made by different methods, these have only been included once e.g. where emails are making the same points as Comments Forms.

	Respondent	Comment	Response	Action
1	Save Our Green Spaces	(i) Grave concerns over the proposed expansion in the southern approaches and Trumpington area. The new development proposed will aggravate the marked decrease in green features in the city in recent years. The council should demonstrate its commitment to preserving and enhancing green spaces by ensuring indigenous trees of real size and character are included	(i) Noted. The proposed new developments should be accompanied by appropriate landscaping plans	(i) 2
2	1 email	(i) Mill Road should be Mill Lane	(i) Alteration made to text	(i) 1
3	Trumpington Local History Group	(i) Cambridge Preservation Society not Trust (ii) There is a second turnpike but Trumpington Road remained the main route used by both (iii) Comments regarding the listed milestone (iv) Comments regarding the Hobson's Conduit (v) Are 'fig X' maps 1 and 2? (vi) Suggested textual changes (vii) The third of the Trinity milestones has been reinstated (viii) Change the name of the road to Hauxton Road at the end of Character Area 1 (ix) Suggested textual changes (x) The listed building at 71 High Street was demolished	(i) Alterations made to text (ii) Alterations made to text (iii) Alterations made to text (iv) Alterations made to text (v) Alterations made to text (vi) Not deemed to be necessary (vii) Alterations made to text (viii) Alterations made to text (ix) Alterations made to text (x) Alteration made to text	(i) 1 (ii) 1 (iii) 1 (iv) 1 (v) 1 (vi) 3 (vii) 1 (viii) 1 (ix) 1 (x) 1
4	Cambridge Past, Present &	(i) Welcomes this study	(i) Noted	(i) 3

	Future	<ul style="list-style-type: none"> <li>(ii) Textual changes</li> <li>(iii) Comments regarding the new developments</li> <li>(iv) Add comment on gated entrances</li> <li>(v) It should be Brooklands Avenue Conservation Area</li> <li>(vi) Old Mill House, rather than Old Mill</li> <li>(vii) Botanic Garden does not have an “s” on the end</li> <li>(viii) Landmark buildings are not mapped</li>   <li>(ix) A tree strategy should be developed for all Character Areas</li> <li>(x) Additional street furniture is needed</li>   <li>(xi) Street lighting needs to be updated</li> </ul>	<ul style="list-style-type: none"> <li>(ii) Alterations made to text</li> <li>(iii) Alteration made to text</li> <li>(iv) Alteration made to text</li> <li>(v) Alteration made to text</li>   <li>(vi) Alterations made to text</li> <li>(vii) Alterations made to text</li> <li>(viii) This study follows the English Heritage rapid assessment guidelines</li> <li>(ix) Noted</li> <li>(x) Comment to be referred to South Area Committee Chair and Environmental Projects Manager</li> <li>(xi) Comments to be referred to Cambridgeshire County Council who are responsible for street lighting</li> </ul>	<ul style="list-style-type: none"> <li>(ii) 1</li> <li>(iii) 1</li> <li>(iv) 1</li> <li>(v) 1</li>   <li>(vi) 1</li> <li>(vii) 1</li> <li>(viii) 3</li> <li>(ix) 2</li> <li>(x) 1</li> <li>(xi) 1</li> </ul>
5	Savills on behalf of Grosvenor Developments Ltd (First representation - 7 <sup>th</sup> February 2012: please note the majority of the comments under ‘Response’ have been sent directly to Savills – the response herein has been updated again since)	<ul style="list-style-type: none"> <li>(i) We support and agree with a number of elements of the document, but consider there are areas where document needs amending</li> <li>(ii) Analysis of significance of Trumpington Road supported, but entrance to city lacks real presence and sense of gateway/arrival</li>   <li>(iii) Section 3.3 should clarify that the southern expansion was intended to meet residential development needs up to 2016, include investment in community facilities and the</li> </ul>	<ul style="list-style-type: none"> <li>(i) Noted</li>   <li>(ii) The document is a rapid appraisal of an arterial road into the historic city centre, based on what can currently be seen from the highway. The Suburbs and Approaches Studies are not intended to be in depth studies, but may form the basis for further designation, for example inclusion within a conservation area.</li> <li>(iii) The draft document reflects the time of the survey and adoption and is more descriptive than analytical. The comments regarding the</li> </ul>	<ul style="list-style-type: none"> <li>(i) 3</li> <li>(ii) 3</li>   <li>(iii) 2</li> </ul>

		<p>opportunity to support the local amenities. The comments in the document has a seemingly negative approach to the growth</p> <p>(iv) Under the Character Assessment, 4.1 does not include reference to the weak entrance/gateway to the city. It does not reflect Landscape Design Associates' 2002 study for South Cambridgeshire which identifies the area as lacking individualism. The City Council's own study of 2002 identified the area of low importance to character. This section should be amended to state that the entrance to the city is currently weak, that the agricultural land between the M11 and the urban edge does not make a significant contribution to the setting of the city or its character.</p>	<p>positive advantages alongside the route are noted.</p> <p>(iv) As noted above, the draft document is descriptive as seen from the highway. The analysis of the contribution of the agricultural character and Green Belt function of the area was not mentioned by the consultants or by other respondents to the consultation. Other studies and the Cambridge Local Plan 2006 have set the context for the southern setting to the city. The Suburbs &amp; Approaches Study may be used as a material consideration should any planning applications come forward, however it will not be used to set out policy for the future allocation of land which must be done through the Local Plan review process.</p>	<p>(iv) 2</p>
		<p>(v) Assessment makes little reference to consented development either side of Hauxton Road and how this will significantly alter the character of the area. Therefore the analysis of the green and semi-rural context is misleading and does not recognise the way the area will change.</p>	<p>(v) As noted above, the draft document is descriptive and is a snapshot in time. The preceding section, 3.3, does note the southern expansion of Cambridge. This document would be read in conjunction with other policy documents, it is not intended to include all other material on this part of the city.</p>	<p>(v) 2</p>
		<p>(vi) The study refers to landmarks in Trumpington and glimpsed views. These will change and the most significant views will become the new development edge.</p>	<p>(vi) The draft document refers to 'significant views ' in terms of historical interest and the character of the area when the document was drafted. The draft document reflects the time of the survey and adoption</p>	<p>(vi) 2</p>

		<p>(vii) Under Character Area 1 there a reference to ‘the substantial belts under the western edge of Trumpington Road make an important contribution to the structure of the skyline and townscape defining the important Grantchester Meadows area on one side’. We consider that this is describing Character Area 2 and that these views are not relevant to Character Area 1.</p>	<p>and is more descriptive than analytical (vii) This is a reference to Trumpington Meadows and not Grantchester Meadows. The text has been altered.</p>	<p>(vii) 1</p>
		<p>(viii) The character areas should be drawn more widely. The setting of the city is wider than the narrow strip described. A wider study area would enable the area between the urban edge and M11 to be seen in its proper context, and show that other areas make a more significant contribution to the setting of the city.</p>	<p>(viii) The narrow boundary of the approach into the city is the format of these types of studies. This approach follows the format and brief for these including those already approved for Huntingdon and Newmarket Roads</p>	<p>(viii) 3</p>
		<p>(ix) Section 4.2 states that there is a single unifying characteristic to the area of mature tree planting. However that is not the case close to the M11 junction. The study also identifies the open character of the area to the west of the Hauxton Road. It is agreed that it is open, but it is also flat and devoid of significant landscape value or features. There is also a lack of views of the historic core. Given the purposes of the Green Belt, the lack of views should be noted under 4.2 and reflected in 4.3.</p>	<p>(ix) As mentioned above, this document is a description of a narrow route and approach into the city centre and its local distinctiveness. It is not intended to be a landscape character assessment. The consultee response is written in relation to a specific area and this is not the purpose of these studies See comments above regarding the arrival into the city.</p>	<p>(ix) 2</p>
		<p>(x) Section 4.3 should also refer to the lack of sense of arrival and gateway on this key route into the city.</p>	<p>(x) See comments above regarding the arrival into the city</p>	<p>(x) 3</p>
		<p>(xi) Section 5 considers the features of the study area and whether or not they detract from its character. The significance assessment does not identify any important features within Area 1. The current entrance represented by the Park and Ride should be classed as a negative visual feature at the</p>	<p>(xi) The Park and Ride entrance is not considered to be a negative visual feature. There are multiple entrances onto the route which is the nature of these types of approaches into a city</p>	<p>(xi) 3</p>



		<p>entrance to the city. Enhancing this gateway should be a priority to reflect the importance of the entrance to the city.</p> <p>(xii) The treatment of the Green Belt land is unclear and confusing. The term 'open space' implies a recreational function, however, the land west of Hauxton Road has no function. It is designated as Green Belt, yet the text suggests only areas without any formal designation are indicated. We consider that at best the land could be said to be neutral in terms of the assessment value.</p> <p>(xiii) We do not agree with the proposed study area as the setting of Cambridge and the Approach to Trumpington is much wider.</p>	<p>(xii) The significant green areas highlighted on the map may or may not be formally protected green spaces. The term 'open space' has no policy significance, it is a description of the undeveloped character of the area as part of a study that describes suburbs and approaches. In the case of the land by Hauxton Road, this is part of the Green Belt as set out in the city and South Cambridgeshire planning policy.</p> <p>(xiii) This document is a description of a narrow approach into the city centre and its local distinctiveness. This format has been agreed elsewhere in the city. Disagreement noted but no change recommended</p>	<p>(xii) 3</p> <p>(xiii) 3</p>
6	Savills on behalf of Grosvenor Developments Ltd (Second representation - 16 <sup>th</sup> May 2012)	<p>(i) Our representations do not object to the report being based on what can be seen from the highway, but more can be seen than is defined by the study area. From the Hauxton Road can be seen a wider vista including green, open land eastwards towards Addenbrooke's and Great Shelford and westwards to the river and extensive area of open land. These are critical to the approach to Cambridge yet the study makes no comment on these.</p>	<p>(i) As with all the Suburbs and Approaches Studies, the boundary of the area was drawn tightly around the approach road, mainly taking in properties and their curtilage that fronted the roads. The boundary that defined the area of open space which was considered, was a strip along the side of the road in order to keep the study compact and relevant to the approach into the city. The description in the document covers the area within the boundary that</p>	<p>(i) 3</p>

