

De Freville

Conservation Area Appraisal



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Front cover: door details from the De Freville Conservation Area

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De Freville Conservation Area

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1. Introduction



This appraisal seeks to define what is special about the De Freville Estate and surrounding environs, and to provide information about its architectural merit and historical development.

This Conservation Area is one of seventeen within Cambridge. The designation of a Conservation Area imposes constraints beyond the usual measures required for planning applications. This means that the area has additional protection, and increases the regulation of otherwise permitted development for householders and businesses.

1.1 Method

In 2009 the residents, with advice from the City Council's Conservation team, carried out some analysis and set out their views on what constitutes the essential characteristics of the area and how it might be protected and improved. This

information formed the basis of the 2009 Conservation Area Appraisal.

In 2020 the appraisal was updated following a review in 2017 being taken by members of the Heritage Watch Group of Cambridge Past, Present & Future who also consulted local residents. Comprehensive photographic surveys of the three constituent parts of the Conservation Area were undertaken whilst changes and developments in the locality affecting the character of the area were noted. A full survey of the trees in the area was also undertaken by a member of the city council's Arboriculture Team.

1.2. Aims and Objectives

The review of this document aims to:

- ☐ provide a clear direction to guide future development in the area
- ☐ identify the features which contribute to the special character of the area, and those which need to be improved

- ☐ conserve the positive features of the area and target resources to those aspects in need of improvement
- ☐ raise awareness and interest in the area
- ☐ ensure better co-ordination of Council wide activities in the area
- ☐ raise awareness of other public sector agencies about the area's special character

Humberstone Road



Trafalgar Road

2 . The Planning Policy Context

Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 imposes a duty on Local Planning Authorities (LPAs) to designate as Conservation Areas any 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.

The special character of Conservation Areas means that the control of development is stricter than in other areas.

Therefore new buildings and the spaces around them must preserve or improve the character of the area. The siting, scale, height, form, details and building materials will all need to be carefully chosen.

2.1 National Policies

The National Planning Policy Framework (2018) sets out the Government's planning policies for England and how these are expected to be applied. Chapter 16 on conserving and enhancing the historic environment discusses heritage assets which include Conservation Areas.

2.2 Local Policies

The Cambridge Local Plan 2018 sets out policies and proposals for future development and land use to 2031.

The De Freville Estate and surrounding environs form part of the area to the north of the City Centre.



Aylestone Road

3 . Summary of Special Interest

The De Freville Conservation Area lies adjacent to the historic City Centre of Cambridge, north of the River Cam. Midsummer Common, an iconic green space that follows the south bank of the Cam, at this point is accessible by foot and road bridges.

The Conservation Area itself was part of the historic parish of Chesterton (2,684 acres), lying west of the village centre. It is situated on the free draining sands and gravels of the Cam valley on level ground that rises gently to the north away from the river.

The De Freville Conservation Area abuts the existing Riverside and Stourbridge Common Conservation Area to the south-west. Along Elizabeth Way the boundary passes near to the Chesterton Conservation Area, but does not physically connect to it. When the De Freville Estate was laid out it extended

beyond the eastern side of what is now Elizabeth Way, but the Conservation Area does not extend this far as the integrity of the development in that area has now been lost.

3.1 Archaeological Significance, Buildings of Local Interest, Tree Preservation Orders

Within the Conservation Area no archaeological remains have been recorded. Elsewhere in the parish, Palaeolithic hand axes have been found, and a Carmelite Friary was established in 1247 (exact location unknown). It is probable that in common with other river valleys in the region there has been a long history of habitation along the river valley, the evidence for most of which would have been lost as a result of later development.

Within the Conservation Area the buildings are of an architectural design

Lamppost in garden of Pretoria Road Property



consistent with their age, reinforced by the developer who encouraged the original purchasers of building plots to use standard designs made available to them. There are three phases to the development of the built environment, which has produced three distinct neighbourhoods (see Section Five, below).

There are no buildings on the National List recorded. There is one property on the list of Buildings of Local Interest (BLIs), and the properties on Ferry Path may be worth considering adding to this local list.

Whilst the Conservation Area is well treed with many mature and semi-mature street and garden trees, only a few

are protected by a Tree Preservation Order (TPO). Trees in Conservation Areas that are not protected by a TPO are protected by the provisions in Section 211 of the Town and Country Planning Act 1990. These provisions require people to notify the Council, using a Section 211 Notice, six weeks before carrying out certain work on such trees, unless an exception applies. The work may go ahead before the end of the six week period if the council gives consent. This notice period gives the council an opportunity to consider whether to make a TPO on the tree. The Council's main consideration should be the amenity value of the trees. In addition, the council must pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. Even if the tree's amenity value may merit an Order, the council can still decide that it would not be expedient to make one.

3.2 General Character and Landscape/ Townscape Setting

The area remains as it was built – a residential area within walking distance of the City Centre. The area was laid out on a grid plan that was characteristic of the development style for Victorian residential suburbs. The leafy avenues of street trees in the eastern part of the area reflect the larger plot sizes and more affluent dwellings set out here. The area is also characterised by the

use of Welsh slate. This had become readily available as a roofing material with the advent of the inland waterways (and later the railways) which enabled the easier transportation of such bulky items from the later part of the eighteenth century. Within the area, there are a range of dwelling types with narrow streets and small mid 19th century terraced workers' cottages to the west in Trafalgar Road, Trafalgar Street and Ferry Path. To the east, the later development of the De Freville Estate and subsequently the Kimberley and Pretoria Roads present more substantial dwellings of the suburban villa type. These were typical for their day and aimed at the middle classes who could afford to move out of the rather crowded conditions to be found in the City itself in the late 19th century. The former post office and a general store have both closed and have been converted to residential properties. The general store shop front is a reminder of past use.

Since the 2009 appraisal, a limited amount of infilling has taken place in various parts of the Conservation Area.

3.3 Historic Context

Prior to the establishment of its residential streets the Conservation Area was part of the agricultural land of Chesterton parish. At the time of Parliamentary Inclosure (1838-40) it included existing,

older enclosures, with the main commons and open fields to the north and east of the parish around the village of Chesterton itself.

On the Tithe Apportionment Plan of 1840 the area that was to become the De Freville Estate is shown as a system of small fields and closes between the River Cam to the south and the 'Great Road' (now the Chesterton Road) to the north. Ferry Path and Lovers' Walk were both shown as narrow lanes, the latter at that time leading to the village of Chesterton. A footpath to the parish Church of St Andrew, orientated east/west followed a line approximately corresponding to the line of Montague Road.

The land was predominantly pasture, except for an arable field to the west of Ferry Path where Trafalgar Road and Trafalgar Street now stand. A private boat house existed more or less where the Peterhouse Boathouse is now (showing a continuity of use), but no other buildings are shown in this area. Cutter Ferry is also recorded. A woodland of just over two acres lay in part of the curve to the south of Lovers' Walk and there were further small areas of woodland – next to the river and to the immediate south of the 'Great Road'.

Many of the old field boundaries are still preserved within the boundaries of the

built-up area, as fields were developed in a piecemeal fashion.

By the time that the first edition Ordnance Survey (1st ed. OS) map was produced in 1880, the terraces along Trafalgar Street, Trafalgar Road and Ferry Path had been built. Glasshouses existed at the back of some plots and on the site where the Old Spring public house now stands. The line of Kimberley and Pretoria Roads had been laid out but De Freville Avenue had not, although it had been added as a hand drawn feature on the copy of the map in the Record Office. The western boundary of the proposed De Freville estate honoured a field boundary running between enclosures called 'Eleven Acres' to the west and 'Great Close' to the east, shown on both the 1st ed. OS and the 1840 Tithe map.

The development of the Trafalgar Road area and subsequently the De Freville Estate came about as a result of a period of rapid expansion of the population of Cambridge, that rose from less than 10,000 people in 1801 to nearly 30,000 by 1851, and 44,387 by 1891. Ferry Path, Trafalgar Road and Trafalgar Street, and subsequently the De Freville Estate and its environs, originally lay within the parish of Chesterton although, by the 1870s the south western portion of the parish where the building of the De Freville Estate was subsequently to take place

had become known as New Chesterton. Chesterton and New Chesterton were not to become part of the administrative City of Cambridge until 1912. As at other places, the expansion of the City was facilitated by Parliamentary Inclosure, which produced regular fields in single ownership that could be sold to developers. The provision of clean water and sanitation had become a serious problem in the rapidly growing City of Cambridge, with many of the wells being shallow and polluted. After 1855 clean water began to be pumped into the City from Cherry Hinton, and the first comprehensive sewage system had been completed by 1895, which was as important as the greater availability of building land for the City's growth. All these factors came together to enable people to move out into newly created suburbs, of which the De Freville Estate was a prime example.

The De Freville Estate Building Company was formed in 1890 and their architect C.H. Payne drew up plans for the new villas, naming the streets after the Leicestershire villages where he lived as a boy. An advertisement extolled its virtues thus –

'The great space in front and the unusually deep gardens at back admits abundance of sunshine and pure air.'

By December 1890, 27 plots had

already been sold at 34 shillings per foot frontage.

