



Riverside

Conservation Area Appraisal

Cambridge City Council

Contents

1. Introduction	3
1.1 Aims and Objectives	3
1.2 Method	3
1.3 Location	3
2. The Planning Policy Context	4
2.1 National Policies	4
2.2 Local Policies	4
3. Summary of Special Interest	5
3.1 General Character	5
3.2 Landscape Setting	5
3.3 Historical Development	5
3.4 Archaeology	10
4. Spatial Analysis	12
4.1 The Brunswick Area	12
4.2 Riverside and Beche Road Area	15
4.3 Barnwell Junction	20
4.4 Boathouses on the North side of the River Cam	21
4.5 Stourbridge Common and the north side of the River Cam	22
5. Architectural Overview	23
6. Trees, Landscape and Open Spaces	25
7. Key Characteristics of the Conservation Area	27
8. Issues	28
9. References	30
Appendix 1: Listed Buildings	32
Appendix 2: Buildings of Local Interest	36
Appendix 3: Maps	39

1. Introduction

1.1 Aims and Objectives

This Appraisal seeks to define what is special about the Riverside area of the Central Conservation Area, and to provide information about its landscape, architectural merit and historical development. The Central Conservation Area is one of eleven designated Conservation Areas in Cambridge. It was originally designated in 1969 and extended eastwards, beyond Elizabeth Way, in 1993. This Appraisal reviews the existing Conservation Area boundary and makes suggestions for its extension. There are a number of reviews of areas of the Central Conservation Area that will be undertaken in the near future. Once these have been completed, it is proposed that the areas will be designated as separate Conservation Areas, subject to approval, which would be more relevant to local residents.

1.2 Method

Beacon Planning Limited, working on behalf of the Cambridge City Council, has assessed the character of Riverside and has set out measures to ensure the future protection and improvement of the area.

1.3 Location

The area covered by this Appraisal is the stretch of the River Cam from Victoria Bridge north-eastwards to the city boundary. It comprises the river frontages and towpaths and the adjacent meadows (including Midsummer and Stourbridge Commons); the 'Brunswick area', north of Maid's Causeway and the north side of Newmarket Road towards the Leper Chapel and the former Barnwell Junction Station. It borders the Conservation Areas of 'Ferry Lane' (Chesterton) and 'De Freville' to the north, and the areas appraised in the Cambridge Historic Core Appraisal, to the west, and The Kite Conservation Area Appraisal to the south. On the northeast side, beyond the city boundary, are the Bait's Bite and Fen Ditton Conservation Areas, which lie in South Cambridgeshire District. The majority of the area is in the floodplain.

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

Planning Policy Statement 1 (PPS1): 'Delivering Sustainable Development' (2005) outlines the Government's commitment to protecting and enhancing the quality of the historic environment (paragraph 17).

Planning Policy Statement 5: (PPS5) 'Planning for the Historic Environment' (2010) advocates that local plans should consider the qualities and local distinctiveness of the historic environment and how these can contribute to the development of the spatial vision in the local development framework core strategy. This PPS explains government policy toward heritage assets of which Conservation Areas form a part.

2.2 Local Policies

The Cambridge Local Plan 2006 sets out policies and proposals for future development and land use to 2016. 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

3.1 General Character

The Riverside section of the Central Conservation Area comprises the River Cam flowing east from Victoria Bridge, north-eastwards to the city boundary. The river runs parallel to the former causeway and main road to Newmarket, lying to the south, with its terraced streets mostly of two or sometimes three storey gault brick houses. Between the two are commons and open fields, except for an area north-eastwards from Elizabeth Bridge, where the terraced housing comes close to the river.

A slow moving river, populated by ducks, swans and rowers; a towpath with dog walkers, joggers, cyclists and strollers; riverside pubs, boathouses, moorings and fishermen, whilst beyond are grazing cattle and horses. Then further beyond are streets of 'villas' and terraced houses. This is quintessential 'Town' Cambridge as opposed to 'Gown' Cambridge, although this area of the river is heavily used for University rowing.

3.2 Landscape Setting

A backcloth of trees surrounds the open commons to the south, softening and at times hiding the built-up area beyond. Mature trees criss-cross the commons and riverside willows follow the stream. North-eastwards, the landscape becomes rural as Fen Ditton is approached through the Green Belt, yet much of it is well within the urban bounds of a city. It forms part of a green wedge, which penetrates to the heart of Cambridge – further westwards forming Jesus Green and eventually The Backs, before passing yet further west beyond the city via Coe Fen and Sheep's Green to Grantchester Meadows. Not only, then, is Riverside an important landscape feature, but also a significant linear wildlife corridor, linking the City Centre with its countryside.

There are no views of rolling countryside, despite the slight rise of the land towards Fen Ditton. It provides a pleasant setting for Fen Ditton Meadows. It is on the fen edge with buildings confined to river terraces beyond the water meadows.

3.3 Historical Development

The historical development of 'Riverside' has much to do with Barnwell and its common fields. Barnwell was a small settlement, separate from and lying to the east of Cambridge. There were four particular periods in Barnwell's history which were to shape the form and character of the Riverside area:

1. The foundation of a leper hospital and the associated development of Stourbridge Fair.
2. The foundation of Barnwell Priory in 1092 near to Cambridge castle and its subsequent relocation to Barnwell in 1112. The granting of a midsummer fair to the priory in 1211 and disputes over common rights.
3. The severe overcrowding of Cambridge in the late 18th century and the enclosure of the East Field in the early 19th century.

4. The subsequent industrial growth of Barnwell, the arrival of the railway and rowing on the Cam.

The Hospital of St Mary Magdalene and Stourbridge Fair

In 1169 a payment of 20 shillings yearly to the Hospital of Barnwell was recorded under the 'customary alms' of the bishop of Ely. So the hospital was established some time before then and it seems to have been founded by Cambridge burgesses for the sanitary protection of the town. As was customary, it was located well outside the town but on a main approach road. It was built to accommodate lepers and others with disfiguring diseases. Only the hospital chapel (now known as the Leper Chapel and owned by Cambridge Past, Present and Future) now survives; a small building of Barnack limestone and flint rubble, comprising a nave and chancel, but a rare, complete Romanesque building, which is listed, grade I and thought to be the oldest complete building in Cambridge.

In 1210 or 1211, King John granted the hospital a fair to be held on the eve and feast of the Exaltation of the Holy Cross (13th and 14th September). This was to develop into one of the greatest centres of trade in England. By 1516 it lasted from the 24th August until the 29th September. It spread across the fields around the chapel and to the south and west. It covered Stourbridge Common with stalls and booths and led to the development of wharfs along the Cam with river traffic reaching the port of Lynn. The fair had become the mart for all manner of goods from all over the country; rentals from the booths benefited the Corporation, and the mayor held the pie powder court. Though it was closed during the plague years of the 17th century, it survived the Civil War and only began its decline in the 18th century. By 1840 there was just one row of booths where previously there had been 'streets' and by 1897 it lasted a mere three days. It was proclaimed for the last time to an audience of three in 1933 and was officially closed the following year.

The legacy is the open common and street names such as Garlic Row, Cheddars Lane, Oyster Row and Mercers' Row, the number of public houses and former alehouses in 'bawdy Barnwell' and the remarkable survival of the hospital chapel. The lepers had left by 1279 and the building became the Free Chapel of St Mary Magdalene. It ceased to have any religious function in the 17th century and became used as a store for Stourbridge Fair. It resumed use as a chapel for workmen building the Eastern Counties Railway in the 1840s and in 1951 it passed to the Cambridge Preservation Society, now known as Cambridge Past, Present and Future.

Barnwell Priory

In 1092 William Picot, sheriff of Cambridgeshire, founded a house for six secular canons attached to St Giles Church, close to the castle on Castle Hill. After Picot's death shortly after the foundation, the priory passed into the King's hand and it declined into a 'desolate' condition. Henry I subsequently gave it to Pain Peverel, a successful crusader, who received permission in 1112 for it to be moved to a more spacious site in Barnwell as an Augustinian Priory. The chosen site was around a holy well (probably of pre-Christian

origin) where a Saxon hermit called Godesone had created a wooden oratory dedicated to St Andrew. The street names Saxon and Godesone Roads commemorate this. The former said to be near the well and the latter a misspelt version of the hermit's name. Following Peverel's death and that of his son on crusade, his inheritance in Barnwell passed to the Peche family (after whom Beche Road could be named, although it is more commonly thought to be named after Sir Everard de Beche, an early benefactor of the priory, and a notorious anti-Semite).

By the end of the 12th century, the priory was sufficiently prosperous and comfortable for the king to stay there, the first of many royal visits, and by the end of the 13th century most of the claustral buildings had either been enlarged or replaced. A church for the parish of Barnwell was built by the priory in the early 13th century, outside its walls and away from its own church. Dedicated to St Andrew and thus perpetuating the dedication of hermit Godesone's oratory, the church became known confusingly as the Abbey Church and though partly rebuilt in the 19th century, still stands on Newmarket Road. It is listed, grade II.

