



South
Cambridgeshire
District Council

Great Shelford conservation area

Draft council policy (Ref: DCV 0049)



2007

High Street theme, and form a small cluster of commercial buildings (along with the post office on the opposite side of the road). There is also a redundant smithy at No. 11, which itself is unusual in being a red-brick house of c. 1850. The house is set at right angles to the road on the northern boundary of a courtyard plot, which is open to the east and south, while the western boundary is taken up by a range of blacksmithing workshops and stores. This building is an important example of a small scale industrial complex, which evolved from a forge to a small engineering works, but is at risk because an application has been submitted to demolish the existing buildings and develop the site.



No.2 High Green (The Plough) with the High Street, High green and Tunwells Lane junction ahead



No. 3 High Green (Lloyd's Bank) looking south down the High Street from the junction with High Green and Tunwells Lane



The smithy and house at No. 11 High Green



High Green: the approach to the railway bridge looking north, with vestiges of the former green in the form of wide verges to the left

7.27 North of this point, High Green is a busy main road leading up and over the railway bridge over the Cambridge to King's Cross line, but set well back from the road, on what was the edge of the High Green, are several very large historic properties. They include Malyon's (17th-century timber framed encased in brick in the 19th century with a pretty conservatory serving as a porch).



No.15 High Green, Malyon's



No. 21 High Green

1.0 INTRODUCTION

1.1 This document sets out the special architectural and historic interest of the Great Shelford Conservation Area and aims to fulfil the District Council's duty to 'draw up and publish proposals for the preservation and enhancement' of its conservation areas as required by the Planning (Listed Buildings and Conservation Areas) Act 1990 and the commitment made by policy EN29 in the Local Plan (adopted February 2004). This document covers all the aspects set out by English Heritage in its August 2005 guidance on conservation area appraisals and management plans, including an analysis of the special character of the conservation area, and recommended actions for the management of the area in order to preserve and enhance its character.

1.2 This paragraph will report on the public consultation exercise and confirm the status of the appraisal as Council Policy.

2.0 WHAT ARE CONSERVATION AREAS?

2.1 Conservation Areas are defined as 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'.

2.2 When a Conservation Area has been designated, it increases the Council's powers, with planning applications judged by their impact on the character and appearance of the area. Greater controls over the demolition of buildings and structures are imposed, whilst the rights that owners have to do works to their properties without planning permission (known as 'permitted development rights') are reduced or can be taken away. Stricter controls are also exercised over the design of new buildings and owners must give the Council six week's notice of their intention to carry out works to trees. Planning applications affecting a Conservation Area must be advertised on site and in the local press, to give people the opportunity to comment.

3.0 OVERVIEW OF THE AREA

3.1 Great Shelford lies some 4.5 miles south of Cambridge, along the A1301 road linking Cambridge to Saffron Walden. The M11 motorway, just over a mile west of the village, now takes much of the long-distance traffic, but local traffic remains substantial, in part because of the shops, schools and commercial premises located within the village,

but also because this is a popular commuter village for Cambridge, and London, due to the railway line that passes through the village.

3.2 The railway station, to the north east of the village, is the focus for light industrial estates, with further commercial and residential ribbon development along the A1301, creating a continuous conurbation all the way from Great Shelford via Trumpington into the centre of Cambridge. To the south, Great Shelford and Stapleford have merged to the point that the two parishes have virtually coalesced. To the south west the River Cam forms the boundary between Great Shelford and the neighbouring parish of Little Shelford.