		<p>(ii) The comment sheet that accompanied the consultation asked whether the respondent agreed with the proposed study area. If the Council is to disagree with suggestions to alter the study boundary, there needs to be a technical justification for that rather than just to simply state that the boundaries are intended to be narrow for this type of study. Why else ask the question? Our response sets out reasons why it is incorrect and we would expect that to be reported to committee and a justification as to why the boundary is set and how it is related to the purpose of this study i.e. its assessment of the approach to Cambridge, rather than the justification which is based on it simply being narrow.</p> <p>(iii) We take it from your response to our previous representation that there is no intention to balance out the negative views that are in the report. We suggest that the report should objectively look at issues rather than what appears to be a subjective assumption that growth and development are negative. Again we advance a technical argument that the text is inappropriate, but there appears to be no technical justification to support the subjective comments made in the report. They appear to be entirely contrary to local planning policy which recognises the benefits, in sustainability terms, of accommodating growth in and on the edge of Cambridge.</p>	<p>was drawn.</p> <p>(ii) The purpose of the document is to be a descriptive account of this approach into the city. Due to the nature of these types of studies, which are a rapid assessment, the area considered is kept tight against the road to ensure that what can be seen is what is described. It would be inappropriate to greatly enlarge the area at one point along its length when the rest of it is focussed on properties along the edge of the road and tree belts. No other respondents to the consultation have questioned the validity of the area that was studied. The wording for question 2 of the consultation will be reviewed for any subsequent Suburbs and Approaches consultations. Comment noted but no change recommended</p> <p>(iii) The Suburbs and Approaches Studies are descriptive and are generally a desktop study, to look at the historical interest of the area, followed by a physical assessment on foot. The resultant document contains a view of what was present historically and at a point in time when the study was undertaken. The agreed and under development housing sites will change the appearance and perceptions of the area as one approaches the city. The document acknowledges that</p>	<p>(ii) 3</p> <p>(iii) 3</p>
--	--	---	---	------------------------------

		<p>(iv) We consider the foreground views and the low quality of the landscape of critical importance to the approach into the city. It is the purpose of the Green Belt to preserve the character and setting. However the report appears to look at two very thin strips of land and takes no account of the wider setting of the city. We consider this to be a significant omission from the report in that it fails to take account of this absolutely critical consideration. Our comments draw on a number of previous studies in identifying the character of the area. Again we would expect to see a technical justification as to why the study area arrives at its views on setting to the approach to the city rather than simply dismissing our comments.</p> <p>(v) The response to the previous comments states that the document will be used as material consideration in any planning applications, but then says it is a snapshot in time and doesn't take into account approved developments. If it is to be used in considering applications, surely it is a significant consideration that intervening development needs explanation in the document? It also appears that this approach is not necessarily actually followed in the document. For example, at the junction of Hauxton Road and the M11 two green edges are shown. There are also green areas further north between those and the urban edge, but these are not shown as green, presumably as they are shortly to be developed . Either the green area needs to be extended onto these in order to take a consistent approach or, as</p>	<p>these studies are a snapshot in time. They relate to the entire study area, not just the growth sites on the fringes of the city</p> <p>(iv) Please see responses to earlier points above. This study is to be read alongside other documents and is not intended to draw in all previous work</p> <p>(v) Due to the constant development of a city such as Cambridge, studies of the character have to be a snapshot in time. If they were not a snapshot they would be impossible to complete due to the ever changing nature of urban areas. When any development application is submitted for an area that is within the study area, the Suburbs and Approaches Study would be one of a number of documents that will be taken into consideration when determining the application, the foremost of which will be the local plan. The map at the end of the document highlights significant</p>	<p>(iv) 3</p> <p>(v) 3</p>
--	--	--	--	----------------------------

		<p>we have suggested, the document needs to explain the proper context for future development.</p> <p>(vi) The document talks of substantial tree belts along the western edge of Trumpington Road. Trumpington Road is not in Character Area 1 where it is Hauxton Road. We believe the reference is not to Character Area 1 but to a different character area and this should be corrected.</p> <p>(vii) There is no response to our suggestion that the local authority boundary should not define the study area but rather it should be based on what is important to the setting.</p> <p>(viii) There was no response to our comment that the report describes the single unifying characteristic across the area being mature tree planting when there is no such planting close to the M11 junction. There is no response to the technical points that we raised regarding there being no assessment of features within Character Area 1 and in particular that the Park and Ride being a negative visual feature. Nor is there any response to our point that the report is unclear about what is Green Belt and what are 'major open spaces'.</p>	<p>features of the character areas. The green areas are either highlighted as an overall colour or as a green boundary with tree symbols where these are important.</p> <p>(vi) This comment was addressed in the previous response. The text has been changed to read Hauxton Road where the tree belt is between the Guided Busway bridge and the junction with Shelford Road.</p> <p>(vii) The document was commissioned as a study for the local planning authority and it is to be used as a material consideration for applications which come to its planning department. The focus of the studies is the land in the suburbs and approaches, the majority of which lies within the city. The document is for city use only at this stage</p> <p>(viii) As mentioned above, the document is mainly descriptive. It is agreed that there are no trees at the junction between the M11 and the Hauxton Road, however, there are trees and other vegetation within Character Area 1 which are important to its character and are picked up as a feature of the area. The consultants did not consider the Park and Ride site a negative feature and it is not proposed to add text to the contrary as it sits within a managed landscape. The</p>	<p>(vi) 1</p> <p>(vii) 3</p> <p>(viii) 3</p>
--	--	---	---	--

		<p>(ix) We remain of the view that there are important points in our representation which are either not being dealt with adequately or at all.</p>	<p>comments regarding the difference between the 'Green Belt' and the 'Green Areas' as depicted on the map is dealt with above.</p> <p>(ix) The comments made and points raised have been dealt with either by amending the text of the document or by responding in this appendix as they relate to the study and its limitations. All representations have been fully considered and addressed by the suggested responses. The respondent may still disagree with how they have been addressed and it will be for members to consider the officers' responses that are suggested</p>	<p>(ix) 3</p>
--	--	---	--	---------------

# **Cambridge Suburbs and Approaches:**

---

**Trumpington Road (including Hauxton Road and  
Trumpington High Street)**

---

**Consultation Draft: February 2012**



## **Contents**

<b>1. Character Summary .....</b>	<b>3</b>
<b>2. Introduction .....</b>	<b>5</b>
2.1 Background.....	5
2.2 Methodology .....	5
2.3 Limitations.....	5
<b>3. Historical Development .....</b>	<b>6</b>
3.1 Brief overview of the development of Cambridge .....	6
3.2. The development of Trumpington Road .....	7
3.3 Southern expansion of Cambridge .....	10
<b>4. Character Assessment .....</b>	<b>11</b>
4.1. The Assessment Area .....	11
4.2. Overall Character and Appearance .....	12
4.3. Character Area 1 .....	13
4.4. Character Area 2 .....	14
4.5. Character Area 3 .....	17
4.6. Character Area 4 .....	18
<b>5. Significance Assessment .....</b>	<b>21</b>
5.1 Listed Buildings.....	21
5.2 Buildings of Local Interest.....	25
References .....	30
<b>6. Maps .....</b>	<b>31</b>

## 1. Character Summary

Trumpington Road has historically always been one of the primary routes into and out of Cambridge from the south and this is manifested in its character. Crucially, it was the preferred route to London and the Thames valley. It continues to play an important role in Cambridge's transport infrastructure, providing a gateway to the city centre when travelling north and allowing easy access onto the M11 and London beyond when exiting the City. The importance of the road has long been established, dating back as far as the late Saxon period.

Approaching from the south, the road (Hauxton Road at this point) crosses open fields before the Park & Ride and a 1970s development signal the entrance to the village. At this point the road undergoes a distinct change with the introduction of trees, green verges and green boundary treatments which become the prevailing character from this point onwards. The dominance of the mature landscape gives the road a sense of status as well as permanence, and is a common theme that unites all four character areas.

Trumpington claims to be Cambridge City's only 'village'. This close proximity to the city centre is reflected in its mixed character with both historic residential properties as well as large commercial developments of the second half of the C20. There is a range of architectural styles, form and grain of development along the High Street. Some properties sit tight to the back of the pavement and address the road while others are recessed and screened behind mature trees and property boundaries. The main Bidwells office at the corner with Maris Lane forms a landmark that, although bulky and alien to the historic character, has been softened by maturing trees to the front. Bidwells, the Shell Garage and the parade of shops opposite form a rather discordant ensemble that acts as a reminder of the arterial nature of the High Street and C20 changes to the character of the village. Most buildings along the High Street are brick rather than rendered, with the use of gault and red brick. The earlier properties generally have thatch or clay tile roofs, whereas slate and tile are common on C19 and C20 developments.

Development along the stretch between Long Road and Brooklands Avenue is largely screened behind tree belts and green boundary treatments. The western side has remained agricultural fields, and Trumpington village has therefore largely managed to retain its identity as a discrete settlement separated from the city centre by a green wedge.

North of Brooklands Avenue the character changes once again as the distinctive gault brick typical of Cambridge and used particularly throughout the New Town development introduces a more uniform palette of materials and building form. The well-treed character continues but in a more orderly and managed form as shown in the open spaces of New Bit and the Botanic Gardens, and in the gardens to the front of Brookside. The Leys School on the western side offers a pleasing contrast to the orderly terrace of Brookside, with its red brick gothic buildings and mature trees creating private enclosed spaces set behind a high boundary fence. The road ends at the busy



roundabout with Fen Causeway, with the junction with Lensfield Road close by, signifying the arrival at the fringes of the city centre.

## **2. Introduction**

### **2.1 Background**

Beacon Planning Ltd was commissioned in July 2010 by Cambridge City Council to prepare a rapid assessment of Trumpington Road, from the Cambridge City boundary (where it is Hauxton Road) to the junction with Fen Causeway. The aim is to provide an assessment and understanding of this route's 'local distinctiveness'.

The City Council has a programme of 'Suburbs and Approaches Assessments' and this Trumpington Road rapid appraisal is one of four in the second tranche of the programme. These projects form part of the Council's pro-active Conservation programme which also includes Conservation Area Appraisals. The Trumpington Road assessment follows the review of the Conservation Area Appraisal for Trumpington in June 2010.

### **2.2 Methodology**

The assessment involved fieldwork, some desk research and analysis. Research was carried out at the County Record Office and in the building control records of the City Council. It consisted of a review of historic maps, and a more general review of works on the history of Cambridge, its architecture and development. Trumpington Road was physically assessed on foot in October 2010. The assessment is based on what could be seen from the public highway.

### **2.3 Limitations**

Beacon Planning Ltd. were commissioned to assess the architectural and historic character of Trumpington Road as part of a characterisation assessment, including the heritage significance of the area. The assessment is not in sufficient depth to support potential Conservation Area designation, although this assessment follows the recent appraisal of Trumpington Conservation Area and parts of the study area are proposed for inclusion within the Conservation Area. This assessment may also provide a useful basis for consideration for further designations.

There are a number of additional lines of research which might produce additional historical information on the history and development of Trumpington Road such as rate books, insurance and building control records. Further research would provide greater detail and depth to an understanding of the development of the area.