King John granted the Midsummer Fair to Barnwell Priory in 1211, and in 1232 Henry III allowed the fair to be held over four days from the vigil of St Etheldreda to the third day following, the 22nd to the 25th June. The fair enabled the priory to take advantage, financially and socially, of the long-existing midsummer celebrations, now under a respectable religious veneer. In 1235 the burgesses of the town and the priory came to an agreement in compensation for an event from which the priory drew profit. This showed that the fair was held on common pastureland near the priory to the possible detriment of the common users.

Attempts were made by the priory in the late 14th century to acquire the area of common land between the priory buildings and the river and the newly erected fences became a target during the Peasant's Revolt of 1381. The suppression of the revolt by the Crown left the priory in possession of the land, thus splitting Midsummer Common from Stourbridge Common – a situation which has survived to this day.

The control of the Midsummer Fair gradually shifted from direct management by the priory to that of the town and a new agreement of 1506 defined the role of each.

In 1538 the priory was dissolved and ownership passed to private hands. By the 19th century ownership of the priory lands was held by Thomas Panton. The great priory church and the claustral buildings became a quarry by 1578. Substantial ruins survived until, between 1810 and 1812, the site was levelled and the foundations were largely destroyed. So today only fragments survive, in the walls and grounds of Abbey House and as the Cellarer's Checker building on the corner of Beche and Priory Roads (both properties are listed buildings).

Enclosure of the East Field

The growth of the University and the expansion of Stourbridge Fair and river trade contributed to the increasing prosperity of Cambridge. However, its growth was constricted and little urban space existed outside the King's Ditch, which encompassed the historic core. By the 17th century, plague outbreaks, especially in 1666 lead to the construction of 'pest houses' on Midsummer and Coldhams Commons to isolate victims, their bodies being disposed in nearby plague pits, (some earlier, 14th century pits were discovered on Midsummer Common in 1951). The problems of overcrowding and consequent outbreaks of typhoid continued through the 18th century. The town was unable to expand into the great West and East common fields. The East or Barnwell Field extended from the River Cam on the east side of Cambridge, south to Trumpington Road and the areas around modern day Newmarket Road, Coldhams Lane, Mill Road and Hills Road.

Enclosure was inevitable and it came in 1802 with the enclosure of the West Field and the Barnwell (East) Field followed with the Act of 1807 and the Award of 1811. By this time much of the land in the common field was held by the University, Colleges or Thomas Panton as lord of the manor of Barnwell. Land allocated by the Award in lieu of strips held in the common field began to be developed. Except for land near the town centre, college owned land tended to be developed slowly as leasehold property, whereas land held in private hands tended to be sold off in freehold blocks to be developed by speculative builders. This was accentuated by the death of Thomas Panton, a major landowner, just before the Award was made and his executors sold the land fairly quickly. Thus land in the New Town south of Lensfield Road, to the south of the town, was developed rapidly with poor quality housing.

In the Riverside area, the earliest of this 'new' development was on the edge of Butt Green (possibly named after archery butts that were set up in this area) and along Maid's Causeway. The name 'Brunswick' gives a rough date of the 1820s. Caroline of Brunswick had married the Prince Regent and returned to England after he became King George IV in 1820. His failed attempt to divorce her increased her public popularity and her death in 1821 resulted in the commemoration in the street names of Brunswick Terrace, Gardens, Cottages and Walk. So the streets were laid out and building progressed during the decade. Similarly, Auckland Road commemorates the founding of the colony of New Zealand and the foundation of Auckland in 1840.

Further east, development of the former lands of the Priory came later, with street names commemorating the history of the site. Its development was to permanently sever Midsummer Common from Stourbridge Common and much of it was built between 1880 and 1910.

Industry, Railway and Rowing

The first edition OS map of 1886 shows the street layout east of Butt Green with housing from North Terrace and Brunswick Walk to Parsonage Street. Then between Parsonage Street and Auckland Road, land is occupied by the

Star Brewery and Maltings. This brewery was the last independent brewery of the 19th century to operate in Cambridge. It closed in 1972 and together with Frederick Bailey's Malthouse has been redeveloped as Bailey Mews. A school (now a clinic) had been built next to the Star Brewery. The Old Brewery House survives in Parsonage Street as does the Burleigh Arms public house on Newmarket Road. Land further east is shown largely undeveloped in 1886. The 'Abbey Church' is surrounded by gravel pits to the north and the substantial grounds of Abbey House and the Priory remains to the west. The land north of Newmarket Road is dominated by the gas works and clay pits. The site of Stourbridge Fair is shown around the Leper Chapel. By 1903, the Cheddars Lane pumping station (built in 1894 and now a Scheduled Ancient Monument) appears, together with housing in the Beche Road, Abbey Road and Priory Road areas, but still with limited development in Saxon Road and Riverside. Stanley Road had been laid out, but mainly to serve the brick works.

The railway is bridged by Newmarket Road close to the Leper Chapel. It is now the Great Eastern Railway from Cambridge to Ely. On the 2nd June 1884 a branch line was opened to Fordham and Mildenhall. A small station and platform were constructed, Barnwell Junction, with the platform serving the branch line only. Passenger services were withdrawn on the 16th July 1962 and the station buildings converted to a dwelling. The main line runs between Stourbridge Common and Ditton Fields and is crossed by a footbridge. It then crosses the River Cam by a bridge which separates these two open spaces.

Other bridges crossing the Cam include the various footbridges which replaced ferry services and the two road bridges, Victoria Bridge, built in 1890 and listed, grade II, and Elizabeth Bridge built in 1971.

The arrival of the railway in Cambridge hastened the decline in river trade, which, with the reduction in importance of Stourbridge Fair, was to become terminal. The character of the River Cam was about to change.

Boat racing was introduced to Cambridge by the University and the first boat clubs founded in 1825 were Trinity and St John's (always known here as Lady Margaret after the college's foundress). Racing seemed to be a somewhat casual affair between these colleges until 1827 when other colleges joined in and the Cambridge University Boat Club was founded. Organised racing began, but the narrow and meandering Cam prevented racing abreast and so the system of 'bump racing', which had become all the rage in Oxford, was adopted. These races are now the Lent and May bumps which are run over four days in February and June (since 1883) respectively.

Initially, the racing took place closer to the town than it does today, between the old locks at the Pike and Eel and Fort St George public houses. In 1834, when the lock was moved to Jesus Green, there resulted an unbroken stretch of river from Bait's Bite Lock to Jesus Lock and the bumps course moved downstream. Other, small boat racing was organised; the first being the Colquhoun Sculls, founded in 1837 and organised by Lady Margaret Boat Club. It was raced initially on the Thames, but transferred to Cambridge in 1842. Apart from a gap during the First World War, rowing has continued to

expand. Town rowing started probably in the 1860s and town bumps have been held since then. In 1868 the Cambridgeshire Rowing Association was founded and a number of town boat clubs were established (eg Rob Roy Boat Club in 1880). The town regatta was reconstituted as an open regatta in 1956 and the Head of the Cam race was founded in 1962.

Some of the 19th century boathouses survive on the north bank of the river and three are listed. The University Boat Club (Goldie Boathouse, named after a famous oarsman, John Goldie who rowed for St. John's and the University in the 19th Century) was built in 1882 and is the oldest survivor. Then there are Clare (1898-1900) and Pembroke (circa 1895). A fourth, Gonville & Caius and Sidney Sussex, was built in 1958. All are listed, grade II.

The character of the river has thus changed. It is recreational for racing boats and barges are now used for cruising or as houseboats. The towpaths provide informal recreation for the city, whilst traditional grazing takes place on the commons. In 2011, Cambridge Past, Present and Future celebrated the 800th anniversary of the Stourbridge Fair. This re-enactment of the fair has been going for approximately eight years and has become increasingly more popular with the local community. Midsummer Common continues to host a variety of events from fairs to firework displays.

3.4 Archaeology

According to the Cambridgeshire Heritage Environment Record (HER), there are 39 recorded sites/monuments in the Riverside area and one Scheduled Monument, the Old Cheddar's Lane Pumping Station (SAM CB65).

There is little evidence that Riverside was ever part of any settlement core. There was a mediaeval village at Chesterton and another at Fen Ditton but little in this area. Development along the main road to Newmarket has its origins in the 19th century expansion of Cambridge along the river.

There is little prehistoric evidence for this area. Stray finds of pottery are known from Stourbridge Common, and pottery and a possible Bronze Age cremation from Midsummer Common. Major Iron Age settlements are known at Castle Hill and Greenhouse Farm, and the Conservation Area lies between them. The area also lies outside the perimeter of the Roman town and no major roads are known that would have attracted activity and cemeteries. A significant cemetery was discovered on Jesus Lane. Although outside the area, does indicate that there was activity adjacent, and it is certainly likely the riverside area was exploited given the extensive use of this waterway by the Romans.