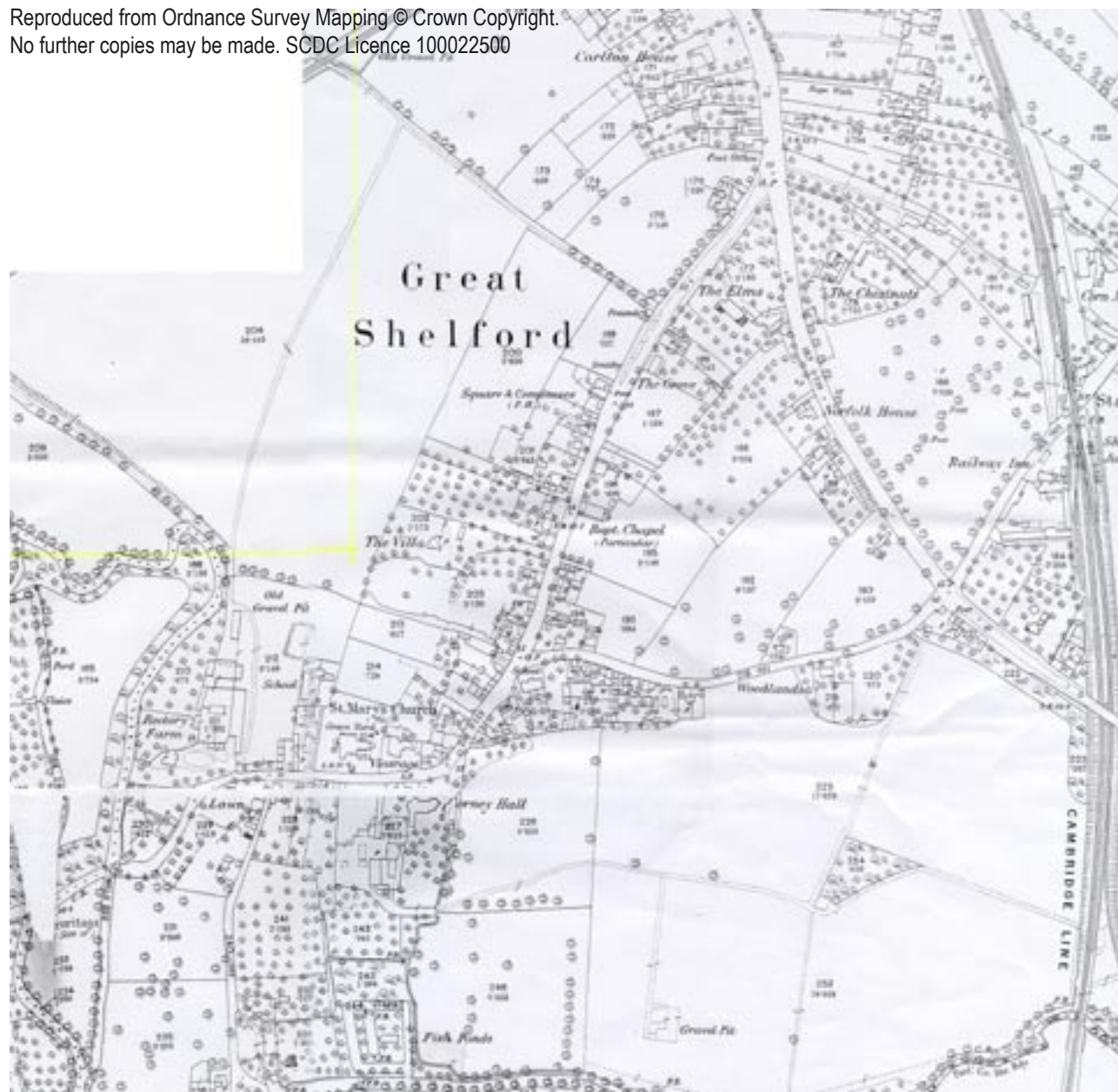


Bridges over the River Cam at the western edge of the conservation area

3.3 The main focus of the conservation area is to the west of the A1301, along High Street, Woollards Lane and Church Street. These east to west routes are older than the north to south A1301 (London Road), and they originally led to fords across the River Granta, which forms the southern boundary of the parish and is a tributary of the River Cam, which forms the western boundary.

3.4 This historic core of the village contains the parish church and primary school, the Kings Mill and three historic farms (Rectory Farm, De Freville Farm and The Grange), along with a number of historic pubs and shops, a chapel, former blacksmith's forge and several timber-framed and thatched dwellings.

3.5 It is proposed that this existing conservation area boundary is extended to include Woodlands Road and Woodlands Close, a private estate of large late 19th-century houses on the south-western edge of the existing conservation area (see section 9).