### 3. Historical Development

#### 3.1 Brief overview of the development of Cambridge

The City of Cambridge lies at the intersection of four Roman roads. The Roman settlement developed on the west side of the river Cam in the present Castle Hill area. In Saxon times there was further settlement south of the river. After the Norman Conquest a castle was built north of the river and several churches and monastic foundations were in existence by the mid C13. The major growth of the town dates from the establishment of the University from the C13, and at the time of the Reformation there were 15 colleges.

With the exception of some minor suburban development, Cambridge did not significantly develop beyond its medieval bounds until the early 1800s, following the Acts of Enclosure. New housing began to appear on the roads leading out of town, including Trumpington Road. With the arrival of the railway in the 1840s the town expanded as a market town and agricultural centre. Large new areas of housing were built throughout the second half of the C19, building off and connecting the historic routes radiating out from the centre. In the first half of the C20 the town's population grew from 40,000 to 90,000; outlying villages were connected and absorbed as ribbon development spread out from the centre.

Early resistance to this growth and the loss of village character in outlying areas was manifested in the establishment of the Cambridge Preservation Trust in 1928, and the protection given to the Gog Magog Hills, Grantchester, Coton and Madingley. After the Second World War Sir William (later Lord) Holford and H. Myles Wright's *Cambridge Survey and Plan* of 1950 formed the basis of the 1952 County Development Plan, defining the Green Belt and proposing new housing growth on the northern and south-eastern fringes of the town (which became a City in 1951). Population was to be capped at 100,000.

Holford's policy of containment proved unsustainable, and the post-war period has seen continuing pressure for and accommodation of development in and around the City. The coming years will see significant development in and around the City, with new housing, associated community facilities, and development of land for employment, medical and higher education expansion.

The southernmost section of the study area and adjacent land has been identified to deliver a significant proportion of new residential development required in Cambridge. Consequently, the southern end of Hauxton Road will be directly affected by the delivery of large scale new developments on predominantly greenfield sites to both the east and west of the road. The agricultural and open character of this southern section will be significantly altered – a change that has already begun with the delivery of new highways infrastructure to service the expansion of the biomedical campus at Addenbrooke's Hospital.

Further north, the proximity to the city centre as well as the presence of educational institutions will continue to drive larger scale development, whilst pressure for further units in the highly desirable and prestigious residential areas along the road is unlikely to reduce. The City Council wishes to ensure that proposals are developed in the most appropriate way, taking account of the sustainability, mixed use and design objectives set out elsewhere in the Local Plan. This assessment will provide the strategic and historic environment analysis required to inform the preparation of more detailed policies and guidance.

### **3.2. The development of Trumpington Road**

Trumpington Road lies south of the historic core of the city, travelling south through predominantly C19 and C20 century development before reaching the medieval settlement of Trumpington village and then finally stretching out through open countryside to join the transport corridor of the M11. It is in Trumpington that the earliest buildings in the study area are located. To the north, the road extends as Trumpington Street into the historic core of the city. It is joined at two major points by the key east-west routes of Brooklands Avenue and Long Road, and the junction with Shelford Road creates another important interchange. Minor roads and residential streets such as Bateman Street and Latham Road also join the road at various intervals. Trumpington Road ends at Fen Causeway where it joins the city ring road.

Trumpington Road has historically been the main road leading due south from the city centre, with references made to the route to London via the Trumpington road in C13 documents. Ogilby's map of 1675 demonstrates Cambridge's importance as a transport hub of local roads, providing easy access north to Norwich as well as west to Oxford and Bedford, and south to London. Trumpington Road performed an important part as one of these key axial routes. Trumpington Road continued to be the favoured route to London travelling via Royston until the early C19 despite a rival turnpike being established along the Shelford Road at that time. The Toll House built in 1811 still survives opposite Shelford Road (listed in Grade II).

The location of early churches suggests that Trumpington Road was established early on as an important link road to London and the Thames valley. It joined Trumpington Street, or Trumpintonestrata, which continued into the city, crossing the King's Ditch at the junction with Mill Lane. The road runs south into the former Eastern Fields and what was the rural hinterland of Cambridge. The London Road, as it was also known, was maintained since 1584 by the bequest of Henry Harvey, Master of Trinity Hall. It continued to serve travellers and merchants throughout the centuries, becoming a turnpike road in 1793 until 1872. In the C18, a series of 16 milestones were erected along the road by William Warren under the will of Dr William Mowse, Master of Trinity Hall 1552-3. The first was sited opposite the Brooklands Avenue junction with Trumpington Road which is the Stone Bridge over Vicars Brook. It is Grade II listed and can still be seen in place.

Hobson's Conduit flows along the northern section of Trumpington Road and is an interesting local feature. Running from its natural source at Nine Wells,

Hobson's Conduit (also known as Hobson's River and Cambridge New River) was devised by the Master of Peterhouse in 1574 to channel fresh water into the city. The conduit was built by 1610, when the Lord of Trumpington Manor allowed the University and town access to it for maintenance purposes. In 1630 Thomas Hobson left a bequest so that the conduit could be maintained. It flows northwards to the east of Trumpington Road along Hobson's Brook through open land until it reaches development to the south of Brooklands Avenue. The brook flows under Brooklands Avenue and then past the Botanic Gardens and Brookside. At the junction of Lensfield Road stands the listed Conduit Head, built on Market Hill in 1614 and moved from there to its current location in 1856. The water then flows under Lensfield Road, upon which it breaks into four different branches, two of which run along open conduits on either side of Trumpington Street.

Baker's Map of 1830 shows a very open Trumpington Road with relatively little development on either its eastern or western edges. Fen Causeway had yet to be laid out, first appearing on the 1888 OS map as Coe Fen Lane. In 1830 New Town was in its formative stages and yet to enclose Trumpington Road on its eastern edge. Belvoir Terrace of c.1825 is shown, Grade II listed, and marks the last significant development on Cambridge's southern boundary before the road reaches the village of Trumpington. The historic village of Trumpington was focussed upon the Church, with the main road to London, now a principal arterial route serving Cambridge, dotted with coaching inns – a sign of the primary importance of Trumpington Road as a trade and travel route to London and the south east. Trumpington New Road – now Long Road – had been laid out by 1830, and a cluster of development including Weigh Bridge House, Clay Farm and Trumpington Mill lay at the junction.

By 1888, the northern end of Trumpington Road had undergone quite dramatic development. Baker's Map of 1830 shows the beginnings of C19 development, now designated within the Southacre Conservation Area, with Chaucer Road and Latham Road – a former byroad leading to River Farm – depicted as having been laid out but not yet developed. It was not until the end of the C19 that the Pemberton family of Trumpington Hall began to sell off plots for building on long leases. Attached to these leases were covenants ensuring high quality design and spacious building plots. The first house to be constructed was Southacre for the Master of Trinity Hall, built in 1880 on the site of the old nurseries. This was followed in quick succession with houses along Chaucer Road and Latham Road at the end of the C19 and into the C20, built in a variety of architectural styles including Victorian Gothic, Italianate and 'Queen Anne'.

Throughout the C19 the area known as 'New Town' had come forward for speculative development on plots owned by a number of landowners, including the University, Addenbrooke's Hospital and Trinity Hall, as well as private individuals. The Pemberton family owned the plots fronting onto Hobson's Brook that were developed into attractive high quality houses for the middle-classes. The southern end of New Town encompassed open land

owned by Trinity Hall and the University to which the University relocated its Botanic Gardens to in 1846 where it has remained.

In 1862, the London and North Western Railway opened a Bedford-Cambridge line, following closely the precedent set by the Great Eastern Railway line that connected London to Cambridge in 1845. It skirted the southern edge of Trumpington, crossing under Hauxton Road and running north-eastwards into Cambridge Station. By 1965 the line was redundant and the track was removed. It is now the route of the new guided busway.

By 1888, a development of four substantial houses had appeared facing onto the eastern side of Trumpington Road south of Brooklands Avenue, along with Leighton House further south again, built c.1867 by the wealthy Cambridge shopkeeper Robert Sayle. By the 1903-1904 OS map, no further significant built development had taken place on the western side of Trumpington Road between Fen Causeway and the village of Trumpington, aside from the aforementioned development of Chaucer Road and Latham Road. On the eastern side, development was limited but included the construction of the building that is now St Faith's School and Newton Road, the latter started sometime between 1892 and 1896. This was followed by Bentley Road, begun c.1903 which connected Newton Road to Trumpington Road. The houses here are designed in a simplified Garden Suburbs style and were built into the late 1920s.

The 1927-28 OS map shows increasing levels of development but still largely localised to specific places within the study area. Large houses on plots along Newton Road and the adjoining Bentley Road were built, and to the west, similarly large houses appeared extending southwards from Latham Road which itself saw development spreading east-west along both sides of the road. Little if any development occurred in around the junction with Long Road. Further south again, ribbon development of more modest early C20 terraces appeared at the fork of Trumpington Road and Shelford Road.

Development along Bentley Road continued and by the 1938-1952 OS map, Barrow Road is shown running parallel to Bentley Road to the south, with houses on large plots lining either side. A small number of properties have continued to extend southwards on the western side of Trumpington Road, including a cluster of three just south of Bentley Road. Trumpington High Street appears to have remained relatively unchanged in the first half of the C20 with little development of note.

The pace of development in Trumpington village changed rapidly however from 1945 onwards with a significant expansion on the eastern side with the creation of a large council estate. This included the erection of a curved parade of shops fronting onto open space and the High Street. Development continued through the 1950s and 1960s with the infilling of land between Hauxton Road and Shelford Road, including an interesting development of bungalows for retired clergymen. Bishop's Road, shown in its early stages of development leading off Shelford Road towards Hauxton Road on the 1938-1952 OS map, has by 1972 extended significantly and the development of Bishop's Court that is prominent from the southern approach was underway.

In the C19 and C20, the improvement of the roads saw Trumpington village shift its commercial focus onto the High Street and this has continued to the present day. The Bidwells office building Campbell House of 1968 introduces a strong commercial character that is somewhat alien to its historic location, and more recently a large Waitrose supermarket and John Lewis distribution centre, and a park and ride to serve traffic entering Cambridge from the south now form the southern boundary to the village. This pressure for development is unlikely to cease and will continue into the future with the delivery of outline plans for new communities in the land between the M11 and Trumpington village and land to the east of Hauxton Road towards the Addenbrooke's Hospital site.

### **3.3 Southern expansion of Cambridge**

Over 4,000 homes are planned for southern Cambridge which will be delivered over four sites: Trumpington Meadows, Glebe Farm, Clay Farm and the Bell School Site. The first two overlap with southern sections of the study area, with development on open land either side of Hauxton Road. Impacts upon character are likely to extend through to Trumpington High Street through the resulting increase in population and the pressures this invariably brings.

