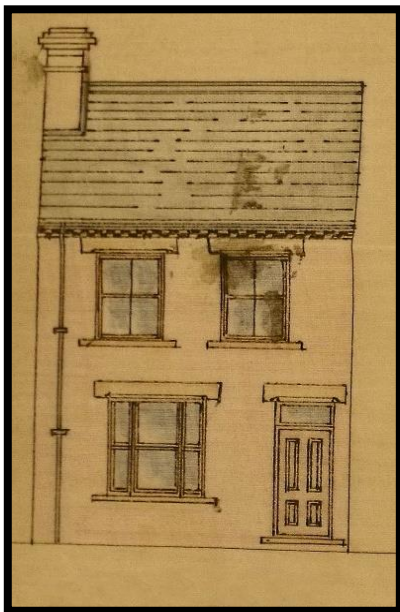


MILL ROAD HISTORY SOCIETY

BUILDING AND SITE REPORT

MADRAS ROAD, ROMSEY TOWN, CAMBRIDGE

Development and Change in a Typical Romsey Town Street



John McGill

The Mill Road History Society was formed in 2015 to continue the work of the HLF-funded Mill Road History Project (2013–2015). One of the Project’s principal products was a series of twelve building or site reports, researched and produced by volunteers. These were published in print form for limited deposit, and on the website www.capturingcambridge.org. The Society has maintained this important facet of the Project’s work, and the present report is the eighteenth in the series.

First edition – September 2020
Author : John McGill

Cover images: No. 2 Madras Road, 1888 and 2020

Mill Road History Society Building and Site Reports

1. 44a Mill Road *Ian Bent and Kieran Perkins* (2014; 3rd edn 2015)
2. East Romsey Town Cement Works *John McGill* (2015)
Pre-industrial – Cement Production – Post-industrial – Search for New Uses
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Swimming Pool
14. 299–349 Mill Road, Romsey Town *John McGill* (2018)
Development of the 'Magnet' and 'Holland Motors' Sites
15. Mill Road Bridge *Caroline Wilson* (2018)
16. 186 Gwydir Street *Sheila Cane* (2019)
Home of the Parr and Palmer Families – The David Parr House
17. The Mill Road Depot *Allan Brigham* (2019)
Wharf – Eagle Foundry – Workhouse 'Industrial Training Ground' – Allotments –
Corporation Storeyard – City Council Depot
18. Madras Road, Romsey Town, Cambridge *John McGill* (2020)

Also published by the Mill Road Society:

A Guide to Researching and Writing a Building or Site Report for the Mill Road Area
Ian Bent, Katie Blyth and Allan Brigham (2017)
 [includes 'Glossary of Useful Architectural and Building Terms for local historians
 working in the Mill Road Area'].

Dedication

This report is dedicated to the memory of Allan Brigham, who died on 7 September 2020. His compelling enthusiasm for the history of the Cambridge community, and particularly for that of Romsey Town, inspired this work.

Abbreviations

BNA:	British Newspaper Archive	GIA:	General Improvement Area
CA:	Cambridgeshire Archives	HMO:	House of Multiple Occupation
CC:	Cambridgeshire Collection	LNER:	London North Eastern Railway
CCC:	Cambridge City Council	OS:	Ordnance Survey
CCPD:	Cambridge (City) Council Planning Department	PBSA:	Purpose Built Student Accommodation
CDN:	Cambridge Daily News	pca:	(rent) per calendar annum (year)
CIP:	Cambridge Independent Press	pcm:	(rent) per calendar month
GER:	Great Eastern Railway	pw:	(rent) per week
		WC:	Water Closet (toilet)

NOTE

I would like to thank the staffs of the Cambridgeshire Archives and the Cambridgeshire Collection for their frequent help in finding and providing relevant documents. I also gained valuable assistance from Jesus College Archives and from Allan Brigham. Especial appreciation goes to Ian Bent for reviewing this report and tirelessly offering guidance in presentation.

Location

Madras Road is in Romsey Town, Cambridge, leading south off Mill Road to Marmora Road. To its west lies Suez Road and to its east lies Hobart Road.

National Grid reference (median)

TL 472576

547226, 257645

52.1974, 0.1527

52° 11' 35' N 0° 09' 07' E

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CONTEXT

The evident transformation of much of Romsey Town from its original work-a-day character to a that of a more gentrified, and speculative, quarter are often commented upon. Change occurs at a rapid pace: shops have changed from supplying domestic needs to catering more to recreational desires; houses have changed from being rented (typically to railway workers) to becoming financial assets. Indeed, there is scarcely a dwelling which hasn't been fundamentally altered in some way or another, and with its value having increased in the region of thirty times.

Looking at the area, people remark on this and that development, and how such and such a street has been changed from how it may have been ten or twenty years ago. Many might assume that this is a natural and inevitable process – and similar has happened in numerous urban centres around the UK, though not always to appreciable effect. Yet this report aims to take a closer look, and explore just what changes have taken place, and what may have influenced them.

The focus is on an ordinary Romsey Town street – not the most expensively-built street, indeed probably one of the most inexpensively-built – and note the changes that have occurred over time: physical, social and financial.¹ This is Madras Road.

Furthermore, in order to gain a wider perspective, a comparison is made with other Madras Roads in other cities in the UK.

A Summary of the Making of Romsey Town

Looking at a map of Cambridge it can be readily seen that Romsey Town is a typical inner-city district of 19th-century terraced housing. All, or most, towns and cities in the United Kingdom have such areas – Peterborough has the Gladstone Road area; Bury St Edmunds, the Cannon Street area; Bedford and Northampton, being major industrial centres, have several, spreading north, south, east and west from the central district. These areas were built up in the late 19th century / early 20th century to house the growing urban population. The United Kingdom has an extraordinarily socially stratified society – the differentiation among social classes can be complex, and has mystified many foreign societal commentators. Yet it appears that many people voluntarily associate themselves with one “class” or another, often inventing sub-classes so as to define their aspiration more closely. Romsey Town is, or was, quite solidly “working” to “lower-middle” class. Here, the ordinary Cambridge folk lived; the university academics lived elsewhere.

¹ The changes focused upon are indeed physical, social and financial, yet there are other important changes – demographic, ethnic, religious and gender – which are beyond the scope of this report.

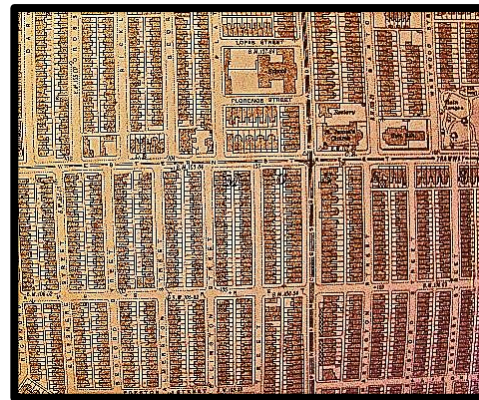
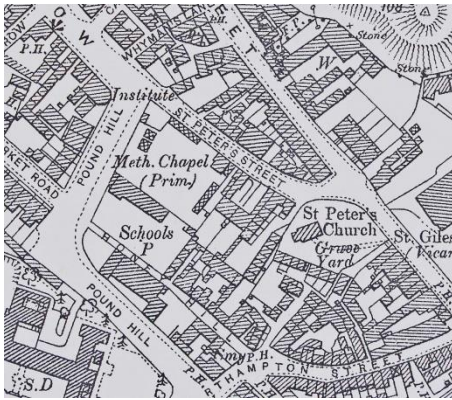


Figure 1: Madras Road circa 2018 (www.Google.com screenshot)

When first developed, between the late 1870s and the 1910s, this type of housing was considered an unquestionable improvement on the type of working-class dwelling that had been built in the earlier part of the 19th century. Law addressing housing conditions progressed in the late 19th century, bringing in stricter building regulations, setting out minimum standards for construction, sanitation and the width of streets. Though much of this law was more enabling rather than mandatory, municipal authorities did generally come to implement them, Cambridge Borough Council included.² The sub-standard, and often irregular and insalubrious housing of the 1800s to 1860s came to be condemned. Cambridge, not being an industrial centre, had little such housing; the relatively cramped streets running off from Bridge and Magdalene streets are now either thoroughly gentrified or redeveloped/converted into other uses.

Were one to look at old maps of urban areas, the difference between pre- and post-housing regulation can be quite striking – the former somewhat irregular, the latter thoroughly regular.