Extract from 1885 Ordnance Survey

3.5 The southernmost quarter of the conservation area also takes in extensive areas of flood plain, open meadow and managed recreational grounds bordering the Cam to the south and west of the conservation area [L1000629], all of which is designated as Green Belt (covered by Policy GBI), and parts of which are designated as Protected Village Amenity Areas (covered by Policy SE10). These meadows form an important physical separation between Great Shelford and Little Shelford to the west.

4.0 A BRIEF HISTORY OF THE VILLAGE

4.1 Although the north-south A1301 has become the dominant transport route through Great

Shelford, the oldest route through the village, around which the present settlement grew, is the line that runs from Little Shelford's Church Street, across the Cam at Bridge Lane, along Great Shelford's Church Street and north eastwards along a line now lost running north of Woollards Lane and Station Road to Hinton Way. This is the northernmost line of the Icknield Way, one of England's oldest long distance trackways, having prehistoric origins (the name being derived from the East Anglian Iron-Age Iceni tribe) and linking East Anglia to other prehistoric trade routes such as the Ridgeway in Wessex. Rather than consisting of a single track, the Icknield Way divided into of a series of parallel east to west routes which crossed

the River Cam at various points between Great Shelford and Great Chesterford.

4.2 The name Shelford (spelled Scelford, Escelforde and Scheldford in various 11th and 12th-century documents) comes from Old English Scelde-forde, meaning 'a shallow or sheltered ford' and it is around this ford over the Cam that the early medieval settlement grew.

4.3 A second focus of settlement is mentioned in Domesday at Granham's Farm, to the north of the village, where the moat and earthworks of an early manor survive (outside the conservation area). The landscape historian Christopher Taylor has reconstructed the form of Great Shelford at the time of Domesday (Taylor C, 1974: *Domesday to Dormitory: the history of the landscape of Great Shelford*; privately published typescript available in the Cambridgeshire Collection) and has shown that these two distinct areas of settlement were separated by a long funnel-shaped green. At the southern (narrow end) was Church Street, Kings Mill Lane (then known as Tryggelane) and a track running along the line of today's High Street up the middle of the green. At the northern end – which is still called High Green – the green widened to fill the angle between today's A1301 and Granham's Road. On the western side, the line of the original green is perpetuated in the front property boundaries of De Freville Farmhouse and its neighbours, while fragments of the green survive in the form of the wide grass verges fronting these properties. The edge of the eastern side of High Green is perpetuated in the alignment of Granham's Road and the western boundary of Granham's Farm.



High Green: the approach to the railway bridge looking north, with vestiges of the former green in the form of wide verges to the left

4.4 The green, fed by water from springs at

Nine Wells, in the north of the parish, was an important part of the medieval economy of this two-centre village, along with extensive grazing pasture on Trumpington Moor to the north of the parish (shared with Trumpington) and to east of the parish, extending across White Hill, Clark's Hill and Fox Hill to the Gog Magog Hills. Not only were sheep important to the economy, the parish is unusual in having goats included in its Domesday tally (Taylor, A 1997. *The Archaeology of Cambridgeshire, Vol 1: South West Cambridgeshire*).

4.5 The green remained open into the late 16th and early 17th centuries, when Four Mile House (just outside the conservation area) and its southern neighbour, De Freville Farmhouse, were built, along with the Grange and some of the cottages in Church Street and High Street (*Victoria County History* page 208). Further building around the edges of High Green took place in the 18th century but the green remained open until the advent of enclosure in 1835, which triggered the break-up of the medieval field pattern and the infilling of the village.

4.6 Only ten years later, in 1845, the London to Liverpool Street railway line opened with a station to the east of the village. This stimulated the growth of haulage businesses and coal yards, as well as a brewery, the forerunners of the commercial and light industrial complexes that lie along the railway line to the north east of the village today. It also attracted the middle class commuters from Cambridge as well as married academics denied the right to rooms in college, whose large houses were built on newly enclosed land on the edge of the village along Tunwells Lane and the High Street between 1851 and 1900.



No.1 London Road on the junction with Station Road, with Barley House behind



No. 39 Tunwells Lane

4.7 Middle class development continued into the 20th century when the first six large houses lining Woodlands Road were built. However, most of the development in the village before the First World War consisted of pairs or short terraces of smaller houses built along the northern side of Woollards Lane, along the northern end of the High Street and along Tunwells Lane.