The Glebe Farm site occupies land east of Hauxton Road between the southern extent of Trumpington village and the new Addenbrooke's Access Road. It will deliver 286 houses, informal open space and allotment provision. This will significantly change the approach to Trumpington from the M11 roundabout, altering current views to the edge of the village and reducing the perception of an agricultural hinterland to the city.

Trumpington Meadows is a larger scale development incorporating land in both the City as well as South Cambridgeshire to the west of Hauxton Road and abutting the south-western fringe of Trumpington village. It will deliver 1,200 homes, along with a primary school, commercial units, a community park and recreational and sports facilities. This will likewise significantly change the perception of agricultural open space buffering the southern edge of Cambridge from the M11.

## 4. Character Assessment

### 4.1. The Assessment Area

The area covered by the assessment is shown in the maps at the rear of the document. It encompasses Trumpington Road from the junction with Fen Causeway to the City boundary in the south where Hauxton Road meets the M11. It includes the properties with frontages to the road and landscape areas with relationships to the road. The assessment area can be broadly divided into four character areas:

**Character Area 1** (red) encompasses Hauxton Road from the City boundary to the beginning of the historic core of Trumpington village where the road bridges the old London-Bedford railway line. This part of the road is particularly devoid of development, with the southernmost section consisting of arable fields. The Park & Ride is a notable exception and its presence is symptomatic of its city edge location. Residential development either does not address the street or is well set back and screened, and the resulting streetscape does not have a particularly strong built form.

**Character Area 2** (orange) encompasses the historic core of the village. In this character area, Hauxton Road meets Shelford Road where it becomes Trumpington High Street. The High Street displays a wide mix of styles with historic properties dating back to the C15 alongside a large proportion of mid-late C20 development with both residential and commercial uses. The main road is a dominant feature throughout this character area.

**Character Area 3** (blue) encompasses the wide and leafy stretch of Trumpington Road with desirable early-mid C20 housing alongside its eastern and western sides as well as some later C20 development along its southern section. Its dominant character is that of substantial tree belts and tree specimens that flank the road on both sides for the majority of this stretch, along with timber fencing, hedging and gates.

**Character Area 4** (pink) encompasses the northernmost section of the road. It is characterised by the C19 development of New Town with its gault brick and slate roofs and the black railings to New Bit, Brookside and the Botanic Gardens. The notable exception is the Leys School complex with its red brick and enclosed character.

Most of Character Area 2 forms part of the Trumpington Conservation Area. This, along with Character Area 4, contains a larger concentration of Listed Buildings and Buildings of Local Interest.

The northern area of Character Area 3 is included within the Southacre Conservation Area and a negligible section overlaps with the Brooklands Avenue Conservation Area.

Character Area 4 lies wholly within the New Town and Glisson Road section of the Central Cambridge Conservation Area and together with Character Area 2 contains the bulk of the Listed Buildings and Buildings of Local Interest.



## **4.2. Overall Character and Appearance**

Trumpington Road can be split into relatively distinct sections but the unifying character common the length of the road is the presence of mature landscaping, and most particularly the impact of street trees and trees in private ownership. The leafy residential streets have a varied range of tree species, although there is a greater presence of beech towards the southern end of the road towards the chalk of the hills beyond Haslingfield and Harlton.

Approaching from the south, the predominant character is of open green space to the east and west of Hauxton Road, although with views towards Trumpington village and mature tree belts and hedges. The scale of the road decreases on the approach to the village as hedges and tree planting enclose either side of the road. The Park & Ride and views across to Addenbrooke's Hospital hint to the close proximity to the city centre.

Entering Trumpington, the new Waitrose supermarket and car park become apparent and combined with the Park & Ride they indicate Trumpington Road's importance as a major approach to the city centre. The early C20 semi-detached properties with front gardens on the eastern side offer a contrast and introduce a domestic scale that leads into the historic core of the village and the High Street.

While remnants of the medieval village survive along the High Street, development in the second half of the C20 has significantly altered its historic character. The busy road and its associated paraphernalia of pedestrian crossings, lights and barriers, as well as the bus shelters is a dominant feature that overwhelms the historic village character.

The village has expanded in an adhoc fashion on its northern extent with predominantly C20 residential development stretching as far as the busy junction with Long Road, dominated by the C19 Old Mill House. Development continues along its eastern side but is either well screened or set back from the road in such a way that the overriding feature is the substantial tree belt to the front of the properties that mirrors that on the western side of the road. The road is flanked either side by mature trees that give a sense of high status and gentility. The sense of prestige is heightened by glimpses to large properties set within generous plots along Bentley and Barrow Roads, and of occasional views afforded to the Perse Preparatory School and its associated buildings and landscaped grounds.

The rough boundary on the western side of the road gives way to more formal fences and hedges as the road travels north, and the sense of development on both sides of the road increases with views to St Faith's School and signs for the Nuffield Hospital. Views through Queensway to the complex of 1970s flats marks the arrival at the junction with Brooklands Avenue at which point the character of the road changes once more.

The leafy environs at the junction with Brooklands Avenue give way to the more open landscape of New Bit and the greens beyond. While the landscape remains predominantly green and well-treed, the character is one of more

managed and deliberate planting with the regimented avenue of trees along the western side and the specimen trees of the Botanic Gardens visible on the east.

Large structural planting continues further north with the mature trees providing a green screen to the three storey houses along Brookside. Belvoir Terrace on the western side marks the beginning of the C19 century development that largely comprises the New Town development. The step up in the scale and density of development signals the arrival in the city centre fringe, with views to the city centre continuing along Trumpington Street beyond the northern limit of the study area and glimpses to other large developments such as the University Department of Engineering and University Chemical Laboratory. The railings and homogenous style of architecture and materials create a sense of formality and uniformity on the eastern side, enhanced by the mature landscaping around Hobson's Brook. The gault brick of the New Town contrasts to the darker red brick development of the Leys School opposite, which retains a sense of privacy with a strong boundary fence and mature trees screening much of the complex.

### **4.3. Character Area 1**

The City boundary lies just south of the large junction where the A10 meets the M11, indicative of Trumpington Road's position as one of the primary transport routes into Cambridge from the south. This is a busy junction with traffic arriving from the A10 and M11, as well as accommodating traffic travelling south from the city centre. Views east and west on the City boundary take in the carriageways of the M11 set within a predominantly open landscape and extending to higher ground in the distance to the south.

The recent upgrading of Hauxton Road and the construction of a new relief road to serve Addenbrooke's Hospital and planned developments to the east and west of Hauxton Road has increased the dominance of the highways over the landscape. The separate access road leading to Trumpington Park & Ride adds further to the impression of this road being a major gateway to Cambridge City. Despite the prominence of the highways developments, the prevailing character is of open countryside looking across fields to substantial tree belts in the distance. Before the outskirts of Trumpington the roads are open to the countryside; the immature street trees have yet to make much impact. Landmarks within Trumpington can be glimpsed, with the tower of the medieval church visible to the north-west but generally views to the City and Trumpington village are well screened by trees. This contrasts to views to the north-east towards Addenbrooke's Hospital which act as a reminder of the proximity to the city centre. The third of the Trinity Hall milestones has recently been reinstated following the completion of the roadworks.

The substantial belts along the western edge of Hauxton Road make an important contribution to the structure of the skyline and townscape, defining the important Trumpington Meadows area on one side. As well as being a defining character feature of Trumpington and Hauxton Road and others in the locale (principally Long Road), the tree belts are also an important

resource for biodiversity. As development extends south along Hauxton Road with the delivery of Glebe Farm and Trumpington Meadows, it will be important to protect existing tree belts and plant new trees to reinforce the well-treed character of this southern section of Cambridge. It would be appropriate to plant beech trees as part of the landscaping strategy for this new development to continue the existing trends.

As the road enters the outskirts of Trumpington village an immediate sense of enclosure is created by the narrowing of the road to a generous two lane width with trees and hedgerows lining either side. The hedgerows and trees begin on the western side, leaving open views east to the three storey apartment blocks of Bishop's Court, first visible on the 1970-1972 OS map. These, with their prominent white window frames and balconies signal the approach to Trumpington village. The C20 development within this section has relatively little impact on the street scene with no development actively engaging with the road. The development either does not address the street or is set back some distance from the road. The flats visible on the approach neither enclose the street nor are they accessed from Hauxton Road, and they are screened behind a hedge – all of which work to give them a sense of detachment from the busy road. Those properties that are accessed from Hauxton Road are more modest in scale and set back from the road behind front gardens and mature green boundaries.

Significant landscaping measures have helped to mitigate the impacts of the Park & Ride and its subsequent green appearance helps to integrate it into its surrounding agricultural landscape to the south and west. However the associated access junction, entrance and exit roads and street lighting are particularly urban features within an otherwise green and semi-rural context. In particular, the size of the road junction with its prominent traffic management measures detracts from the greening effects of the landscaping strategy and is another reminder of Trumpington's edge of town location. One of the most incongruous views is that gained from the bridge over the old railway line looking south-westwards over the Park & Ride site.

#### **4.4. Character Area 2**

Over the old railway bridge, the verdant feel is continued with a substantial tree belt extending eastwards along the south side of the old railway line (now the route of the guided busway) and northwards along the west side of the road towards the city centre. The appearance of semi-detached two storey mid C20 ribbon development on the eastern side that engages the street and with front gardens immediately changes the character of the road to that more akin of a residential suburb. The houses generally take two forms, with either render and tile or brick and slate combinations of materials. The use of bay windows is a common feature to nearly all properties, as is the use of green boundary treatments to the front gardens.

Further towards the junction with Shelford Road, the characteristic yew trees of the cemetery (first shown on the 1903 OS map) and nice early C20 housing on the north side of the junction with Shelford Road announces the arrival into the historic core of Trumpington village. A complex of six bungalows by Lyster

and Grillet for retired clergy with their white exteriors and distinctive pierced concrete screen walls create an interesting contrast to the dark evergreens of the cemetery. The domestic early C20 character is compromised however by the large Waitrose supermarket and car park. A white box-like construction, its form is alien to the rest of the built environment in its locale and contrasts to the historic roof structures of Anstey Hall that can be seen across the car park. Its intrusive impact is exacerbated further by the highways provision, which, with its four lanes, pedestrian barriers, traffic islands, traffic lights, signs and street lights, contributes to the busy and cluttered impression of this junction with Shelford Road. Fortunately, views towards Waitrose from the north and east are largely screened by a substantial tree belt that was historically the boundary of the Anstey Hall Estate.

