De Freville

Conservation Area Appraisal

March 2009
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De Freville and Environs Aerial Map showing Conservation Area
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 an addition to the existing ten 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, but increases the regulation of otherwise permitted development for householders and businesses.

The aim of local residents, who did a lot of the work that went into producing this document, was to demonstrate that this area is worthy of designation as a Conservation Area.

1.1. Method
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 was passed onto a team of professional landscape historians who have carried out additional research and have produced this document.

1.2. Aims and Objectives
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
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
There are two major national planning policies, which relate specifically to Conservation Areas. These are:

PPS1: sets out the Government’s national policies on different aspects of land use planning in England and local distinctiveness.

PPG15: ‘provides a full statement of Government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment’.

2.2 Regional Policies
CSR1: (The Strategy for the Sub-Region in the East of England Plan) is the vision for the Cambridge Sub-Region to 2021 and beyond.

2.3 Local Policies
The Cambridge Local Plan sets out policies and proposals for future development and land use to 2016.

The De Freville Estate and surrounding environs form part of the area to the north of the City Centre.
A summary of Local Plan policies and the major implications of Conservation Area designation are appended to the end of this report.
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 greenspace 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 Central Conservation Area and the Historic Core 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 it is not proposed that the Conservation Area extends this far as the integrity of the development in this area has now been lost.

Plan 1 shows the relationship of the Conservation Area to the City Centre and to the Central Conservation Area.

### 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 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 or Buildings of Local Interest recorded. Consideration might be given to remediying this, as there are some good buildings within the area. For example, the Arts and Crafts style house on De Freville Avenue, the Heffer family home on De Freville Avenue, and some of the terraces along Ferry Path.

The eastern end of the Conservation Area is well treed with many mature and semi-mature street and garden trees. All trees above a certain size are, of course, protected within Conservation Areas, but there are also some separate Tree Preservation Orders in existence (see Plan 2).

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 that 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, both of which have been converted to residential properties, have closed, although the general store shop front is a reminder of past use.

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
Tithe Map, 1840: Chesterton and its environs
built-up area, as fields are 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.

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 public house at the end of Humberstone Road is 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 road – 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 (map on page 16). 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.
De Freville environs 1st Edition Ordnance Survey 1880
Modern properties in the De Freville Conservation Area
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 the Chesterton Road, from which can be accessed the rest of the estate. 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 3 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.

Plan 3 illustrates the character of the area. This uses symbols to represent the elements that help create the special character of the streets that comprise the varying neighbourhoods, for example the back of pavement building line and the significant buildings. The character of these streets is explored in greater detail in the next section.
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; the second was the De Freville Estate itself; and the third was in that area between the two that is now occupied by Kimberley Road, Pretoria Road and Aylestone Road (west).

Plan 4 (page 40) shows the relationship between the three neighbourhoods.

Each of the neighbourhoods has its distinctive built form and architectural features and these are recorded in the Built Form Analysis, and the Building Types, Detail and Materials analysis.

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.

5.2 Built Form Analysis
This area 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.
Neighbourhood 1: Trafalgar Road, Trafalgar Street, Victoria Avenue & Ferry Path
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
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 both 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 unadorned 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 three storeys and 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 (photograph T2). 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 (photograph T3). 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.

At the southern end a derelict garden on one side and a small parking area for flats built along the northern bank of the river alleviates the enclosed feeling (photograph T4). 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 (photograph T5). 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 (photograph T6). 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.
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 (photograph V1). 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.

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 (photograph FP1).

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 (photograph FP2). 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.

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 narrower 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 (photograph FP3). 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 (photograph FP4). 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 (photograph FP5). 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 (photograph FP6).

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 clay pots.

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.

**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 boathouse. There is a small turning area in front of this.

The majority of plots either side of the track have sheds or garages, the latter generally in utilitarian design from the latter 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 (photograph FP7). 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.

**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

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 (photograph DF1). 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. Where space has allowed
there has been some late 20th century infill, usually 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 (photograph DF2).

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 predominantly 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 is individual in character having been influenced by the Arts and Crafts style (photograph DF3).