Nos 8 to 16 High Street

4.8 By 1908, Great Shelford was already being described as a suburb of Cambridge, and rapid growth continued throughout the 1920s and 1930s to the north of the conservation area, along the A1301 Cambridge to London road. Growth since 1945 has consisted of small cul-de-sacs built on gap sites between older houses, or on the generously sized gardens of demolished 19th-century houses.

5.0 GEOLOGY AND LANDSCAPE SETTING

5.1 Great Shelford is surrounded by the Cambridge Green Belt, and is situated within the Area of Restraint south of Cambridge. The village lies in the East Anglian Chalk Landscape Character

Area. Church Street sits on a rising gravel bank to the east of the ford over the Cam from which the village derives its name, but most of the parish lies on lower chalk, which is liable to flooding in the vicinity of the Cam, to the south and west of the conservation area.



The view towards Kings Mill from River Cam

5.2 The surrounding landscape consists of high-grade agricultural land, with low trimmed hedges and hedgerow trees surrounding horse paddocks in the immediate vicinity of the conservation area, giving way to mainly flat open farmland, consisting of fields enclosed from 1835 onwards, and mainly farmed for arable crops.

5.3 The Green Belt, Landscape Character Area and the openness and high quality of the land surrounding the conservation area and village mean that development has been deemed inappropriate beyond the identified village framework.

6.0 ARCHAEOLOGY

6.1 Areas of dense Iron-Age settlement have been identified and excavated on the Hauxton bank of the River Cam, to the west of Great Shelford, and there is crop mark evidence for farming along the slopes of White Hill and around Nine Wells in the north of the parish. These lie outside the conservation area but are indicative of the possibility of similar archaeology within the historic core of the village.

6.2 Moats and fishponds on the southern boundary of the conservation area are evidence of the manor given to the Bishops of Ely in the late 10th century and owned by them until 1600, when the manor was taken over by the Crown and later sold to Gonville and Caius College, Cambridge. This area is also known to have had a succession of corn, oil and fulling mills dating back to 1086 (when two mills are recorded), if not earlier.

6.3 Other areas of high archaeological potential

include the site of the 14th-century Rectory House, west of the church, and the farmsteads north west of High Green, including the 16th-century De Freville Farmhouse.

7.0 TOWNSCAPE ANALYSIS

Church Street north side

7.1 Church Street is the oldest part of the village and the location of some of its largest and grandest buildings, including the church, old and new vicarage, former Guildhall, the Grange and Rectory Farm. Approaching from the east or from the west, the serpentine nature of the street reveals these buildings a portion at a time, but there are some fine set piece views, such as the one from the junction of Peacocks and Church Street looking west along a street that is lined by attractive jettied timber framed buildings linked by high boundary walls of coped flint or render, shaded by a top storey of mature trees.

7.2 Nos 2 to 6 Church Street are named Jubilee Cottages, and their style suggests that they date from Queen Victoria's Diamond Jubilee of 1897 rather than the Golden Jubilee of ten years earlier. They have single storey bay windows and while No. 2 has PVCu windows, the other two retain original windows and doors. Set back behind narrow front gardens, No. 6 has a wicket fence which, if not original, is in the local vernacular style for front garden boundaries.



Nos 2 to 10 Church Street

7.3 Nos 8 and 10 are named Faith and Hope Cottage respectively and are a pair of late 19th century yellow brick semis. Hope Cottage is a fine example of a cottage of this period in original condition, with wicket fence, while Faith is an example of how the historic character of this type of building, so typical of late 19th-century South

Cambridgeshire housing, can have its character altered by the use of plastic windows and mass-produced doors.



*Hope Cottage and Faith Cottage
Nos 8 and 10 Church Street*



Hope Cottage No. 10 Church Street

7.4 To the west of Hope Cottage is a stretch of coped brick and cobble wall (and a red K6 telephone kiosk), which marks the beginning of a stretch of Church Street lined on both sides by historic walls of various heights and materials. The boundary wall in front of the Vicarage, at No 12, is flanked by piers with ball finials, with a similar central pair of gate piers. The Vicarage is early 20th-century neo-Georgian with a simple Etruscan stone

porch perhaps reused from an earlier building.



