



South
Cambridgeshire
District Council

Swavesey conservation area

Draft council policy (Ref: DCV 0041)



2006

1.0 INTRODUCTION

1.1 The Swavesey Conservation Area was first designated in September 1975 and extended in April 1992 to include the earthworks of the priory, north of the church and the castle, north of Taylor's Lane.

1.2 (Paragraph about Public Consultation and adoption as Supplementary Planning Guidance / Supplementary Planning Document).

2.0 WHAT ARE CONSERVATION AREAS?

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

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

3.0 OVERVIEW OF THE AREA

3.1 Swavesey is a large and long village which mostly lines the road from Over to the A14. Only the northern part of the village is within the Conservation Area and this includes the earliest settlements around Black Horse Lane and the church, the heart of the village which developed around two docks and the ribbon of mostly C18 and C19 development along the High Street.

3.2 The oldest part of the settlement is around Church End in the northern part of the village. Despite the rebuilding of many properties after a disastrous fire in 1913, this part of the village is extremely attractive with several important historic buildings including the church and manor house all sat within large grounds. The fine buildings are complemented by a number of mature trees.

Mostly brick boundary walls define the road before Swan Pond, a former dock splits the road in two and the density of buildings becomes greater and the townscape more intimate as Station Road becomes the High Street.

3.3 The area around the north and west sides of the Market Square and Black Horse Lane contain the largest concentration of historic buildings in the village. The Market Square remains the commercial heart of the village and although the dock to the east has been filled in, the trees and greenery attractively complement the buildings. The southeast leg of Black Horse Lane has a very attractive character with a mix of buildings from the vernacular to considered designed, although all sit close to the lane.

3.4 The High Street is remarkably urban in character with virtually unbroken terraces of mostly C19 houses lining the footpath. Unlike other streets, there is no suggestion of the surrounding countryside to relieve the built form. Many of the houses have a relatively uniform character due to their age of construction, materials and detailing. This contributes much to the townscape quality of the street.

3.5 The old castle site stands to the west of the High Street within the surrounding fens. Footpaths into the surrounding countryside are numerous and allow the village setting to be appreciated from a number of angles.

3.6 In recent years, Swavesey has increased in size significantly, though (with the exception of Chantry Close off Black Horse Lane) this has not affected the Conservation Area. The school has also developed and is now a 'village college' serving Swavesey and surrounding villages. The size of the settlement means that it retains a public house, shops and a garage.

3.7 Recent traffic calming measures have sought to improve safety along the road which can be extremely busy at peak times. The provision of a cycle route between Swavesey and Over has been particularly beneficial to school children.