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, which add interest to the roofscape (photograph DF4).

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 (photograph DF5) 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.

**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 crab apples 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 (photographs M1 & M2). At the eastern end of the street the continuity of the building line has broken down, 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 Shrubbery’ (photograph M3).

Left: Passageways to back gardens, Montague Road.
The garden of ‘The Shrubbery’ is heavily planted with evergreens, which together with a nearby semi-mature cedar form 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 (see the main aerial photograph).

‘The Shrubbery’ 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 (photograph M4).

**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. Traffic is generated by the public house on the corner of the street and Elizabeth Way and for access to Belvoir Road.

The road has a regular built form that breaks down at the eastern end where the car park for the public house is situated. A footpath runs beside the car park leading to the back gardens of houses in both Humberstone and Montague Roads. Part of the street is composed of terraces on both sides creating an enclosed feel, but where there are semi-detached houses the road seems more spacious.

Above left: Original black, white and terracotta tile pathways, Montague Road.
Both red and buff brick are used for houses along Humberstone Road. Semi-detached dwellings and terraces in buff brick with red brick stringcourses (for example, Devonshire Terrace photograph H1), of a similar style to those found in Montague Road, exist alongside terraces built of red brick (photograph H2).

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 (photograph H3).

At the eastern end of the terrace a new Mansard Roof detracts from the existing architectural style (photograph H4). 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 pollard limes 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.

Left: Tudor style detailing, Humberstone Road.
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 (photograph B1).

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. (Photograph B2) 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 semi-mature lime trees line the street (photograph B3). A walnut in the front...
garden of no. 6 also contributes to the overall street scene.

**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.

**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 (photograph A1). 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 recently sold for conversion to a single, double storey dwelling. 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 (photograph A2). At the southeast corner with the junction of De Freville Avenue some new development 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.
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 (photograph E1). 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 (photograph E2). Chimney pots are fired terracotta. A fine barn/outbuilding behind The Fleur public house is visible over the fence line (photograph E3).

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.

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 (photograph L1). 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 (photograph L2).

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 and climbing fences and disused buildings.
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.

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
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 (photographs K1 & K2). 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 voussoirs (photograph K3). 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 (photograph K4) and is a significant feature.

**Pretoria Road**

Pretoria Road lies to the west of Kimberley Road with buildings similar in size and 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 (photograph P1).
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 routeway. Front gardens, which are around six feet 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 – on 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 (photograph P2).

Windows are single pane sashes and where there are stone pilasters between windows at first floor level they are sometimes ornately carved (photograph P3). Architectural detail is generally similar to that found in Kimberley Road.

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 semi-detached 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 creates a leafy street scene.

**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) (photograph A3). Single storey bays (some regretfully 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 occupies 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 (photograph A4).

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.
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 the 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 proposed Conservation Area is a self-contained space with very few views into or out of the area. There are no greenspaces 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 street 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; a walnut on Belvoir Road and a horse chestnut on Aylestone Road. Pollarded limes along Humberstone and Hamilton Roads are also worthy of note.
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. It would be better for loft conversions to use dormer windows to the front in most cases; a more acceptable and traditional method where the neighbours’ privacy is not an issue and it fits into the street scene.

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 lots. The integrity of the street scene depends on the front gardens being retained and the mature planting preserved 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.
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. Recent work 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.

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.

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 Department of the Environment Planning Policy Guidance 15, it is possible for the Local Planning Department to restrict certain permitted development work, including the replacement of unsuitable doors and windows, the placing of satellite dishes on the front of buildings, 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 requirements 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

<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Preservation or Enhancements</th>
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</table>
| - 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. | - 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 efficiency windows on new development at end of Trafalgar Street out of keeping.  
- Wirescape at upper southern end of Trafalgar Road detracts from the views. | - 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. |
### 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 overall 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.
- Encouragement to reinstate garages where they exist (Ferry Lane back path; Lovers’ Walk & to rear of parts of Montague & Humberstone Roads) to their original use might help to reduce street parking if in conjunction with measures to reduce day time casual parking.
- 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