The Vicarage, No. 14 Church Street

7.5 Set well back in its garden is the handsome Red House (listed Grade II), with an early 18th-century symmetrical front range of plastered brick painted ox-blood red, with 4 x 4 sash windows, clay tiles and gabled dormers with side sliding sashes.



Red House, No 16 Church Street

7.6 Squeezed in on the corner of Church Street what must have been the garden to Red House is a striking thatched cottage, No. 18, which appears to be medieval but whose metal framed windows and pink brick betray a 1950s date.



No.18 Church Street

7.7 There are good views from this point across the varied roofs and gables of the Old Vicarage and the Church of St Mary the Virgin.



Old Vicarage and church

The Old Vicarage is a good example of its type, a large and multi-gabled 19th-century brick house of substantial proportions, speaking of the status of the vicar in 19th-century society, complete with its original coach house and stables, with a working clock in the gable.



*The Old Vicarage, 20 Church Street:
Top - entrance gates with posting box
Below - stable/carraige block with clock*

7.8 The wall to the churchyard of St Mary the Virgin provides linear continuity along the northern side of Church Street and is built of flint with triangular and much eroded stone copings.



The churchyard wall

The church tower owes its unusual octagonal crown and spirelet to rebuilding after the collapse of the medieval tower and spire in 1798.



St Mary the Virgin church

The church (listed Grade I), in Decorated style, is unusual in being precisely dateable, thanks to the surviving memorial brass of Thomas Patisley, rector from 1396 to 1418, whose inscription records that he rebuilt the church at his own expenses and provided all its furnishings, which include a fine chancel screen. The churchyard extends some way to the north and is partly left as a nature reserve, with large numbers of trees, birds and wildflowers. However, the wall on the western boundary of the churchyard is in a very poor state of repair and would benefit from rebuilding.

7.9 This broken wall lines one side of the drive up to Shelford's primary school, which has been on this site since 1906, the successor to the Church of England School originally established in 1843 to serve the parishes of Great and Little Shelford. Parents delivering and collecting children by car are the cause of considerable congestion in Church

Street at certain times of the day, but this also has a positive traffic calming effect.



Drive to Shelford Primary School: note lone cast-iron gate post on left and broken churchyard wall on right



The traffic problem in Church Street

7.10 West of the church, Old Thatch, No 24 (listed Grade II) is a picturesque but much altered 17th-century house set at right angles to the road and operating as a pub in the 19th century. The intrusion of a makeshift car port into the south eastern corner of the garden detracts from the continuing of historic boundaries along this street.



No.24 Church Street

7.11 After a run of relatively closely spaced buildings, the point where Church Street turns from west to south is marked by the paddocks, greens and farmyard belonging to Rectory Farm (so called because it was the farm belonging to the medieval rector of the parish), with relict orchard and a mix of farm and domestic buildings, the most striking of which is the large barn which appears to be built of rendered clay bat, under a bell-shaped corrugated iron-roof painted rust. Rectory Farmhouse (listed Grade II*) is one of the oldest surviving buildings in the village, with a 14th-century hall with hammer-beam queen post roof and screens passage and a rebuilt 15th-century crosswing. The farmstead is a very important component of the conservation area because of its historical and architectural interest and because marks the transition from the more densely built-up village centre and the countryside at the village margins. It is also part of an assemblage of historic buildings that extends from here southwards into neighbouring Little Shelford, and that includes Little Shelford's Manor House and church.



Barns at Rectory Farm



Rectory Farm



Barns at Rectory Farm

7.12 The last buildings on this side of Church Street are Nos 38 and 40 (listed Grade II), now two dwellings but built as one in 1738, with gabled clay-tiled roof and framing of somewhat mean and crooked timbers, perhaps never meant to be exposed (the walls were rendered until restoration work took place in the 1960s). The property boundary is marked by a featureless high wall, rendered and painted white, which detracts from the visual impact of the older building behind.