² The degree to which the development process should be subject to law is a source of continual dispute. The following two quotations put this in the context of the development of Madras Road: “The Public Health Act of 1875 [...] encouraged previously uncommitted local authorities into adopting building byelaws. The Acts of 1890 and 1907 enhanced the byelaw making powers providing even greater control over building construction. Not all authorities adopted building byelaws and those that did were slow in updating to accommodate changes due mainly to technological changes. This produced a backlash”. “The development of the byelaw system administered by local authorities resulted in an extensive anti-byelaw campaign at the turn of the century [...] [which] succeeded in having an anti-byelaw Bill passed in the House of Lords in 1905 and 1906 but after some resistance by the Local Authorities Association and the failure of the Movement to agree a compromise the Bill proceeded no further. However the Movement raised much support, which continued under the umbrella of the British Constitutional Association, accepting that building byelaws were an intrusion into the freedoms of the Constitution. The Movement had its first success obtaining relaxation from byelaw control affecting working class housing and this was followed by obtaining exemption for educational buildings in 1911.” (Anthony J. Ley, “Building Control UK - An Historical Review,” Session: CIB T5 Performance Based Buildings and Regulatory Systems).



Figures 2 & 3: left, pre-regulation housing (Honey Hill, Cambridge) and right, regulation housing (Manchester)
(Godfrey Edition maps 40.14 & 104.14, www.alangodfreymaps.co.uk)

The housing in Romsey Town falls into the latter category, though not on such a uniform layout – houses in Romsey being erected by a wide variety of builders.

Little building took place in the 1920s, largely due to the economic and social impact of the First World War. However, in the 1930s large-scale public housing schemes were developed in more or less every town and city, and surrounding Victoria /Edwardian Romsey Town are, to the north, east and south, the Cromwell Road to Coldham's Lane neighbourhood, Brooks Road, and the extensive area stretching from Greville and Marmora roads almost to the Cherry Hinton Road. Subsequently, the terraces of the older Romsey Town may have come to look a little less attractive in comparison to these more modern houses – larger, warmer, better served, and with a more secure tenancy.

Nonetheless, the older terraced houses were generally recognised by municipalities for their essential accommodation and commercial worth in the years prior to 1945 – only the more decrepit were slated for demolition. In the 1950s and 60s, however, social and economic change (higher personal income, improved technology, changing fashion) lead to demotivation in investment, and the upkeep of the housing stock generally deteriorated. The older streets came to be widely perceived as unattractive, offering little scope for a new life.

Furthermore, the generational effect should not be overlooked. When built in the 1890s and 1900s, many young families moved in, and largely stayed. The later generations sought out the larger and more modern council housing in the surrounding areas, sometimes leaving retired couples, and later widows and widowers, in sole occupation. Instances of this can be seen in No. 36 (the Hunts, in occupation from 1912 to at least 1975), No. 34 (the Clarks, from 1914 to around 1975), No. 28 (the Bunns, from 1895 to at least 1975), and No. 8, where the Francis family resided from 1919 to 1989 or beyond.³

By the late 1960s and 1970s these districts had come to be identified as a general social problem; a view consolidated through the growing number of academic studies on housing and housing policy, looking for a way forward. Indeed, this perception deepened the impact of the ageing infrastructure, ageing population, lack of investment, and general public image, further depressing these inner-city enclaves and leading to many around the UK being demolished and comprehensively redeveloped with newer housing types. The only

³ In the cases of Nos 36, 34 and 8, the primary resident in the later years was an ageing lady.

areas in Cambridge to experience anything like this are the Staffordshire Street (“East Road”) area, Honey Hill, and the Kite. The first two (1950s and 60s) being relatively spatially-limited redevelopments for housing, the last (1970s and 80s) a more comprehensive commercial redevelopment.

Much of Romsey Town, and next-door Petersfield, may have been contemporarily viewed as fitting for comprehensive redevelopment, though no such plans were drafted. The Cambridge Survey and Plan, drawn up by W. G. Holford and H. Myles Wright in 1949/50 and intended to identify means to make the city more accessible to redevelopment, did propose an inner-city road connection through the streets of Petersfield, but it never came to pass (CA: 416/O103).

The Romsey Town General Improvement Area (GIA)

In the late 1960s the general urban planning system, traditionally somewhat paternalistic, became subject to review, resulting in the “People and Planning. Report of the Committee on Public Participation in Planning”, generally known as the Skeffington Report (1969). The report argued for more public engagement in the planning process, which can be said to have been reflected in the 1969 Housing Act. This included provisions for the establishment of General Improvement Areas (GIAs) – area-based housing improvement schemes. Local councils were enabled to declare areas of run-down though basically sound housing as GIAs and make grants available for voluntary take-up by dwellings assessed as eligible. It was intended that, beyond issuing improvement loans, the declaration of a GIA would encourage investment, such as from building societies, which had been loath to invest in areas of low rateable value.

Cambridge City Council embarked on this programme with the Riverside GIA in 1971 followed by Prospect Row (1973), St. Matthews (1976), Christchurch (1981) and Romsey in 1981.⁴ The City Council deserves due acknowledgement for undertaking this programme.

Prior to the 1981 declaration, the Department of Environmental Health undertook the 1977 Cambridge City Housing Study, surveying dwellings with a rateable value of less than £175pa (the former limit for GIA Improvement Grants). In Romsey (already proposed as a GIA) it found that 18% of them were unfit and 31% lacked one or more standard amenity.⁵

The Romsey GIA was declared on 24 June 1981, and it was this that effectively ensured that Romsey remained a distinct and relatively homogenous urban entity.

⁴ Later GIAs were St. Luke’s (1985), Stourbridge (1985), Ditton Walk (1987), Cherry Hinton (1989) and Brampton/Cromwell Road (1989).

⁵ Housing Act provisions defining “fitness”: state of repair, stability, damp, internal arrangements, natural lighting, ventilation, water supply, drainage & sanitation, cooking facilities, and waste water disposal. Standard amenities: fixed bath or shower, hand-wash basin, sink, hot & cold water supply, and internal WC (Housing Act, 1969).

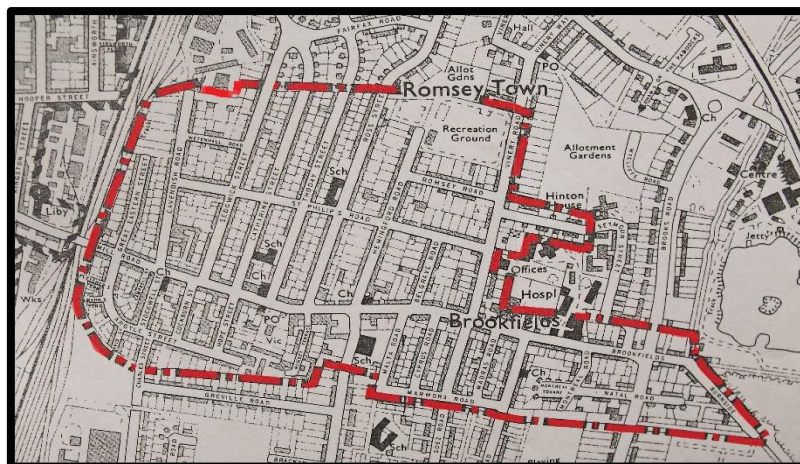


Figure 4: area declared as Romsey GIA (adapted from Declaration Report for Romsey GIA, Cambridge City Council, 1981)

Having an emphasis on neighbourhood participation, each street in the GIA had its own designation. Madras Road was M6 (this didn't include the dwellings facing on to Marmora Road) and the GIA Residents' Consultative Body was supposed to have representation from every street. According to the 18 February 1981 meeting at St. Philip's Church (assumedly a meeting in preparation for the June declaration), the agenda addressed such matters as grants for environmental enhancement (ranging from hanging baskets to planting-up areas) and for improved insulation, for which there was a waiting list of around 250. It was recorded that, due to cut-backs in grant funding, only the Intermediate Grant could be processed at that time – grants for providing bathroom and indoor toilet facilities, covering 75% of the eligible expense.

Eligibility for improvement grants was directed at dwellings built prior to 1976 which had been identified in the housing studies as in need of improvement. Eligibility was also based on means-testing, and as can be seen in Madras Road (see Figure 5 below) some houses were identified as ineligible.⁶



Figure 5: GIA Improvement Grants in Madras Road and its vicinity.
Red = grants paid (Nos 1, 2, 3, 8, 14, 19, 25, 28, 30 & 31), yellow = ineligible (No. 23),
(adapted from Declaration Report for Romsey GIA, Cambridge City Council, 1981)

⁶ "What Is a General Improvement Area?" and "Cambridge General Improvement Areas", Cambridge City Council, both undated. Declaration Report for Romsey GIA 1981, Cambridge City Council.