There are indications of Middle Saxon (650-900AD) activity along Barnwell Road including burials. This would predate the use for churchyard burials and indicates a nearby settlement. The perimeter of the mediaeval town was defined as the Kings Ditch, and though the Riverside area lies beyond this, mediaeval Cambridge did spill over the ditch and also the open space around the town has other uses.

The nunnery of St Radegund lay immediately to the west of Victoria Avenue and its precinct probably reached this 'modern' road. The nunnery was founded in the 12th century and in 1496 was closed and became Jesus College. The precinct of Barnwell Priory, which is described above, probably followed Newmarket Road, Elizabeth Way, Riverside and Butt Lane. The Priory was dissolved in 1538, and heavily robbed of stone to build, amongst other things, the 'new' chapel at Corpus Christi College. The only surviving structure is the Cellarers Chequer on Abbey Road (listed building), but it is believed that the priory possessed a full complement of monastic structures,

The Leper Chapel on Newmarket Road dates from around 1150 and is the last survivor of the Hospital of St Mary Magdalene. Its history and survival is described above. It is one of the best examples of a Norman chapel surviving in this country. This area, along the Newmarket Road was likely to have been marked in the mediaeval period with religious houses and other peripheral activity alongside, with open spaces in between.

A further indication of the peripheral nature of the Riverside area in the mediaeval period is the report of plague pits dating from the 14th century on Midsummer Common. This was not uncommon when the pressures of mass deaths arising from plague often led town authorities to undertake large scale burials on open spaces outside the traditional churchyards.

4. Spatial Analysis

The Riverside Conservation Area is dominated by the three large open spaces along the River Cam: Midsummer Common with Butt Green, Stourbridge Common and Fen Ditton Meadows. There are two urban areas. Firstly the Brunswick 'estate' just to the east of Butt Green and its continuation along Newmarket Road, forming the southern edge to Midsummer Common and, secondly the residential area east of Elizabeth Bridge to Stourbridge Common and including the area around Barnwell Junction, the Leper Chapel and the former Globe public house and the adjacent old paper mill.

The current Conservation Area boundary encompasses Midsummer Common, the Brunswick area, Riverside and the streets between it and Beche Road and the Cheddars Lane former pumping station. It excludes the north side of the river from Elizabeth Bridge to Stourbridge Common, the Common itself and Ditton Meadows beyond and the stretch of Newmarket Road from Elizabeth Way to Godesdone Road (north side) and Abbey Street (south side). It is recommended that these areas be included in a revised Conservation Area boundary.

There is a prevalence for the majority of the properties within the revised area to have private space to the front, even when they look directly over Midsummer Common, which is bounded by a low brick wall, often with railings on top. This gives additional green areas which make a positive contribution to the streetscape.

4.1 The Brunswick Area

As described earlier, this is the first residential area in the Riverside Conservation Area to result from the enclosure of the East or Barnwell Field.

Maid's Causeway

The north side of Maids Causeway is included in this Conservation Area; the south side being within the adjacent Kite Conservation Area. The north side was known as Brunswick Place when built.

All of the buildings here, apart from a modern house on the corner of Brunswick Gardens, are listed grade II. They comprise three elegant terraces with fine detailing, two storeys with basements and some have dormers to light the attics. All are in grey gault brick laid in a Flemish bond and slate roofs with hung sash windows set in four inch (100mm) reveals. The windows typically have glazing bars dividing them into six panes over six panes and panelled front doors have rectangular or semi-circular fanlights above.

The terrace forming Nos. 49-53 is particularly decorative with iron balconies to first floor windows and some ornate glazing bars to the fanlights. No.73, a former vicarage, is also listed grade II. It also has immense style and a particularly ornate porch and doorway. Maid's Causeway was once an avenue of London plane trees which probably extended up Newmarket Road. Only three planes now survive in Maids Causeway, with a fourth outside No.43 Newmarket Road. The former vicarage, No.73, has a row of pollarded limes in front of it, but beyond are fewer trees and the view less soft.

Brunswick Walk and North Terrace

The terraced houses here, mainly two to three storeys, frame the east edge of Butt Green and the southern edge of Midsummer Common respectively. Nos. 1-10 Brunswick Walk are listed, grade II; the rest are Buildings of Local Interest. They are of local grey brick with sashes and slate roofs. To the east of North Terrace are two staggered terraces of mid 20th century dwellings in a pinkish brick and with flat roofs. They do not provide an attractive edge to the common, unlike their neighbours.

Brunswick Cottages

This terrace of six, two storey cottages and the adjacent house, Midsummer Limes, are set above a tall concrete retaining wall and sit on the river terrace. Probably dating from the 1930s and of grey brick and slate, they still provide an important edge to the common.

Brunswick Terrace and Brunswick Gardens

The Terrace leaves Maid's Causeway as a very narrow street (marred by the probably unnecessary double yellow lines in the highway) which opens out to the north. The west side terrace, Nos. 1-9, is a Building of Local Interest. It dates from the 1820s and its quiet plainness is in sharp contrast to the fancier houses on Maids Causeway. Neat two storey cottages in Flemish bond gault brick with recessed windows of hung sashes (six over six panes), simple semicircular heads over the doors and slate roofs, they sit behind low brick walls, though some have now gone. The rest of the street comprises later terraces, all two storey again and mostly gault brick, but with some bands of contrasting red brick or stone lintels above windows and some with rectangular fanlights over the front doors.

Brunswick Gardens has no terracing. The boundary walls to the back gardens of Brunswick Walk form the west side and the garden walls of North Terrace form the north, whilst the east side has one building of note, Denmore Lodge and then a courtyard of modern houses. Although the tall fencing undoubtedly provides privacy for Denmore Lodge, it is not visually pleasing.

Parsonage Street and Auckland Road

These two streets, built a little later than the previous, are separated by the site of the former Star Brewery and Bailey's Maltings. This area and the end of Auckland Road are occupied by modern 'mews' housing and apartments, which are of little 'steetscape' value and provide an unsatisfactory visual edge to Midsummer Common. The single storey pebbledashed Yasume club house in Auckland Road looks tatty and detracts from the street. This now has planning permission demolition and the erection of a community centre and synagogue. The remaining terraces are pleasing and relatively small in scale, of gault brick and slate. In Auckland Road Nos. 9-15 have Gothic brick arches with keystones over doors and windows with moulded brickwork standing proud.

The terraces on the east side of Parsonage Street are also pleasing, and are of gault brick as well with some contrasting red. The plaque at No.2 would

seem to suggest that Fred Bailey built some of them in 1873. Nos. 10-16 comprise a modern terrace which fits in reasonably well. This side of the street is punctuated by The Old Brewery House, which was attached to the Star Brewery and is a building of some local interest. Only the side is seen from the street with its six over six sash windows and fanlight over the front door. On the west side, opposite The Old Brewery House is a garden wall to the 'new' vicarage, built of brick set in a rat-trap bond (ie. with the bricks set on edge, rather than flat).

Newmarket Road from Parsonage Street to Elizabeth Way

Newmarket Road proper starts at Parsonage Street where an attractive terrace of two storey houses (Buildings of Local Interest), are sandwiched between a corner shop and the Burleigh Arms public house, both of which are of interest. The former, which has marginal glazing to windows on the first floor, an attractive shopfront and a curved corner door, forms an important visual stop, whilst the pub, now with painted brickwork, but still with the tall heavy chimneys of the terrace, provides a classically styled end to the row. Beyond is the decorative three storey Burleigh House, set behind tall walls and shrubs. It has two storey canted bay windows on the east and alternate triangular and semi-circular details over first floor windows to the west a canted bay and porch on the ground floor— all in Ketton limestone with similar stone quoins, the rest being in Flemish bond gault brick.

Either side of the junction with Auckland Road are substantial villas, three storeys with basements and bay windows on the ground or ground and first floors. All have names, The Laurels, Selhurst, Holdhurst, Lyndhurst on one side, then Auckland Terrace on the other, all of the mid 19th century. Following Auckland Terrace is No.43, Emmanuel College's Barnwell Hostel, a substantial, if somewhat oppressive, three storey 19th century building of local historic interest. It has a mix of features, crow stepping, Venetian windows, Dutch gable and limestone parapet copings. The mix is not altogether visually pleasing. To the rear is a modern building, incorporating a glazed tower and copper dome, which forms the main body of the hostel. To the front is one of the few remaining London plane trees.

To the rear are allotment gardens and views from the river terrace across Midsummer Common to the Cutter Ferry Footbridge. The view out is fine; the view back is not so pleasing, looking to the houses at Evening Court and the atrium of No.43. To the east, the previous site of the Cambridge Regional College buildings is being developed. Cutter Ferry Footbridge itself offers good long views along the river, with views west across Midsummer House towards Victoria Avenue and Jesus Green beyond.

The modern buildings leading up to Elizabeth Way are three storey, bulky and of little visual interest. They do not relate well to each other and create a rather uninspiring street scene. The final visual stop is the tyre depot on Elizabeth Way and the jumble of poor quality street furniture surrounding a busy roundabout and public underpass. This area is a blemish, unfriendly to pedestrians and cyclists with nothing to relieve the dull appearance. Although much of it is outside the Conservation Area, it has a strong impact on it and should be included in the boundary - a site of opportunity perhaps.