Nos 38 and 40 Church Street

7.13 From here westwards, the conservation area takes in woodland on the northern side of Church Street which lines the banks of both branches of the Cam, and continues into the neighbouring parish and conservation area of Little Shelford. The road crosses the Cam by means of two bridges, the first of three segmental arches with cutwaters dating from the 18th century and the second of two arches of early 19th century date, both of gault brick and dressed limestone with cast iron railings, painted white.



The entrance to the village from Little Shelford

Church Street south side

7.14 The visual appeal of this south western extremity of the conservation area is enhanced by open paddocks that extend along both sides of the River Cam, with distant views of Shelford Mill to the south, partly hidden by the mature trees that line the river bank and that form the field boundaries. Some of these fields have been built upon: No 47 Church Street, and the majority of the houses lining Kings Mill Lane, date from the 1970s, though being surrounded by hedges and set well back in their gardens, they are not visually intrusive.



The view towards Kings Mill from River Cam



Apple loft and stables at rear of 33 Church Street

7.15 No 33 Church Street, on the corner of Kings Mill Lane, is a relatively ordinary Edwardian

house made interesting by the survival at the rear of a timber framed stable block and apple loft. A feature of the apple loft is the series of ventilation holes drilled through the clapboard cladding: orchards were once a considerable part of the village economy, with the acreage of apple and pear orchards in the village reaching a peak in 1925 (*Victoria County History* page 215).



Apple loft and stables at rear of 33 Church Street



Apple loft and stables at rear of 33 Church Street



Kings Mill, Kings Mill Lane

Kings Mill Lane

7.16 Kings Mill Lane is a quiet private road lined by recently built houses, except at its southern end, where there are several buildings of considerable historical importance and character. The mill itself (listed Grade II), now converted to private housing, dates in its current form to the late 19th century but it incorporates parts of a 17th-century mill and is the latest of a succession of mills built on the banks of the Cam since before the Norman Conquest. To the west is an extensive complex of listed Grade II timber-framed and boarded early 19th-century cottages, granary, stables, and carpenter's and wheelwrights workshops, now all converted to dwellings.



Water Meadows and Willow End, Kings Mill Lane

To the north of the mill is the large and handsome grade-II Listed Kings Mill House, of 1825, of gault brick under a hipped slate roof, with a flat-roofed timber porch with fluted columns. These attractive buildings are virtually invisible to residents of Great Shelford, as regrettably there is no public access to the banks of this very attractive river for much of its length south of Cambridge.



Kings Mill House, Kings Mill Lane

Church Street south side

7.17 This visually attractive stretch of Church Street begins with No 25 (Rutland House), a late-19th century three bay brick house (painted pink) with hipped slate roof and fanlight.



No. 25 Church street

Next comes a good pair of late 19th-century yellow brick cottages under a tile roof (with horizontal sash windows, indicating that these continued into use right up to the end of the 19th century).



Nos. 21 and 23 Church Street

7.18 The roof and window lines of this semi-detached pair exactly match those of the fine timber-framed and jettied house next door, built around 1600, probably as the parish guildhall. The building's conversion to three cottages (Nos 15 to 19, listed Grade II) in the late 19th century explains the similarity in window styles.



Nos 15 to 19 Church Street, the former parish guildhall

7.19 A long high rendered wall with brick copings links this jettied building to two more smaller jettied buildings further east, consisting of a 17th-century granary and an 18th century brewhouse, flanking the entrance to West Grange, a former farmstead lined by 18th century stables and barns now converted to dwellings.



Converted stables and barns, West Grange

Visually, the guildhall, brewhouse and granary are linked by their similar height and proportions, their exposed studwork, their jettied first floors and the rust-red colour of the brickwork of the brewhouse and granary ground floors, of the roof tiles and of paintwork on all three buildings.



View of the brewhouse and granary at West Grange, with the guildhall beyond

7.20 The Grange itself is a fine antiquarian design of 1890, which looks 17th century and has one genuine late 16th or early 17th century crosswing. The timber framing, panels of roughcast render and massive red-brick moulded chimneys are all Jacobean in inspiration and a fine complement to the genuinely older buildings alongside.