The main road continues to dominate as it travels northwards towards the centre of Cambridge. The toll house is a reminder of the historic importance of this route way, an importance that continues to the present day. Maris Lane leads off to the west, its winding and narrower form indicative of its destination into the medieval core of the village. The green triangle with the village sign outside the Bidwells main office marks the heart of the settlement.

The presence of the Bidwells office on this corner with Maris Lane is a continuing reminder of the commercial and arterial nature of Trumpington Road as it travels through the village. Pleasant landscaping to the front of the building helps to soften its impact on the more domestic scale residential streetscape on the opposite side of the High Street and Maris Lane, but this greenery ends abruptly with the Shell Garage and associated large expanse of hard standing. This section of Trumpington lacks any real coherence. Where the historic properties tend to enclose the road, the late C20 development on the east side of the road at this point is set back behind trees and hedges, and has very little interaction with the street. The mid C20 parade of shops with accommodation above is a particularly striking feature; its three storey curved shape introduces a different form of building not seen elsewhere along the High Street. The green space to its front helps to integrate it into the village setting but its scale and massing remains a contrast with the majority of buildings within the study area. It does however form a relationship with the other larger buildings in the village, Campbell House of Bidwells and the Shell Garage, and together their increased scale and massing signal the commercial core. The flat roofed extension to the off licence and pharmacy is unfortunate and has little architectural merit. Pedestrian crossings, bus shelters and laybys and the bright signs of the Shell garage continue to give great prominence to the road.

The northern half of the village begins to regain a more domestic character with a greater concentration of historic features, including the historic parkland boundary wall of flint and brick to Trumpington Hall and the Green Man Inn, the oldest building in Trumpington (aside from the church) dating to the C15. The historic properties in general sit tight to the pavement in contrast to C20 developments that are recessed from the road with gardens to the front. North of the shops, on the eastern side is a near complete run of C19 estate cottages associated with Trumpington Hall. With the exception of the

northernmost pair of cottages, they have been little altered and retain their uniform character and colour palette, with low-lying boundary walls and small front gardens. The one-storey village hall of 1908 with its red brick, low eaves height and small paned window lights introduces an arts and crafts style and blends well with other red brick historic properties nearby. A particularly fine WWI war memorial with later WWII additions, designed and carved by Eric Gill is an important feature within the streetscape, set within an area of green landscaping with cobbled paving at its base. Behind it the attractive iron gates to Trumpington Hall can be seen along with the boundary wall to the parkland that is an important reminder of the once rural village setting. Opposite the war memorial is a terrace of mid-late C20 houses with white timber boarding that is particularly suburban in character, and the lack of formally defined front gardens or boundary treatments is incongruous within the study area. Bidwells's second and smaller office on the junction with Church Lane has made a relatively successful attempt to take a more domestic form appropriate to its village location by limiting its height and bulk. The use of red brick matches both historic properties as well as C20 domestic development found along the High Street, and the retention of the historic parkland wall that curves around to Church Lane helps to knit it into the historic streetscene.

Further north again a series of low-lying C17 and C18 red brick thatched and clay-tile cottages sit close to the road with gardens to the side rather than the front. Their position below the level of the road indicates how the road has been built up over the centuries. The derelict petrol station on the eastern side is an unfortunate intrusion that detracts from the high quality of the historic environment adjacent and opposite. The yew trees outside the Green Man Inn contribute to the historic character of the C15 inn with its white plaster work and clay-tiled roof, one of many inns in the village and a legacy of its primacy as the favoured route south to London. The impact of modern development however is never far away with glimpses through to Winchmore Drive and the unattractive 1960s brown brick and tile hung three storey flats and associated car parking. These detract from the historic properties to the front.

The Coach and Horses public house on the western side of the road, dating to the C17, sits forward addressing the street and signals the entrance to Trumpington when approached from the north. It similarly forms a prominent end to the historic core of the village. It is unusual in displaying exposed timber framing. The Home Affairs building on the corner of Alpha Terrace that appears to be shown on the 1888-1891 OS map is particularly attractive with gault brick, hipped slate roof and stone window dressings typical of large Victorian villas in Cambridge. The ornamental tree in the front garden forms an attractive scene. Alpha Cottage encloses the junction with Alpha Terrace on the opposite side with a brick boundary wall and is a building of local interest. On the western side of the road the view suddenly widens out to reveal a large expanse of pasture, bounded by historic parkland wall to the road and a substantial tree belt on its northern and western boundaries. It is a vestige of the parkland attached to Trumpington Hall and helps to establish the sense of break in development between Trumpington village and the city centre.

There are a number of significant trees and tree groups close to the road and at times overhanging that improve the streetscape by softening and screening incongruous buildings and enhancing the setting of historic properties. Importantly, their presence helps to reduce the urbanising effects of the busy road.

#### **4.5. Character Area 3**

The overriding character of this section of Trumpington Road is of a wide, generous road flanked either side by mature deciduous trees, some of which overhang the road, that create a sense of enclosure and privacy. The road, with its dedicated bus lane, is three lanes wide at this point, which adds to the feeling of high status. This sense of space and greening effect of the mature trees helps to lessen the visual impact of the continuous stream of traffic using the road as well as the buses travelling along the bus lane.

After Alpha Terrace, development is predominantly set back from the road and is late C20, consisting of mostly semi-detached and detached properties. After Wingate Way it is particularly low in density and has a very limited impact on the streetscape. Characteristically of this section, they are generally well screened from the road behind substantial trees and solid boundary treatments. A notable exception to this is a flat-roofed development with a set-back third storey which has a large and open area of unattractive tarmac in poor condition to the front.

A separate Approaches study has been conducted for Long Road which connects to Hills Road, also the subject of an Approaches study. Connecting two of the principal routeways into and out of the city, the junction with Long Road is busy and controlled by traffic lights with the usual array of accompanying signage and pedestrian barriers. From Trumpington Road, the dominant features are the two developments north and south of the junction. To the north is the landmark of the Old Mill House, a large two storey white painted brick building bounded by a defensive high curved gault brick wall that contrasts to the softer green and fence boundaries found elsewhere in the character area. The Old Mill House is a building of local interest and has a significant mature beech tree to the front of the property. To the south, Gilmerton Court, while largely screened behind mature specimen trees, is an interesting 1960s flat-roofed development of flats fronting Trumpington Road raised on pilotis and designed with a horizontal emphasis. This development, together with the Old Mill House and their associated trees create a sense of enclosure either side of the junction and signal the important entrance to Long Road.

The western side of the road is screened by a large mature tree belt protected by TPOs that offers occasional glimpses through farm access gates to agricultural open land beyond. Domestic scale development extends north beyond the junction with Long Road. The buildings are either gable end onto the road in the case of the terrace of North Cottages or set back behind front gardens as with the attractive Vine and Rose cottages, the latter displaying a

canted bay window. The large area of hard-standing outside the Bollywood Spice Indian Restaurant, formerly the Volunteer public house, is contrary to the character of this section of Trumpington Road. Similarly, the side and rear elevations of the row of North Cottages can be seen beyond the car park, creating a rare sense of dense built development in this otherwise very green character area.

Built development continues on the eastern side of the road, but the maturity of the trees fronting the road acts as an effective shield and the dominant feature continues to be the substantial tree belts. The west remains open fields, glimpses of which are afforded through the tree belts to the front at gated access points. Views down Porson Road, Bentley Road and Barrow Road are of substantial private residential properties set in a maintained landscape of tree avenues that emphasise the linear nature of these side roads. The pleasant red brick Perse Preparatory School set in a mature and well maintained green landscape can be glimpsed through the tree belt along with a substantial modern white-framed building.

Large mid C20 residential properties begin to appear on the western side of the road but these are very effectively hidden behind high fences and mature trees, the gated access driveways being the only real perception of their presence. Closer to town, the properties are earlier, belonging to the late C19/early C20 Chaucer Road and Latham Road developments that form the core of the Southacre Conservation Area. Green boundary treatments and mature trees largely hide the Nuffield Hospital complex, the principal manifestations being prominent signage and the gate piers that mark the entrance and exit points. The evergreen trees to the front contrast with the predominantly deciduous character of the road. St Faith's School continues the institutional nature of this northern section of the eastern side of the road, with the attractive c.1885 red brick with tiled roof school house echoing that of the Perse Preparatory School further south. It is particularly prominent from the road due to a rare extended break in the tree screen. The fence marks a change from the more common use of green boundary treatments in this section, particularly on the eastern side. It is a large two and a half storey building with a particularly attractive porch displaying interesting glazing and decorative brickwork at eaves level, and the sculpted ironwork gates provide an interesting feature within the streetscape.

The late 1970s three storey development on Queensway signals the beginning of town with its denser character, garage provision and colourful ironwork to the external stairways offering a contrast to the traditional building forms and materials found elsewhere within the character area and creating a more urban feel.

#### **4.6. Character Area 4**

Brooklands Avenue marks a change in the character of Trumpington Road where the northernmost section widens and opens out. Mature trees are still prevalent, but the sense of enclosure with mature trees flanking either side of the road and at times overhanging is replaced by one of a more managed and deliberately planted landscape.

The use of 'Cambridge' railings where fences, hedges and scrub had previously demarcated property edges creates a gentrified and distinctive public realm. The greater formality and quality of materials signals a change in the hierarchy of space and announces the arrival into the city fringe. This is reinforced by the extensive provision of car parking either side of the road. The Cambridge railings are a feature of the C19 development that characterises the built form of this fourth character area that takes in the mid C19 University Botanic Garden and the New Town, built from the early C19 onwards.

The transition from an enclosed to open landscape is abrupt, with the open common of New Bit appearing immediately beyond the busy junction with Brooklands Avenue and contrasting with the well-treed junction with Chaucer Road. New Bit links to Coe Fen and Sheep's Green, creating a green wedge that extends into the historic core of the city. The line of horse chestnut trees create a more regimented and managed feel to the tree planting that contrasts to the wilder nature of the tree belts in Character Area 3. On the eastern side, the one-storey lodge nestled within extensive planting, originally the lodge to Brooklands House, defines the southernmost boundary of the Botanic Garden. The gradual elevation of Hobson's Brook and the resulting banked verge and footpath help to give the Botanic Garden great dominance over the road and beyond to the rough pasture of New Bit opposite. The mid C18 gates moved from the original botanic garden in Free School Lane create an imposing, albeit unused, entrance and form a focal point along this stretch of road.

Views travelling northwards are of the major C19 expansion of Cambridge as it grew southwards on land made available by enclosure. On the western side of the road, New Bit is enclosed at its northern end with the gault brick side elevation and garden wall of Belvoir Terrace, one of the earliest developments in the immediate area of c.1825. The two storey semi-detached and detached properties of the C20 development along the southern section of Trumpington Road have been replaced by up to three storey terraced houses often with basements and dormers built for the middle classes. The relatively uniform palette of materials, (mainly gault brick with slate roofs), and repetitive forms create a homogenous and well ordered streetscape. The most desirable houses are located adjacent to Hobson's Brook behind a green landscape with large mature trees. The cast iron bridges and railings provide continuity from the Botanic Garden side of Bateman Street right up to the junction with Lensfield Road.