<table>
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<tr>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Preservation or Enhancements</th>
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<tbody>
<tr>
<td>• Uniformity of design creates continuity in the street scene.</td>
<td>• 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.</td>
<td>• Repairs to garden front walls (many have lost their bull nosed coping stones) where necessary would enhance these features.</td>
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<tr>
<td>• Many front gardens are intact and well tended creating a pleasant environment for both residents and passers by.</td>
<td>• 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. Residents should be consulted about possible ways to alleviate the problem.</td>
<td>• Care needed on scale of building &amp; use of materials of future infill &amp; development.</td>
</tr>
<tr>
<td>• Many of the original architectural features remain (e.g. coloured glass; tiled front paths; intact garden walls) reinforcing the architectural integrity of the area.</td>
<td>• The wirescape on these roads is especially intrusive.</td>
<td>• Carefully consider need for and positioning of, all street and back of building signage.</td>
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<td>• Where infill has occurred it is within the correct architectural scale for the overall area.</td>
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<td>• Encouragement to maintain wood surrounds for windows.</td>
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<td>• Removal of satellite dishes to non visible locations.</td>
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<td>• Use of Article 4’s to preserve original features.</td>
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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 listed in Appendix 1 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.

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

8.2 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.

8.3 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.

8.4 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.

8.5 Any new build associated with trees should allow such existing mature 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.

8.6 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.

8.7 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.

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

8.9 Changes to key frontages and landmark buildings will be resisted.

8.10 The City Council will encourage the proper repair of traditional buildings by giving advice and grant aid.

8.11 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.

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

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

8.14 The City Council will require any proposed alterations to roofs to be guided by the Roof Extensions Design Guide.

8.15 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.

8.16 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.
Cambridge Local Plan Policies

The Town and Country Planning Acts require Local Planning Authorities to produce a “development plan” which sets out a framework of policies to guide future planning decisions.

The Cambridge Local Plan 2006 provides the bones on which this report is hung, and the policies through which its aims will be delivered in terms of development control. The most relevant policies are summarised below.

Sustainable Development

3/1 Sustainable Developments

Development will be permitted if it meets the principles of sustainability.

Where major development is proposed, developers should complete the Council’s Sustainable Development Checklist and prepare a Sustainability Statement and submit both with the planning application.

3.6 Sustainable development is widely recognised as development which meets the needs of the present without compromising the ability of future generations to meet their own needs. Achieving this in practice requires environmental issues to be integrated with economic and social considerations in decisions that are made during the design, planning and construction phases of a development. The Council has prepared, and adopted as Supplementary Planning Guidance, the Cambridge Sustainable Development Guidelines, which provide guidance and sources of information and advice on how development proposals can become more sustainable, for example by:

A: reducing the use of natural resources, including energy and water throughout the lifecycle of the development;

B: making more efficient use of land by prioritising and maximising the use of brownfield land and building at densities of at least 30 dwellings per hectare net (and higher where appropriate);

C: safeguarding and enhancing the historic built environment;

D: protecting and enhancing wildlife and the natural environment;

E: minimising waste and pollution to land, air and water (including noise, vibration and light);

F: siting and designing development to reduce the need to travel, especially by private car;

G: reducing the need for new build by retaining and reusing existing buildings.

3.7 For the purposes of this policy, major development is defined as residential development of 10 or more dwellings or a site area of 0.5 hectares or more, or other developments where the new gross floor area is 1,000 square metres or more.
Protecting the Natural Environment

4/3 Safeguarding Features of Amenity or Nature Conservation Value
Developing proposals should seek to enhance features of the landscape, which are of importance for amenity or nature conservation. Development resulting in adverse effects on or loss of those features will not be permitted unless this is unavoidable and there are demonstrable and overriding wider public benefits. Where damaging development is permitted, the Council will require:

A: Mitigation measures to minimise the adverse effects;

B: Reinstatement or equivalent replacement of the feature affected;

And

C: Proposals for long-term management.

4/4 Trees
Development will not be permitted which would involve the felling, significant surgery [either now or in the foreseeable future] or potential root damage to trees of amenity of other value unless there are demonstrable public benefits accruing from the proposal, which outweighs the current and future amenity value of the trees. When felling is permitted, appropriate replacement planting will be sought wherever possible.