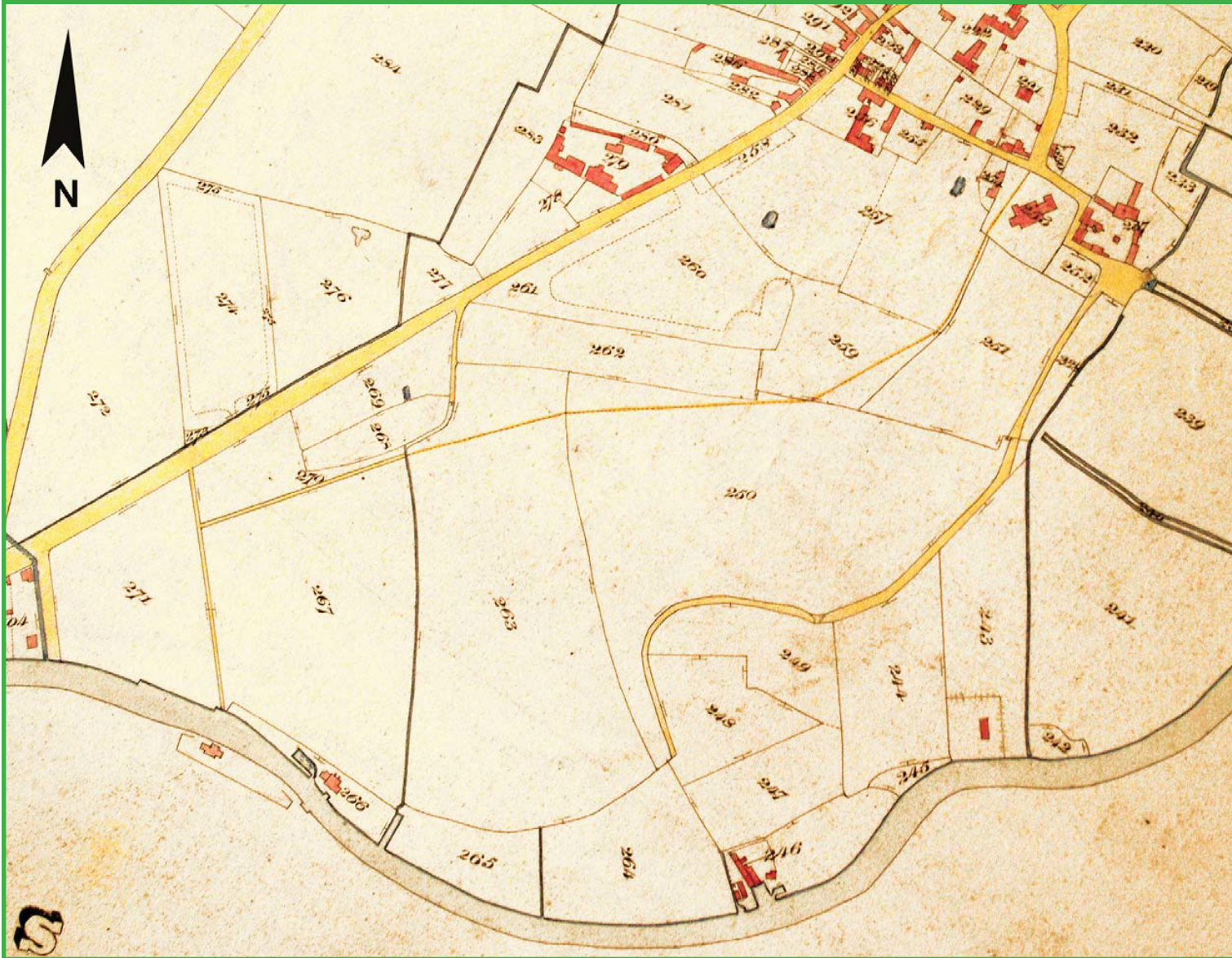
De Freville Avenue bears the name of a Norman family whose tombs are in Little Shelford Church. The estate was brought by Edward Humphrey Green who claimed descent from them on his wife's side.

The OS map of 1903 shows most of the plots along Montague Road and Humberstone Road built upon with scattered occupation of the De Freville Avenue plots. The former public house at the end of Humberstone Road was also evident. There followed a period of rapid expansion and by 1925 the majority of plots in the De Freville Estate had been built upon as had Kimberley and Pretoria Roads. A new street – Haig Road – extended the already existing Cam Road on the eastern side of the estate to connect into Chesterton Road (formerly the Great Road). Elizabeth Way follows the route of these roads. After 1925 the opportunity for infill of vacant plots was limited although some remained vacant until the latter half of the 20th century.

There have been a few plots where modern infilling has occurred. In the majority of cases this has been quite successful with the properties having characteristics that are suitable for the area. Some of the modern buildings along the south side of Hamilton Road

do not have any of the features of the area and therefore are not well assimilated into the Conservation Area.

Tithe Map, 1840: Chesterton and its environs



4 . Spatial Analysis

The Conservation Area comprising the De Freville Estate and its associated streets is situated in a triangular area bounded by Chesterton Road to the north, the River Cam to the south and Elizabeth Way to the east. It is a discrete residential district laid out on a grid.

The main access to the area is along De Freville Avenue from Chesterton Road. From here the rest of the estate can be accessed. Vehicular access and egress into Elizabeth Way is now blocked, which has preserved the seclusion of the neighbourhood. Trafalgar Road and Trafalgar Street are not accessible from the other parts of the Conservation Area.

The regular grain of the development gives it a very distinct visual quality, which is emphasised on the ground by the changes in the rhythm of the built form at the boundaries. It is an introspective area in the sense that there are few views into or out of it. The few glimpses out (for example, towards Midsummer Common to the south) and the one or two longer views at the boundaries,

convey the idea that the outside world is distant and not easily accessible. No doubt this feeling was an attractive one to those moving into the area from the bustle of the City.

The regularity of the plan, however, is alleviated by the leafy character of the district created by the verge side trees (many of which are now mature) and the shrubs, hedges and ornamental trees of the front gardens, particularly along the avenues of the original De Freville Estate. Mature planting in back gardens, occasionally glimpsed between the houses, reinforces the green feel of the area. Where there is no street planting or few front gardens, as in Trafalgar Road and Trafalgar Street, the feeling is austere (see Appendix 2 regarding trees in the area). There are no public open spaces in the Conservation Area.

The lack of modern garaging facilities for most of the houses means that cars are mainly parked along the streets, which is unfortunately rather intrusive. Remarkably, few front gardens have been

sacrificed to create parking spaces and this is a great benefit to the visual quality of the Conservation Area. A Residents' Parking Scheme has been introduced since the 2009 appraisal. The effects of this scheme appear to have been most marked in the parts of the Conservation Area which are nearest to the pedestrian routes into central Cambridge. Parking control of necessity demands signage and metering equipment. Whilst some care has been given to this matter in parts of the Conservation Area, in others a more sympathetic approach to the street architecture would be helpful.



5 . Character Analysis

5.1 Introduction

The De Freville Conservation Area was developed over a period of time spanning the closing years of the nineteenth century and the early years of the twentieth. It occurred in three broad (but overlapping) phases, with each of these developing a distinctive spatial character within the overall style of the day.

The earliest of these was in the area now occupied by Trafalgar Road, Trafalgar Street and Ferry Path (area 1); the second was the De Freville Estate itself (area 2); and the third was in that area between the two that is now occupied

by Kimberley Road, Pretoria Road and Aylestone Road (west) (area 3).

A street-by-street description, including some small-scale peripheral areas that help define the edges of the Conservation Area, forms an important element of the character analysis for each neighbourhood.

Neighbourhood 1: Trafalgar Road, Trafalgar Street, Victoria Avenue & Ferry Path

5.2 Built Form Analysis

Area 1 is characterised by thin narrow plots of equal width giving a close-grained feel at street level, emphasised

by the continuous terraces of two storey workers' cottages. The narrowness of the roadways, back of pavement development and the lack of front gardens and street trees gives an austere feel to Trafalgar Road and Trafalgar Street.

Ferry Path, by contrast, although also composed principally of small workers' terraced cottages is developed on only one side of the spacious pedestrianised pathway.

The small front gardens, subtle variations in plot widths and the greenery of the back gardens of Pretoria Road properties give Ferry Path a softer and more intimate feel.

5.3 Building Types, Detail and Materials Analysis

Predominantly two storey buff brick terrace cottages with slate roofs of similar dimensions, but with some variation in style. Along Ferry Path some of the cottages have semi-basements and there are a few larger properties as well as greater variety of frontage widths, design and boundary treatments. Detailing is usually simple and in keeping with the modest style of the houses.

5.4 Street-by-Street Analysis

5.41 Trafalgar Road and Trafalgar Street

Trafalgar Road runs in a north/south direction between Chesterton Road and the River Cam; from its mid-way point Trafalgar Street runs in an east/west direction connecting to Victoria Avenue. Both of these roads are very narrow, with cars only just having room to pass parked vehicles. Both sides of the roads have pavements. The austerity of these streets has a definite charm.

The terraced cottages in both streets are constructed of buff brick and have undorned fronts. Some facades are painted and no. 32 Trafalgar Road has wooden shutters to windows at the ground floor front elevation. The buildings are two storeys except for three cottages at the southern end of the terrace on Trafalgar Road. These are three storeys with rather fine fenestration in the end gable (photograph T1). The roofs are not clearly visible from street level because of the narrowness of the roads, but they are of

slate with brick chimney stacks predominantly topped with fired white clay pots some of which are more ornate. Inspection of an aerial photograph shows that rooflights have been inserted on a few of the cottages along its length. Some but not all of the cottages retain their original cast iron guttering.

A continuous terrace runs the length of the eastern side of Trafalgar Road, built to the back of the pavement, which creates an enclosed feel to the street. Doors are slightly recessed and some retain their original chamfered stone step and airbrick. Fanlights above doors are a mixture of semi circular and rectangular plain glass panes. Windows are sashes of four panes. Many but not all of the cottages have retained their boot scrapers set into the wall close to the entrance, a really nice feature. Some of the boot scraper recesses along the eastern side of the road have inserted plant pots, which highlight the feature and provide some visual interest.