4.0 A BRIEF HISTORY OF THE VILLAGE

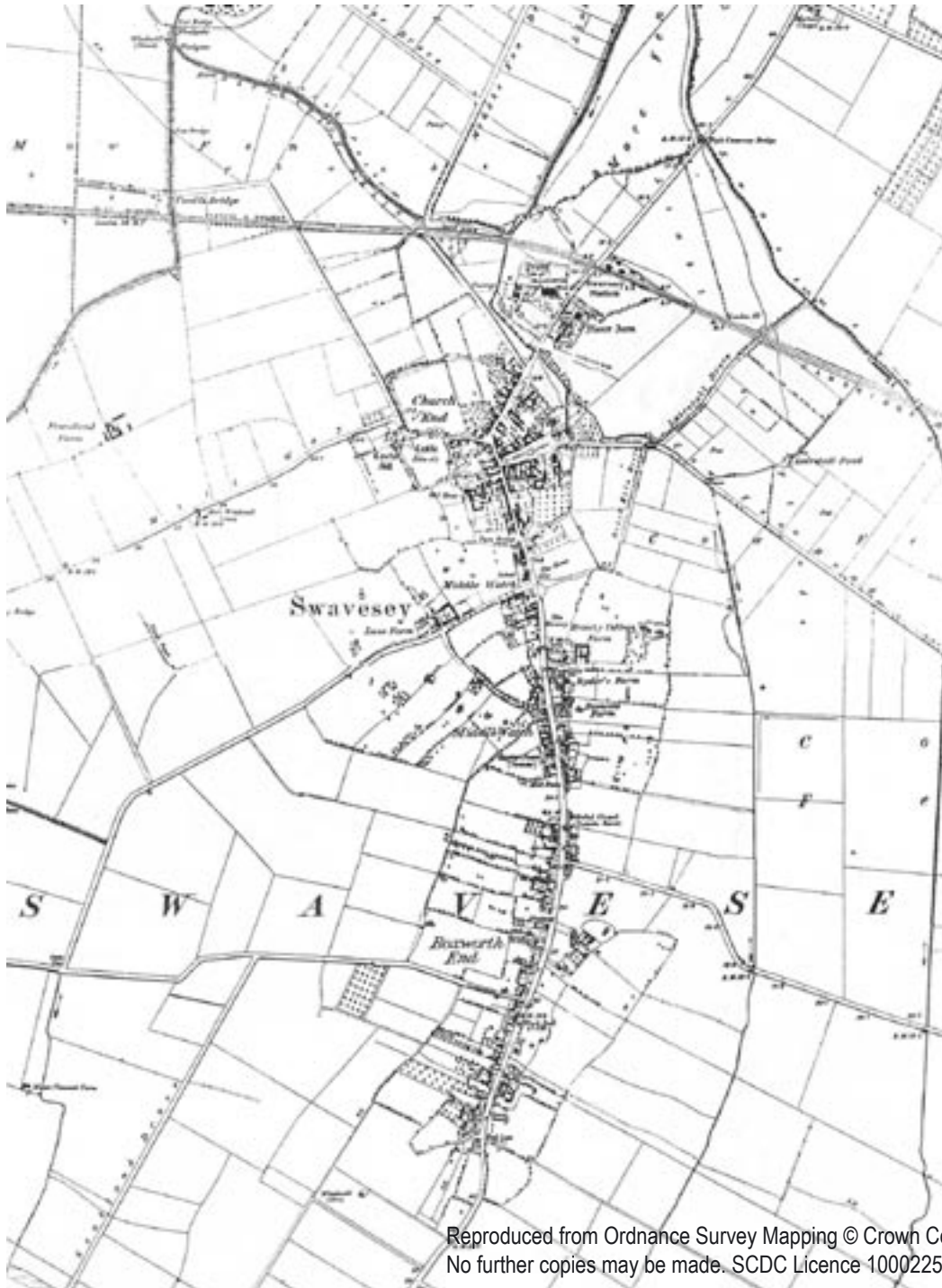
4.1 An Iron Age settlement and industrial site stood close to Black Horse Lane, on the southernmost of two gravel islands at the north end of the current village. The remains of kilns show that pottery was made here in the 1st century AD.

4.2 Black Horse Lane probably continued to be the main area of settlement into the Anglo-Saxon period. Towards the end of this era however a large church or minster had been built on the northernmost gravel island. The Manor of Swavesey, held by Eddeva the Fair in 1066, was already the base of a large land-owning estate by this time.

4.3 A motte and bailey castle was constructed in the time of the Normans at the start of a causeway

into the fens. This may have been built during the assault on Ely in c1070 or by King Stephen during the 'Anarchy' (as at Rampton). The castle was incorporated into the town ramparts in the C13 by which time the main settlement on the south gravel island was enclosed by a ditch. In addition to being a means of defence, this may have also helped prevent flooding and have been a way of ensuring that traffic had to use the toll bridge.

4.4 After the Norman Conquest, the estate, passed



Reproduced from Ordnance Survey Mapping © Crown Copyright.
No further copies may be made. SCDC Licence 100022500

Extract from 1887 Ordnance Survey map

to Count Alan, Lord of Richmond. He gave the church to the Abbey at Angers and they established a small priory in Swavesey by 1086, presumably simply converting the church. This was passed to a priory in Coventry in the C14.

4.5 Roger de la Zouche was given the Swavesey estate in 1230. He was granted oaks to build a manor house in 1232 and this was probably the origins of Manor Farm opposite the church.

4.6 By the late C12, Swavesey was a port and in 1244 it gained further importance when the right to hold a market and fair was granted. The de la Zouches who retained the manor straightened the High Street and formed a market off the east side. A dock was formed at the end of the market and remained active until Enclosure.