Protecting the Built Environment

4/10 Listed Buildings
Development affecting Listed Buildings and their settings, including changes of use, will not be permitted unless:

A: it is demonstrated that there is a clear understanding of the building’s importance in the national and Cambridge context including an assessment of which external and internal features and aspects of its setting are important to the building’s special interest; and

B: the proposed works will not harm any aspects of the building’s special interest or the impacts can be mitigated to an acceptable level for example by being easily reversible; or

C: where there will be an impact on the building’s special interest, this is the least damaging of the potential options and there are clear benefits for the structure, interest or use of the building or a wide public benefit; and

D: features being altered will be reused and/or properly recorded prior to alteration.

Works for the demolition of Listed Buildings will not be permitted unless:

A: the building is structurally unsound for reasons other than deliberate damage or neglect; or

B: it cannot continue in its current use and there are no viable alternative uses; and

C: wider public benefits will accrue from development.

4.35 The desirability of preserving Listed Buildings and their settings and features or special architectural or historic interest, which they possess, is a material planning consideration.

4.36 It is vital that applicants fully understand the importance of the building before considering alterations and that the full potential impacts of the works are clearly understood. It is particularly important that the full impact of modern building standards concerning such aspects as fire prevention, sound and thermal insulation and disabled access are
properly addressed at the earliest design stage. Pre-application meetings are strongly recommended to ensure that conflicting standards can be accommodated without jeopardising the special interest of the building.


4.38 Cambridge does not have a legacy of derelict historic buildings and demolition of Listed Buildings is rarely justified. To demonstrate that a building has no viable alternative use, it would be necessary for the building to be advertised on the open market at a realistic price and be demonstrated that no sensible interest was shown in the building.

4/11 Conservation Areas
Developments within, or which affect the setting of or impact on views into and out of Conservation Areas, will only be permitted if:

A: they retain buildings, spaces, gardens, trees, hedges, boundaries and other site features, which contribute positively to the character of the area;

B: the design of any new building or the alteration of an existing one preserves or enhances the character of the Conservation Area by faithfully reflecting its context or providing a successful contrast with it; and

C: a new or intensified use will not lead to traffic generation or other impacts, which would adversely affect the area’s character.

Outline applications will not be accepted in Conservation Areas.

4.39 When considering applications, which are within or affect the setting, or views into and out of a Conservation Area, the desirability of preserving or enhancing, the Area’s character or appearance is a material consideration.

4.40 When considering the demolition of buildings, which contribute positively to the character of a Conservation Area, the same tests that would apply to the demolition of a Listed Building will be applied (see Policy 4/10).

4.41 Cambridge’s Conservation Areas are relatively diverse. Consequently the City Council is committed to the systematic appraisal of its Conservation Areas and these appraisal documents define the Area’s special character and include guidance for preserving and enhancing this as SPG/SPD.

4/12 Buildings of Local Interest
Although not statutorily listed, Buildings of Local Interest merit protection from development which adversely affects them. The demolition or alteration of such a building will only be permitted if the building is demonstrably incapable of beneficial use or reuse or there are clear public benefits arising from redevelopment.

4.42 There are over 1,000 buildings in Cambridge which, although unlikely to meet current criteria for statutory listing are nevertheless important to the locality or the City’s history and architectural development.
4.43 Guidance on the approach to be adopted when considering works to such buildings, and the criteria by which buildings will be added to the list in future, were produced and agreed by the Council as material considerations in 2005.

4.44 Although these are not statutorily Listed Buildings, the Building Regulations do allow a more flexible approach to meeting the required standards to be adopted when altering Buildings of Local Interest. Applicants should not rigorously seek to follow the Building Regulations where this would damage a key feature of interest.
Appendix 2

Buildings of Local Interest

There are currently no Buildings of Local Interest (BLIs) in the proposed De Freville Conservation Area. However a number of potential BLIs have been identified.