A small parking area for flats built along the northern bank of the river alleviates the enclosed feeling. An open view towards the river and Midsummer Common at the end of the street has been retained and tree cover softens the outline of the adjacent buildings. Behind the terrace long narrow back gardens run eastwards to the unmade lane that provides shared access to the rear of dwellings on Ferry Path (see below).

In Trafalgar Road, a short terrace of more substantial dwellings is sited on larger plots along the western side of the road north of Trafalgar Street. Here dwellings are set back from the pavement by about two feet behind a dwarf boundary wall. They are constructed of buff brick under slate roofs. The northern three dwellings have painted stone, two storey, canted bays. The remainder are plain fronted. Doorways have plain glass semi circular fanlights set within plain stone arches. Windows are sashes of four panes with painted stone lintels and sills. Some of the small front gardens have been planted up, but generally they are rather unkempt in appearance with some free growing shrub cover and ivy on part of the front elevation. Looking northwards along Trafalgar Road, contemporary age villa style dwellings on the northern side of the Chesterton Road provide an end stop to the view.

Trafalgar Street has terraces of simple two storey late Victorian workers' cottages on both sides, contemporary to those in Trafalgar Road, which are also built up to the pavement. At the western end of the street on the south side a recent development of pale brick with UPVC windows (of small sash design) abuts the older terrace and continues around the corner along Victoria Avenue. On the northern side of the street near the corner with Victoria Avenue are a number of small buildings associated with some retail premises along the latter. Buildings on the opposite side of Victoria Avenue

stop the view west along Trafalgar Street.

There has been one major development on the northern boundary of Trafalgar Road since the 2009 appraisal. Nelson Court provides some 15 one and two-bedroom apartments built around a small courtyard. Technically its footprint falls just outside the Conservation Area. Care has, nonetheless, been taken to ensure that its impact on the street frontage is compatible with the older Victorian properties which characterise Trafalgar Road.

5.42 Victoria Avenue

Victoria Avenue is a main thoroughfare from the City Centre across the River Cam and forms the western most boundary of the Conservation Area. It leads to Victoria Bridge that replaced Bates' Ferry in 1889. The view to the north is stopped by a terrace of turn of the 20th century villa residences along the northern side of the Chesterton Road. To the south there are longer views across the Victoria Bridge to Midsummer Common and Jesus Green.

On the eastern side of the Avenue, University Cycles, a 19th century three storey building, survives in good order. Of particular note are the fine decorated wooden bargeboards on the gable end. Closer to the bridge an early 20th century villa style residence, Overstream House, of similar architectural style to houses on the De Freville Estate, is rather overwhelmed by the new terrace of flats

that links back into Trafalgar Street.

The older architecture of this road offers a glimpse and a connection to the estate beyond.

5.43 Ferry Path

Ferry Path, as its name implies, was a bye way that led to one of a number of ferries across the River Cam. It marks one of the oldest routes through the Conservation Area and connects Chesterton Road with the river. In a diary entry from 1668, Samuel Pepys mentions walking along here and turning east towards Chesterton. At its southern end, the path narrows to a track leading to the river and the steps of the Fort St George ferry.

South of its junction with Hamilton Road, Ferry Path is a pedestrianised route protected at either end by heritage style metal bollards, with dwellings ranged along one side only. It has an enclosed sylvan feel along the majority of its length as mature trees from gardens belonging to Pretoria Road overhang fencing on its eastern boundary. The line of fencing along this boundary is mostly regular in form and there have been few intrusive additions. Garden sheds and studios have been mostly designed to minimise their impact on the Ferry Path boundary.

Ferry Path is continuously built up along its western side with a series of abutted terraces of differing design and date; built for the most part between 1844 and 1868. Frontages are generally nar-

rower than in other later streets and vary considerably in width. The building line is set back from the path, the southern most house set back by a further eight to ten feet. Low walls of buff brick form the boundaries of front gardens; several walls are topped with decorative wrought iron fencing.

The continuous building line is composed of groups of cottages, of slightly differing dates, that are paired or set out as trios or short terraces, and each group has slight variations in roof height that adds interest. The dwellings are built of buff brick, of which a few are painted (an obvious exception is The Old Spring, which is rendered and painted cream). There are two cottages with a single storey square bay each at the northern end of the Path; one full height painted bay at no. 17 and, towards the southern end, a mid to late 20th century single storey painted wood bay on no. 26. The hostel at the southern end also has a double storey square bay with windows set in painted stone surrounds. Nos. 18 – 23 are three storey dwellings with semi-basement living areas, the remainder are two storey dwellings.

Several cottages retain their original style windows with sashes of multiple small panes. More recent bay windows have single pane sashes except for no. 26 that has casement windows. Where doors have fanlights they are usually rectangular and plain glass except for nos. 8 – 12 where they are semi circular in form. No.

15 has an unusual porch canopy and a gateway offering a glimpse of land beyond. This was once a communal access for this trio of cottages.

Roofs are slate and the apparent absence of rooflights or dormer windows suggest that there have been no extensions into the attic space. Chimney stacks are topped with a mixture of fired white and terracotta clayspots.

Mature garden trees from Pretoria Road make a significant contribution to the street scene with a fine group of trees in the garden on the corner where the path turns at right angles towards Pretoria Road. There are some well-planted front gardens along Ferry Path, with climbing plants on some front elevations, which maintain visual interest to the overall street scene. This is a delightful street full of subtle variation.

5.44 Ferry Path Back Lane

This lane is an unmade track approximately 12 feet wide providing access to the rear gardens along Ferry Path to the east, and Trafalgar Road to the west. At its northern end the track opens out to the Chesterton Road. The southern end is closed off by the rear of Caius boat-house.

The majority of plots either side of the track have sheds or garages, the latter generally in utilitarian design from the later part of the 20th century. These buildings can occupy the entire width of

the plot, but otherwise gates block any views into the gardens.

The outbuildings are of mixed materials and ages ~ buff brick on a few of the older buildings (some with chimneys and slate roofs), others of red brick or pre-fabricated concrete. Some are of two storeys, which appear to have been converted in recent years to garden, or work rooms. There is a particularly good example of a restored building (appears to have been retained for its original use) mid way along the track on one of the Ferry Path plots.

The access is highly visible from Chesterton Road and with thoughtful restoration could become a charming asset. However, at present the poor state of the road surface and residents' refuse and recycling bins make the access appear rather untidy and ugly. The 2019 appraisal reinforced this conclusion as such additions that have been made over the last few years do not appear to have enhanced the area's potential.



Ferry Path Back Lane

Neighbourhood 2: The De Freville Estate

5.5 Built Form Analysis

The De Freville Estate is built on a regular grid plan with originally equal width plots. Some of the plots were combined, however, to produce a varied width of frontages, particularly along De Freville Avenue. Houses vary from detached, semi-detached and short terraces of two to two and a half storeys, some with gables. This variety in the built form, the ubiquitous front gardens, the generous width of the roads and the mature street trees give a regular but more open feel to the grain than elsewhere in the area.

5.6 Building Types, Detail and Materials Analysis

Buildings in this neighbourhood are more varied architecturally than elsewhere in the Conservation Area. The choice of building material, however, is still predominantly buff brick (but frequently with red brick dressings) with slate roofs and terracotta ridge tiles. Occasionally red brick has been used (in some roads more than others), or the façade has been rendered or the brick painted. Detailing is of a high order for doors and windows, most of which are original. Many doors have stained or coloured glass, and in the better houses lunettes over the doors are not uncommon; windows are typical late Victorian sashes with fine glazing bars. Bays are a particular feature, commonly two storeys

in this neighbourhood – they vary in design and detail and the best ones are highly moulded and many still have their original natural stone finish.

5.7 Street-by-Street Analysis

5.71 De Freville Avenue

De Freville Avenue was designed as the principal street of the De Freville Estate and it remains the main access to the neighbourhood from Chesterton Road. The avenue is a fifty-foot wide street, lined on either side by a mixture of mature street and garden trees along its length. The houses are set back some twenty feet from the pavement with fair size front gardens, most of which retain their boundary walls and mature planting. The majority of dwellings are contemporary to one another (late 19th/early 20th century).

Many of the dwellings have been extended into the attic space in the mid and late 20th century. Architectural detailing of these features on the house frontages is generally of high quality; there are some good examples of patterns in the roof tiling which contribute to the feeling of distinctiveness. Where space has allowed there has been some late 20th century infill, usually, but not invariably, of a good standard.

There is much variation of design between properties with a mixture of

semi-detached, terraced and detached dwellings and this has created frontages of varying widths – although they are all multiples of the original plot dimensions, which gives a certain harmony to the street frontages. Corner plots are large and contain very substantial detached or semi-detached houses. Ridge and eave heights are consistent, but roof design varies considerably, which creates visual interest.

The eastern side of the Avenue to the north of the Aylestone Road junction has wider than average frontages compared to the remainder of the Avenue. Dwellings here are mainly detached and semi-detached. Plot widths on the western side of De Freville Avenue tend to be slightly smaller corresponding to the original single plot sizes, with dwellings predominately being semi-detached but with some short terraces of six to eight houses. The proximity of the dwellings to one another, together with the gated paths into back gardens creates a feeling of enclosure behind the frontages along the majority of the street.

Most houses are built of buff brick, but many have red brick detailing with black pointing – a few, however, are of red brick and many have been painted (this treatment is generally wrong for this street). The architecture is varied within a fairly limited style range, although

there are exceptions – for example, St George's House, a BLI, is individual in character having been influenced by the Arts and Crafts style.

Frontages exhibit a mixture of cross gables, single and double storey canted bays (many with the original natural stone effect), as well as some plain fronted dwellings. Roofs are slate many with pierced terracotta decorative ridges and finials. Chimney stacks are generally but not always rectangular and built into a gable end wall with terracotta clay pots (some decorated). Rooflight windows have been inserted in some roof pitches, whilst other houses have extended living accommodation into the attic with the addition of dormer windows.