The Grange, Church Street



The Grange, Church Street

7.21 As Church Street bends north eastwards, there is a considerable change of view from timber to brick and from larger to humbler properties. On the corner itself, Peacocks is a small cul de sac of wardened accommodation, with good views south westwards across fields and the village recreation

ground. The next property, No. 11 Church Street, an Edwardian former pub, dominates the street scene by virtue of its brickwork, painted an almost ultra-violet hue.



No. 11 Church Street

Two late 19th-century yellow brick and slate cottages alongside, Nos 7 and 9 Church Street, are modest by contrast, and have traditional doors and windows and hooped metal fence.



Nos. 7 and 9 Church Street



Junction of Church Street and Woollards Lane: former British School of 1845, converted to a garage in 1956

Dominating the junction of Church Street and Woollards Lane is the large white-painted former British School of 1845, converted in 1956 to its current use as a car repair workshop and showroom, but with an original boarded timber gallery inside and some round headed metal-framed windows in the west gable and southern side walls.

High Street

7.22 The generous pavements and grass verges of the wide High Street are the result of the paving over and development of what was once a droveway from the village to the grazing lands of the medieval green. The earliest properties along this street are No. 82, the Oak Cottage (listed Grade II), so called because of the jetty beam running across the front façade with its carved oak-leaf motif, a handsome jettied building with centrally placed brick chimney stack and steep clay-tiled roof, and its neighbour, No. 80, White Cottage (listed Grade II), a 17th-century timber-framed cottage with reed-thatched roof.



The Oaks, No. 82 High Street



*The Oaks, No. 82 High Street
detail of carved bressumer*



No. 80 High Street

These two buildings are the survivors of a number of properties that once lined the western edge of the green, many of which might well have looked like the humble single-storeyed cottage at No 84 High Street (18th century but not listed because it is much altered). The Square and Compasses pub, at No 50, belongs in this early group even though it looks to be a 19th-century brick building: this cladding hides a large timber framed house of the 17th century.



No. 84 High Street



Nos. 48 (thatched) and 46 (Square and Compasses) High Street

7.23 The High Street was paved by the local turnpike trust in 1729, and this stimulated development, marked by Nos 48, 60 and 68, all listed Grade II and all 18th-century timber-framed and thatched cottages.



Nos. 60 and 46 (Square and Compasses) High Street



No. 68 High Street



Porch House, No. 25 High Street

As well as these vernacular buildings, larger and more genteel houses were built in the 18th century, including No. 25, Porch House (listed Grade II), with its typical late-18th century Doric

portico, fronting a handsome grey gault brick three-bay house with its clay-tiled mansard roof (and modern dormers), as well as the Nos 74 and 76 (now the Co-op) and No. 64 on the western side and No. 15 (The Grove) on the eastern side.



Nos. 76 (the Co-op) and 74 High Street



No. 64 High Street



The Grove, No. 15 High Street

7.24 The advent of the railway and the demand for middle-class housing produced the large late Victorian buildings at No 21 High Street and the bay-fronted multi-gabled Edwardian pair of villas
14

at Nos 19 and 17. Three houses in Buristead Road, not yet within the conservation area (see 9.3 below) mark the early stage of what must have been planned as an estate of substantial Queen Anne style properties that got no further: the remainder of the houses in the road are all 1950s or later.



No. 19 High Street



No. 2 Buristead Road



Nos. 8 to 16 High Street

7.25 But the greatest proportion of buildings in the High Street date from the late 19th century

and it is these buildings that give the High Street its principal character. They include pairs and terraces of two-storey cottages (Nos 8 to 36 and 45/47), all of yellow brick under a slate roof, most with single storey bay widows, some with crenellated cresting (Nos 20 and 24), or with red brick detailing (Nos 26 to 30).



Nos. 20 to 24 High Street



Nos. 26 to 30 High Street



Butcher's shop at No. 43 High Street

They include buildings purpose built as shops (the butcher's at No 43 and Lavail's, No. 66) as

well as the Free Baptist Church and Manse (dated 1896) at No. 27. It is interesting to note that these properties all have long gardens, and that the terrace at Nos 8 to 16 High Street are set back, marking the edge of the former green, whereas its neighbours are built on the green.