The Impact of Past Cambridge City Local Plans

The 1986 Romsey Local Plan, prepared by the City Council, essentially reinforced the GIA, stating in its summary that “the residential role [of Romsey] will be consolidated by retaining and improving existing houses, and by construction of new houses on suitable sites”. Policy 4 stated that “encouragement will be given to the improvement and rehabilitation of the existing publicly and privately owned houses and flats by the provision and promotion of improvement grants and GIA work”. It is also worth noting Policy 3 – “the use of terraced properties for multi-occupation will not normally be allowed where it would adversely affect the amenity of the neighbourhood”. (Ref: Romsey Local Plan, July 1986, CCC)

The GIA programme came to an end in 1991. In some urban areas, though not in Cambridge, Housing Action Areas were established to enable further public sector intervention in housing conditions. Marking the end of the Cambridge GIA programme was the review – 21 Years of GIAs – by the City Council, stating: “[...] once people saw what superb homes could be created out of the old, the idea of pulling them down became so unpopular no politician could continue to vote for further slum clearance, however poor some areas undoubtedly were. So now twenty two years on [...] GIAs have been abolished with the threat of slum clearance being no longer a blight.”⁷

Subsequent Cambridge Local Plans, such as 1996 and 2006, made no explicit references to issues in the Romsey Town area apart from identifying “opportunity sites” (such as the site currently developed for the Cam Foundry student housing complex and the Cambridge mosque). Otherwise, it can be taken that Romsey development issues were subsumed into general city-wide policies. The scarcity of housing-specific interventions may be taken as a reflection of the then (and current) contemporary government policy that the free market is the optimal determining factor in development, or, for that matter, non-development. The local plans do have a noticeably greater focus on design, ambient and environmental issues, and on the supply of sufficient land for housing (private or public sector) to meet the figures set by central government.

The current Local Plan, 2018, continues in a vein similar to those of 1996 and 2006, but does express a growing concern over student accommodation. While having policies intended to control PBSAs (purpose-built student accommodations), there is also some reference to the need to control HMOs (houses of multiple occupation) more closely, as these cater to a proportion of the student population which might find PSBAs either too costly or closely-managed. The plan states:

a small HMO – a shared dwelling house occupied by between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom – falls into use class C4 under the Town and Country Planning (Use Classes) Order 2010. Permitted development rights enable a flat or house in use class C3 (i.e. in simple terms, a normal ‘family’ house) to change use to use class C4 without submission of a planning application. Proposals for smaller HMOs (use class C4) will be considered in the same way as a proposal for C3 residential development. (Cambridge Local Plan, 2018, Cambridge City Council)

This lack of need for a planning application when converting from C3 to C4 is impacting the housing in Madras Road, and it draws attention to the question: What is “family housing”? In a street like Madras Road, conventional family housing may consist of three or possibly four bedrooms. Yet what of the larger family, which may require four or five bedrooms?

⁷ R. Darlington and A. Thompson, “21 Years of GIAs, A Summary of Environmental Improvement Schemes in GIAs and HEP Project Areas” (Cambridge City Council, 1991).

Here, the change from class C3 to C4 should indeed be straightforward, though the house could subsequently be sold easily converted to an HMO.

The Romsey Town Conservation Area

The Central Conservation Area, covering the city centre and its environs, was established in 1969. It was enlarged in 1993 and 2011, and in 2018 it was split up into several areas one of which is the Mill Road Conservation Area. This consists of two parts – to the west, Mill Road and St. Matthews, and to the east, Romsey Town – separated by the railway.

The *Mill Road Area, Conservation Area Appraisal*, was published in 2011 by the City Council planning service. This contains a relatively thorough assessment of the area's architectural features which justify its conservation status, and gives a good brief description of the history of its development. Concerning the Madras Road neighbourhood and the period of its foundation (1880s to 1910s), the Appraisal notes "[...] as this was the period when Britain's Empire was at its most powerful, many of the new street names reflected the various countries then under British control, such as Suez, Malta, Cyprus and Hobart. By 1921 the area had over 7,000 residents, most of whom worked for the railway as drivers, guards, boilermakers, platelayers, fitters, firemen and clerks." (*Mill Road Area, Conservation Area Appraisal*, CCC 2011)

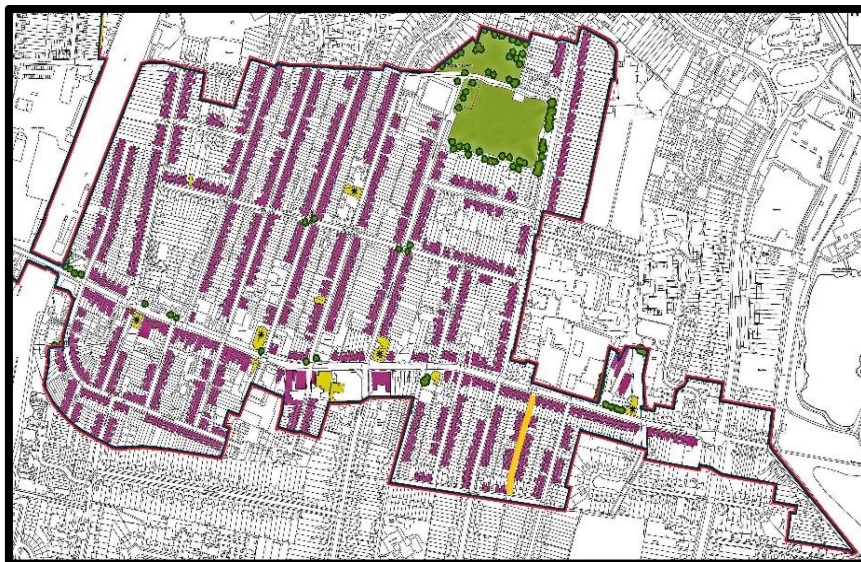


Figure 6: the Romsey Town section of the Mill Road Conservation Area:
purple = "positive un-listed buildings", yellow = "buildings of local interest", orange = Madras Road
(adapted from *Mill Road Area, Conservation Area Appraisal*, CCC 2011)

There are more than 1,500 "listed" buildings (buildings registered by the Ministry of Culture, Media and Sport as of special architectural or historic interest, and thereby requiring a degree of protection) in Cambridge, yet none in Romsey Town. There are, however, numerous buildings identified in the *Appraisal* as "positive un-listed" or of "local interest". These categories are not statutory and therefore carry weight only in local planning decisions – the category may be grounds for refusal of an application by the local authority, yet the application may be appealed to the Secretary of State, who has regard only to national legislation.

In the *Appraisal*, the majority of houses in Madras Road are categorised as "positive un-listed buildings", the exceptions being Nos 7, 9, 18, 20, 38 and 41. These are buildings

erected post-1960 and assumed to be of little historical, and perhaps architectural, interest. It is notable that No. 27 escaped this fate, even though it too is post-1960.

The *Appraisal* perhaps marks a point in a sequence of initiatives: the initial laying out and development of the area; its first generation of use; the years of decline: GIA rehabilitation; conservation appraisal; conservation area status. The *Appraisal* did not, however, venture into issues of policy or planning. The need for an augmented means to direct development (possibly neighbourhood planning) has been raised, for example by the East Mill Road Residents Action Group (EMRAG), yet it remains to be effectively addressed.

MADRAS ROAD

The Earliest Development Activities (1870s and 1880s)

Note: while there appears to have been no demolition or re-development of any of the original houses in Madras Road, matching the original building applications with the houses as they currently stand has been fairly challenging. The original building applications (courtesy of the Cambridgeshire Archives) have no street numbers attached to them – house numbering taking place only once a street was more fully developed. Nonetheless, it should be noted that house numbers (2020) run No. 1 to No. 35 on the left (entering from Mill Road), and No. 2 to No. 40 on the right.

The earliest date found relating to the development of Madras Road is June 1883. It concerns the will of John Searle, miller of Great Chesterford, vis-à-vis the title to the plot of land upon which it is taken that No. 19⁸ was subsequently built. This title had been passed to him by Olive Cowell-Martin, who may have been the original purchaser. The plot was probably bought as a reasonably sound investment, much as one might these days buy a newly-bought house in a newly-developed estate – the difference being that it was the raw plot of land that was purchased, not a completed house serviced by made-up road, sewerage, electricity, gas, water and internet connection.

Plot No. 19 was subsequently subject to a conveyance between John Searle Junior and Frederick Parker in December 1889. It can be assumed that John Searle Junior was the inheritor of miller John Searle's Madras Road estate – especially as the County Archives records show that No. 19 (built in April 1903) was sold for £45 by Matilda Searle to John Tofts Waldock, corn merchant of Lyndewode Road.⁹

However, the identities of neither the original purchaser nor the original seller of the agricultural land on which these streets (Hobart, Suez, Cyprus, Malta) were laid out have yet been established. That process must have happened sometime in the period between 1860 and 1880, particularly as the blocks of land immediately north of Mill Road – Vinery Road

⁸ As is mentioned further in the text, there is an element of doubt in the exact matching of the un-numbered building applications of the 1880s and the house numbers as they presently stand (2020).