Front doors are generally wide, of solid timber with glass panels in the upper half of the door. Some doors still have the original stained glass, others modern reproduction glass some of very high quality workmanship. Doorways are generally arched with plain glass semi circular lights above to illuminate interior hallways. Front elevation windows are predominantly the original wide, single pane wooden sashes.

Many of the front gardens have retained their low brick walls and original black, white and terracotta tile pathways to the front door. Passageways to back gardens are gated, occluding views between dwellings. Hedges, where they

occur, add to the leafy aspect – well-tended gardens planted in varying styles, some with quite mature trees are a feature of the Avenue. The semi-mature cedar deodora in the garden of Kingsford House is especially notable, creating an air of grandeur.

Regrettably, a small number of front gardens have been lost and paved, some in modern materials to create a car parking area – this detracts significantly from the street scene. The introduction of the Residents' Parking Scheme since 2009 should also have relieved this unfortunate pressure on front gardens.

Since the 2009 appraisal there has been a steady flow of planning applications to De Freville Avenue properties including requests for various attic extensions, rear extensions and the occasional free standing structure. The greater majority of the single storey extensions are not visible either from the road or over the gardens from the rear; some larger two storey extensions can, however, be glimpsed from a number of front, side and rear angles and particular care is needed to ensure that these are not only sympathetic in character to the main dwelling but also proportionate in terms of size.

5.72 Montague Road

Montague Road lies between De Freville Avenue and Elizabeth Way, where the road is stopped-off creating a

quiet residential street. Dwellings along Montague Road do not exhibit the wide variety of architectural style seen in De Freville Avenue and therefore it has a more uniform appearance.

Ornamental fruit trees have been planted in the recent past, a welcome contribution to the overall street scene.

Dwellings are set back from the pavement with low walls enclosing small front gardens. Frontage widths are uniform with the exception of 'The Shrubbery' at the western end of the road, which occupies a larger plot. Passageways to back gardens are gated, further emphasising the close grain feel to the main body of the street, but along the northern side of the road occasional glimpses between dwellings and above gated passageways reveal the open space of the proposed Sandy Lane development beyond – a point to be borne in mind when this site is eventually developed: the 2020 appraisal noted that no new activity had yet been undertaken on this site. At the eastern end of the street the continuity of the building line has broken down. This is partly caused by the insertion of a turning area, the treatment of the junction with Elizabeth Way and other late 20th century infill. On the corner at the junction a 21st century block of flats has been erected, which is not in a very sympathetic design.

Dwellings are predominantly semi-

detached. There are two short terraces, one on the southern side of the road of two and a half storeys, and a few detached properties. All dwellings are of buff brick, some with red brick detailing, most with single or double storey canted bays of various designs including ones with castellated parapets and others with small slate roofs (regrettably many of the natural stone effect windows and lintels have been painted). Some of the houses (predominantly along the north side of the road) have turret-topped bays echoing the architectural detail of 'The Shrubby'.

The garden of 'The Shrubby' is heavily planted with large species trees forming a significant feature in the street scene. Its rear garden and other larger gardens at the western end of the road are also heavily treed, creating an especially significant feature when viewing the rear of Montague Road from Sandy Lane to the north.

'The Shrubby' and nos. 5 & 7 beyond are more individual in style than the remainder of the dwellings along this road.

Roofs are slate, some with pierced terracotta ridge tile detail. Rectangular gable end chimney stacks are topped with terracotta clay pots. Many roofs have dormer or rooflight window insertions.

Front porches are generally recessed, with glass panels in the upper half of the

doors, many with the original stained or coloured glass and semi-circular lights above. Keystones above doorways often have intricately carved details. Windows to the front elevation are predominantly the original wide, single pane wooden sashes set within stone dressings, except on the terraced properties that have narrow casement windows.

Front gardens generally have buff brick boundary walls, some with mature hedging behind. Original black, white and terracotta tile pathways are still relatively common.

There has been a steady stream of requests to extend into attics, add rear extensions or create garden studios since 2009 but the scope for further developments is largely limited by the nature of the housing stock. The most development has been a single storey infill which has created a new dwelling in the back garden of a De Freville Avenue property (no. 24); this is tucked away and accessed from an alleyway off Montague Road. Some further changes at this end of the road involving the construction and/or modification of garage/studios were also underway at the time of the review. The trees make an important contribution to the feel of the road and care will need to be taken to ensure that any diseased ones are replaced.

5.73 Humberstone Road

Humberstone Road runs parallel to,

and south of Montague Road between De Freville Avenue and Elizabeth Way. There is no vehicular access to or from Elizabeth Way. The public house on the corner of the street and Elizabeth Way was knocked down. It was replaced by 'The Newton', private student accommodation which occupies a prominent spot but care has been taken to ensure that the buildings are largely in keeping with the character of the road.

Part of the street is composed of terraces on both sides creating an enclosed feel, but where there are semidetached houses the road seems more spacious. The car park of the former pub on the corner with Elizabeth Way, The Fleur, has been replaced by a short row of terraced houses which are traditional in appearance; the ones nearer The Newton are built in similar brick whilst the two others, standing a little bit further back from the building line, are in red brick reflecting the adjoining terrace to the west. There is a roadway between this new build and the existing terrace which leads to the back gardens and garages of houses in both Humberstone and Montague Roads.

Both red and buff brick are used for houses along Humberstone Road. Semi-detached dwellings and terraces in buff brick with red brick stringcourses, of a similar style to those found in Montague Road, exist alongside terraces built of red brick.

Roofs are of slate with pierced terracotta ridge detail and finials. The roofline is broken by cross gables, several of which are rendered and have 'Tudor' style detailing. Some bargeboards are also decorated.

At the eastern end of the terrace a new Mansard Roof detracts from the existing architectural style although this is mitigated to some extent by the increasingly heavy cladding of ivy. Elsewhere along the road, rooflight and dormer windows have frequently been inserted into front facing roof elevations.

In Devonshire Terrace casement windows are a feature of the bays with single pane sash windows along the first floor elevation. Some but not all of the semi-detached dwellings on both sides of the road have turret topped double height bays. Some stained glass door panes and windows over doors survive but many of the over door lights are now plain glass, some with etched detail of the house name or number. Details and other architectural features are similar to those found in Montague and Belvoir roads.

Mature lime pollards are a feature of the street scene, which is augmented by mature shrubs in some front gardens. Original terracotta and black and white path tiles are still extant on some pathways.

The late 19th century chimney of the sewage pumping station off Newmarket

Road (now part of the Cambridge Museum of Technology) is a feature of the eastwards view along Humberstone Road. However, the late 20th century petrol station on the east side of Elizabeth Way creates a poor end view to the street and a visual barrier to the houses beyond that were part of the original development of the De Freville Estate.

The character of most of Humberstone Road has remained largely unchanged since the 2009 appraisal.

5.74 Belvoir Road

Belvoir Road runs north south to the east of De Freville Avenue connecting into Humberstone Road at its northern edge and a lane that is now called Manhattan Drive at the southern extent.

Frontages are of even width along the road, although there is great variety in type of dwelling along this street with several small, detached houses occupying single plots, as well as semi-detached and terraced dwellings, which adds interest and despite the mixture of house sizes, the road retains a close grain effect. Houses have smaller front gardens than is found elsewhere on the estate, and there is also considerable variation in the size of back gardens that butt onto the curved boundary of Lovers' Lane behind. Houses on roads running at right angles to Belvoir Road stop views north and south. 20th century houses opposite the southern end of Belvoir Road, in Manhattan Drive, form

an end stop and do not detract from the street view – mature trees in front of the houses help to soften the street scene here.

Elsewhere within Belvoir Road, other 20th century infill is also evident partially by the clay tile roofs set amongst the slate. Their architectural style is not entirely sympathetic to the overall ambience of Belvoir Road and its environs. The building line breaks at the northern end of the road where the side elevations of houses on Humberstone Road are encountered. The modern extensions to the rear of dwellings along Humberstone Road and the garaging in Belvoir Road rather detract from the street scene.

The late 19th early 20th century dwellings are all of buff brick with red brick dressings. Some of the architectural detail is more utilitarian than on other roads of the De Freville Estate with, for example, brick rather than stone piers between windows being used on some house bays. Where stone lintels are used these are generally plain. Sashes are a mixture of single pane and double pane. Sash windows at first floor level are narrower than those on the ground floors. Doorways have a mixture of arched semi circular and smaller rectangular fanlights some retaining the original coloured glass.

Roofs are slate, most with pierced terracotta ridge tiles. Gable ends have rectangular chimney stacks with clay pots – generally plain. Rooflight and

dormer windows are to be seen along both sides of the road. There has been some mid 20th century infill of varying architectural quality on both sides of the street.

Original tiled front paths remain to some dwellings although several of the front garden brick walls have been replaced with more modern brick or, other materials. Several mature lime trees line the street. A walnut in the front garden of no. 6 also contributes to the overall street scene.

Belvoir Road is composed of properties of varying periods and styles. As with other roads in the area there has been a succession of planning requests for attic extensions, rear extensions and garden buildings. These have to date mostly impinged on the area's character insofar as they can be glimpsed over back gardens at the junctions with other roads.