De Freville Avenue:
St George's House – 65
Crickholme – 30
Kingford House – 24
Allendale – 36
35/37
38 to 44

Ferry Path:
The whole of the terrace, particularly
18 to 23
Appendix 3

Trees

Tree cover
The De Freville Conservation Area encompasses an area of streets of similar date, but very different characters.

De Freville Avenue forms the spine and is the most significant in terms of trees and landscape. There are trees in the highway and the front gardens are large enough to support a range of trees from small to large and an array of shrubs and garden layouts. The long rear gardens also support large trees, some of which are clearly visible between the properties, over the roofline and most importantly from the side streets.

The side streets to the east, are planted with pollarded lime trees. The front gardens are smaller than those of the principal street and are planted with small trees and shrubs for the most part. Trees in rear gardens are glimpsed between the houses and over the roofline.

The side streets to the west, with the exception of Hamilton Road, are not planted with trees. The small front gardens support a range of shrubs and small trees.

Trees in the rear gardens are visible above and between the houses; in Ferry Path the trees on the rear boundary form a significant screen. In Aylestone Road the lack of street trees probably resulted in the planting of the horse chestnut tree which dominates the vista along the road and is clearly visible over the rooftops. At the edge of the area, the terraced housing sits at the back of pavement so that there is no room for trees.

Street trees
Hamilton Road was probably planted as a rear street to Chesterton Road. Limes were planted along Chesterton Road from Chesterton Lane to High Street Chesterton. Those beside this main road may have been pollarded in the post planting period, but have been allowed to mature and resume their natural outline. The scale of the road and its busy nature require tall trees with impressive canopies to counter balance the height and direction of the street and the bustle of traffic, cyclists and pedestrians. The lane accessing the coach houses at the rear of Chesterton Road was probably planted with trees at the same time, but the alley, being narrower, required the trees should be pollarded. This regime appears to have continued since the trees were planted.

Once detached and semi-detached houses begin to be constructed trees start to appear. The Victorians were fond of lime trees and in such locations would have pollarded them on a regular basis. Remnants of these trees exist in Humberstone Road and Belvoir Road and they were planted in Montague Road too. These trees are managed as a high pollard and pruned on a cyclical basis every 3-6 years. Whilst they provide the streets with structure and character, their height and spreading canopies deprive homes and gardens of light, and the honeydew excreted by aphids feeding off the foliage in the summer months is a nuisance. Whilst some residents are happy to see them pollarded on a regular basis others find them such an inconvenience that they are poisoning them. This is reported to and investigated by the Police as a criminal offence. As the trees are felled new ones are being planted, the replacements selected are more appropriate to the size and scale of the road and the houses and reflect the desire of citizens for a more decorative plant.
De Freville Avenue was probably planted with trees when the first houses were constructed. The nature of that planting is unclear as none survive. The trees forming the current avenue are Swedish whitebeam. The oldest appear to date from the 1950’s. They do not grow well in hard landscape as they dislike the reflected heat from the pavement, road and parked cars and do not adapt well to the reduced levels of water and oxygen. As a result the trees rarely realise their potential and frequently succumb to bacterial or fungal infections at middle age. Despite the nuisance of the berries they are beloved of residents who actively request that replacements and additional trees are planted.

The road is straight and wide, the properties are tall with reasonable front gardens, and as such the road would benefit from the establishment of trees that would mature to the height of the buildings and whose canopies would spill into the road and be lifted above high-sided vehicles using the carriageway. Silver birch would be a suitable candidate as the leaves are small and delicate and the foliage cover light throughout the tree allowing light to filter through, they should not deprive living rooms of excessive daylight.

**Private trees**
The character of the area is created by the quality of the domestic architecture and the gardens associated with the properties. Most of the houses remain in residential occupation and providing accommodation for families and professional people. There are relatively few multi-occupational dwellings and businesses. As a result the front gardens have been retained and are planted in any number of styles. For the most part the traditional tiled paths to the front door and low brick boundary walls have been retained. This is an important detail as it promotes and enhances the character of the area by retaining original features in the gardens as well as in the houses. Within the front garden there may be provision for cycles, but this is generally sensitively achieved and is not detrimental to the area. The occasional tenanted property is readily identified by the lack of planting in the front garden, which is committed to a bin and cycle store instead. For the most part the planting is appropriate in size, mass and density to the gardens. The designs are very different, ranging from those that reflect the Victorian influences, to formal bedding beloved of the 50’s and 60’s, to more modern styles and planting materials. They combine to give the impression of a neighbourhood loved and cherished.