Running parallel to Elizabeth Way is Walnut Tree Avenue which runs into the Regional College Site. There is a very stark appearance to this road as it leaves the entrance to Midsummer Common and travels south against the side of the elevated Elizabeth Way. Under this section of the road is a hostel for the homeless. Walnut Tree Avenue is another area of opportunity for visual improvement.

Victoria Avenue / Midsummer Common

This common was originally one with what is now known as Jesus Green, and is divided from this by Victoria Avenue which forms the western boundary of the Riverside Conservation Area. Victoria Avenue has a fine avenue of horse-chestnut trees whilst Midsummer Common has predominately white willows along the river's edge, interspersed with some London planes. Long views along the river are gained from the grade II listed Victoria Avenue bridge and across the Common from where views of surrounding landmark buildings such as the pumping station chimney (a Scheduled Ancient Monument) are gained.

4.2 Riverside and Beche Road Area

Development here came later than the Brunswick area, the last quarter of the 19th and the first decade of the 20th century mostly. The area includes the former land of Barnwell Priory and reaches down to the south bank of the River Cam. To the west is Elizabeth Way; to the east Stourbridge Common.

Elizabeth Way

This route is a modern one and as a result has no development fronting it on the south side of the river. The road is elevated, running behind Abbey Road and alongside Walnut Tree Avenue, and forming a bridge over the River Cam. Although the bridge itself is modern and utilitarian in design, being 4 lanes wide which gives dominance to the highway, its elevated position does offer good long views along the river. Vistas west offer views of Midsummer Common and boathouses, whilst vistas east offer views of the Riverside Conservation Area's terraces and the pumping station chimney.

Riverside

This street runs from Elizabeth Bridge to Stourbridge Common. On its north side is the river and its south side is mostly terraced housing or modern flats. It is, then the only street with housing which has a riverside view – hence the name.

Starting at Elizabeth Bridge and going eastwards, the view to the far bank of the river is of trees around old moorings and along the river bank, as far as the new foot and cycle bridge. It includes the Local Nature Reserve, Logan's Meadow. The only exception is the boathouse opposite the end of Saxon Road, which is utilitarian and without charm. It is suggested that this northern bank of the river, so important to the character of the Conservation Area be included within its boundary.

The housing on the south side starts with pairs of villas of two storey, grey gault brick and slate roofs with ground floor bay windows with parapets, which

have little circular mouldings as a motif. Panelled doors have semi-circular fanlights without glazing bars. The windows, where not replaced, are simple plate glass sashes. Low front garden walls with some retaining the tiled paths leading to the front doors. Then the design changes to red brick bay windows with rectangular fanlights over the front doors and on the corner of Priory Road a Dutch gable is provided as a termination to the row. The terraces then re-start with lean-to slate roofs over the bay windows of red brick and matching red brick bands to the front walls and above the first floor windows to contrast with the grey gault brick. The roadside walls are low brick with semi-circular copings and the front doors have patterned coloured glass to the two upper panels. A good example of this is at Nos. 32 and 33.

From Saxon Road, the terraces continue but with stone detailing and bay windows again with parapets and front doors with semi-circular fanlights. These subtleties of design are important. They show how the street has developed and the motifs could identify individual developers or builders.

From the junction with River Lane, the scene changes. Instead of two storey terraces and villas with gault brick and slate roofs, new apartments appear. Firstly 'The Mallards', which is outside the Conservation Area, three storey of yellow brick with red brick on edge sills and three storey bays with artificial slate roofs. Then comes Riverside Place, which is of a bolder modern design, rising to five storeys and clad with cream panels and recessed render sections. In terms of height, bulk and design, the change is unwelcome. It is suggested that the Conservation Area boundary be adjusted to exclude them.

Next comes the Cambridge Museum of Technology, which occupies the old pumping station, which is accessed from Cheddars Lane. Next to it on Riverside is the Engineer's House, an impressive building of the late 19th century and associated with the pumping station. It is a 'T' shape building of two storeys at the top of a row of steps. In the angle of the 'T' a first floor room is supported on columns to provide a porch. The gable to Riverside has a bay window to the ground floor of sandstone with moulding to a parapet and a decorative apron below. The roof has stone parapets with ball finials. In front and down the steps, there is a gate and boundary wrought iron railings with alternating bayonet and Y-topped rails. The pumping station itself is also decorative with tall arched windows and polychromatic bricks of grey and red. It was built in 1894 to pump sewerage to Milton, the great steam engines being fed by town waste, brought to site by barge, which was burnt to generate steam to move the beam engines. It has a remarkable tall chimney, which is the only landmark building in this Conservation Area and can be seen for some distance. It closed in 1968, but is now a working museum and a Scheduled Ancient Monument.

Further east of the pumping station are more flats, again of great bulk, some four storeys high and of pale buff brick, all in stretcher bond, with red brick detailing at the base, metal balconies and a central gabled section. The revised Conservation Area boundary excludes St Bartholomew's Court and the equally assertive Water View Apartments and Riverside House.

The new white foot and cycle bridge has long ramps for cyclists and the disabled, which gives it a rather heavy appearance and it contrasts with the simplicity of other footbridges over the river. However, it again allows long views along the river with a seat on the bridge to rest on. All the way along the river front in Waterside are galvanised railings which have been painted white. The white paint has not adhered to the galvanised surface and it peels, giving it a shabby appearance, which is unfortunate.

The terraced housing resumes to Stanley Road, beyond are modern flats (Stourbridge House) with balconies clad in white plastic, looking across the river to the rather stark and high blocks of flats (six storeys), which desperately need a planting scheme in front to soften the impact. Further along Riverside a group of three terrace houses, very modest in scale, two storey of gault brick with red brick detailing. The 1886 OS map shows a terrace of four here. These terraces and the flats between are included in the revised boundary of the Conservation Area as is Stourbridge Common, which comes next. Alas, the entrance to the Common, with white painted, but peeling, fencing and barrier is not welcoming and needs improvement. The iron railings to the play area beyond show how it should be done.

Stanley Road

The edge of the proposed Conservation Area is drawn to include the short terraces (Nos. 143 to 155) and the modern house beyond at the north end of Stanley Road. This ensures the inclusion of the remaining area of terraced housing up to the entrance to Stourbridge Common.

River Lane

Three terraced rows on the west side at the north end of River Lane are within the Conservation Area. The terrace, which runs to the corner of Beche Road and, indeed turns the corner with a blocked, former pub entrance with the remains of its sign above, is the earliest with a date of 1887. This is two storeys of gault brick with a string course running between the two floors and, where they survive, six over six pane sash windows. This terrace was extended southwards at a later date and surviving original windows are two over two panes.

Beche Road

This road runs parallel to Riverside from River Lane in the east to Abbey Road in the west. It comprises long terraces of pleasing appearance interspersed with more substantial groups of villas. Its appearance is only marred by overhead wires.

The street is typical of the terraced streets of this area, with certain subtleties in the design of rows of houses which could give clues to the identities of their builders. The houses are all of two storeys and of local gault brick, laid in a Flemish bond often with tall chimney stacks. The original sash windows, where they survive are set in four inch (100mm) reveals and roofs are of natural slate. Subtleties include the addition and treatment of bay windows; the majority of these are at the west end and particularly on the south side. Some have stone columns dividing window lights and some bays are two

storeys high. Some bays have parapets and others simple flat roofs. The villa style houses of the late 19th century often have names (Alexandra House, Merton House, Britannia and Barunga are all on the south side).

The plain terraces without bay windows also have subtleties with a mixture of stone or brick lintels, some with flower or cross decoration – and names too. Springfield Cottages has a date plaque stating 1891 and the eighties and nineties seems to be the period when most were built.

The house on the corner of Priory Road has a canopy over its door and across the road is the remaining building of Barnwell Priory, the Cellarer's Chequer, of Barnack limestone and gault brick repairs. Immediately opposite on the south side of Beche Road, is Abbey Lodge, a striking building, double fronted of red brick with ground floor bay windows, limestone dressings and a Gothic arch to the front door. It dates from 1887. Further along is the listed boundary wall to Abbey House containing limestone rubble from the Priory. Trees grow around the edge of the grounds of the property and form an important backdrop to the street scene.

Two streets run off Beche Road on the south side; Godesdone Road, which has a corner shop (now a hairdresser) and opposite a Gothic arched door with a rusticated surround of stone, and Beche Court, a modern development, which has a rather bland entrance of brickweave paving between high blank, flank walls. On the south side, Saxon Road and Priory Road run down to the river.

Saxon Road and Priory Road

These two streets run south - north and comprise rows of terraced houses. Priory Road has small groups of villas on its west side with ground floor bay windows, some of stone, some red brick; some with parapets, some with lean-to roofs. On the east side the houses are mostly terraced without bay windows. Clevedon House (no. 38) has a date of 1892. The Riverside end of the street has an attractive view of trees across the river.