5.75 Aylestone Road

Aylestone Road connects Belvoir Road to the east and Pretoria Road to the west. Only the eastern section of the road formed part of the De Freville Estate with few dwellings built as part of the original development (and it may well be that none were originally planned to be built in what was principally an access road). The western part of the road was developed later as part of the Kimberley Road and Pretoria Road scheme

Aylestone Road passes the side of gardens belonging to houses built on roads that ran at right angles to it for much of its length, although there are a couple of regular terraces as well facing on to the street. Additionally, some development has occurred on small parcels of land taken out of the longer back gardens. Parts of the road remain undeveloped as yet creating an open grain pattern of development that is out of step with most of the area.

For the purpose of this description the road will be described in two sections running east to west: the eastern side is situated in Neighbourhood 2 and described here, whereas the western side is located in Neighbourhood 3 and is examined there.

5.76 Aylestone Road (east)

On the northern side of the road close to the junction of Belvoir Road stand the earliest houses along this road – a short two storey terrace of six dwellings of plain buff brick, slate roofs and plain ridge tiles. Stone lintels and detailing on single storey bays with some decoration. Fanlights above doors are small and rectangular. Front gardens are narrow, some with planted shrubs, most retaining original tiled pathways to their front door. Immediately abutting this terrace on its western side is a recently extended late 20th century red brick detached dwelling with a

clay tile roof. The southern side of the road has a collection of dilapidated garages sold for conversion to a single (double storey) dwelling; at the time of the 2017 review, however, the situation remained as in 2009 and no development had taken place. In 2017 there were also proposals to add a substantial property adjoining the row of six terrace houses on the northern side. There are also some dilapidated garages on the southern side of the road at the Kimberley Road end of this section of Aylestone Road (east) which detract from the overall street scene. Next to these a sympathetically designed two storey workshop using materials and a style in keeping with the estate was built in the late 20th century. At the southeast corner with the junction of De Freville Avenue an extension in red engineering bricks has been built, which is totally out of keeping with the area.

Between De Freville Avenue and Kimberley Road, Aylestone Road is bordered by gardens with a single late 20th century timber clad dwelling on the northern side and garaging on the southern.

5.77 Elizabeth Way

Elizabeth Way is part of the Cambridge inner ring road near to a crossing of the River Cam. The original road here was laid out contemporaneously with the De Freville Estate, which was built either

side of it. Only part of the western side of the road, however, is included as there is now little left of the De Freville Estate to the east of Elizabeth Way. Modern buildings on a larger scale, including a filling station, have diminished any unity that the built environment here might once have had. There is a glimpse to the east, however, into open green space on the edge of the Chesterton Recreation Ground.

The houses between Montague Road and Lovers' Walk mark what is now, effectively, the eastern boundary of the De Freville Estate. Between Montague Road and the entrance to Lovers' Walk there is a mix of semi-detached, detached and terraced properties, with the dwellings getting meaner towards the south. The original properties are of buff brick with red brick dressings. Architectural detailing is similar to other properties in the area described above, but in many cases plastic windows have been inserted, possibly to help eradicate the effects of local road noise.

Roofs are all slate with plain ridge tiles. A Mansard roof inserted into one of the terraces detracts from the roofline. Chimney pots are fired terracotta.

Street trees at the ends of Humberstone and Montague Roads soften the views of the line of housing. Some dwellings have garden hedging but there is generally

a rather unkempt appearance to the street scene along this road. Generally this is an area that is in urgent need of enhancement.

The quality of infill over the past decade along the De Freville Conservation Area side of Elizabeth Way has varied. Care needs to be taken to ensure that any further developments, particularly at the junctions with Montague and Humberstone Roads, are in keeping with the general character of the estate.

5.78 Lovers' Walk

The section of Lovers' Walk to the west of Elizabeth Way is an unmade track of about 20 feet in width. This is an historic route way described more fully in the historical section of this review document. Today it provides vehicular access to the rear of plots associated with part of Humberstone Road and the eastern side of Belvoir Road. At its eastern end the lane opens out to Elizabeth Way; the southern end of the lane opens into Manhattan Drive.

The track has an enclosed feel in the landscape and its curving nature, offering only short views, gives it an intimate feel as reflected in its name. Its topography contrasts strongly with the surrounding streets. The northern boundary of the lane is defined by a rather ad hoc arrangement of close board garden fencing, late 20th century

utilitarian garages and occasional older garden buildings. The majority of buildings appear to be used for storage accessed from within the garden rather than for garaging and are of a poor standard. At the southern end of the lane a few buildings have been recently converted to home study type buildings, some of which are two storeys. The southern boundary of the lane is defined by a single run of close board fencing in good condition. It is probable that this was erected when the area to the south was developed for housing. A narrow belt of trees (a possible remnant of earlier woodland) overhangs the fencing creating a leafy walk.

The trees overhanging the southern side of Lovers' Walk are a significant feature along this track not only creating a more rural atmosphere than elsewhere but also effectively softening the impact of tall buildings on the development to the south. Within the lane itself there is a mixture of vegetation along the verge, climbing fences and disused buildings.

Lovers' Walk has a generally dilapidated feel. There has been very little activity requiring formal planning permission over the past decade. Care needs to be taken, however, to ensure that any 'refurbishments' of garages and 'studios' are modest in scale and respect the historic and delightfully rural nature of this part of the Conservation Area.

Neighbourhood 3: Kimberley & Pretoria Roads

5.8 Built Form Analysis

These streets form a less regular grid than those in the De Freville Estate. The building plots are similar in dimensions to others in the area, but are regular in their width with more uniformity to the houses built upon them. These are mainly two storeys, closely placed semi-detached (with the occasional short terrace of similar scaled housing). Consistent ridge and eave heights increase the feeling of a close-grained development, alleviated by the mature planting in the front gardens. Road widths are narrower than on the De Freville Estate, but more generous than the Trafalgars.

Hamilton Road has been included within this neighbourhood as historically it linked the established Ferry Lane area to the new De Freville Estate. It is characterised by an 'avenue' of mature street trees that lead the eye along the road and soften the long plot edges of dwellings at the northern ends of Kimberley and Pretoria Roads. Some of these now have end plot garages and outbuildings.

The boundary of this part of the Conservation Area runs along the pavement on the north side of Hamilton Road. There are a large variety of different buildings which line this frontage including garages and smaller and larger dwellings, many of which are not entirely in keeping with the predominant character of



Kimberley Road

the area but nonetheless impact directly upon it. Consequently the trees play a particularly important part in maintaining the feel of this boundary to the De Freville Conservation Area.

5.9 Building Types, Detail and Materials Analysis

Houses in this neighbourhood are very consistent in style and regular in layout – typically two storeys semi-detached or short terraces of similar size dwellings. The usual building material is buff brick with either red brick or natural stone dressings. Bays are ubiquitous, although the single bay is the most common. Roofs are slate, often with terracotta ridge tiles. Doors and windows are mostly original. Doors often have coloured glass. Windows are typical late Victorian in design and predominantly sash. There are some elaborate porches on several of the houses of the type that marry-up to the bays on either side.

5.10 Street-by-Street Analysis

5.10.1 Kimberley Road

Kimberley Road was outside the boundary of the De Freville Estate, as set out in the 1890's. Development of this street and neighbouring Pretoria Road occurred between 1903 and 1920. Buildings are comparable in size and design to those of the De Freville Estate. A late 20th century block of flats on Hamilton Road stops the view at the northern end of Kimberley Road and the rear of a boathouse of a similar period forms a rather incongruous and cluttered closure

to the view at the southern end, beyond which can be seen the mature trees on Midsummer Common and the spire of All Saints Church. There are long views in both directions along Aylestone Road where it crosses Kimberley Road.

Frontages are regular in width north of Aylestone Road, but to the south of this point they are narrower, and the length of back gardens decreases from north to south respecting the boundary of the rear gardens belonging to houses in De Freville Avenue. The building line is maintained along the length of the street, except at the south-western corner of the junction with Aylestone Road where the side elevation of a garden breaks the building line and offers longer views across the tops of mature garden trees beyond. Buildings are uniformly set back from the pavement with front gardens of around six feet depth. The majority of garden boundaries retain their original brick walls some with bull-nose copings.

Buildings to the north of the Aylestone Road junction are two storey dwellings, predominantly semi detached but with a few examples of terracing and detached dwellings. To the south of the road junction the houses on the eastern side form one continuous terrace with a corresponding but shorter terrace on the western side of the road. Building material is uniform buff brick with some red brick dressings. Natural stone canted bays (some painted) are commonplace, either built to eaves height with

flat roofs or semi-turreted caps, or single storey with crenulated parapets. Some houses have stone pilasters between window lights at first floor level, which are typically single pane sashes. Windows to landings above the main entrance are narrower than for the principal first floor rooms. The majority of doors are flush and have semi-circular fanlights below round headed openings with plain or decorated vousoirs. Many fanlights and doors retain original or, high quality reproduction coloured glass. Nos. 10 & 12 differ in having a wooden detail porch with short turned balustrades set between the two square bays. Several dwellings retain original cast iron guttering. House names can be carved into lintels.

Roofs are slate and predominantly have plain ridge tiles. Rooflight window additions to front elevations of roofs commonplace, but there is only one dormer window along the entire road. Rectangular gable end chimney stacks with terracotta clay pots some decorated.

There are no significant street trees although many gardens have small trees and shrubs that together with climbing plants to front elevations and other garden planting create a pleasing street scene.

What may be one of the original cast iron sewer vent pipes stands on the eastern side of the top section of the street

and is a significant feature.

There have been numerous applications since the 2009 review for side and rear extensions, attic conversions and conservatories. The street frontage remains largely unchanged with the exception of some additional roof light insertions.

5.10.2 Pretoria Road

Pretoria Road lies to the west of Kimberley Road with buildings similar in size, design and architectural detail to those of the De Freville Estate. Garages and a silver birch tree in Hamilton Road close the view at the northern end of Pretoria Road. To the south there are longer views to bank side tree cover and Midsummer Common beyond. Close to, the eye is drawn along the curve of the footbridge crossing the River Cam that provides access to the Common.