4.7 The village expanded greatly in the C12 and C13. Houses effectively 'filled' the south gravel island and began to line the main street for almost two miles down to Boxworth End. The development took place around a number of greens. Ryder's Farm, on a piece of land called Middle Watch (which divided Cow Fen Green and Great Green to the south) which was built in the C13 still survives to the south of the Conservation Area.

4.8 Swavesey suffered several fires which necessitated the rebuilding of numerous houses. One in 1719 caused damage estimated at £1755, whilst between 1848-1889, at least 37 dwellings were destroyed in twelve fires. Another fire in 1913 destroyed 28 houses mostly in Station Road and four more were burnt down in Market Street in 1924.

4.9 Some of the fens immediately around the village were drained in the C17 with the rest, together with the open fields, enclosed from 1838-40. A new dock was built north of the village at the same time, though its usefulness was short-lived as the Cambridge – St Ives Railway was built alongside it in 1847. The railway closed to passengers in 1970 although the line was used until 1986 for freight traffic.

4.10 Swavesey has been a relatively large settlement since Saxon times. Even in times of depopulation in the late Middle Ages (following the Black Death), no part of the town was deserted. There were 327 inhabited houses in 1871 although the population fell by a quarter by the beginning of the C20. Since World War Two, the village has expanded quite rapidly with numerous estates of

houses built particularly after the completion of the village college in 1958. The majority of these are to the south of the Conservation Area.

5.0 GEOLOGY AND LANDSCAPE SETTING

5.1 Swavesey stands within the Bedfordshire and Cambridgeshire Claylands Landscape Character Area and the West Anglian Plain Natural Area.

5.2 The main road through the village runs along a ridge of Ampthill Clay. At the northern end of the village are two small islands of river gravel on which the earliest parts of the settlement were built. Generally, the land falls from around 18m Above Ordnance Datum near the Roman Road (the A14) to around 10m at the south of end of the village. At the northern end of the village, the land is around 15m above sea level on the gravel islands compared with just 4m in the surrounding fens.

5.3 Swavesey is surrounded on all sides by fens and low-lying agricultural land. This is obvious when entering the village from Over to the north, Longstanton to the east, Fen Ditton to the west and the A14 to the south. The ribbon-nature of the southern part of the village means that the countryside setting is particularly apparent. The entrance from Over to the north is especially attractive with the church visible through the surrounding trees and the overgrown railway line contributing further to the setting (though this is now scheduled to become the route for the new Guided Bus, which will necessarily entail some change).

5.4 The areas of water around the River Ouse north of the village, although not really visible from the settlement, are still an important aspect of the setting. Swavesey Meadows, Middle Fen and Mare Fen are all County Wildlife Sites and the latter is also a Local Nature Reserve. They are an important recreational resource and bring wildlife close to the heart of the village.

6.0 ARCHAEOLOGY

6.1 The two principal areas of archaeological interest in the village are the earthworks associated with the castle and the priory. Both are Scheduled Ancient Monuments.

6.2 The earthworks associated with the priory stand to the north of the church. There are traces of banks and ditches, one of them semi-circular, together with a canal which linked the church and

priory to the River Ouse.

6.3 The castle site stands south of Taylors Lane. There is a mound (or motte), now degraded by erosion and quarrying, a bank and ditch (the bailey) which was subsequently amalgamated into the town defences. These define a rectangular enclosure which must have been part of the open fields as it showed evidence of ridge and furrow until relatively recently. It also includes the remains of two fishponds.

7.0 TOWNSCAPE ANALYSIS

Station Road

Insert:View south along Station Road adjacent to Swan Pond

7.1 Station Road is the northern part of the main road through the village. Its northwestern leg is very open around the church and manor house with some important mature trees and views out into the open countryside. The stretch from Swan Pond (the old dock) to Taylors Lane is generally lined by houses at quite low densities and the pond bisects the road with the houses on the west side raised up on a causeway. Many of the houses were rebuilt in late-C19 style after a serious fire in 1913. The cypress trees at either end of Swan Pond are important in townscape terms and were planted to commemorate the death of Queen Victoria in 1901.

Station Road - east side



The Old Manor House

7.2 The first property within the Conservation Area is the Old Manor House, which is Grade I (map:1). This dates back to Medieval times with alterations in the C17 and C19. The original building form of hall with two cross-wings is still recognisable despite the C19 additions of a porch

and bay windows. The walls are of rendered timber-framing with brick plinths and the roof of clay tiles.