The Leys School dominates the western side of Trumpington Road at the northern end with a high fence screening open playing fields bounded in the distance by academic and residential accommodation. The oldest school buildings are clustered in the northern end of the site. Established in 1875 in the Wesleyan tradition for the sons of non-conformist university fellows, the first buildings were constructed from the 1870s on meadow land. The oldest building on the site is a villa in gault brick dating to 1815. The complex of red brick buildings with stone quoins and mullions and transoms are a contrast to the gault brick that characterises the New Town development to the east. The



somewhat austere block facing Fen Causeway is particularly prominent; its red brick and gabled form is one of the most visible of all the buildings within the Leys School complex from the road. Other buildings on the site are somewhat obscured by mature trees that continue the green theme, reconciling somewhat the red brick gothic character of the western side of the road with the earlier gault brick development on the eastern side.

At the junction with Fen Causeway, views are afforded in many different directions, often towards buildings of a larger and denser scale that heighten the perception of having reached the city centre fringe. To the north, the large three storey terrace of the Royal Cambridge Hotel dominates the junction, with the bulky Department of Engineering stepping up the scale of building behind. The close proximity of the junction with Lensfield Road creates a quick succession of two busy interchanges, and the associated signage, traffic islands and pedestrian barriers contribute to the increasingly urban character of this northern section. Views northwards beyond the study area continue along to a terrace of buildings fronting directly on to the pavement. The relative absence of street trees or front gardens marks a distinct change in character from primarily residential to institutional and commercial. On the eastern side immediately south of the junction with Lensfield Road, Hobson's Brook is channelled under the road from whereon it flows in runnels along the road side until going underground and entering the river. The conduit head provides a decorative landmark at this otherwise busy traffic junction that marks the end of the study area.

## 5. Significance Assessment

The relative significance of buildings and landscape features in the study area has been assessed according to the following five categories (to be read in conjunction with the coloured map at appendix 1):

- Protected: buildings and trees that are protected by listing or Tree Preservation Orders (TPOs). Listed buildings in the assessment area are listed below. Buildings protected by listing are outlined in dark blue on the map at appendix 1, and TPOs and TPO areas are also indicated.
- Building of Local Interest: although not afforded statutory protection, these make a positive contribution to the street scene, and are listed below. They are outlined in red on the map at appendix 1.
- Positive: buildings of clear local interest, but not yet included as a Building of Local Interest, or of lesser quality than Buildings of Local Interest, or altered superficially. They are outlined in light blue on the map in appendix 1.
- Neutral: buildings which although of little individual merit (sometimes on account of unsympathetic alteration) nevertheless combine with other buildings and spaces to create a townscape of value, or at least do not detract. These are left uncoloured on the map at Appendix 1.
- Negative: buildings which have an adverse impact. These are identified in pink on the map at Appendix 1.

In addition to these categories, significant but not formally protected green spaces, including roadside verges and major open spaces, are also indicated on the map at Appendix 1.

### 5.1 Listed Buildings

#### **Trumpington High Street**

##### **Milestone about 150 yards South of Cromwell House, High Street, Trumpington, Grade II**

The 2nd of the series of 16 stones set up on the old London road under the will of Dr Mowse of Trinity Hall. This one has only the trace of a shield of the arms of Trinity Hall. It was dated 1729. See also Trumpington Road, and the church of St Mary-the-Great. (RCHM 83).

##### **Nos. 18 & 20 (The Coach and Horses Public House), High Street, Trumpington, Grade II GV**

C17; 2 storeys with attics; timber-framed and plastered, hipped tile roof; ground floor of front refaced with modern bricks; remodelled C18; dentilled wooden eaves cornice with some C17 carved brackets below; 2 gabled projecting blocks at back and old chimney stack; old chimney on North end, with grouped diagonal shafts shortened and replaced by later top. Early C19

brick West wing, sashes with glazing bars, hipped slate roof. The interior has several rooms with C17 Panelling, a good staircase, and some C18 fittings. (RCHM 337). Nos 18 to 30 (even) form a group with No 55.

**No. 22, High Street, Trumpington, Grade II GV**

C18. Red brick. 1 storey and attics with 3 gabled dormers in a thatched roof. Band at 1st floor level. End chimney stacks. [Nos 18 to 30 (even) form a group with No 55.

**Nos. 24 & 26, High Street, Trumpington, Grade II GV**

Circa 1700. Red brick. 1 storey and attic. Probably divided in late C18. Band at 1st floor level. 2 and 3 light leaded casements, 3 gabled dormers, thatched roof, (RCHM 335). Nos 18 to 30 (even) form a group with No 55.

**Nos. 28 & 30, High Street, Trumpington, Grade II GV**

C17, extended and re-roofed in C18. Red brick, 2 storeys and cellars. Continuous band between storeys raised over the heads of the windows and doors. 3 windows, sliding sashes below, leaded casements above. Tiled roof. Original staircases, doors and other fittings. (RCHM 334) [Nos 18 to 30 (even) form a group with No 55.

**No. 52, High Street, Trumpington, Grade II**

C18, 1 storey with attics; timber-framed and plastered; central chimney- stack. Leaded glazing in windows, end wall gabled.

***The Green Man Inn, No. 55, High Street, Trumpington, Grade II GV***

C15 with later additions and alterations. Central block, 1 storey with attics; gabled crosswings, 2 storeys; timber-framed and plastered, part refaced with brick; tile roof; south wing extends at back; 2 later bays on front. Modernised. Much of the original internal timbering survives, but has been concealed. (RCHM 336). Nos. 55 forms a group with Nos. 18 to 30 (even).

**Nos. 60 & 62, High Street, Trumpington, Grade II**

Early C19 with mid C19 additions. Probably a toll-house. Grey gault brick. 2 storeys, sash windows with glazing bars. The entrance to No 62 is canted forward onto the pavement. No 60 has a canted bay through both floors on the north wall, probably mid C19. Hipped slate roof.

**Trumpington War Memorial, High Street, Trumpington, Grade II\***

First World War memorial. 1921 by Eric Gill for Dr Wingate. Stone. Square pedestal of 3 steps supports square plinth, each face of which has 3 roll-moulded round-headed arches. The south side has inscribed names of the fallen in the outer arches, 1939-1945 in the centre. East side with 1914 in the left arch, 1918 in the right and centre inscription: 'MEN/OF TRUM-PINGTON/WHO GAVE/THEIR LIVES/IN THE/GREAT/WAR'. North side without inscriptions. West side with blank outer arches and centre inscription: 'FOR/LIBERTY / AND/JUSTICE'. Tapering square-section shaft terminating with a Latin cross and with 2 roll-moulded panels to lower half of each facet.

Lower panels are round-headed, upper panels in shape of elongated oval. The lower panels each have high-relief carving. South side has figure of foot-slogging soldier in army greatcoat, tin hat and shouldered rifle traversing blasted landscape with broken trees towards the setting sun. East side with St George slaying the dragon. North side with St Michael also slaying a dragon with the Spear of Justice under the Hand of God, while an angel observes. West side with the Virgin and Child enthroned, with a flaming torch. Upper panels each have a small patee cross at top and bottom and the names of 9 fallen.

### **Trumpington Road**

#### **Milestone beside the road opposite Brookland Avenue, Trumpington Road, Grade II**

The first of a series of 16 stones set up on the old road to London by William Warren in 1728 under the will of Dr William Mowse Master of Trinity Hall 1552-3. It is a rectangular stone with inset rounded head and has the arms of Trinity Hall impaling Mowse and a pointing hand. The inscription reads "1 Mile to Great Saint Maries Church Cambridge" "A D" 1728. See also the datum mark on Great St Mary's Church. (RCHM 83).

#### **Bridge over Hobson's Brook at Brooklands Lodge, Trumpington Road, Grade II**

Date obscured but circa 1850. Single span cast-iron bridge with pierced spandrels. Moulded standards with plain handrails. Decorated with rosettes. (RCHM 79).

#### **Brooklands Lodge, Trumpington Road, Grade II**

Early C19. Grey gault brick. In the Gothic style. 1 storey and semi-basement, 2 windows with pointed heads and external shutters. Pointed arched panelled door with fanlight over. Hipped slate roof. (RCHM 20).

#### **Gateway and Screen to the Botanic Garden facing Trumpington Road, Trumpington Road, Grade II**

Circa 1765. Wrought iron gates with semi-circular overthrow between rusticated stone piers. They come from the original Botanic Garden in Free School Lane. Circa 1850. Semi-circular cast iron screen on red brick base. (RCHM 79).

#### **Bridge over Hobson's Brook at entrance to the Botanic Garden, Trumpington Road, Grade II**

Dated 1850. Single span cast-iron bridge with pierced spandrels. Moulded standards with plain handrails. Decorated with rosettes and the University Arms; and the ironfounder's name Hurrell (Swan Hurrell of Market Hill). The West end of the bridge has iron gates with flanking railings, all with spear-head uprights. (RCHM 79).

### **Nos. 1 to 5 (consec) (Belvoir Terrace), Trumpington Road, Grade II**

Circa 1825. 3 storeys; gault brick; slate roof; each house 2 windows to each floor; flat brick arches; glazing bars; jalousies on ground floor; round-headed doorways, moulded plaster surrounds with key-blocks; lower windows to No 1, the northernmost house replaced by modern 2 storeyed bay window. No 5 extends over a carriage-arch and has an additional window over. The houses have panelled doors with fanlight over. (RCHM 284).

### ***The King George V Gateway and the Building housing the Library at the Leys School, Trumpington Road, Grade II***

The King George V Gateway and Library 1913-14 by Sir Aston Webb. Entrance has 5 bay arcade with on inner side steps ascending on either side. 3 gables. Central cupola. Red brick with stone dressings.

### ***Chapel at the Leys School, Grade II***

1905-6, By Robert Curwen. Decorated style with buttresses. Turret with cupola. Glass by H J Salisbury. Woodwork mostly by amateurs. Red brick with stone dressings.

### **Gateway onto Trumpington Road at the Less (*sic.*) School, Grade II**

In front of the King George V Gateway and contemporary with it. Circa 1913, probably by Sir Aston Webb. Rusticated red brick pier with stone ball finials. Wrought-iron double gates with overthrow carrying a coat-of-arms.