As with all the other streets in the Conservation Area there is a feeling of regularity created by the uniform building line. Ferry Path passage opens the view to the fine mature trees in the gardens on either side of the route. Front gardens, which are around six feet in depth, mostly retain their original brick boundary walls, some with bull nose copings. Unusually nos. 34 & 36 have iron railings fixed on top of the wall. Where there are side passages to rear gardens these are gated, closing the view.

Dwellings are predominantly semi-

detached except for one small original detached house and a large late 20th century red brick detached house with integral garage built on a previously vacant plot. There are two short terraces, one on either side of the road. Buff brick is the dominant building material, with red brick dressings. Bays to the front follow the same pattern and variety as those found in Kimberley Road. At Nos. 34 & 36 there is an example of a timber porch of turned wood between square bays at ground floor beneath a through slate roof, an attractive design that gives the pair of houses a unity.

Windows are single pane sashes and where there are stone pilasters between windows at first floor level they are sometimes ornately carved. Architectural detail is generally similar to that found in Kimberley Road although somewhat grander in scale and aspiration.

Roofs are slate, some but not all with pierced terracotta clay ridge tiles. There are two clay tile roofs – on no. 6, built in 1926, and the more recent house mentioned above. Several dwellings have extended living accommodation into the attic space with rooflight windows. Chimney stacks are rectangular and on the gable end of semidetached dwellings, or in partition walls in the case of the terraces. Chimney pots are of fired terracotta, some decorated.

Towards the northern end of the road some of the garden trees are of mid size and at the southern end of the road

mature trees close to the river provide a green backdrop, but there are no roadside trees in the pavement. Elsewhere many gardens have smaller trees and shrubs, which together with climbing plants create a leafy street scene.

Pretoria Road provides an important route for pedestrians and cyclists to cross the river to Midsummer Common. At its southern end a family home has been inserted into a space alongside the bridge. This development is not part of the De Freville Conservation Area and differs considerably in style and does have some impact; a tree and some foliage (which is in the Conservation Area) at the entrance to the bridge soften its impact and provide some protection

Like Kimberley Road there have been numerous applications since the 2009 review for side and rear extensions, attic conversions, conservatories and garden studios. The street frontage remains largely unchanged with the exception of some occasional roof light insertions.

5.10.3 Aylestone Road (west)

The southern side of the western section of the road has three short terraces of four dwellings in each, built in buff brick with some red brick detailing (one dwelling with painted brick). Single storey bays (some regrettably painted) with sash windows and house names carved into stone lintels. Recessed doorways, two of which have been glazed to create an enclosed porch. On the north side of the road a long term commercial site oc-

cupies a small area of infill taken out of gardens. To the east of this the house on the corner of Kimberley Road retains its ground floor shop frontage, with display windows within a wooden frame. This building was formerly a general store.

Mature and semi-mature trees and shrubs in gardens running alongside Aylestone Road give some visual 'softening' to the garden walls and fences. The open grain of this road allows views over boundaries to the garden treescape. Street trees are of mixed age and stock re-enforcing the ad hoc nature of development along this road. Horse chestnut, ash, silver birch and poplar all contribute to the overall setting.

There is a relative lack of uniformity and somewhat more utilitarian character to this section of Aylestone Road. However, the area has benefited from the extinguishing of the former non-conforming commercial use on the northern side and its replacement with a studio.



Trafalgar Road

6 . Key Characteristics

The De Freville Conservation Area is a wholly residential area with a high degree of integrity of design. It is situated between Conservation Areas that cover the City Centre and Chesterton village. It is important as part of the nineteenth century planned expansion of the City of Cambridge.

The key characteristics of the area can be summarised as follows:

6.1 Spatial Integrity

- The street plan within the proposed Conservation Area is laid out on a grid system.
- There is a clear hierarchy of streets with the principal streets being wide with the building line set back behind larger front gardens.
- On the principal streets, amalgamated plots are a frequent occurrence with detached and larger semi detached dwellings occupying the space.
- Few detached houses in the middle ranking streets. Where they occur they are small in nature reflecting their occupation of a single plot.
- Building plots on the smaller streets are narrower with few or no combined plots.
- The Conservation Area is a self contained space with very few views into or out of the area. There are no green

spaces or communal facilities within the Conservation Area itself, which reflects the private nature of the estate. However, the houses are set within ample gardens (private green spaces) and the area is within easy reach of Midsummer Common.

6.2 Built Environment

- Each neighbourhood within the Conservation Area has a strong architectural integrity reflecting the period in which it was first developed.
- Each street has a consistency of ridge and eaves lines but with some variation in De Freville Avenue reflecting its higher status.
- There is a strong consistency of materials - typically buff brick with red brick dressings, slate roofs and natural stone effect lintels and bays.
- Except for along Trafalgar Road and Trafalgar Street, houses are set back from the roadway with generous front gardens behind brick boundary walls.

6.3 Planting

- The De Freville Estate is characterised by having avenues of trees along many of the main streets. Along De Freville Avenue, mature trees create movement, colour and variation in height amongst the more solid form of the high quality

dwellings. More or less intact avenues of mature street trees are also a feature of Humberstone and Hamilton Roads. More recent planting of ornamental trees along Montague Road are already making a positive contribution to the street scene. Occasional mature street trees are also to be found along Aylestone Road.

- Garden trees of note include a cedar on De Freville Avenue and Montague Road, two strawberry trees on De Freville Avenue, and a walnut on Belvoir.

7 . Enhancements & Future Developments

7.1 Overview

The De Freville Estate and its associated streets are a charming late Victorian and Edwardian residential area that has changed little since its creation.

One of the real achievements by the residents is that they have, to a remarkable extent, preserved the original architectural details such as doors and windows. There are a few houses where either the ubiquitous roofing slates have been replaced by concrete tile, or the occasional brick façade that has been painted. Where this has happened the incongruity is painfully obvious. Rather more of the natural stone effect bays and lintels have also been painted, but in many cases owners have recently had painted surfaces removed and more of this should be encouraged.

There has been a wide use of rooflight windows that in some instances is too intrusive – particularly where the building has a high visibility, such as when it stops the view at the end of a street.

On street parking is a problem to the visual quality of the area (as so often is the case). Happily, nearly all of the front gardens have been preserved, and few have been converted to parking spaces.

The integrity of the street scene depends on the front gardens being retained and the mature planting protected and, where possible, traditional paving materials for paths. The type and deployment of street furniture needs to be reviewed, although it is suggested that if alternative types are considered care will be needed to find the most appropriate design. In the long term the street scene will be improved if overhead wires are removed. With the moves towards electric/hybrid vehicles particular care will also be needed to ensure that on-street charging points do not contribute to street clutter.

Because of the tight-grained nature of the residential streets there is little opportunity remaining for modern infill.

Minor infill that has occurred in the past has not always been well done and further infill should be discouraged. An extension on the corner of De Freville Avenue and Aylestone has been constructed in red engineering brick, which is totally unsuitable to the area and it is to be hoped will not be repeated elsewhere.

The character of Ferry Path could usefully be enhanced. This pedestrian thor-

oughfare retains characteristics which are now in short supply elsewhere in the city.

There are no public open spaces in the Conservation Area, which relies heavily on verge side planting (as well as that in front gardens) to create a green atmosphere. It is important that trees in the public domain continue to be cared for and replanted as necessary, and also that householders are encouraged to maintain their trees and replant where they fail.

The 2009 appraisal concluded that the De Freville Conservation Area was a successful example of conservation policy in action. It remarked: 'one of the real achievements of the residents was that they had, to a remarkable extent, preserved the original architectural details'. The 2017 review has reached a similar conclusion: the area retains the qualities which justified its original designation as being of significant interest.

Notwithstanding, some potential threats to the area's qualities and integrity have emerged from this review; many of these were also signalled back in 2009 (see this section). The many attic conversions vary considerably in quality, whilst the integ-

rity of street frontages has been mostly preserved. Relatively few opportunities for infilling across the area remain but again what has gone up differs in quality. Occasionally single storey garages of generally low architectural value have acquired studios above them. New developments have been nibbling away a little at the edges, not always sympathetically. These particularly affect the numerous views out of the Conservation Area which are part of the area's charm. There is also scope for improvements to the general maintenance of the so-called 'back lanes' of the Conservation Area.

7.2 Use of Regulation

Regulation should be used where necessary to help preserve the character of the Conservation Area:

1. Under Article 4 of the General Permitted Development Order, it is possible for the Local Planning Authority to restrict certain permitted development work, including the replacement of unsuitable doors and windows, the removal or replacement of boundary treatments, painted facades. The local authority should consider using these powers;

2. There is special provision for historic buildings (listed and those in Conservation Areas) under Part L of the Building Regulations, which allows greater scope in the application of Building Regulations in order to preserve their historic character. Buildings in Conservation Areas are exempt from energy efficient require-

ments of the Building Regulations 'where compliance with the energy efficiency requirements would unacceptably alter [the] character or appearance of the building'. Some works to improve the energy efficiency of non-listed buildings in Conservation Areas will not require planning permission especially if confined to interiors. If there is a negative impact on the character or appearance, the building is exempt from Part L;

3. If necessary powers that exist under the Town & Country Planning Act, 1990, should be used to protect trees with a Tree Preservation Order. Within a Conservation Area owners are required to obtain authorisation before undertaking tree works or felling.