⁹ Lyndewode Road is a thoroughly middle-class road and it is unlikely Mr Waldock intended to move to Madras Road; this purchase seems to be most likely an investment. This is confirmed by the presence of Charles Newman at No. 19 in 1904, gone by 1907 and replaced by A. H. Benton, poultry dealer. It seems from this sequence that much of Madras Road may have been speculatively developed mainly for the rental market.

and thereabouts – were speculatively laid out in the late 1870s, assumedly by Francis Thoday, who retained title to many of the plots.

An approximated superimposition of how the Madras, Malta, Cyprus, Suez and Hobart streets were laid out vis-à-vis the undeveloped agricultural land in the 1870s is shown in Figure 7 below. Mill Road effectively comes to an end from where Coleridge Road would later run south; beyond there the road becomes a footpath heading to Cherry Hinton. To the north of Mill Road (footpath) is the Thoday subdivision, the streets having the later-adopted names of Vinery and Belgrave. Immediately across Mill Road (footpath) from Madras and Hobart is the site of the yet-to-be-developed Romsey Town Cement & Lime Company (in 2020 the Cam Foundry student housing and the mosque). To the immediate south of the Malta/Hobart layout lies the old Newmarket railway line, disused since 1896. Polecat Farm is there, later overcome by the development of the Coleridge Road area.



Figure 7: alignment of existing roads and boundaries in the Mill Road vicinity in the 1830s, with the old Newmarket railway line and new 1870s and 1880s streets overlaid (adapted from Baker's 1830 map of Cambridge (CA: KP79/28/2))

Yet who was it that suggested the mid-colonial period names of the streets? Malta had essentially been part of the British Empire since 1800, Cyprus since 1878 (though more formally since 1914), Suez was never officially British, Madras is the colonial name of Chennai, capital of Tamil Nadu (subsumed into the British Raj in the second half of the 19th century), and Hobart is the capital of Tasmania, Australia. It has, however, been pointed out that the naming follows a sequence based on the sailing route from Britain to New Zealand. Marmora may have been included to commemorate the voyage stopping off at Istanbul. In all of Romsey Town only Natal Road (Natal being a province of South Africa, now KwaZulu Natal) has a similarly colonial name.

The earliest Ordinance Survey map which shows the development of the area is the 1886 map (Figure 8, below). Several house lots have been laid out, increasingly so on the streets nearest the centre of town: Malta, Cyprus and Suez. Madras Road has between fifteen and twenty lots shown, though there are a lot of dashed lines, indicating a lack of exactitude. Furthermore, there does not appear to be much built development, and the land facing Mill Road is vacant (albeit most likely accounted for). Development in Hobart Road is negligible. Note the then alignment of the Newmarket railway running along the south of the streets.

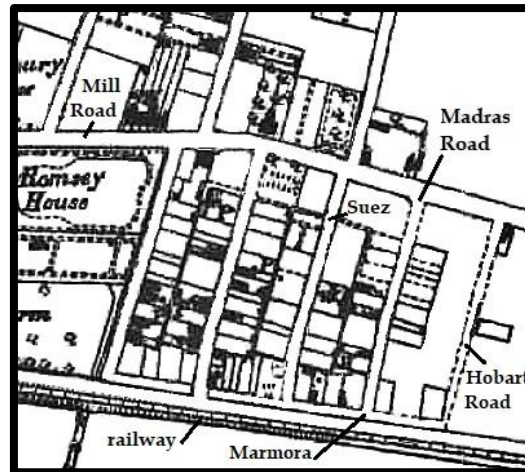


Figure 8: Madras Road area c. 1886, adapted from OS map 1886

An elaboration of the 1888 OS map, superimposed on to the 2019 Land Registry map of Madras Road, is shown in Figure 9, below. It indicates that perhaps only two dwellings had been completed. These seem to be Nos 22 and 36, with what is probably non-residential buildings on Nos 16 and 21. No. 29 Marmora is built (facing the railway). Yet Spalding's street directories record that No. 22 was "building land" in 1891, and no occupation was recorded at No. 36 until 1912. However documents submitted with a 2013 planning application (for alterations) suggested that the house was built in 1895. Nonetheless, these buildings must have been existing in 1888 in order to be mapped.

Furthermore, application CB/2/SE/3/9/3243 to the Borough (CA ref), which has been matched to No. 16, is dated 1912, yet Spalding's street directories record Albert Spolton and Charles Quince as resident there in 1904–07 and 1910. This illustrates the problem of matching up the original building applications, which had no house number attached, with current house numbers.

Presumably the developer of the land had a masterplan showing more or less exactly how the house lots were to be laid out, though this has not come to light. Figure 9 below (based on the Ordnance Survey map of 1888) shows lots running the length of the road, some of which will be later subdivided.

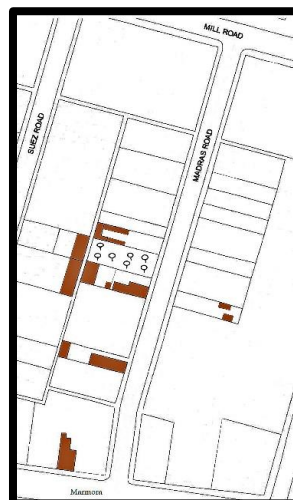


Figure 9: information taken from the OS map of 1888 imposed for clarity on the 2019 Land Registry plan

The 1903 OS map (Figure 10, below) shows that the street was slowly filling up: lots were being gradually developed, though all the streets still had large plots that had not been subdivided into house lots. Nevertheless, the basic infrastructure, including the back footpaths, appears to have been in place, though the quality of the street surface is not indicated. Note, though, that Hobart Road is a cul-de-sac leading only to the Cambridge-to-Newmarket railway line. From around this time (1903) to the end of the first decade (1910) it appears that twenty-three houses were built in Madras Road: Nos 1, 2, 3, 5, 11, 13, 14, 15, 16, 17, 19, 21, 22, 23, 24, 25, 26, 28, 29, 30?, 31, 33 and 34 (though only fifteen are shown on this map). As sequences of Spalding's street directories held by the Cambridgeshire Archives and Cambridgeshire Collection do not include 1902 and 1903 (assuming they were published), Nos 16, 17, 19, 21, 23, 25 and 33 cannot be recorded as occupied until 1904.

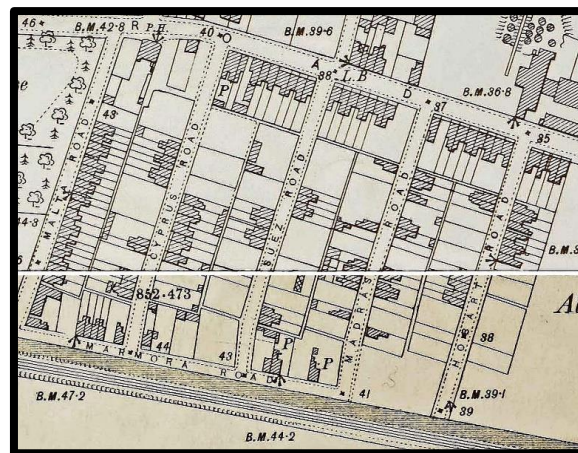


Figure 10: Madras Road area on OS map 1903



Figure 11: Present-day house numbers
Madras Road, (2020) (Land Registry, adapted)

Servicing The Site

In the late 19th and early 20th centuries, only two services were fundamental to housing development: feasible road access (not necessarily paved) and water supply – sewerage often came later. Electricity was restricted to the wealthy, and there were no telecommunications.

As can be seen in Figure 7 above for c. 1830, and was still true in the early 1870s, Mill Road terminated approximately where Coleridge Road would later be laid out, and from that point eastwards there was a footpath. By the late 1870s Mill Road had been opened up – thirty feet wide – leading to Brookfields. Running off it were the residential streets, initially unnamed.

The 1879 map below (Figure 12), which shows the open fields divided into house lots and larger commercial parcels, also shows several of the un-named roads – or road reserves. Note the alignment of what was to become Malta Road. This alignment must have been short, as it leads straight to the un-bridged Newmarket to Cambridge railway line, and hence it must have represented the initial development of the land to the south of Mill Road – it could serve no other purpose.