### **Headmaster's House at the Leys School, Grade II**

Circa 1820. Grey gault brick on stone plinth 2 storeys. 3 bay front with the side bays projecting and pedimented. All sash windows with glazing bars. Single storey stone screen across centre bay forming a porch, 2 Doric columns. Original 2 storeyed bay on south front. Continuous wide projecting eaves cornice on shaped brackets. Slate roof. The interior features including a fine staircase, good doorways and fireplaces, and enriched plaster cornices, Barrel vaulted cellars. Later bay window on the east and single storey, 2 window projection on north. (RCHM 283).

### **Railings along the West side of Hobson's Brook stretching from Hobson's Conduit to Brooklands Avenue, Trumpington Road, Grade II**

Circa 1850. Moulded standards with elbowed stays and plain rails. Marked Headley and Edwards, Cambridge. (RCHM 79).

### **Bridge over Hobson's Brook opposite Pemberton Terrace, Trumpington Road, Grade II**

Dated 1851. Single span cast-iron bridge with pierced spandrels. Moulded standards with plain handrails. Decorated with rosettes and the University Arms; and the ironfounder's name, Hurrell (Swan Hurrell of Market Hill). (RCHM 79).

### **Bridge over Hobson's Brook mid-way along Brookside, Trumpington Road, Grade II**

Dated 1851. Single span cast-iron bridge with pierced spandrels. Moulded standards with plain handrails. Decorated with rosettes and the University Arms; and the ironfounder's name Hurrell (Swan Hurrell of Market Hill). (RCHM 79).

### **Hobson's Conduit, Trumpington Road, Grade II\***

Erected on Market Hill 1614, re-erected in present position in 1856. Hexagonal stone structure with moulded plinth; niche in each side with shell-head; entablature surmounted by strapwork cresting, achievement of Royal Arms on one side, putti and carved beasts at angles and ogee-shaped top surmounted by pineapple finial. Restored 1967. Interesting as the fountainhead of a very early public water supply. See also Market Hill. (RCHM 79).

### **Railings round Hobson's Conduit, Trumpington Road, Grade II**

Late C19. Cast-iron spear-head railings. (RCHM 79).

## **5.2 Buildings of Local Interest**

### **Trumpington High Street**

#### ***Cromwell House, No. 19 High Street Trumpington***

Two storey cottage with thatched roof.

#### ***Alpha Cottage, No. 45 High Street, Trumpington***

Early C19. Grey gault brick. Two storeys, three sliding sashes with glazing bars per floor of front elevation. Central panelled door, rustic porch. Welsh slate roof.

#### ***The Red House, No. 50 High Street, Trumpington***

Early C19. Three storeys, red brick, hipped slate roof. Three sliding sashes with glazing bars per floor of front elevation. Doorcase with reeded surround and fanlight above door.

#### ***Village Hall, No. 75 High Street, Trumpington***

1908. Red/orange brick with penny-struck pointing, cant nosed brick detailing (including plinth course, buttresses and gable ends). Tile stack corbelling and mock-Tudor brick arches over openings.

#### ***Nos. 79 to 81 (odd) High Street, Trumpington***

Not Buildings of Local Interest as the pair of cottages have been radically altered but do show similarities to Nos 83-85, in particular how the doors there may have been originally.

### ***No. 83 High Street, Trumpington***

C19. Gault brick pair of cottages. Similar to others in grouping, but with drip moulds over ground floor window openings, horizontally sliding sashes. Now has later windows in former end doorways (see Nos. 79-81), and modern panelled central front door.

### ***No. 87 High Street, Trumpington***

C19. Gault brick cottage, plain clay tiled roof, central ridge stack set on the diagonal, two gabled dormers. Planked front door and side hung casements under rubbed brick flat arches. Details similar to Nos. 91-93.

### ***Nos. 91 to 93 (odd) High Street, Trumpington***

Gault brick pair of cottages, Welsh slated roof, two heavy decorative brick ridge stacks, gabled cross wing at either end with circular vents near the top. Front door and three-light casement to ground floor of each projecting gable, other windows are two-light side hung casements under decorative brick shallow arched heads.

### ***Nos. 105 to 107 (odd) High Street, Trumpington***

C20. Pair of cottages, thatched roof with hipped ends down to single storey eyebrow dormer on each end, dumbbell pan, two storey centre section, three red brick chimney stacks, rendered walls. Leaded light windows in timber sub-frames, integral porches under eaves.

## **Trumpington Road**

### ***The Old Mill House, Trumpington Road***

An early C19 two storey house of brick with hipped slate roof associated with the milling complex now lost on the corner of Long Road and Trumpington Road.

### ***6 Belvoir Terrace (Vine Cottage), Trumpington Road***

1857, by Anthony Salvin. The house was built on to an existing cottage, which remains to the rear. It was built for and first occupied by Professor William Selwyn. Whilst a striking contrast with the neighbouring terrace, it does utilise the local brick and Welsh slate but the junction between the two is odd. The coach arch through the terrace adjacent to the house perhaps suggests that the terrace was intended to be longer and symmetrical. Some fireplaces of the period remain. Salvin worked extensively in Cambridge and this house for a local academic displays his domestic rather than collegiate work. There have been some alterations, such as the insertion of garage doors into the cottage at the rear, and there are notable cracks evident in the walls of some rooms.

### ***No. 2 Brookside***

This building was occupied by St. Mary's Junior School. It is detached and has four storeys, including a basement. The walls are Gault brick, the gutters

are plastic, and all the windows are timber-framed. There are three chimney stacks. The hipped roof has a slate covering.

The second and first floors each have four 2/2 vertical sash windows. The ground floor has three 2/2 vertical sash windows, and the basement has one 2/2 vertical sash and two 1/1 horizontal casement windows. The second floor windows have curved tops. There are plat bands below the second and first floor windows. The main entrance has stone steps leading up to the timber door. These are covered by a metal arched canopy, with decorative wrought iron supports. There are wrought iron railings to the front of the property. The south elevation has iron balconies on the first and second floors and bay windows on the ground floor.

### ***Nos. 3 & 4 Brookside***

This four-storey building is occupied by the Mander Portman Woodward Independent Fifth and Sixth Form College. It 3 and 4 are a semi-detached building. The walls are Gault brick with decorative red brick. The roof is slate and there are five chimneystacks. The second floor has large gables and dormer windows. Three of these have 2/2 vertical sash windows with shaped tops, and the fourth has two 2/2 vertical sash windows with flat tops. There is an additional small extension with three 2/2 vertical sash windows. The first floor has one bay with three 1/1 vertical sash windows, another bay with four 1/1 vertical sash windows, two 1/1 additional vertical sash windows, two 2/2 vertical sash windows with pointed tops and two 2/2 vertical sash windows with flat tops. The ground floor has three bays, two with three 1/1 vertical sash windows each and one with four 1/1 vertical sash windows, plus an additional three 1/1 vertical sash windows. The basement has two bays, each with one 1/1 and two 1/1 vertical sash windows. It also has three small top-hung casements and one 2/2 vertical sash. There are stone steps leading up the main entrance of each building.

### ***No. 5 Brookside***

This is a four-storey plus attics, detached building, occupied by the Perse Junior School for Girls. The walls are Gault brick and the roof is tile, with two chimney stacks. There are three dormer windows. The second floor has three 2/2 vertical sash windows with stone surround. The first floor has three 2/4 top-hung casement windows with stone surrounds and pediment over the top of the frame. The ground floor has two 2/2 vertical sash windows with a stone surround, and the basement has two 6/6 horizontal casement windows. All windows are timber-framed. There are stone steps leading up to the main entrance. The timber door has a stone canopy supported on corbels. There are wrought iron railings to the front.

### ***No. 6 Brookside***

A tall gault brick building of 3 floors, basement and dormers to attic. 3 bays with door to left side, limestone surround, round arch with keystone to panelled door which has semi-circular fanlight and narrow round headed windows the each side with a brick wall alongside steps leading to the street. There is a door beneath the steps. Centre bay of 1/1 sash windows with low



window -box iron railings to first floor and then end bay has canted, limestone bay windows to basement, ground and 1st floors, 1/6 sashes of timber (2/2 to basement). Flat lead roof to bay windows. All windows have gauged gault brick arches with limestone edges and stone sills. Windows are set in four inch reveals with round moulded brick edges. Dog tooth string course between ground & 1st floors, plain string between 1st & 2nd and broad frieze to cornice. To left is single storey section, heightened in recent times with modern windows. The roof is slate with end stack and the 3 dormers have hipped slate roofs, casements and timber bargeboards.

### ***No. 7 Brookside***

Two storey house of gault brick in Flemish bond with basement and attic. Red brick detail to window arches, which have limestone keystones. Red brick banding and red brick bold cornice. 5 bays wide with bay containing front door, recessed on left hand side. Steps between a pair of low gault brick piers with copings and iron gate lead up to arched double doors with modern canopy above. Windows above are 2/2. Second, third and fourth bays of windows in four inch reveals and the bay between them has canted bay windows to ground floor and basement with a low parapet on top (3/1 sashes to basement windows). First floor has tall plastic windows divided into 3 panes. Above and to dormers are 2/2 sashes and basement. Slate roof with high gable stacks and 4 gabled dormers with ball finials.

### ***Nos. 8-12 (consec) Brookside***

A row of double fronted villas, 3 storeys with basements and attics of gault brick in Flemish bond and limestone dressings. Wrought iron railings with finials to front and following steps to pavement. Each villa has door to left and bay windows to right. Bays run from basement to 1st floor, canted with limestone around windows of 1/1 timber sashes (2/2 to basements). Doors have doorcases of limestone with acanthus leaf consoles supporting small flat canopies, 4 panelled doors with semi-circular fanlights. Above are 1/1 sashes. Slate roof above projecting cornice, rows of stacks between villas and dormers.

### ***Nos. 13 & 14 Brookside***

As above but slightly lower in height and bay windows running from basement to ground floor only. Windows 2/2 no dormers and doors with upper panels glazed and rectangular fanlights.

### ***Nos. 15 & 16 Brookside***

As above again but with bay windows running from basement to 1st floors. Windows 2/2 sashes, except above the front door which are 1/1 as are the bay windows. Front doors paired at the top of steps with railings. 4 panels with upper panels glazed to no15. Rectangular fanlights. Doorcase has triangular pediment supported on scrolled brackets with scallop shell detail above and acanthus leaf below and plain pilasters – all in limestone. 4 dormer windows in slate roof.

### ***No. 17 Brookside***

'School of Education'. 3 storeys with basement. Brown brick in English bond. 12/12 sash windows with limestone surrounds. Similar limestone around central double front doors with rectangular fanlight and railings lining steps to pavement. Roof hidden behind parapet.