Barns and cart sheds at the Old Manor House



Wall surrounding the Manor House

7.3 The building is set back some distance from the road behind a strong hedge- and tree-lined boundary. There are further trees to the north of the house. To the south and attached to the south wing is a red brick wall, itself Grade II Listed, which links to a range of gault brick and tiled barns and single storey weatherboarded cart sheds (map:A). The buttressed wall then returns towards the road and is a significant feature. The boundary wall lining the road is of gault brick.



View north towards Church Bridge

7.4 This wall gives way to a hedge line with occasional trees which allows views over hummocky grazing land and into the open countryside. Church Bridge, which dates from 1839 and is Grade II Listed, takes the road over a drain and there are sluice gates on the west side (map:2). The bridge has pyramidal-topped piers and is of ashlar and rendered brick.



*No. 36 Station Road
(formerly the Golden Lion Public House)*

7.5 South of Church Bridge the hedgeline continues again with views out into the open countryside and with a backcloth of mature and over-mature trees. Opposite Swan Pond No. 36 is a C19 house of painted brick with a slate roof (map:B). The porch with its dentil course and battlemented parapet is particularly noteworthy. The house was at one time the Golden Lion Public House.



Frere Cottages

7.6 Beyond and on the same building line are the Frere Cottages (map:C). These are a 1½-storey range of almshouses with rendered walls and a hipped tiled roof with hipped dormers and a pair of prominent chimneystacks. The group sits back behind a simple picket fence and well-maintained

gardens. The cottages were originally built for those made homeless by the Church End fire in 1913 and the Trust which established them continues today.



No. 26 Station Road

7.7 South of Frere Cottages is No. 26 (map: D). This is another attractive 3-bay late C19 house with canted ground floor bay windows, a good doorcase and first floor sash windows with shutters and margin panes. The house, which is elevated above the road, is of gault brick with a Welsh slate roof.

7.8 No. 1 Chequer's Court is a mid-1980s house with a dominant sweeping roof. This is the frontage house of Chequer's Court, the impact of which is significantly reduced by the maturing trees and garden shrubs.



Nos. 16-20 Station Road

7.9 Nos. 16-20 read as a pair of mid-C19 gault brick houses linked by a carriage arch (map:E). No. 18 is sited behind No. 20 (fronting onto Chequers Court) and once combined with No. 20 to form the Chequers Public House. The street façade to No.20 has a canted bay and attractive doorcase at ground floor level with simple 2/2 sashes windows

above. No.16, which is slightly deeper on plan, has single sash windows with margin panes and fine voussoired heads in each storey with a similar but heavier doorcase than No. 18. Both properties have Welsh slate roofs.



Nos. 10 & 12 Station Road

7.10 To the south is a rather overgrown plot and then Nos. 10 & 12 a semi-detached pair with gault brick walls (with red brick quoins) from the old Swavesey Brickyard on Cow Fen (map:F). These were probably built after the 1913 fire but have a late C19 appearance with sash windows with margin panes and Welsh slate roofs with a central brick stack.



No. 6 & 8 Station Road

7.11 While these buildings have very small front gardens, the next property (Nos. 6 & 8), sited on the bend in the road, is right on the footpath edge (map:G). This is probably of similar age, with a painted brick façade. There was originally a 'bottle-shop' on the site and a reminder of this is provided by the prominent southwest gable where 9 bottles have been set into the brickwork in a diamond pattern. The elegant chimney stacks are an important skyline feature.



Carpark, the 'Eyes of Swavesey'

7.12 To the south is a single storey outbuilding, converted to commercial use with rendered walls and a pantile roof. This encloses a triangular forecourt with the 'Eyes of Swavesey,' which in turn faces the High Street. This narrow building was constructed after the 1913 fire and has a curved parapet, expressed quoins and an original shopfront. Unfortunately the open forecourt is a rather negative space, used for parking and views of bins, fire escape and air conditioning units on the side of the 'Eyes of Swavesey' building.