Saxon Road has a slight curve at its north end, but the view is less pleasing, with a rather dull boathouse on the north bank of the Cam. It comprises short terraces, all two storey but with fewer bay windows. The terrace, Nos. 17-23, is terminated on its south end with a two storey bay. Saxon Terrace, built in 1896, stands out. It has a centrepiece with a Dutch gable, limestone drip moulding above its ground floor windows, which have central limestone columns and the upper floor is separated with a brick string course – all for show, but very pleasing. This is a Building of Local Interest.

Abbey Road

Abbey Road runs from Newmarket Road in the south to the River Cam in the north as a straight road. Back gardens on its west side run up to the elevated Elizabeth Way. The street comprises long terraces and villas dating from the 1880s and 1890s. On the east side, at its southern end, is Abbey House, a 17th century house with probably earlier parts, carrying the date of 1678 in its gable. It is built partly of red brick and some of it is timber framed and

plastered. It has a plain tile roof. Its boundary to Abbey Road is a high wall with limestone fragments from the old Priory and behind is a row of visually important trees.

Continuing on the east side, beyond Beche Road is a series of villas, some with bay windows and some without. They run from Rose Villa with a date on it of 1894 to Gladstone House, 1887 – all two storeys and all of gault brick with slate roofs – then the villas continue to the north end of the road.

The west side of the street starts at its southern end with a beauty salon in a 1930s building, now included in the Conservation Area, then the usual mix of villas with or without bay windows. No.19 has a grand two storey bay of Ketton limestone and then Nos. 21-61 is a very long terrace of villas with bay windows and tulip motifs in the lintels; Nos. 63-65 has castellated ground floor bay windows and 75 is the only one of red brick with a cross motif in the lintels. The road terminates with a small riverside car park.

Newmarket Road from Abbey Road to Godesdone Road (north side) and from Occupation Road to Abbey Street (south side)

The Conservation Area boundary has been extended to include this short stretch of the main Newmarket Road which retains some of its original traditional character. It also includes the modern housing of Beche Court, accessed off Beche Road. Further west of this area, substantial modern developments intrude significantly and dominate the character of the area to the detriment of the surviving fragments of earlier development.

Going from west to east, the north side of the road begins with a terrace of late 19th century three storey houses which have had ground floor windows replaced with shop fronts. Not all have been achieved with success and some are just ugly. The notable exception is the café at 123 which has a pair of recessed canted bay shop windows with rounded pilasters framing them and separated by a central shop door. The whole is framed by pilasters and a fascia which is in scale, between two brackets. The lower parts of the shop windows have been painted, which is a pity but probably done in the interests of the privacy of the diners.

The mix of poor quality frontages, canopy blinds and signs on the ground floor often contrasts with unaltered upper floors. This continues to Godesdone Road which has a furniture showroom on its eastern corner. The row of small two storey cottages 171-173 are probably earlier in date, but have been greatly altered. No. 141, a 20th century building has a memorial to Donn Casey, an inventor 1931-2009.

Almost in the centre of the row of buildings along Newmarket Road is the church of St Andrew the Less, known confusingly as the Abbey Church. This is a grade II listed building of reused limestone and clunch rubble with Barnack limestone dressings. It was built by Barnwell Priory (which had its own church) for parishioners, a *capella ante portas*, a chapel built outside the priory gates. It was built in the early 13th century. Having been closed since 1846, it was restored 1854-6 under the supervision of the Cambridge Architectural Society.

Although still in use, by the Polish community some of St Andrew's church windows have been boarded-up and gravestones and tombs have been damaged, sadly including some fine 18th century memorials at the east end of the churchyard, which are certainly of local historic interest. The church is screened from the main road by a row of trees, which should be put forward for protection, as they are considered to be of great townscape importance in this stretch of road which is otherwise largely devoid of greenery.

On the south side of the road, the small group of buildings proposed for inclusion within the Conservation Area, begins and ends with a public house. The first one, from the west, is the former Rose and Crown which is an attractive building which turns the corner well. This is followed by two pairs of much altered 19th century buildings, Nos. 114-116 are BLIs and of 2-storeys, whilst Nos. 118-120 are of 3 storeys. These properties are followed by Cambridge Autoparts and the group ends with the Five Bells PH, a boarded up public house which has been disused for some time. Although much altered, this group of buildings retain the essence of the 'Riverside' character.

Houseboats

Along the stretch of the river being appraised are dotted many moored houseboats. Of various shapes, sizes and colour, they add to the riverscape, both positively and negatively. Where they are moored adjacent to the white railings along Riverside, paint is peeling due to the occupants of the houseboats climbing over to access them. Where they are alongside the commons, they contribute to the tranquil river scene. There are issues regarding the requirement for better mooring stations and the impact on the area that these may bring.

4.3 Barnwell Junction

The Conservation Area boundary has been extended to the south-east of Stourbridge Common to include a small group of buildings around the former Barnwell Junction Station on Newmarket Road. The area includes a number of meadows and surrounding trees.

Barnwell Junction is approached down a private drive, once the Railway Station approach road. Just past a new house on the west is the station building, now a dwelling. It comprises a station house of two storeys and a single storey ticket office and booking hall, which has a mock timber frame, giving it a rustic look. The buildings are of brick and painted. The platform, which only served the branch line to Mildenhall, survives, together with a small, gault brick platform building with a chimney stack. These buildings are of local historic interest.

Just beyond the railway and sited in a hollow, emphasised by the railway bridge and elevated main road, is the Chapel of St Mary Magdalen, the Leper Chapel described previously. It is listed, grade I. The surrounding grassland, Chapel Meadows, was part of the site of the great Stourbridge Fair. To the east, and immediately on the roadside is a former toll house, The Round House, which has windows set to provide views up and down the turnpike and

is listed grade II. A single storey building facing the Newmarket Turnpike with a two storey rear extension, it is built of gault brick with a slate roof and dates from around 1830. The slate roof is low pitched and hipped with its eaves supported on slender cast iron columns.

To the east is the Old Paper Mill which is attached to the former Globe public house, which turns the corner into Ditton Walk. Both are listed grade II. The Old Paper Mill is hidden behind a roadside wall, but its attractive brick gable is clearly seen, with its steeply pitched roof behind a parapet, chimney stack perched on top and a triangular bay window projecting at high level. Behind the wall is an attractive early 18th century house with a weatherboarded mill attached. This has been extended to form flats and the boarding has been painted grey.

The Globe is of painted brick with a Cambridgeshire plain tile roof. It has seen better days and is now subdivided to provide a bookmaker's shop and restaurant with a confusion of signs, colours and inappropriate canopies over windows. It turns the corner to Ditton Walk with a 19th century extension, also painted with a slate roof. The view back, across the car park is an unattractive mix of delivery doors and ramps, balcony, signs, aials and extractor flue. It contrasts sharply with the adjacent paper mill.

4.4 Boathouses on the North side of the River Cam

The stretch of the northern bank of the Cam, between Victoria and Elizabeth Bridges, is where the majority of the boathouses are situated. Victoria Bridge is an elegant, single span cast iron structure by Webster and Waters. There are the arms of the town and university in the spandrels. It was opened in 1890 and is grade II listed.

Beyond, to the east and on the south bank, is the Fort St George public house, a popular venue overlooking Midsummer Common. It is listed, grade II and dates from the 16th century. It is timber framed and rendered with some brick re-facing and rebuilding. On either side of it are Ferry House and Midsummer House, forming a pleasing 'island' surrounded by common land and river.

On the opposite bank, the boathouses start. From Victoria Bridge, the first is Lady Margaret (St John's College) built in 1905 and with a first floor balcony and a striking weather vane above its hipped roof. Next is Queens' built in the 1980s of a pinkish brick with three gables – it is striking rather than beautiful. Before Caius is reached, there is a small group of modern dwellings, Boathouse Court, which are of cream brick and glass, but of a proportion and massing appropriate for the site. They sit well amongst the boathouses.

Caius boathouse was designed by W M Fawcett and built around 1880. It is of red brick and large glazed windows and doors on the upper floor leading onto a balcony. Peterhouse next, a Building of Local Interest, built in 1928, with an adjoining and matching single storey boathouse of 1998. Beyond the footbridge is another group of dwellings, Banhams Close, of brownish brick and a modern design, then Fitzwilliam boathouse, 2005 by David Sayer, with a striking curved roof; a Building of Local Interest.

Adjacent is the Cambridge Rowing Association boathouse. It is a single storey breeze block building of the 1980s with a flat roof and no charm. Adjoining it, the Cambridge '99 has more style with a clock tower and weather vane, built in the 1980s following a fire in 1983. The small City of Cambridge Rowing Club is next and then Trinity First and Third (1935) and St Catherine's (1930), both of local interest. Beyond is Goldie Boathouse of 1882, the oldest and listed, grade II.