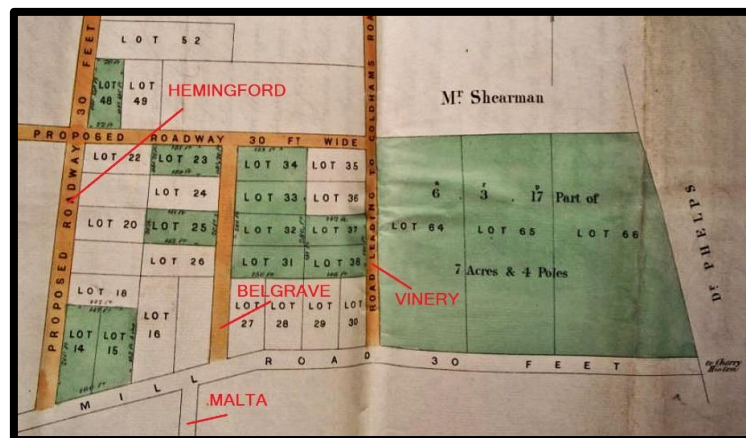


Figure 12: Adaptation of map of land bought by Francis Thoday, 1879
(Deeds: Hemingford House: in private possession)

The earliest identified date that indicates its conversion from rural to urban use is the 1883 execution of the will of John Searle – concerning the lot which would later become No. 19 Madras Road. This date implies that road “reserves” were laid out in the early 1880s; the land fronting on to these “roads” being surveyed into lots and marketed. At some time, as yet unidentified, water pipes were laid along these roads enabling housing development. Further research is required into how this was planned and paid for: the water company or the developer. Nonetheless, water pipes were laid along the new roads, and marketing, and development, commenced. The next matter would be sewerage.

Connection To The Sewerage System

The earliest house plans submitted to the Borough (1880s and 1890s) indicated “earth closets” or “cesspools” located in the back yard, or garden, at a suitable distance from the house. The Borough, reflecting statutory public health provisions, must have had some defined minimum distance. In the plans shown below, on the left is No. 2 (1888/89) which

required a cesspool “about 30ft” from the house, while an “E.C.” (earth closet) was part of the built fabric – the closet draining into the cesspool, which would have to be emptied as and when necessary. On the right are Nos 17 and 19 (1903/04) which are connected to the public sewer running along the centre of the road.

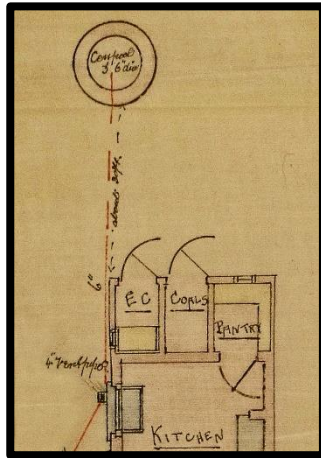


Figure 13: No. 2 Madras Road (1888/89) showing earth closets & cess pool (CA CB/2/SE/3/9/128).

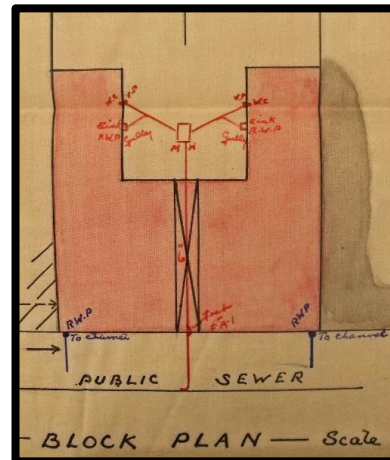


Figure 14: Nos 17 & 19 Madras Road (1903/04) showing connection to sewerage system (CA CB/2/SE/3/9/2122).

Pursuing the instalment of a city-wide sewerage system in Cambridge in the late 1880s, the Borough issued Cambridge Sewerage Contract No. 3, which focussed on the development of a system in Romsey Town. In February 1887, the Borough appointed Mr. John Thomas Wood, originally from Liverpool, as Engineer to the Cambridge Improvement Commissioners. As Borough Engineer, he was responsible for planning the scheme for the drainage of the town, yet he soon resigned and carried out the work as a private contractor ([https://www.gracesguide.co.uk/John Thomas Wood](https://www.gracesguide.co.uk/John_Thomas_Wood)).

The scheme appears to have been relatively straightforward, given the generally even landscape of Cambridge, and was intended to serve all the streets in Romsey from the Borough boundary, then just east of the Sanatorium (Brookfields Hospital), to the Mill Road railway bridge (where it assumedly connected to the Petersfield system). The Romsey main drain was then laid along Coldham's Lane to connect on Newmarket Road.

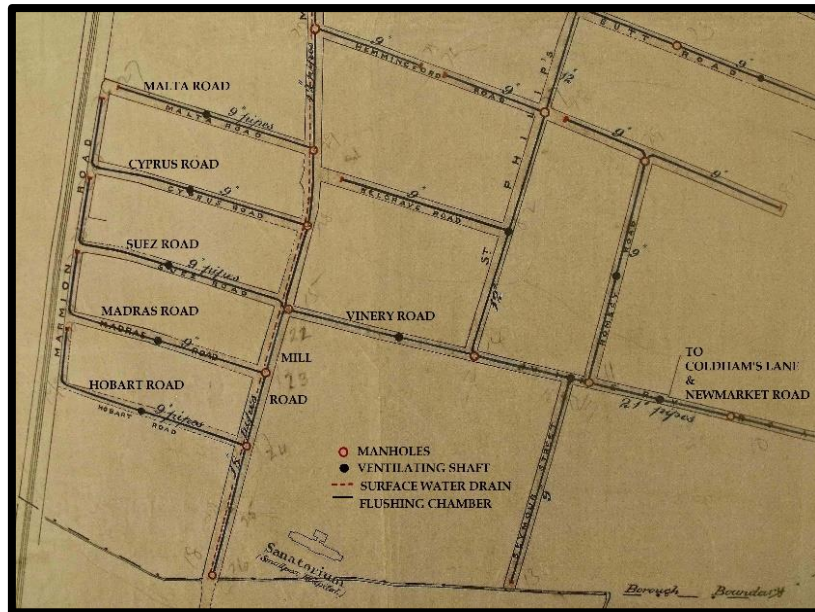


Figure 15: detail of Cambridge Sewerage Contract No. 3 (CA CB/2/SE/1/Roll 91/1)

With the street effectively connected to water and sewerage, more comprehensive development could take place. Refuse collection, not being of the present (2020) quantity, was a municipal responsibility and was likely a weekly or fortnightly service, by horse and cart.

Applications for Building Permits 1880s to 1890s

The Archives hold a collection of several original applications to the Borough to undertake building operations. It is noticeable that the nature of the official building application form changed between 1880 and 1890, most probably in response to new housing legislation as it required more detailed information.

The building application form used in the 1880s was addressed to the Cambridge Improvement Commissioners (acting as the Urban Sanitary Authority). It addressed the matters of drainage, cesspools and/or earth closets, level of construction in relation to the road, water supply and building materials. All applications were to be accompanied by a plan of construction.

A new form, coming into effect in the early 1890s, was set out by the Council of the Borough of Cambridge, again acting as the Urban Sanitary Authority. Assessment was somewhat more rigorous than previously and addressed additional matters such as areas of open space at the rear, width of street facing, height of construction, ventilation, number of water closets, and the state of the drains.

The Cambridgeshire Archive records indicate that the following five houses were built in the period 1880 to 1890:

No. 2 (1888 application by/for James Moore, Stockwell Street (CA CB/2/SE/3/9/128));

No. 14 (May 1888 approval of an application by Thos Blinker, 15 Cavendish Road, to erect a house (CA CB/2/SE/3/9/103));

Nos 24, 26 and 28 (November 1887 application by Mr A. Langford, Henley Road, to erect three cottages (CA CB/2/SE/3/9/54)), though still recorded by Spalding's as "building land" in 1891.

Nonetheless, many of the proposed houses in both the old and new application forms are referred to as "cottages".

The Cambridgeshire Archives collection also sheds light on the names of some of those involved in the development process. In several cases those owning and developing a plot of land used a representative, who might or might not have been a professional land agent. Generally, though, the architects, or those who drew up the architectural plans, are not recorded.