Station Road - west side



The old level crossing on the former railway line

7.13 The former railway line defines the northern boundary of the Conservation Area. The track still survives and is lined by self-set shrubs. Fine views across the open land to the north of the church are possible from the former track bed and from the west side of Station Road. This uneven land was the site of the Benedictine Priory that also included parts of the original village and deep cuts, which were originally watercourses, can easily be seen (the area is a Scheduled Ancient Monument). This land contributes much to the village's history and to the setting of the church.



Church of St Andrew

7.14 The Grade I Listed Church of St Andrew dates from the C11 when it formed part of the Priory Church (map:3). From the north, the C13 north aisle and tower are most visible. The church is of Barnack limestone and stone rubble, much of which is probably reused from earlier buildings on the site. The majority of the roofs are lead. The temporary buildings to the west of the church that house the crèche are the only alien features to an otherwise striking view of the church which is surrounded by a good wall and mature trees.



South porch of the church

7.15 Station Road is lined by trees and shrubs. The northern end is bordered by a simple fence until, in line with the north wall of the church, a good boundary wall begins which encloses the churchyard on all four sides. In the southeast corner of the churchyard is a gateway with the remains of an old gas lamp. A path runs from this corner straight to the gabled south porch of the church which dates from 1300. The view down the path between an avenue of cypress trees is again memorable.



The vicarage

7.16 The vicarage stands to the west of the church in substantial grounds (map:H). It was built in 1865 and is of 2.5 storeys, gault brick with a brown clay tiled roof. It is a large building which contributes to the setting of the church and has a long attractive tree-lined avenue leading to it from Station Road with a stock fence on the north side.



*The church car park
(note unsightly recycling bins to the right)*

7.17 Between the church and the drive to the vicarage is the church car park. This is relatively large and contains the rather unsightly recycling facility for the village. However these cannot detract from the fine views of the church and its setting of mature trees.

7.18 The roadside trees continue along to Middle Fen Drove. The only gap is around Church Bridge and sluice – previously described in paragraph 7.4 above (map:2). A low copped brick wall defines the footway edge down to Middle Fen Drove and there is a tapering verge with tree planting which adds more greenery to this attractive end of the village.

7.19 The western side of Swan Pond was largely devastated by the 'Great Fire' of Swavesey in 1913.

This destroyed all the thatched cottages from Taylor's Lane to the pond. However, as the rebuilt houses are of appropriate style and materials, they complement the few surviving earlier buildings. The remains of the old causeway can still be traced across the front of the properties on this side of the pond.



Nos. 39, 41 & 43 Station Road

7.20 Nos. 41 & 43 at the north end are a pair of C19 two-bay houses of gault brick with Welsh slate roofs and ornate doorcases but with modern windows (map:l). Directly on the corner of Middle Fen Drove are a pair of 'replica' houses of reclaimed bricks, with doorways in the end bays and one blocked window.



No. 33 Station Road

(with north wall to the Merchant's House on the left)

7.21 The old cobblestone causeway is clearly visible in front of these houses. No. 39, although considerably altered, probably dates back to the late C18 (map:j). It is a three-bay house with a hipped concrete tiled roof and modern windows, slightly too large for the voussoired brick heads. The early C20 No. 33 sits even higher behind an

unattractive concrete plinth. Again it has three bays but the windows have transoms and mullions and the brick walls have been painted.



Nos. 27, 29 & The Merchant's House (No. 31)

7.22 The Merchant's House (No.31) is Grade II Listed and dates from the C16 (map:4). Some of the timber-framing is exposed in the north gable and it has a hipped clay tiled roof. The façade is faced with gault brick which together with the 8/8 sash windows probably dates from the C18. From the late C18 until after the 1913 fire, the building was the 'Swan with Two Necks' Public House.



Nos. 23 & 25 Station Road

7.23 Nos. 27 & 29 also replaced thatched cottages and are each of two bays, incorporating asymmetrically placed front doors (map:k). The roofs are of clay triple-roll pantiles and the windows 2/2 sashes. Beyond a small gap in the frontage are three more post-1913 houses – No. 23 & 25 Station Road (map:l). The middle dwelling has a door in the façade; the two end houses have side doors. The façade is therefore asymmetrical and the ridge stacks of different sizes. Each property has 2/2 sash windows; those to the ground floor with margin panes, and Welsh slate roofs with crested ridges.