Jesus College next, of 1932, a Building of Local Interest with its clock tower and then Trinity Hall (1905) with its two end gabled wings. The next three are all grade II listed buildings, Corpus Christi and Sidney Sussex (1958-9, extended 1980s), Clare (1898-1900) with its ornate balcony and Pembroke (c1895) with its double gable and mock timber framing painted white.

The footbridge to Cutter Ferry Lane interrupts the sequence, before Emmanuel (circa 1895), again with ornate balcony and central gable and then Downing (2001 by Nick Ray), strikingly modern and asymmetric. Next comes the Eights Marina, a block of flats, which are rather bulky in form and too high, before Elizabeth Bridge is reached.

4.5 Stourbridge Common and the north side of the River Cam

The proposed Conservation Area boundary follows the north edge of the tow path to Ditton Meadows where it continues to the City boundary and across to the Bait's Bite Lock Conservation Area (within South Cambridgeshire District). Included within the Conservation Area are the former Penny Ferry public house and the slipway off Water Street. Although improvements have been made here, further visual improvement is needed as the view from the south bank is across a car park to the terrace on the north side of Water Street, which is an unfortunate break in the river frontage. This could be softened by further planting.

Stourbridge Common has a famous past, although little of this is evident from the area's present appearance and use – surrounding road names provide the link instead. The Common today forms part of the green river corridor that extends into the heart of the city and at its eastern end provides views across Ditton Meadows to Fen Ditton. It has biodiversity value in its guise as a flood plain for the River Cam and is grazed by cattle in addition to providing a recreational facility. The Green Dragon footbridge links the Common to Chesterton on the other side of the river and is a key cycle/pedestrian route as well as allowing good long views along the river.

5. Architectural Overview

The two main built-up areas of the Riverside Conservation Area, Brunswick and Abbey Road/ Beche Road are characterised by rows of terraced houses and 'villas'. Rarely more than two storeys, they are usually built of grey gault brick from local clays, laid in a Flemish bond and with windows (usually sash, where they survive) within four inch (100mm) reveals. The importance of terraced housing is the repetition and uniformity of design though it is the variation in detailing of these buildings which gives visual interest and charm. Some include red bricks over windows and doors or as string courses. These are usually buildings of the last two decades of the 19th century. Others have limestone dressings.

The Brunswick area has the earliest buildings, dating from around 1825. There are terraces of fine quality late Georgian houses, with decorative fanlights and some balconies. Some of the terraces have basements and windows tend to be six over six hung sashes without horns.

Elsewhere, much was developed from the 1870s and the Priory area later during the 1880s and 1890s. Architectural detail is subtle; bay windows usually on the ground floor but exceptionally rising to two storey are of gault brick or red brick or limestone. Windows, here with horns, are often two over two sashes or plate glass, but always recessed. There are design motifs which could help identify builders: parapets with round or quatrefoil details on bay windows, tulip and cross motifs above lintels for example.

Roofs are always of natural slate and rarely hipped. Many of the terraces are palisaded with small front gardens and low brick walls to the road and paths of red tile leading to front doors. In this area, fanlights are plain, rectangular or semi-circular, but without glazing bars.

In this area, older buildings are of stone. The Leper Chapel, St Andrew's Church, the Cellarer's Chequer and walls to Abbey House all have limestone rubble and the buildings have Barnack limestone dressings. Early brickwork tends to be red and some roofs (Fort St George, Old Paper Mill, The Globe, Abbey House) are of the Cambridgeshire mix of plain (peg) tile. There is little timber framing, the Fort St George and Abbey House being the exceptions.

A number of modern buildings of the late 20th and early 21st centuries have made an impact. Some are high in relation to their surroundings without achieving the distinction of landmark. Some reach in excess of five storeys and together with their bulk are often discordant and a number detract. Where brick is used, it is invariably in the dull stretcher bond which adds to monotony and architectural detail, 'features', tend to be contrived. Not all is bad. Housing near Victoria Bridge, for example sits well in its location in terms of form, massing, height and design, without pastiche. Some of the boathouses too have refreshing modern designs which are still in scale with their surroundings.

Finally, the one landmark in the Conservation Area is the former Pumping Station, now the Museum of Technology. Its tall gault brick chimney can be seen over a wide area and makes a positive contribution to the city's skyline.

6. Trees, Landscape and Open Spaces

The landscape of the Conservation Area is relatively flat with land rising modestly southwards on river terraces. There are three major open spaces, Midsummer Common with Butt Green, Stourbridge Common and Ditton Meadows. In that order, going west to east, they become progressively rural.

Midsummer Common is bounded on the south by housing and on the north by boathouses. It has few buildings on it, the Fort St George group and the new public toilet of striking design (the 'armadillo' as it has become known locally) on Victoria Avenue. It is characterised by informal recreation along tow path and river. Less of a park than Jesus Green to its west, it has grazing cattle, yet hosts occasional public events. It is a more urbanised common with taller buildings adjacent and close to its boundary.

Stourbridge Common is separated by the Riverside houses from Midsummer Common. Along with Fen Ditton Meadows, it is more rural in character than Midsummer Common, with well screened, low buildings on its edge. In some areas, the edges have been neglected and are fragmented, needing strong enhancement. It is still busy with cyclists and walkers along the tow path, but it becomes quieter beyond the Green Dragon footbridge and though bounded on its north side by the buildings of Chesterton, grazing cattle seem less quaint. Housing to the south seems more distant. It no longer hosts a fair and no public events are held here.

Beyond the railway bridge, Ditton Meadows is countryside, but still accessible to the town and paths well used by cyclists and walkers. The river is close to the start of the bump races which run upstream, yet it is quieter and buildings on the north side more sparse. Beyond are views to St Mary's church in the village of Fen Ditton and further still is open countryside and arable fields. This is Green Belt land.

As well as being well used by commuters, these commons are important for recreational purposes as residents and visitors alike meander along the river towpaths. Improvements are still needed to the street furniture to accommodate these activities.

Midsummer Common is a City Wildlife Site, the River Cam a County Wildlife Site and an important wildlife corridor. Stourbridge Common and Ditton Meadows are important wet grassland sites and potential Local Nature Reserves. Logan's Meadow on the north side of the river, east of Elizabeth Bridge is managed by the City Council as a local nature reserve. Stourbridge Common, Fen Ditton Meadows and Chapel Meadows are all within the Green Belt which gives additional protection against inappropriate development.

The City Council publications, Nature Conservation Strategy: Enhancing Biodiversity (2006), the Midsummer Common Conservation Plan (2001) and the Midsummer Common Management Plan 2009-2014 (2009) give details of the wildlife importance of these open spaces and measures required to maintain and improve them. This includes enhancing species poor grassland, maintaining old pollarded willows and the network of riverside willows. The

continuation of grazing is important as is selective mowing and ditch management.

Not only are they important for wildlife, but trees are important visually. They provide a backdrop to the Conservation Area, which is well-treed. Individual trees and groups are protected by Tree Preservation Orders. Trees also act as 'foils' for buildings, softening their impact and visually improving the aspect.

7. Key Characteristics of the Conservation Area

1. The River Cam and its bridges – visually important, important for formal sport and informal recreation, important for wildlife.
2. The Conservation Area is dominated by three large open spaces, Midsummer Common with Butt Green, Stourbridge Common and Ditton Fields.
3. A backcloth of trees surrounds the commons, softening and at times hiding the built-up area beyond.
4. The commons form part of a green wedge which penetrates the City east to west.
5. The Commons are important open spaces visually, for informal recreation and for wildlife. They bring countryside into the heart of a busy city, but there are opportunities for visual improvements to boundaries and other areas to preserve and enhance the setting of the commons.
6. The area was peripheral to medieval Cambridge.
7. The area owes its development to the importance of Stourbridge Fair, the rise and demise of Barnwell Priory and the early 19th century enclosure of the East (Barnwell) Field.
8. The area developed in the Brunswick area around 1825 and then further eastwards, reaching the Abbey area in the 1880s and 1890s.
9. Two storey grey, gault brick houses predominate.
10. The area is characterised by streets of terraced housing and ‘villas’ of the 19th century:
 - The terraces are characterised by consistent materials; gault brick with occasional red brick or limestone detailing and natural slate roofs.
 - The terraces usually have small front gardens behind low brick walls.
 - Terrace detailing includes bay windows with parapets or with flat roofs or with lean-to slate roofs.
 - Terraces and villas have subtle detailing with, for example, tulip or cross motifs in stone lintels or quatrefoils or circles in bay parapets.
 - Brickwork is always in Flemish bond.
 - Windows are set in four inch (100mm) reveals. They are usually sash types of timber, six over six panes or later two over two or one over one.
 - There are no derelict buildings but there are some areas of opportunity for visual improvement.

8. Issues

Riverside is an attractive area of Cambridge. It comprises quiet residential streets of well-kept houses. These streets have a visual unity and the buildings subtle differences. Many of the subtleties can be harmed by inappropriate alterations – replacement windows being an obvious example. A number of terraces have been spoilt in such a way. Terraces require neighbours to respect the unity of the whole and to exercise restraint in changing windows or doors. A change to a single property can adversely affect the appearance of the whole terrace. The use of Article 4 Directions to control alterations to principal elevations should be considered.