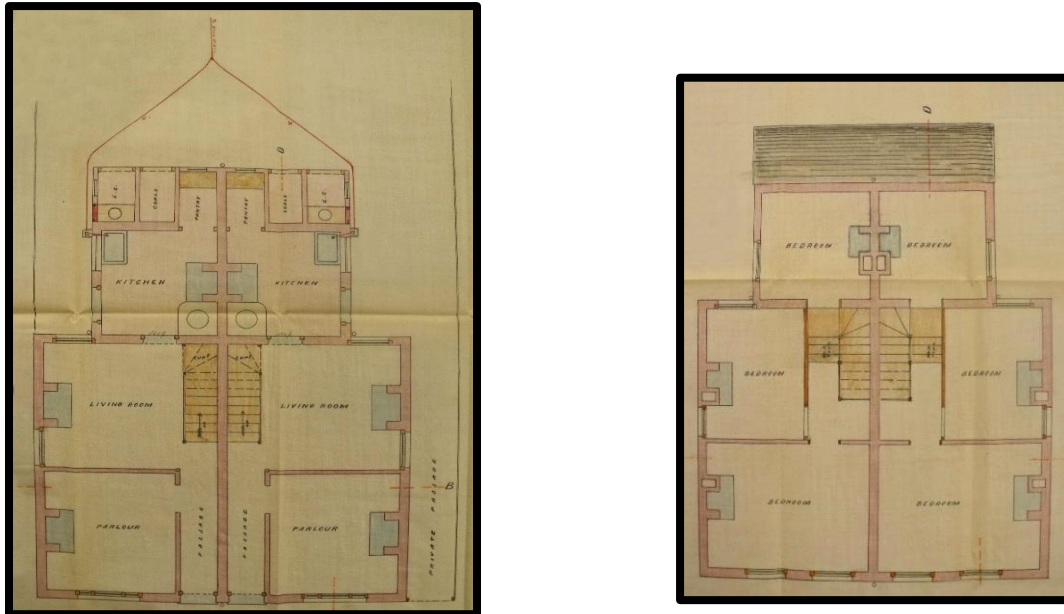
Applications for Building Permits 1890s to 1910s

Though location plans were frequently included with applications for building permits, these were often somewhat vague – more relating to measured distance from Mill or Marmora roads than to identifiable survey marks. This may be indicative of the general lack of construction on the road. Furthermore, it is likely that the completed house may have differed somewhat from what was shown in the original architectural drawings – features may have varied, and building inspection may have allowed for a bit of leeway. Hence, the matching of existing houses with the original drawings has been occasionally challenging, and errors may have occurred.

Nos 1 & 3: in June 1892 an indenture was drawn up between Albert Edward Mason¹⁰ and Frederick Stephen Cottage. It can be assumed that this entailed the passing of the undeveloped plot from the former to the latter, as in September 1893 J. J. Cottage (of Brandon Hall, Norfolk) submitted an application to the Borough for approval to erect two "private dwelling houses". Mr Cottage's agent was R. Reynolds Rowe of Park House, Parkside.¹¹

¹⁰ Buried in Mill Road Cemetery: Albert Edward Mason died 23/09/38 & Ada Agnes Mason, wife of A. E. Mason, died 29/01/1900. See <http://millroadcemetery.org.uk/mason-ada-agnes/>.

¹¹ Richard Reynolds Rowe (1824–99) was a prominent Cambridge personality in the 19th century. Among the positions he held were Engineer to the Cambridge Improvement Commissioners, Surveyor of Bridges and Public Works in the Isle of Ely, Clerk of Works to Ely Cathedral, and Cambridge town councillor. Being an engineer and architect, he was responsible for many works in and around the town including the Cambridge Corn Exchange of the mid-1870s and St. Matthew's Church in Petersfield. See <http://millroadcemetery.org.uk/rowe-richard-reynolds/>.



Figures 16 & 17: building plans for Nos 1 & 3 Madras Road. Left, ground floor, right, first floor
(CA CB/2/SE/3/9/662)

Note the simple functionality of layout, common to most house designs of the period. The houses mirror each other and hence the cost and effort of the construction, particularly of the staircases, could be minimised by having them adjacent to each other. Each room, apart from the utility rooms in the rear, had its own fireplace – and the design of chimney flues was an integral part of the architecture.

The front rooms (“parlours”) were closed off, giving a degree of exclusivity, yet it appears that everyday life went on in the less exclusive back rooms (“living rooms”). These led off directly into the kitchens, which had the basic necessities – chimney place for the oven, sink and pantry. Each kitchen had an exit leading to the toilets (water closets) and the coal room, both of which had exterior entries to prevent smell (overnight toilet use would require the use of the chamber pot) and obviate the inconvenience of coal-delivery-men traipsing through the house. Upstairs, each bedroom also had its own fireplace.

No. 2: in July 1888, an application was made by James Moore of Stockwell Street (agent - D. Crown, Catherine Street).

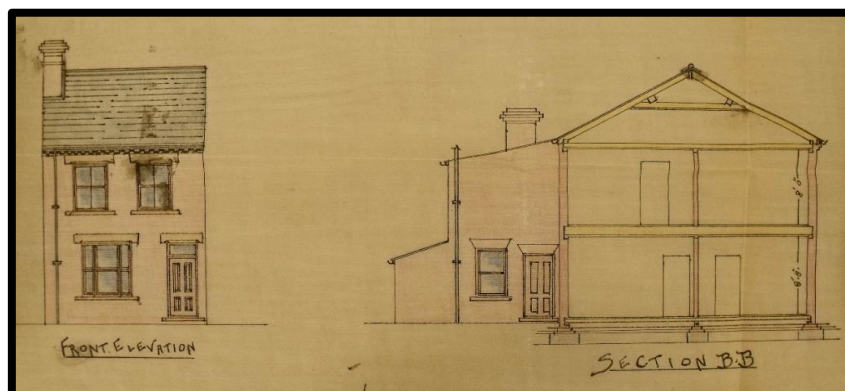


Figure 18: No. 2 Madras Road, proposed front elevation and section (CA CB/2/SE/3/9/662).

Mr. Moore, and assumedly his family, went on to occupy No. 2 until around 1908.

No. 5: in April 1902 there was an application by A. Marriott, 47 Malta Road, on behalf of Mr. J. Creek, of Great Eastern Street, and Peter Creek lived there up to c. 1910/11. Alexander Marriott was also responsible for No. 15, in July 1904, No. 21 in October 1898, and No. 35 in December 1911 (assuming it was by the same A. Marriott, having moved to 342 Mill Road).

Nos 6 & 8: in August 1910 (approved in February 1911), an application by Mr. Harry Goodwin, 285 Mill Road, to erect two cottages. Both cottages were subsequently rented out.



Figure 19: building plan for Nos 6 & 8, front and rear elevations (CA CB/2/SE/3/9/3082).

No. 14: application in April/May 1888 by Thomas Blinker, 15 Cavendish Road, to build one house designed and/or built by Reuben Slingsby, then of 5 Caius Terrace.¹² Mr. Blinker remained in residence until around 1937.

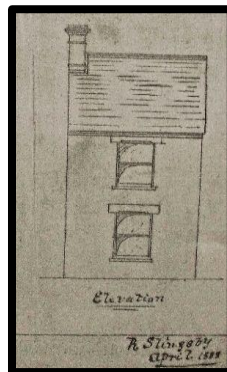


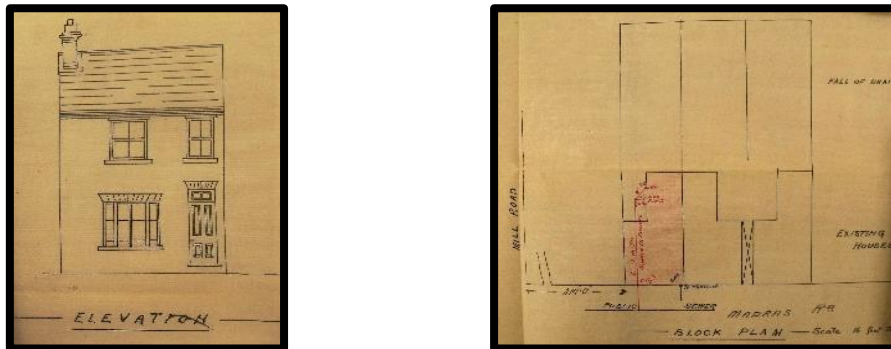
Figure 20: No. 14 Madras Road, proposed front elevation (CA CB/2/SE/3/9/103).

This was the smallest house in the street, with a side entrance. The house was altered in the 1990s – as can be seen with the current windows, yet it remains substantially the same, though with a back extension.

No. 15: application in July 1904 by Alexander Marriott, of 47 Malta Road, to erect one cottage. It appears that Marriott was active in the development of several houses in Madras

¹² The firm of R. Slingsby was founded in 1901. 31 Union Terrace (Mawson Road) was the business address and the yard was in Perowne Street. Reuben Slingsby is buried in Mill Road cemetery. (<http://millroadcemetery.org.uk/slingsby-reuben/>)

Road. Having his address in nearby Malta Road, he had the opportunity to keep his eye on what was going on. The house was auctioned in 1906.



Figures 21 & 22: No. 15 Madras Road, proposed front elevation and block plan (CA CB/2/SE/3/9/2252)

No. 16: Walter Driver of 17 Sussex Street applied for approval to build one dwelling house in February 1912. He used an agent whose name has become indecipherable, but whose address was 65 Mill Road. The house was later rented out to other parties.