Neighbourhood 1: Trafalgar Road, Trafalgar Street, Victoria Avenue & Ferry Path Strengths

- Uniformity of design in Trafalgar Road & Trafalgar Street creates continuity in the street scene.
- Small scale architectural detail (boot scrapers) provide a reminder of past roadway conditions.
- Pedestrianisation of Ferry Path together with the architectural detail and treescape creates an extremely attractive area of high landscape value.
- The relatively open view to Midsummer Common that has been retained at the end of Trafalgar Road creates a unity and sense of place in the landscape that is a rare occurrence on the estate.

Weaknesses

- Future infill may create discontinuity within the street scene.
- Narrowness of streets with access at either end together with the on street parking can cause traffic problems.
- Energy efficient windows on new development at the end of Trafalgar Street out of keeping.
- Wirescape at upper southern end of Trafalgar Road detracts from the views.

Preservation or Enhancements

- Use Article 4's to preserve original features.
- Encouragement to revert to original style doors.
- Few satellite dishes are visible – where they are, encouragement could perhaps be given to remove them to less visible locations.
- Removal of paint to stone bays & lintels on terrace on upper west side of Trafalgar Road would help to soften these features.
- Carefully consider need for and positioning of, all street and back of building signage.
- Ensure scale of any buildings upgraded or converted on rear of plots is appropriate to the original setting.
- Encourage efforts to tidy up the appearance of the back path running behind properties in Trafalgar Road and Ferry Path.

Neighbourhood 2: De Freville Estate Strengths

- Despite variation in plot size, and size of dwelling (detached; semi-detached;

terrace) there is a unity in the range of architectural styles that creates a strong sense of place within the estate.

- Street & garden trees create a pleasing sense of quiet movement and 'soften' the street scene. Their role as a local wildlife habitat also makes a positive contribution to life in this area.
- Many front gardens are intact and well tended creating a pleasant environment for both residents and passers by.
- Many of the original architectural features remain (e.g. coloured glass; tiled front paths; intact garden walls) reinforcing the architectural integrity of the area.
- Some infill and extensions have made positive efforts to echo but not copy the original architectural style.
- There are few long views on the estate, those from Sandy Lane towards Chesterton church spire and the sewage works chimney impart a sense of place within the wider landscape.

Weaknesses

- Rear extensions where visible from the street do not always make a positive effort to use sympathetic roof lines or scale. This can make these features intrusive for nearby residents that overlook the scene.
- On street parking detracts from the street scene but has had the advantage of enabling the majority of front gardens to be maintained. Much day time parking believed to be non residents.
- Occasional use of inappropriate building materials significantly detracts from the immediate streetscene and the over-

all character of the area.

- Wirescape is not as intrusive within this area as it is in other parts of the Conservation Area, however, it remains a detrimental feature.
- Elizabeth Way presents a rather unkempt and ad hoc appearance that can occur when dwellings front onto a main through road.

Preservation or Enhancements

- Repairs to garden front walls where necessary would enhance these features.
 - Care needed on scale of building & use of materials of future infill & development.
 - Carefully consider need for, and positioning of, all street and other signage.
 - Article 4's used to preserve original architectural features etc.
 - Removal of paint to stone bays & lintels and facades should be encouraged.
 - Attention to detail on building front signage may enhance Elizabeth Way.
- Consider whether there is room for small street trees to be planted within pavement area.

Neighbourhood 3: Kimberley & Pretoria Road area

Strengths

- Uniformity of design creates continuity in the street scene.
- Many front gardens are intact and well tended creating a pleasant environment for both residents and passers by.
- Many of the original architectural features remain (e.g. coloured glass; tiled

front paths; intact garden walls) reinforcing the architectural integrity of the area.

- Where infill has occurred it is within the correct architectural scale for the overall area.

Weaknesses

- Rear extensions although not often readily visible to the street scene, do not always make a positive effort to use sympathetic roof lines or scale. This can make these features intrusive for nearby residents that overlook the scene.
- The introduction of a Residents' Parking Scheme has reduced the incidence of inconsiderate parking; nonetheless the volume of parking needed in this part of the Conservation Area has a detrimental effect on the quality of the streetscape.
- The wirescape on these roads is especially intrusive.

Preservation or Enhancements

- Repairs to garden front walls (many have lost their bull nosed coping stones) where necessary would enhance these features.
- Care needed on scale of building & use of materials of future infill & development.
- Carefully consider need for, and positioning of, all street and back of building signage.
- Encouragement to maintain wood surrounds for windows.
- Removal of satellite dishes to non visible locations.
- Removal of paint to stone bays &

lintels on bays would help to soften these features.

□ Use of Article 4's to preserve original features.



Ferry Path

8 . Guidance

The scale, form, massing and detailed design of new buildings should respect and harmonise with the key characteristics of the area. All building proposals (extensions and new) should meet the requirements of the relevant Local Plan policies as they apply to the De Freville Conservation Area context.

The following guidance supplements the Local Plan and aims to protect, maintain and enhance the features of the area that have been identified as important.

Any new build should reflect the clear grid system and hierarchy of the streets that is evident in the area.

New buildings must respect the character, constraints and opportunities of the site and surrounding area. The City Council will encourage innovative designs in appropriate locations. The City Council will require proposals

for alterations to traditional buildings to respect the character and appearance of the building, neighbouring properties and the Conservation Area. They should reflect the use of consistent materials in the area. Consideration will be given to the imposition of Article 4 directions to secure preservation of original features.

The City Council will seek to safeguard buildings identified as being of local interest to ensure that repairs, alterations and extensions are sympathetic to their character.

Any new build associated with trees should allow such existing trees that warrant retention, sufficient space so that they continue to be recognised for their intrinsic qualities. The building should be placed in such a way that the trees assimilate the new construction into the existing environment.

Aylestone Road



If new building does occur, it is important that the key elements of the landscape that create the character of the Conservation Area are designed into the new development.

The City Council will identify opportunities for landscaping improvements, including tree and shrub planting, which will benefit the residents and character of the Conservation Area.

The demolition of buildings and structures that contribute to the character of the Conservation Area will be resisted.

Changes to key frontages and landmark buildings will be resisted.

The City Council will encourage the proper repair of traditional buildings by giving advice.

Traditional boundary treatments will be sought to be retained, and their reinstatement, where appropriate, will be encouraged. If they cannot be reinstated, a consistent approach to design, materials and alignment will be encouraged to ensure they respect the character of the Conservation Area.

New developments should include boundaries, landscaping and planting appropriate to the character of the area.

Development proposals must have regard to the desirability of preserving or enhancing the Conservation Area, and in particular to opportunities to consolidate the townscape.

The City Council will require any proposed alterations to roofs to be guided by Appendix E of the Cambridge Local Plan 2018, the Roof Extensions Design Guide.

The City Council will not permit the felling of trees which are important to the character of the De Freville Conservation Area unless they are diseased, dangerous, or their replacement would make an equal or greater contribution to the character of the area

The visual amenity of a tree or group of trees which contribute to the character of the area will be a material consideration in the decision making process

The Citywide Tree Strategy 2016-2021 sets out the council's policies for managing the city's trees to maximise their benefits. It recognises that trees contribute greatly to the city's character and are integral to providing cleaner air, filtered storm water and lowering city temperatures. Trees, shrubs and other plant also create an important habitat for birds and insects, and make the city beautiful and have psychological benefits in reducing stress and providing spaces for relaxation and contact with nature. The strategy provides a framework for ensuring a resilient tree population that respects Cambridge's unique character, responds to climate change and urban expansion and underpins the health, liveability and well-being of the city and its inhabitants by taking an integrated approach to the management of the city's trees, regardless of ownership.

Appendix 1: Buildings of Local Interest

There is one Building of Local Interest in the De Freville Conservation Area, St George's House, 56 De Freville Avenue. This building is a substantial detached property located on the corner of De Freville Avenue and Aylestone Road, built in an Arts and Crafts style. The first owner of the property is documented as Frederick Richard Leach (1837 – 1904), a Victorian master decorator, mural and stained glass painter. Prominent external features include: generously proportioned bay windows on three sides, four substantial and elaborate chimney stacks, two round porthole windows on second floor as well as a substantial wooden front porch. A variety of window shapes and types have been used in the building. To the rear of the property there is a canopy, constructed from suspected ship timbers from an earlier era incorporating exotic carvings of figures. The main body of the building is constructed of brick (now painted), with pantile roof covering. Name plaque reading 'St George's' is located on the chimney breast to the right of the main entrance.

There is fine interior detailing including an oak staircase with carved panels, 'moral' messages painted on the archway above the entrance to the central hall and stairwell. There is also good use of stained glass over the entrance porch

and in some of the ground floor windows.

Other properties in De Freville Avenue seen worthy of consideration of designation include Crickholme, no. 30, Kingford House, no. 24, Allendale, no. 36, nos. 35 and 37, and nos. 38 to 44.

In Ferry Path the whole terrace should be considered, particularly nos. 18 to 23.

St George's House, De Freville Avenue



Appendix 2: Trees

General

The De Freville Conservation Area today is generally a well treed area with a canopy cover (1) averaging circa 21% as compared to the City average of circa 17% (2).

The different spatial characteristics of the development play a very significant role on the treescape and visibility, as does the age of the estate. There is a significant remnant tree population from the original landscaping that was planted in the early twentieth century and is now mature. Many new trees and shrubs have been planted since creating a diverse treescape in terms of both species and age and therefore visual characteristics. Such diversity is to be encouraged as it affords the area a degree of resilience in the face of the increase in new diseases and a changing climate.

As the core of the area is laid out as a grid with streets crossing, the resulting views into the rear gardens are readily available at the intersections. As the gardens are generous in their dimensions, trees have been planted in abundance. A range of trees can be seen from large to small, coniferous and deciduous, forest and ornamental, columnar, conical, spreading, upright, pendulous and domed. This variety creates interest and stimulation throughout the year and the view of these trees at the junctions, over the rooftops and between the houses is an essential part of the green and gentle nature of the area.