7.24 Nos. 21 & 21A are a 1980s building of brown brick and concrete tiles which completes the group of houses facing the pond and the grassed area around it. On the footpath are two galvanised fences erected, presumably to slow young cyclists down. Their design is basic whilst the position on the footway is inconvenient for the less mobile.



Nos. 15-19 Station Road



No. 13 Station Road

7.25 Beyond and directly facing the road are a group of C19 red brick buildings which pre-date the 1913 fire (map:M). Although the brick is relatively unusual in the village, it is apparently from a local kiln. There is a carriage arch between Nos. 17 & 19 and the end-bays are gable-end onto the

street (though No.13 is of three storeys and is now painted). Several multi-paned sash windows survive but some have been replaced with in modern uPVC.



Nos. 9 & 11 Station Road

7.26 Nos. 9 & 11 are a symmetrical pair of early-C20 gault brick houses with one bay of 2/2 sashes and doors in the ends of the façade (map:N). No. 7 is of similar age though it has two bays and red brick window heads and a more imposing doorcase. The very prominent south gable has been rendered.



Nos. 5-11 Station Road

7.27 No. 5 stands at an important point in the street (map:O). It is an inter-war house with a prominent gable with canted bays and a main range parallel to the road. The ground floor is of gault brick with red brick dressings whilst the first floor is rendered and with some decorative timbering. A bull's-eye window stands above the central front door and the house has a small front garden.

7.28 The final property on the corner of Taylor's Lane and Station Road is 'Alan's Carpets'. This is a curious, painted brick building, half with a pitched roof, half with a flat roof with semi-circular

pediment. It probably dates from the early C20 and would appear to be an amalgamation of two separate buildings. The left hand element contains quite a large shop window, while the right hand section incorporates paired doors under the semi-circular pediment.



'Alan's Carpets'

High Street

7.29 The High Street runs for a significant distance north-south through the centre of the village, though only that part north of the Turnbridge track is within the Conservation Area. This stretch is linear in form and tightly defined by buildings, most either directly on the footpath edge or standing behind small gardens. The only significant gaps are on the east side around the Memorial Hall and where Market Street opens out. The view south runs out into the less densely developed part of the village known as Middlewatch, whilst the north is stopped by the buildings on the end of Station Road. The majority of buildings are C19 of gault brick with Welsh Slate roofs, many of them three-bays wide.

High Street - east side



Turnbridge



Nos. 33-35 High Street

7.30 Beginning at the south end, Turnbridge is an attractive track running alongside what is now a ditch and which loops around the east side of the village. On the corner of Wallman's Lane is a pair of 1980s buff brick houses with concrete tiled roofs. Beyond a mature hedgeline is Nos. 33-35, another pair of semi-detached properties (map: P). These may be a C19 refronting of an earlier building and are set back behind small gardens with modern boundary walls. Both houses have prominent doorcases and 42/2 first floor and 3/3 ground floor sash windows with rubbed brick heads. Those to No. 33 have been altered and are more squat, whilst the roof slates have also been renewed.



Nos. 29-31 High Street

7.31 Moving north, Nos. 29-31 are again a semi-detached pair behind small front gardens. They are much smaller however, probably built in the late C19 and have central front doors under a shared verandah / bay. The windows and front doors have all been replaced.

7.32 Beyond a recessed timber gate is the former Rising Sun Public House (map:Q). This has painted brick walls, making its northern double gable

extremely prominent in views looking south down the High Street. This symmetrical C19 building has three bays with a central door and 2/2 sashes at first floor and 1930s public house transom and mullion windows to the ground floor. The roof is now of concrete tiles.



The former Rising Sun Public House



No. 25 High Street

7.33 No. 25 is something of a contrast (map:R). It is set back some distance from the road behind a gault brick boundary wall with 'half-round' coping. The house however is of red brick. Again it is a symmetrical three-bay composition with replacement windows and a modern concrete tiled roof. The tall central doorcase is elegant, though the foreshortening of the northern chimney stack has upset the building's symmetry.

7.34 The Memorial Hall is a landmark within the street (map:S). It commemorates the Great War and is in an eclectic early C20 style, gable end onto the road. It has rendered walls with red brick buttresses, segmental brick arches to the window heads and brick surrounds to first floor circular windows. The multi-paned windows have tiled

cills. A very poor flat roofed extension mars the prominent north elevation which is very visible across the open area of car parking.