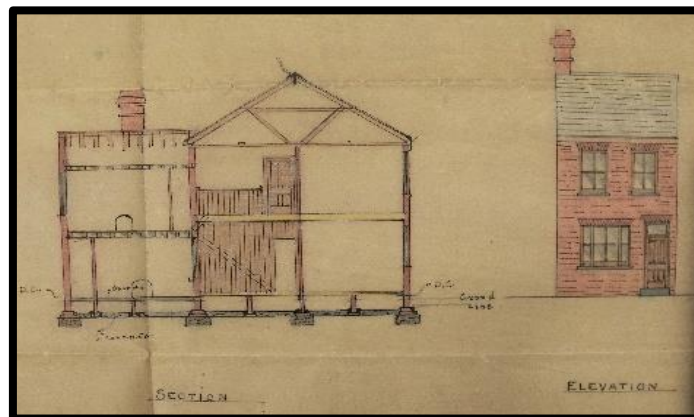


Figure 23: No. 16 Madras Road, proposed section and front elevation (CA CB/2/SE/3/9/3243)

Nos 17 & 19: application in July 1903 to erect two cottages, submitted by John L. Waldock, of 8 Lyndewode Road, acting on his own behalf.

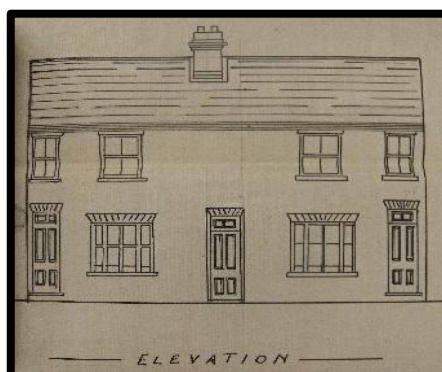


Figure 24: Nos 17 & 19 Madras Road, proposed front elevation (CA CB/2/SE/3/9/2122)

No. 21: Alexander Marriot, 47 Malta Road, applied in October 1898 for approval to erect one house. He acted on his own behalf. The house was built as an investment and was rented out.

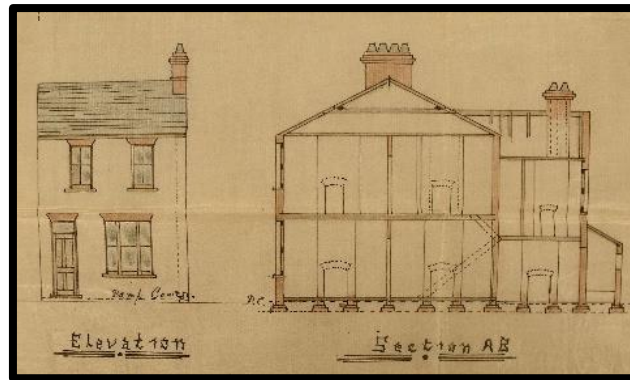
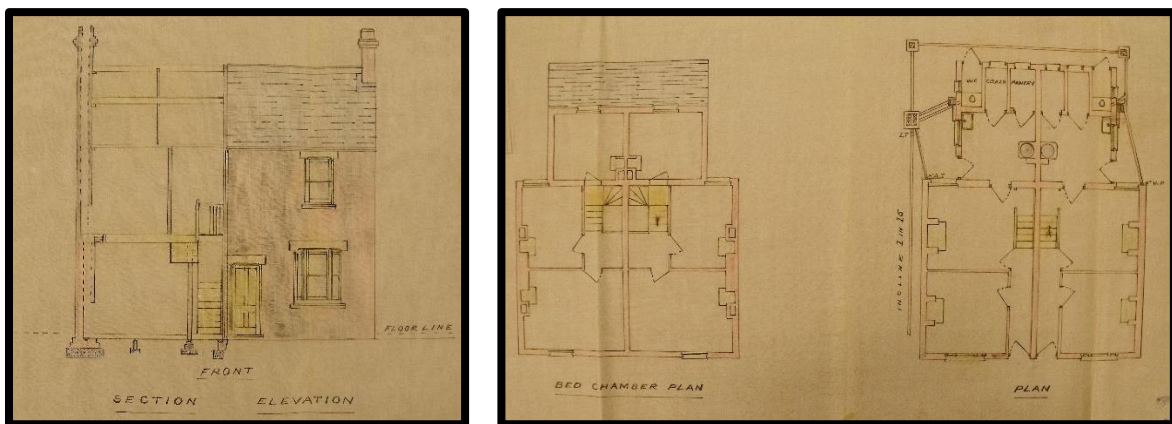


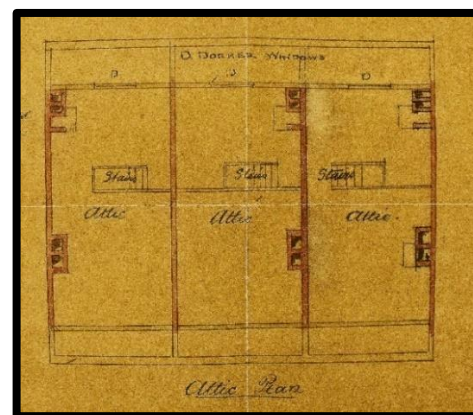
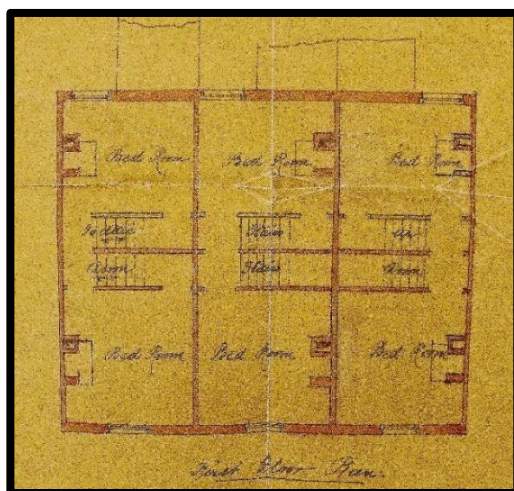
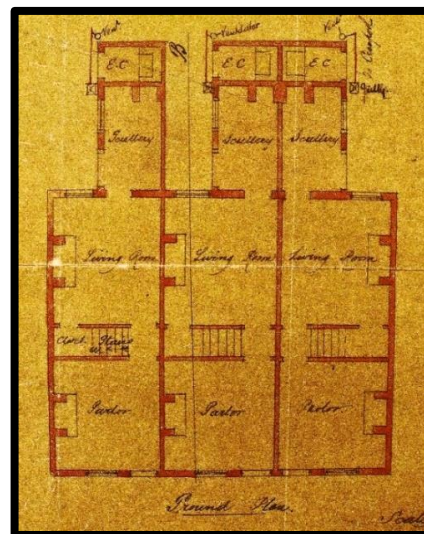
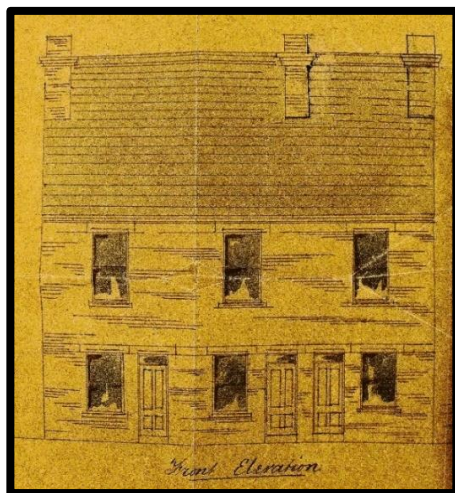
Figure 25: No. 21 Madras Road, proposed front elevation and section (CA CB/2/SE/3/9/1456)

Nos 23 & 25: in April 1901 an application to the Borough to build two houses was submitted by R. Bausor, architect of 46 Mawson Road, acting for George Willis of 198 Mill Road. According to Spalding's street directories, both No. 23 and 25 were rented out by around 1902/03.



Figures 26 & 27: Nos 23 & 25 Madras Road, proposed front elevation & section, and first & ground floor plans (CA CB/2/SE/3/9/1797).

Nos 24, 26 & 28: in November 1887 Mr. A. Langford of Henley Road (presumably Cambridge), applied to the Borough for approval to erect three "cottages". He used no agent, though it is likely an un-named architect was engaged.