No. 66 High Street



The Baptist Church and Manse at No. 27 High Street



The Baptist Church and Manse at No. 27 High Street

High Green west side

7.26 The yellow brick and slate buildings on the corner of High Street and High Green (the Plough and Lloyd's Bank) continue the late 19th-century

Carlton House (late 19th century) Blenheim Lodge (19th century), No. 21 (a listed Grade-II 18th century timber framed and long-straw thatched cottage), a timber-framed and weatherboarded 18th-century barn at De Freville Farm (listed Grade II, currently being extended and converted to a dwelling) and De Freville Farmhouse, a handsome grade-II listed H-plan house consisting of 15th-century hall with crosswings, timber framed and roughcast rendered with clay tile roof .



High Green: De Freville Farm barns and De Freville Farmhouse



High Green: De Freville Farmhouse

These buildings make little visual impression on the conservation area because they are mostly invisible from the road, being screened by high hedges and mature trees, but De Freville Farmhouse, with its historic boundary walls, gardens and trees, is seen clearly from the approach road to the railway bridge.



High Green: De Freville Farmhouse boundary walls and gardens

High Green east side

7.28 Coming back down the railway bridge slope, the view is dominated by the former De Freville Arms pub, built in 1850 of brick, now painted white and converted to use as a furniture showroom.



Former De Freville Arms pub on the eastern side of High Green

7.29 Maris Green branches off High Green to the east. This former rope walk is now a cul de sac lined by modern houses which it is recommended should now be excluded from the conservation area (see 9.2 below).

7.30 From Maris Green southwards, cottages and houses are set back from the road; front gardens have suffered from the proximity of the road and have either been converted to car parking, or given high screening fences or hedges. An exception is the hoped metal fence forming the boundary to the attractive Willfield Cottage at No. 32.



No.34 High Green

Running back from the main road to the railway is a series of narrow lanes, with properties aligned along the line, and enjoying a higher degree of privacy than those fronting the road. They include Nos 22 and 24, a good pair of 19th-century cottages with reeded timber surrounds to the windows, No. 30 (Spanyards), a late-17th century Grade-II listed thatched cottage with original red-brick ridge stack with diagonally set grouped shafts.



No.30 High Green

No. 16, a Grade-II listed mid-17th century timber framed cottage with steep clay-tiled roof, and the Grade-II listed clay-bat walls to the side of No. 16 and rear of No. 18.

Tunwells Lane

7.31 Another marked change in the character of the conservation area occurs at the junction of the High Street with High Green and Tunwells Lane, where the triangular junction is filled with a war memorial in the form of a simple stone cross.



War memorial at junction of High Street, High Green and Tunwells Lane

From here southwards to the southern boundary of the conservation area there are no buildings earlier than the late 19th century, and most date from the 1960s or later, being set back from the main road. One of these 1960s houses, named Telstar, at No. 5, is an experimental house with an unusual layout and roof. It stands in the former garden of No. 3 (Browning House), a grand Queen Anne / arts and crafts residence, almost invisible from the highway, as does No. 7, once the coach house and gardener's cottage to Browning House, with its steep clay-tiled roofs and ox-eye windows.



Nos. 5 and 7 Tunwells Lane

Further down the road, Nos 33 to 45 are a group of three grand semi-detached villas plus one detached house all built for university academics in 1900 of yellow brick with cast-iron porch canopies, barge boards and much decorative stonework;



No.39 Tunwells Lane

some also have surviving timber framed coach houses at the rear, accessed from a lane off Station Road.

7.32 On the western side the exceptions are No. 2, Norfolk House, a late 19th-century villa.



No. 2 Tunwells Lane, Norfolk House



Nos. 20 and 34 Tunwells Lane

Nos 20 to 34, a much altered row of 19th-century yellow brick cottages, and three large Edwardian houses at Nos 38 to 44, of red brick and red tile, with ox-eye windows, jettied and half-timbered gables and tile-hung elevations.



No. 38 Tunwells Lane



No.44 Tunwells Lane



No.44 Tunwells Lane



Village sign, Woollards Lane and Tunwells Lane Junction

Woollards Lane

7.33 The crossroads formed by the junction of Tunwells Lane (the A1301), Station Road and