The public realm is generally in good order. Streets are usually well paved and street furniture is not generally obtrusive. There are areas where visual improvement is needed. These are:

- Elizabeth Way/ Newmarket Road roundabout and adjacent spaces. Traffic is the problem here, but it has been so catered for that the environment for pedestrians and cyclists is poor and it has resulted in a highly unattractive environment. The underpass is not pleasant, street furniture is utilitarian, in poor condition and excessive. Buildings on the edge are tatty and improvement is needed. This is particularly true of the shops and premises along Newmarket Road. The City Council's Urban Design Team consulted on the Draft Eastern Gate Development Framework Supplementary Planning Document in June 2011.
- Walnut Tree Avenue. This road follows the elevated Elizabeth Way and the latter's concrete retaining wall along the east side of the street gives a bleak appearance. This is especially unfortunate at its junction with Midsummer Common. Tree planting here on a large scale could help soften the impact.
- Entrance to Stourbridge Common from Riverside and river fencing. Here a mix of barrier and painted metal fencing is not attractive, yet just beyond is cast iron post and rail of attractive design. Something similar is needed here. The galvanised fencing all the way along Riverside needs painting, but with proper priming of the galvanised surface first. Dark green or black would probably look better than the white.
- Blocks of flats at the end of Pepys Court. A wide area of open green separates these high (six storey) buildings from the river. The view from Stanley Road is bleak. The impact could be softened by implementing a comprehensive landscaping scheme which should include extensive tree planting.
- Slipway at Water Street, Chesterton. This gap in the river frontage gives views from the opposite side of the river of a car park and then the terrace across the road. Whilst improvements have been made, a further planting scheme is needed to improve the view from the south.

The boundary of the existing Conservation Area excludes the north side of the river from Elizabeth Bridge to Stourbridge Common, the Common itself and

Fen Ditton Meadows beyond and the stretch of Newmarket Road from Elizabeth Way to Godesdone Road. It is recommended that these areas be included in a revised Conservation Area boundary. It is also recommended that the boundary be adjusted to exclude modern apartments on Riverside either side of the Museum of Technology and that it be adjusted to the north of Elizabeth Bridge to follow more logical boundaries.

The following buildings are suggested for inclusion as Buildings of Local Interest, they are described in more detail in Appendix 2:

- 20 Beche Road, Abbey Lodge
- Barnwell Junction Station buildings
- 1 and Burleigh Arms PH, Newmarket Road
- 13-15 Newmarket Road, Burleigh House
- C18 tombs and gravestones at church of St Andrew the Less
- 18 Parsonage Street, The Old Brewery house
- 1-15 Saxon Road, Saxon Terrace

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Appendix 1: Listed Buildings

Street	Building	Grade	Description
Abbey Road	Abbey House	II	C17, perhaps containing parts of earlier date; 2 storeys with attics; part brick; part timber-framed and plastered; irregularly planned house said to contain a fragment of the old Priory; tiled roof. On front of house, one brick shaped gable dated 1678, with bands between storeys and two brick chimney stacks with grouped rectangular shafts. Several panelled rooms and bolection-moulded fireplace surrounds.
	Roadside walls	II	Probably C18. Stone wall with some brick inset; brick coping. Two pairs of stone gate piers with ball finials.
	Arch at Abbey House	II	Detached Romanesque archway standing immediately to the west of the house.
	Rear wall at Abbey House		Medieval stone wall circa forty yards in length running east-north-east from the house. Repaired in brick. Probably part of the precinct wall of Barnwell Priory. Medieval stone wall circa forty yards in length running east-north-east from the house. Repaired in brick. Probably part of the precinct wall of Barnwell Priory.
Brunswick Walk	1-10	II	Early C19. Grey gault brick. 2 storeys, 2 windows, except Nos 9 to 10 which have 3 windows; sashes, mostly with glazing bars. Panelled doors with rectangular lights over. Nos 9 and 10 have pilastered door surrounds and painted wooden rustic lattice porches. Slate roofs.
Maid's Causeway (N side)	27-33 (odd)	II	Circa 1825. Grey gault brick. 2 storeys and basement, 2 windows, sashes mostly with glazing bars. Panelled doors with rectangular lights over. Slate roofs.
	39-53 (odd)	II	Circa 1825. Grey gault brick. 2 storeys and basement, Nos 51 and 53 have attics. 2 windows, No 53 has 3 windows, sashes, mostly with glazing bars. Panelled doors with rectangular lights over, Nos 51 and 53 have grander doors than the rest. Slate roofs.
	55-71 (odd)	II	Circa 1825. Grey gault brick. 2 storeys and basement, 2 windows, No 57 has 3 windows. Sashes, mostly with glazing bars, No 67 has mid-C19 sashes. Panelled doors with rectangular lights over. Nos 63 and 65 have arched doorways with fanlights, No 55 has panelled reveals and a fanlight. Slate roofs.
	73	II	Early C19. Grey gault brick. Probably converted from 2 houses. Stucco bands at 1st floor and eaves levels. 2 storeys and attic, 4 windows, sashes with glazing bars, 4 dormers behind a broken parapet. The windows on the east side of the street front are set closer together. Tuscan porch probably added later, door

Street	Building	Grade	Description
			surround with 4 Ionic pilasters and semi-elliptical fanlight. Slate roof.
Midsummer Common	Fort St George PH	II	C16, with alterations and additions in the C19 and later. Timber-framed, rendered and painted; in part refaced or rebuilt in brick, especially the east and west gables and the ground floor south front. 2 storeys, modern casement windows, 3 below, 5 above; 1 small-paned sash window. Originally a T-shaped plan, but with C19 additions. 1st floor overhang on carved timber brackets. Some chamfered ceiling beams. Great central brick stack, old tile roof.
Newmarket Road (N side)	Church of St Andrew the Less	II	Small church of early C13 date consisting of chancel and nave. Rubble with some dressed stone. Built by Barnwell Priory. The church was restored 1854-6, the vestry and Organ-chamber added in the late C19.
	Chapel of St Mary Magdalene (Leper Chapel)	I	Complete and little altered chapel of mid C12 date, consisting of chancel and nave only. Roof of 1400. West wall altered 1867. Ashlar, flint and brick with tiled roof. Unusual architectural and carved decoration of tile period.
	The Round House	II	Circa 1830. Formerly a toll-house on the Newmarket Turnpike. Grey gault brick. Single storey rectangular block with semi-octagonal bay projecting on the road front. Modern 2 storey addition on the north-east. Sash windows, some with glazing bars. Low-pitched hipped slate roofs, with bracketed boxed eaves supported on slender free-standing cast-iron columns. Central brick chimney.
	Paper Mills	II	Early C18. Buff brick. 2 storeys and attic; 6 windows sashes with glazing bars, 2 attic dormers with C19 bargeboards. Early C19 trellis-work porch with slated roof, external shutters. Continuous band at 1st floor level, brick dentil eaves cornice, old tile roof. Good chimney at south gable end. Some chamfered beams. The mill on the north is dated 1871; a rebuilding of an older mill. 2 storeys and loft weatherboarded and gault brick. Timber vent on roof and sack hoist at rear. Slate roof.
	Former Globe PH	II	Early C19. Brick, rendered. C20 public house treatment below, 3 C19 sash windows above. Canted bay rising through both floors. Modern tiled roof.
Priory Road	Barnwell Priory (Cellarer's Chequer)	II*	Remains of C13 stone building, part of claustral buildings of Barnwell Priory. Built of clunch. Barnack stone with a tiled roof. Remaining C13 features include a doorway, several windows and a fireplace.

Street	Building	Grade	Description
Victoria Avenue	Victoria Bridge	II	Foundation stone laid in 1889, opened in 1890, both events commemorated by plaque on the south abutments at road level. Engineers Webster and Waters. Single span cast-iron bridge on stone abutments and approaches. Elliptical arch and open iron balustrade. Decorated on either side of the pierced spandrels with arms of the City and the University.