With the exception of De Freville Avenue, most of the houses do not have garages, nor the facility to park in the front gardens. Where cars are drawn onto the frontage, this has generally been achieved with care and thoughtful planting, so that the character of the area is not depleted. It will be important to ensure the car does not dominate the frontage, where this occurs elsewhere in the city, such as Tenison Road, Lyndewode Road and Tenison Avenue, the character of the area is diminished. It may be appropriate to consider residential parking schemes to control the on-street parking.

The core of the area is laid out as a grid with streets crossing, as a result 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. The aerial view confirms their verdant nature. The accessibility of these views is important as they provide dimension and perspective. 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. This is contrasted to the
eastern section where little opportunity exists in the terraced streets. Nevertheless, residents have still planted trees and shrubs wherever possible and have placed window boxes on the sills in an attempt to soften the densely built environment.

If the character of the area is to be retained, improved and enhanced there will need to be controls on the retention of trees. Trees appropriate to their location should be preserved and residents encouraged to plant new trees. As the front gardens are small the specie selection should be of a similar scale. It is best not to plant directly in front of living room windows as it is likely to precipitate requests to fell or prune the trees. This will be important in those properties with a south facing aspect. The slightly larger front gardens of De Freville Avenue could support medium sized trees.

Tree Preservation Orders
The Local Planning Authority can protect trees that are an amenity. 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, silverbirch, 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 fine 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 false acacia and silver birch that provide the majority of the tree cover vital to the bosky character of the area, are also suitable candidates for protection.

Views out
It is important to recognise that the area is surrounded by trees which can be seen from within. Views to the east reveal the Lombardy poplars, willows and planting of Bridgeacre. To the south the trees of the boathouses, river frontage residential developments and Midsummer Common can be seen on the skyline and in the views along the streets and between the houses. There are few trees on the horizon to the north and west.

These views are cherished by the residents as witnessed in the representations made to develop Magdalene College boathouse site.
<table>
<thead>
<tr>
<th>Street and Number</th>
<th>De Freville Conservation Area Trees of Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>De Freville Avenue:</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Yew, hollies</td>
</tr>
<tr>
<td>15</td>
<td>Judas tree</td>
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<tr>
<td>33</td>
<td>Bay</td>
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<tr>
<td>35</td>
<td>Pagoda tree, silver birch</td>
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<td>47</td>
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<td>55</td>
<td>Flowering crab, box elder</td>
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<tr>
<td>61</td>
<td>Beech</td>
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<tr>
<td>63</td>
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<tr>
<td>71</td>
<td>Silver leafed weeping pear</td>
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<tr>
<td>77</td>
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<tr>
<td>89</td>
<td>Cherry, lime, birch, walnut</td>
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<td>86</td>
<td>Laburnum</td>
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<td>76</td>
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<td>74</td>
<td>Snake bark maple</td>
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<td>68</td>
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<td>Laburnum</td>
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<td>Street and Number</td>
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<tr>
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<td>Pear</td>
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<td>52</td>
<td>Holly</td>
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<tr>
<td>48</td>
<td>Silver birch, purple leafed plum</td>
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<tr>
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<td>Poplar</td>
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<td>28</td>
<td>Purple leafed plum</td>
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<td>16</td>
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<td>2</td>
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<td><strong>Montague Road:</strong></td>
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<tr>
<td>The Shrubbery</td>
<td>Cyprus, holly, holm</td>
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<td>7</td>
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<td><strong>Ferry Path:</strong></td>
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<td>Rear gardens of Pretoria Road</td>
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<td>Olive</td>
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<td><strong>Humberstone Road:</strong></td>
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</tr>
<tr>
<td>5</td>
<td>Monkey puzzle tree</td>
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Original De Freville Estate Plan