### ***No. 18/19 Brookside***

Double fronted corner house, 3 storeys and basement with wrought iron spear railings in front. Bay windows from basement to 1st floor either side of central front door. Bay windows of limestone with parapets 2/2 with 1/1 side lights, canted. Door is recessed, 6 panel door with central moulding with arched windows above on both floors with limestone surrounds and keystones to the arches – all 2/2. Stone quoins to corner of Pemberton Terrace and the gable to this street has blind windows within stone surrounds either side of central door with rectangular fanlight and sturdy pilasters framing the door and supporting a simple canopy. Arched window above. Hipped slate roof.

### ***Nos. 20 & 21 Brookside***

Pair of early C19 houses, 2 storey with basements and dropped dormers. Each is of 2 bays with a sash window to the left of the front door and 2 6/6 sash windows without horns above. Ground floor sashes are of 3 lights, the centre being 3/3 without horns and side lights of 4 panes vertical. Similar windows to basement. 2 dormers to 21 face Brookside of 6/6. No 20 has one dormer of same type facing Brookside and one facing Pemberton Terrace. Semi-circular fanlights over 4 panel front doors. Fanlight to 21 has decorative glazing bars, no 20 is plain. Gault brick in Flemish bond and slate roof. Steps and iron railings lead to road with iron fencing in front. Brick flank wall to Pemberton Terrace.

### ***No. 22 Brookside***

2 storey with lean-to roof over front bay window and door. 8/1 sashes to ground floor and 6/1 above. White painted brick with slate roof.

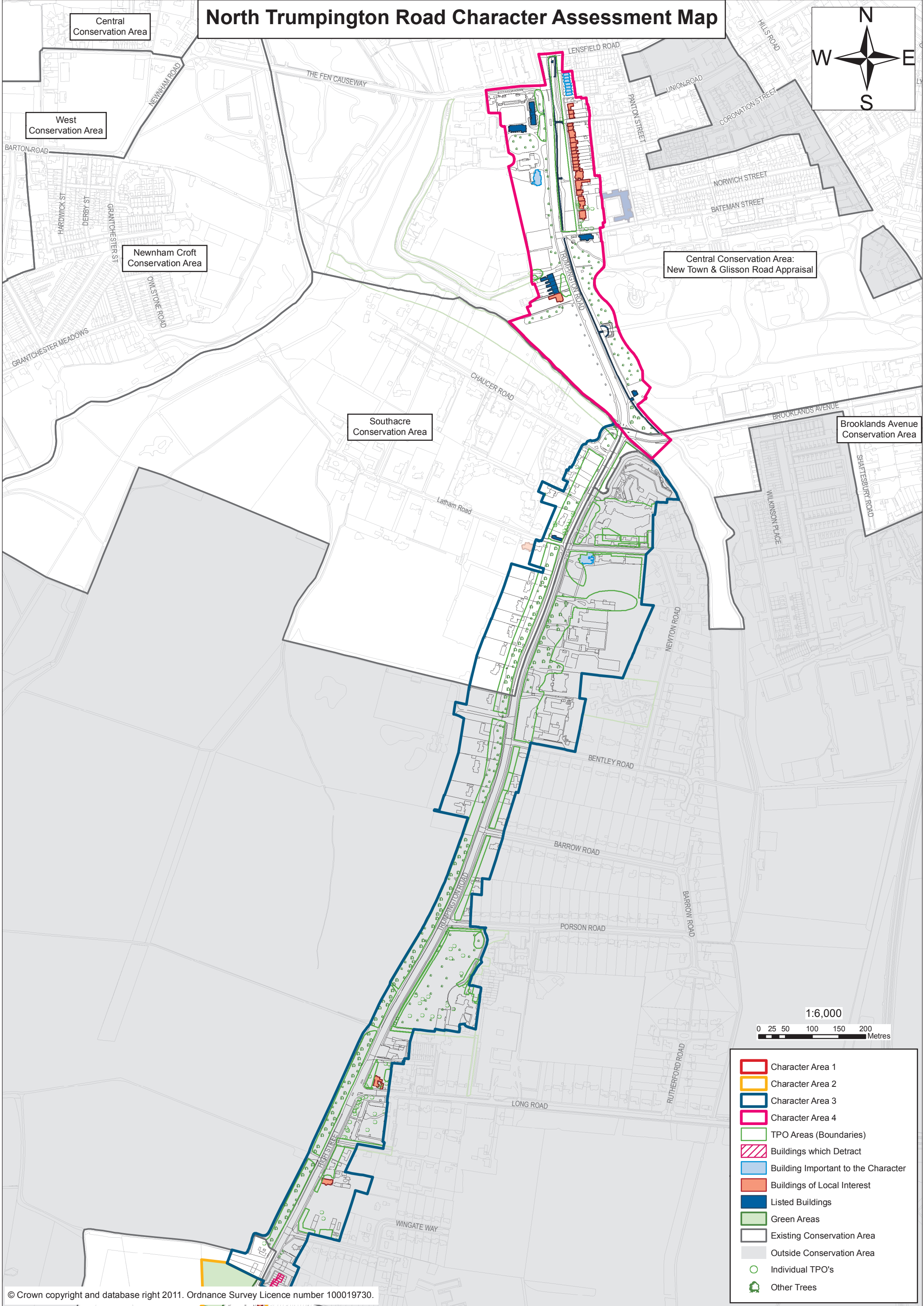
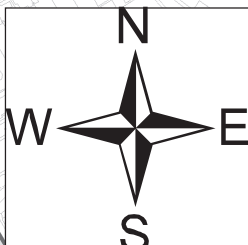
## References

Trumpington Local History Group – [www.trumpingtonlocalhistorygroup.org](http://www.trumpingtonlocalhistorygroup.org)

Cambridgeshire Landscape Guidelines: A Manual for Management and Change in the Rural Landscape 1991

## 6. Maps

# North Trumpington Road Character Assessment Map

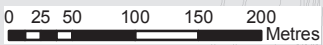


Central Conservation Area:  
New Town & Glisson Road Appraisal

Southacre  
Conservation Area

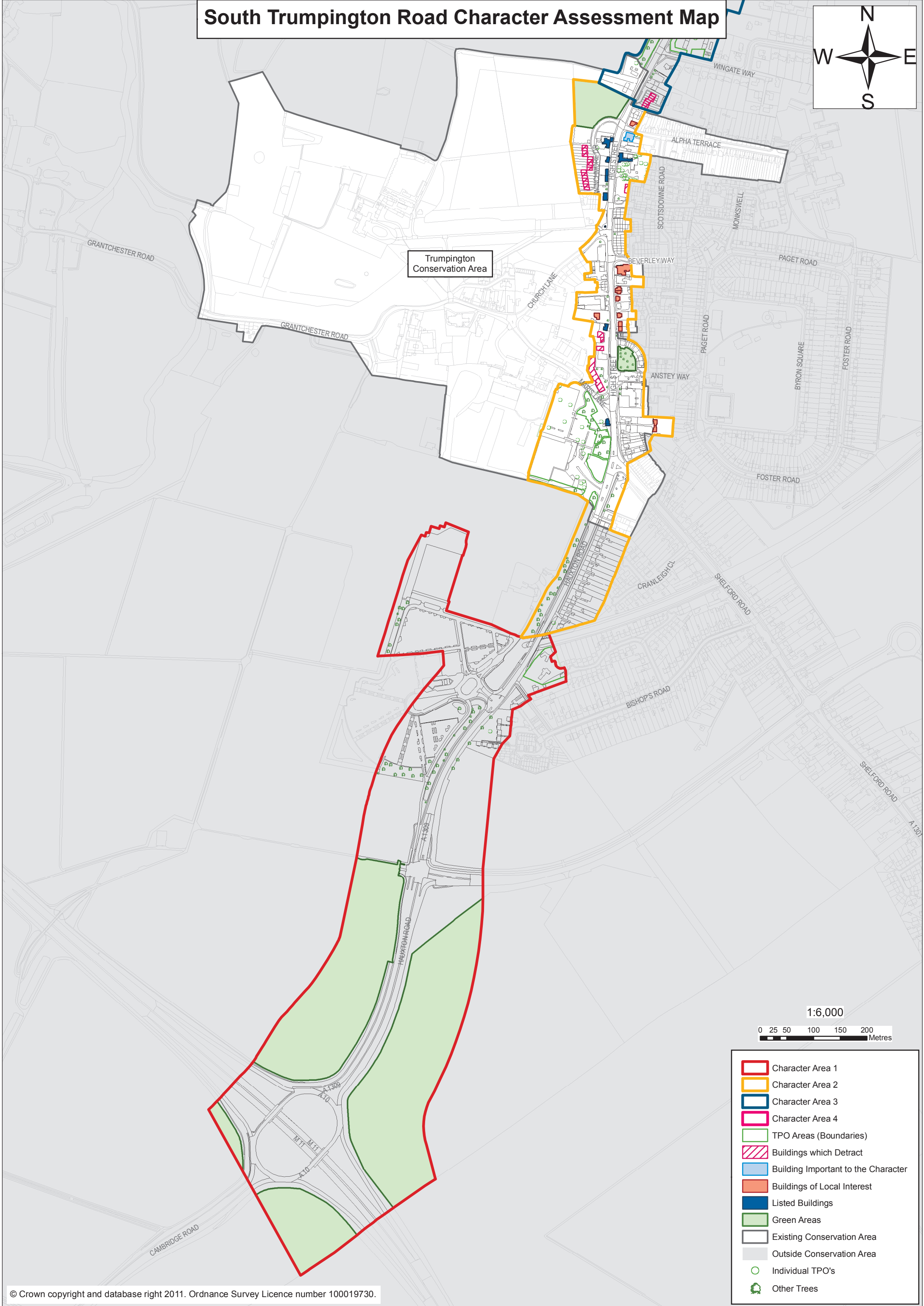
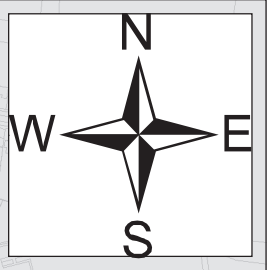
Brooklands Avenue  
Conservation Area

1:6,000



- Character Area 1
- Character Area 2
- Character Area 3
- Character Area 4
- TPO Areas (Boundaries)
- Buildings which Detract
- Building Important to the Character
- Buildings of Local Interest
- Listed Buildings
- Green Areas
- Existing Conservation Area
- Outside Conservation Area
- Individual TPO's
- Other Trees

# South Trumpington Road Character Assessment Map



Trumpington Conservation Area

1:6,000

0 25 50 100 150 200 Metres

- Character Area 1
- Character Area 2
- Character Area 3
- Character Area 4
- TPO Areas (Boundaries)
- Buildings which Detract
- Building Important to the Character
- Buildings of Local Interest
- Listed Buildings
- Green Areas
- Existing Conservation Area
- Outside Conservation Area
- Individual TPO's
- Other Trees