Cheddars Lane	Pumping Station	Scheduled Ancient Monument	Museum of Technology, farmer waste burning, etc.
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Riverside Boathouses

Boathouse	Grade	Description
University Boatclub, Goldie Boathouse	II	<p>The Goldie Boathouse, built in 1882, is the oldest surviving intact boathouse on the river, and is a grade II Listed Building. It was the site of the first meeting of the Cambridge University Boat Club (CUBC) in March 1883, and is named after a famous oarsman, John Goldie who rowed for St. John's and the University in the 19th Century. He competed in four Boat Races against Oxford from 1869 to 1872</p> <p>The building is red brick, with a red machine tile roof. The gabled roof has three dormers and a central transverse ridge stack. The outer two dormers are pedimented, and each have two single-light centre-hung casements with glazing bars. The wide pedimented central dormer also has two groups of two single-light casements, separated by a plaster inscription plaque that reads: CUBC Goldie Boathouse. Above this are the coat of arms of the University, and raised plaster decoration in the pediment.</p> <p>The first floor has four sets of French windows, opening onto a timber balcony with a turned balustrade and square-section supporting posts rising to a flat section of roof.</p> <p>The ground floor has one pair of timber double doors to the right, and two two-light casement windows with glazing bars and segmental heads to the left.</p>
Clare College Boathouse	II	<p>Boathouse. 1898-1900. Red brick; pantiled roof 2 storeys in 4-window range. Ground floor with 2 pairs of timber boathouse doors, set under basket arches. First floor with full width timber balcony supported on square-section timber posts and reached by ladder staircase at east end. Balustrade in form of repeated open squares within cross bracing. First floor fenestration of 2 central 2-light casements, that to left developed into French window. One outer 3-light casement right and left. Hipped roof with deep overhang, the soffit to front (i.e. facing river) with five registers of triple drop pendants, the outer ones doubled in depth. Stacks on east and west roof slopes. On the left (west) side a single-storey extension of late C20 with double doors and a gable facing.</p>

Pembroke College Boathouse	II	Boathouse. c.1895. Brick with timber upper floor and tiled roof. 2 storeys and attic. 4-window range. Ground floor with 2 double timber boathouse doors. First floor with close-studded applied timber frame. 4 groups of 3-light cross casements, the central upper element arched. Multiple glazing bars. 2 encircled quatrefoils in centre and one at each end. 2 gables, each with timber framing and a 2-light casement with glazing bars. Gabled roofs. C20 outshut to west return with a double timber boathouse door.
Corpus Christi & Sidney Sussex College Boathouse	II	<p>Boathouse with changing facilities. 1958 by David Roberts, extended to sides in 1980s. Light-weight steel frame on piled concrete foundations infilled with brick and some weatherboarding to first floor front; shallow first floor houses changing facilities and has flat felt roof, deeper three bay boat store below has lean-to extensions and pitched roof. Symmetrical composition of three main bays to front, and the set-back lean-tos either side, all with folding doors under clerestory glazing' now blocked. Above, changing rooms with near-continuous broad band of glazing, with square panes and doors at either end, are set behind steel and timber balcony and reached via spiral concrete stairs to either side, with powerful newel posts and slender steel balustrade. Shields of the colleges sharing the boathouse to front, and four flagpoles complete the delicate grid of the composition. Interior of the ground floor a simple store; the upper floor noted to be 'spartan', as it does not overlook racing and elaborate facilities were not required.</p> <p>Rowing started at Cambridge in the 1820s (before it was introduced at Oxford); Corpus Christi College founded its first club in 1827-30; Sidney Sussex followed in the early 1830s. They were the first colleges to build a combined boathouse. This was the first modern style boathouse built at Cambridge, and was widely imitated here and elsewhere. It is a graceful little building, making the most of a small budget ("13,000). The thin, angular lines are appropriate to its river setting, and contrast with the more flamboyant styles of the earlier boathouses alongside.</p>

Appendix 2: Buildings of Local Interest

Street	Building	Description
Auckland Road	9-15 conseq	This is a terrace of six houses, two storeys with the central two houses (numbers 12 & 13) having an additional Dutch gable end onto the road. The roof is slate and the gutters are all cast iron. The walls are Gault brick. There are a total of six chimney stacks. Each house has one 1/2 vertical sash window on the first floor and one on the ground floor. The gable has an additional two, smaller 1/1 vertical sash windows. The windows are all timber-framed. The doors are all timber, and each has a curved fanlight. The tops of the all the windows are also curved, and above each window and fanlight is a curved panel of decorative brickwork with a keystone. There is a rubbed brick drip over the brick arch.
Barnwell Junction	Platform building	Small gault brick platform building with chimney stack
Brunswick Gardens	Denmore Lodge	A large two storey house with projecting wing to the road and a two storey castellated porch in the angle with arched first floor window. Gault brick with red brick string and a red brick band on the stack. Projecting wing has two storey canted bay window of stucco with a parapet. 1/1 windows with stone lintels.
Brunswick Terrace	1-9 (odd)	A terrace of five two storey houses. They are built of Gault brick and have slate roofs and one chimney stack each. The guttering is a mixture of plastic and iron. Each house has one 6/6 vertical sash window on the first floor and another one on the ground floor. All the windows are timber framed, and all the doors are timber under brick arches with a timber infill.
Brunswick Walk	11-14 conseq	This is a terrace of four houses, with four storeys including a basement. The walls are Gault brick, and those of number 14 are painted. There is a gable at each end of terrace. The second floor has two 2/2 vertical sash windows per house. The ground and first floors each have bays of three 1/1 vertical sash. Each basement has a bay with one 2/2 and two 1/1 vertical sash windows. All windows are timber framed. The door is timber panelled with a large fanlight.
Newmarket Road	3, 5 & 7	Early C19. Grey gault brick. Two storeys, one window below (number 3 has two), two windows above. Arched, recessed doors with fanlights over, number 7 has modern door. Slate roofs.
Newmarket Road	43	Late 19 th century gault brick of 3 storeys with string courses between floors gable to the road. Roadside gable has stone parapets and scroll detail against the stack. Dutch gable to north and stack with stone detail. W front has gables over third storey windows. The northern most has 2x 6/6 and the other a single 6/6 window. To N is a crow-stepped wing of 2 storeys. E front has 2 Venetian windows above main doorcase.
Riverside	Engineer's House	Engineer's house to adjacent pumping station built 1894. It is a 't' shape building of two storeys at the top of a row of steps. 2storey of gault brick with double red brick platband, sandstone dressings and details and a slate roof with decorative ridge tiles and central stack. The roof has stone parapets with red brick copings and sandstone ball finials.

		In the angle of the 'T' a first floor room with a lean-to roof of slate is supported on columns to provide a porch. The gable to Riverside has a bay window to the ground floor of sandstone with moulding to a parapet and a decorative apron below. The upper window has a sandstone console and ball finial on a keystone with a moulded brick arch. In front and down the steps, there is a gate between moulded cast iron piers and boundary wrought iron railings on a sandstone capped brick wall with alternating bayonet and Y-topped rails which match those of the Scheduled Ancient Monument.
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Suggested additional Buildings of Local Interest

Street	Building	Description
Beche Road	18-20 Abbey Lodge	1887 (date stone). Double fronted red brick 2-storey house with ground floor bay windows, limestone dressings and a Gothic arch to the front door.
Barnwell Junction	Station House and ticket office	Station House – 2-storeys, painted brick Ticket Office (and Booking Hall) – single storey, mock timber-frame
Newmarket Road	1 and Burleigh Arms	These form the ends to the row of BLI 3,5 & 7. No 1 is a corner shop and the Burleigh Arms a public house, both of which are of interest though later than the terrace between.. The former, which has marginal glazing to windows on the first floor, has a C19 shopfront and a curved corner door, whilst the pub, now with painted brickwork, but still with the tall heavy chimneys of the terrace, provides a classical style end to the row
	13-15 Burleigh House	Set behind tall walls and shrubs. A double pile house of 2 storey with basement of gault brick with limestone detailing, now an office. 2 storey canted bay windows on E with limestone quoins and window surrounds. Dentilled detail to gable and tall stack. W section has alternate triangular and semi-circular details over first floor windows a canted bay and porch on the ground floor– all in Ketton limestone with similar stone quoins, the rest being in Flemish bond gault brick. To the rear is a modern extension of full height.
	Churchyard of St Andrew the Less	C18 memorials (tombs and gravestones) at east end of the churchyard
	Former Gas Works War Memorial and Paving	Open paved square in front of metal gates with a stone war memorial for the former gas works employers and employees. The base of the memorial is a square plinth with a lettering on three sides. One side is for those that died in the First World War, the second side is for those that perished in the Second World War and the third side is a commemoration of the employers and employed who erected the monument in 1921. On top of these square sides is a band of carved flowers and ribbons with angled edges to soften the appearance of the memorial. These are highly decorative and a contrast to the plain base. On top of this sits an octagonal section which has eight niches with carved heads, This is then topped with a domed section and a short column with a 'gold' cross. The memorial is in front of a large pair of metal gates

		which are in Art Deco style with square decorative detailing, painted black. The paving for the square is modern but sets the gates and memorial off well.
Parsonage Street	18 The Old Brewery House	C19 substantial house which was attached to the Star Brewery which close in 1972. Only the side is seen from the street with 3 x 6/6 sash windows and fanlight over the front door which has 4 panels.
Saxon Road	1-15 odd Saxon Terrace	1896 terrace with a centrepiece with a Dutch gable and datestone in the apex under a triangular drip mould. Limestone drip moulding above ground floor windows (1/1), which have central limestone columns and stone chamfered lintels The upper floor is separated with a brick string course. First floor windows 1/1 sashes. Rectangular fanlights over front doors and low brick front garden walls with bull nose Staffordshire blue brick copings
Newmarket Road	Former Gas Works	
	War Memorial	
	Gates	

Appendix 3: Maps