The Memorial Hall



The Old Beer House

7.35 Beyond the car park is The Old Beer House (map:T). This is another attractive three bay C19 house, right on the footpath edge, with a central door and doorcase. The first floor windows, and the ground floor north bay are 8/8 sashes, whilst the south bay has a blocked door and larger modern transom and mullioned window.



Nos. 15 & 17 High Street

7.36 Nos. 15 & 17 are of red brick (map:U). The southern range is possibly late C18 with a steeply pitched concrete tiled roof. No. 17 has a 6/6 box sash at first floor level with a 4/8 sash to the ground floor. No. 15 has modern replacement windows and includes a lower slate roofed range at the north end, which was a former shop on the corner of Wallman's Lane.



No. 13 High Street

7.37 Both the properties on the corner of Wallman's Lane have curved brickwork corners to avoid damage to and from horses and carts. No. 13, on the northern corner, is an asymmetrical 4-bay house with 6/6 sash windows and an attractive doorcase in the second bay from the north (map: V). The ground floor has been partly rebuilt with sash windows, presumably replacing a former shopfront.



The Old Bakehouse and barn

7.38 A farm gate links to a barn built up from an old brick boundary wall which lines the street (map:W). This has a single pedestrian door and a slate roof in need of repair. The barn links to The Old Bakehouse, a large 3-bay house with 2/2 sashes at first floor and a doorcase in the south bay, which was presumably originally part of the shopfront

(map:X). Either side of the doorcase are modern windows, whilst at the north end is a squat sash window with margin panes and a blocked door.



No. 2A Market Street

7.39 The gable end of No. 2A Market Street defines the southwest corner of Market Street and is the end-piece of this section of the High Street (map: Y). It is probably late C18, of white-painted render with a clay-tiled mansard roof. The windows, which include a ground floor shopfront, are modern but well-proportioned.



Brick barn and rear of White Horse Inn

7.40 The White Horse Public House forms the northeast corner of Market Street (map:9). This has an imposing gable end to the High Street emphasised by the projecting pub sign. A C19 rear wing of similar height runs from this corner and fronts onto the High Street. This has two bays of multi-paned sash windows and walls of painted brick (map:Z). Attached is a single storey wing, probably also C19, with a pantiled roof, a double 6/6 sash window and a single door. This in turn is attached to a brick barn with buttresses to the pavement. It has a pantiled roof and a weatherboarded north gable.

7.41 The differing heights of the roofs to the rear of the White Horse, together with the end stacks on the two storey elements all combine to give a very interesting silhouette. A timber gate joins the barn to an empty former lock-up shop with a slate roof and painted brick walls. The building has a neglected appearance with a boarded door and shop window.



No. 1 High Street

7.42 A gap in the frontage means that the painted brick gable of No. 1 is very visible from the south (map:AA). This is an attractive C19 three-bay house, typical of the High Street, with 2/2 sashes, a central doorcase and Welsh slate roof. Attached to its north gable is a narrow, presumably early C20 building of red brick and slate with large windows multi-paned in the top lights with plate glass beneath. This attaches to the early C20 'Eyes of Swavesey' building (previously described in paragraph 7.12 above) which although seemingly the end-stop to the High Street, is actually on Station Road.

High Street - west side



Nos. 68 & 70 High Street

7.43 Currently the Conservation Area boundary ends at Turnbridge. However, there is some merit in extending the boundary to include Nos. 68 & 70 (map:BB). Although they are separated from the existing Conservation Area by a modern house and a curious, much-altered, probably C19 house with a colonnaded ground floor, these C19 three-bay houses are typical of those common in the village and warrant inclusion in the Conservation Area. No. 68 is virtually unaltered with 6/6 sash windows. Although No. 70 has modern windows and a porch at the south end, it still contributes to the character of the pair.



Turnbridge Court & sub-station



Foxglove Kitchens & No. 52 High Street

7.44 Turnbridge Court is a new development of detached houses of buff brick and concrete tiles. A new footpath links into the development from the High Street and next to it is a very visible electricity sub-station. No. 58, (Foxglove Kitchens) incorporates part of the former village smithy and is a pair of C19 buildings of painted brick with slate roofs. The modern windows and foreshortened chimney stacks have eroded the character of the buildings.