West of Ferry Path – Neighbourhood 1



Key

Light green 0-4.9m height

Green – 5-9.9m height

Yellow – 10-14.9m height

Orange – 15-19.9m height

Red – 20+m height

Figure 1 Neighbourhood 1 - tree cover

Narrow streets, with terraced housing and small back gardens result in a low tree and shrub cover that is confined to these back gardens. Most trees/ shrubs are small in size (under 10m in height) with limited visibility from public spaces.

In contrast the larger back gardens of the Pretoria Road properties that run adjacent to Ferry Path hold larger trees at a greater density than elsewhere in this neighbourhood giving a much greener feel to the path.

The De Freville Avenue estate – Neighbourhood 2

There are trees in all the roads with Hamilton and Belvoir Road still having many of the original lime plantings which are now mature and smaller ornamental species planted elsewhere.

The front gardens of De Freville Avenue are large enough to support a range of trees from small to large and an array of shrubs and garden layouts significantly adding to the greening of the streetscape.

The front gardens of the side streets to the east, are smaller than those of the principal street and are planted with small trees and shrubs for the most part.

The long rear gardens hold the bulk of the tree cover sometimes supporting many large trees over 15m in height and occasionally over 20m. Some of these trees are clearly visible between the properties, over the roofline and most importantly from the side streets making an important visual contribution which is enhanced by a diversity of species and age. The tree cover in rear gardens is especially important in terms of its contribution to the relatively higher canopy cover of the Conservation Area, generally.



Figure 2 Neighbourhood 2 - tree cover

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Kimberley and Pretoria Roads – Neighbourhood 3

The side streets in this area, with the exception of Hamilton Road, are not planted with trees. Hamilton Road still has some of the original lime plantings that are now mature and managed as pollards. These trees significantly contribute to the character of the road.

The small front gardens support a range of shrubs and small trees that with the general absence of street trees make an important contribution to the streetscape.

Trees in the rear gardens hold the bulk of the canopy cover and are visible above and between the houses. Trees are generally smaller than in the De Freville estate being in the main below 10m in height.



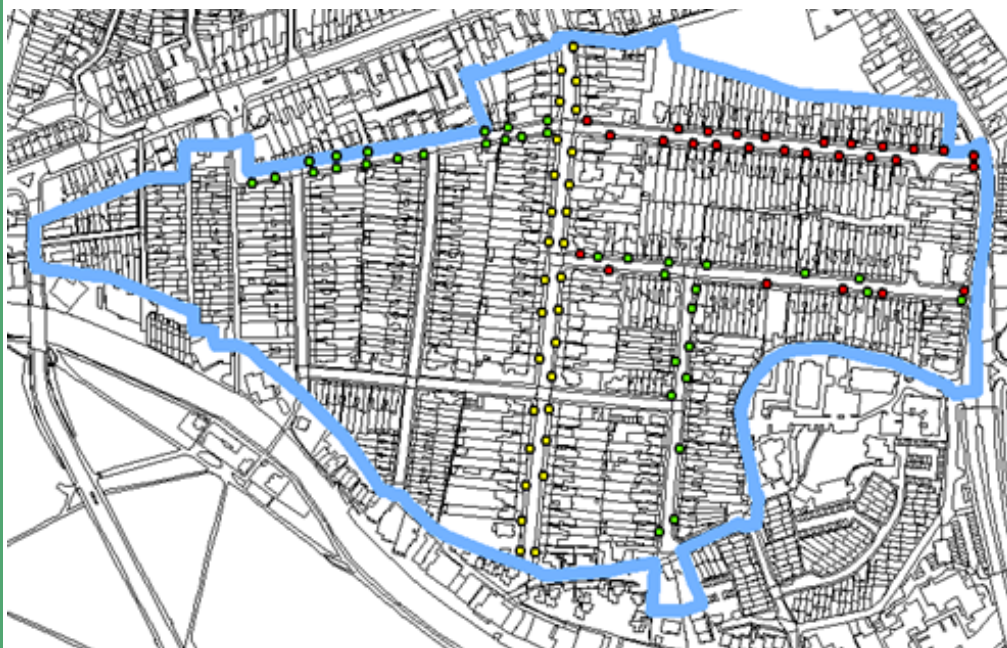
Figure 3 Neighbourhood 3 - tree cover

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Street trees

The street trees are some of the most visibly prominent trees in the area. Many of them are from the original landscape plantings and are of an age and size to significantly add to the character of the area.

Council records show Hamilton Road, Humberstone Road, Montague Road, Aylestone Road, Belvoir Road and De Freville Avenue were all planted with trees. Lime trees dominated with the exception of De Freville Avenue where elm trees grew. The trend over time has been for a reduction in street tree numbers and a move away from forest scale trees to smaller ornamental species.



Key

Green – lime

Red – ornamental
fruit trees

Yellow - whitebeam

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Figure 4 Street tree species distribution

Table 1 Street tree history

	1930s	2017
Aylestone Road	17 limes	No trees
Montague Road	16 limes	22 ornamental fruit trees
Humberstone Road	22 limes	9 limes; 6 ornamental fruit trees
De Freville Ave	47 elms	29 whitebeams
Hamilton Road	Not recorded	17 limes
Belvoir Road	16 limes	9 limes

There is no indication of the actual planting dates of the original landscape trees. No planting is shown on the 1903 OS map but by 1933 works were recorded as being recommended including reductions in tree heights and removals to reduce density, indicating that they were already well established. It therefore seems likely the trees were planted around the time the estate was completed in the mid-1920s.

Many of the original lime trees remain. They have been managed as pollards in the past but this practice was allowed to lapse (probably in the 1970s as was the fashion) with the trees growing out to their full natural size. The limes in Hamilton Road have recently been brought back into a regular pollarding cycle due to their condition. In the main the limes in Humberstone and Belvoir Road remain at their full dimensions with a few re-pollarded as their conditions necessitate.

Where limes have been removed in the past in Montague Road and in Humberstone Road replacements have been with smaller ornamental fruiting trees more suited to the relatively narrow streets. Many of these trees are now mature.

It is interesting to note limes were planted in Aylestone Road but by 1932 were already causing problems with a number being felled and lopped.

POSITION OF TREES	COMPLAINT	RECOMMENDATION OF TREE ADVISORY COMMITTEE	RESOLUTION OF COMMITTEE CONCERNED	ACTION TAKEN
ADAMS ROAD	New BUS stop 1 Adams Road 25/10/31 Ground dangerous to dogs	MEETING OF COMMITTEE 3 rd Jan 1932 The trees at corner of George Rd to be lopped	Adopted by P.C. 2 nd Feb 1932 Adopted by Council 25 th Feb 1932	Work Carried Out
AYLESTONE ROAD	of road with bus stop of road by of road by De Freville Ave	The first line trees next to Belvoir Ave. to be removed	Adopted by P.C. 2 nd Feb 1932 " - Council 25 th Feb 1932	Work Carried Out
AYLESTONE ROAD		MEETING OF COMMITTEE 10 th Jan 1933 11 trees between Belvoir Rd the trees to be lopped	Adopted by P.C. 11 th Feb 1933 Council 9 th March 1933	Work Carried Out
AYLESTONE ROAD		11 trees off to above to be lopped	Adopted by P.C. 14 th Feb 1933 Council 9 th March 1933	Work Carried Out
		MEETING OF COMMITTEE 15 th Jan 1933		

Figure 5 City Council ledger 1

De Freville Avenue was planted with 47 elm trees. There are records of these trees causing problems by the 1930s and like the limes in the other streets they were planted at a very high density and are forest scale in size at maturity. There is no indication of when these trees were removed but by the 1970s Dutch Elm Disease was a significant problem. The current population of whitebeam, which are a smaller ornamental species are of a size and age that would fit with a 1970s planting date, so these may have been replacements for a diseased elm population.

Street	No. of Trees	Variety	Remarks
Dalton Square	44	<i>Crataegus Carrieri</i>	Pl. Plts 1933-44
	6	<i>Tyrus floribunda purpurea</i>	
De Freville Avenue	47	Elm	Pls
Drummer St.	4	Lime	Pls
Darwin Drive	2	<i>Fraxinus Mariesii</i>	Pl. Plts 1933-4
	3	<i>Tyrus spectabilis</i>	
	4	<i>Prunus Alirana</i>	

Figure 6 City Council ledger 2

Tree Preservation Orders



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Figure 7 Tree Preservation Orders (July 2017)

Whilst the Conservation Area is well treed with many mature and semi-mature street and garden trees only a few are protected by Tree Preservation Order. The Council's main consideration should be the amenity value of the tree but the Council must also pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area. However, even if the tree's amenity value may merit an Order the Council can still decide that it would not be expedient to make one.

In this area the trees that provide an amenity in the front garden are small-medium sized plants. Whilst their life span may be relatively short and they can be replaced within a few years, their removal would significantly alter the character of the area. Within the streets there are some fine specimens of flowering cherry, snowy mespil, paperbark maple, magnolia, cotoneaster, silver birch, whitebeam and rowan. They enrich the landscape and provide interest to the residents and those using the streets. Within the street frontages the occasional large tree holds prominence, usually where the frontage is open, as in the case of Aylestone Road's horse chestnut, or at the back of pavement in rear gardens at road junctions, most notably those in De Freville Avenue. Within the back gardens there are a few trees that dominate the skyline, such as the plane at the southern end of De Freville Avenue/ Kimberley Road, a cedar in De Freville Avenue/Belvoir Road and the trees in the grounds of 3 Montague Road. These, with support from the variety of back garden trees provide the majority of the tree cover vital to the leafy character of the area.