Figures 28, 29, 30 & 31: Nos 24, 26 & 28 Madras Road, proposed front elevation, and ground, first and attic plans (CA CB/2/SE/3/9/54)

However, another, somewhat grander, building plan appears to have superseded the 1887 proposal. In July 1889, C. H. Payne, architect from Chesterton, submitted an application for three cottages on behalf of T. P. Francis. Whether there was a change in ownership has not been determined, yet the position and bulk of the houses seems to be much the same as the 1887 application. There is some confusion with the front door to No. 28, which is shown to the right in 1887 and the left in 1889 – it is now on the right. Furthermore, the decorative motifs are not apparent in 2020.



Figure 32: Nos 24,26 & 28 Madras Road (alternatively), proposed front elevation (CA CB/2/SE/3/9/246)

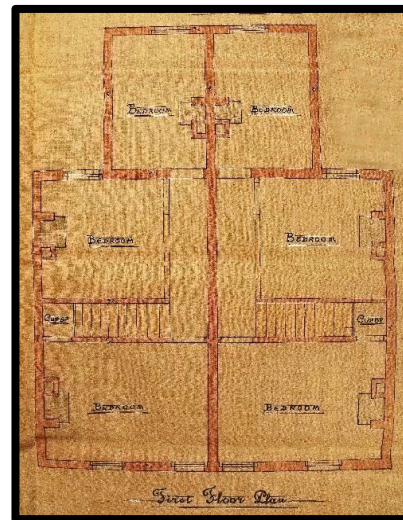
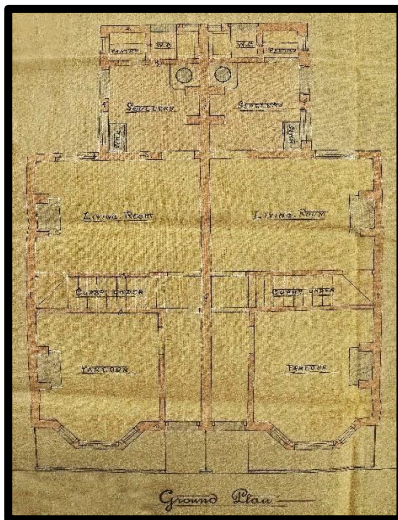
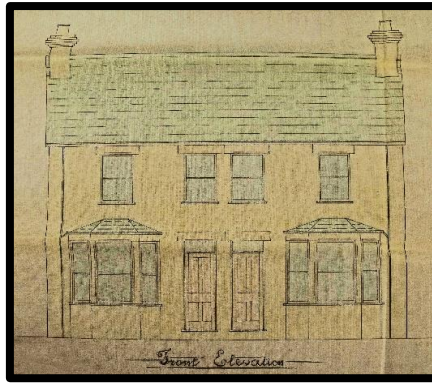
Alternatively, the 1889 application could be Nos 30, 32 and 34, as the 1901 application (see below) is also similar.

Nos 30, 32 & 34: in January 1901 Sarah Elizabeth Bull, of 29 Eden Street, Cambridge, applied for approval to erect three cottages. She also used no agent.



Figures 33 & 34: Nos 30, 32 and 34 Madras Road, proposed front and rear elevations, and ground and first floor plans (CA CB/2/SE/3/9/3079)

Nos 29 & 31: application in December 1906 by Francis John Ingpen Cornwell, 14 Hope Street, to erect two cottages. Both houses subsequently rented out.



Figures 35, 36 & 37: Nos 29 and 31 Madras Road, proposed front elevation, and ground and first floor plans
(CA CB/2/SE/3/9/2548)

No. 33: March 1896 application by D. Crown¹³ on behalf of Mary Elizabeth Brown, 62 Devonshire Road, to erect one house. Rented out, and in the 1907 Spalding's street directory referred to as "Minerva House".



Figure 38: No. 33 Madras Road, proposed front and rear elevations
(CA CB/2/SE/3/9/988)

¹³ According to Spalding's street directory a bricklayer and builder of Catherine Street.

No. 35: application in December 1911 by A. Marriott, 342 Mill Road, on behalf of Mrs B. T. Waits, 28 Mill Road, to erect a cottage. The house was occupied by John Frederick Ellis, carpenter, and presumably family, from 1912 to the late 1940s.

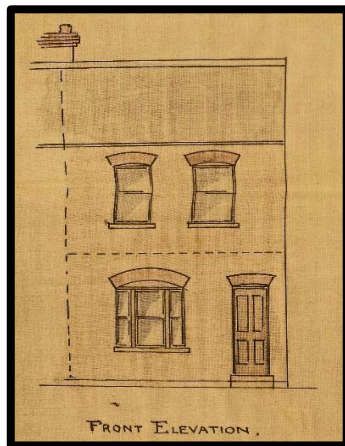


Figure 39: No. 35 Madras Road, proposed front elevation (CA CB/2/SE/3/9/3212)

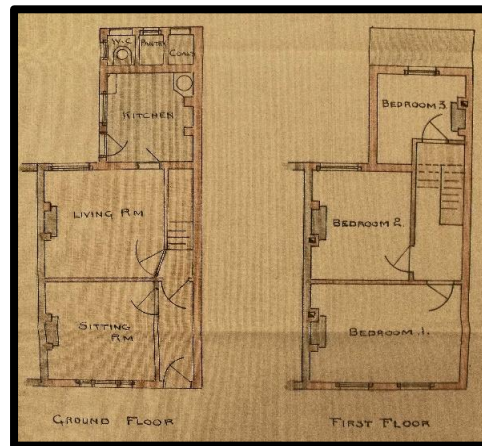


Figure 40: No. 36 Madras Road, proposed ground plan (CA CB/2/SE/3/9/3212)

The statements accompanying the house plans shown above reveal that most of the street was developed by investors from Cambridge – many, indeed, from the immediately surrounding area. The pattern may be assumed to be as follows: the open land – essentially fields – was divided into parcels of land which were then subdivided into smaller parcels serviced by road reserves¹⁴ running off Mill Road. These were then further subdivided into house lots, each fronting on to the road reserve. Individuals then purchased lots – one or several – and engaged an agent – architect or land agent, Alexander Marriott for example – to erect houses. These were often then rented out, on annual or longer leases. It was only later, generally in the 1970s or 80s, that rental properties were bought out by either sitting tenants or investors. It is noticeable that the large scale developers that dominate the market these days were absent – house construction was almost exclusively by local individuals and businesses.

Architectural Form

The houses that line both sides of Madras Road can only be described as modest. They are typical of late Victorian to early Edwardian “two up – two down” houses (two bedrooms and a front and back living room), with a ground floor back extension for kitchen, larder/scullery, coal store and toilets. Some, indeed, had a first-floor additional back bedroom. None of the houses had a cellar, cellars being rare or non-existent in Romsey Town. Nonetheless, the houses were not the most modest in Romsey, nor were they the grandest. Miss Francis, then of No. 8, is recorded in *Over The Bridge* (a publication focusing on life and issues in Romsey Town) as stating:¹⁵

¹⁴ A “road reserve”, in this context, is a stretch of land that has been earmarked for use as a road, though the actual road surface is not yet in place.

¹⁵ Sally Purkis, *Over the Bridge* (MA thesis, Department of Sociology, University of Essex, submitted June 1982).

This road [Madras] was considered to be, well, just a little bit below standards. Malta Road was absolutely it – if you lived down Malta Road you weren't anybody. Cyprus Road was a fairly good road. I think Romsey Terrace wasn't considered to be very grand; then Thoday Street was and Cavendish Road and Sedgewick Street. But Ross Street was posh. (*Over the Bridge*, No. 20, April 1983.)

She should know: the Francis family had moved into No. 8 around 1919, when William Francis was working as a driver with the Great Eastern Railway (GER).

The early 20th century houses are built almost exclusively of Cambridge stock brick – the only possible exception being No. 36, which is rendered, though quite likely with the same brick beneath. The bricks were probably from the brick and tile works off Newmarket Road (more or less where B&Q now is), and may well have been cemented using mortar from the Saxon and Norman works off Coldham's Lane.

Many of the houses on both sides of the road have a double window on the ground floor (the front living room) with two single windows on the first floor (the front bedroom/s). Exceptions are Nos 22 to 36 on the west side (one ground-floor and one first-floor window), Nos 11 and 13 on the east side (one ground-floor and two first-floor single windows), and No. 5 (one ground-floor and one first-floor double window). This does not include the houses erected since the 1960s.

On the west side, Nos 4 to 12 have a more or less contiguous double band of red brick running above the ground-floor windows, and some with a single band running at base of window height. Nos 24, 26 and 28 form a distinct group with quoin stones marking them out from the others, dormer windows, and a decorated double red brick band, which continues to the neighbouring 30 and 32 (and possibly 34, which has been given a coat of paint).



Figure 41: Nos.30 & 32 Madras Road, with red brick banding. Stone quoins of neighbouring No.28 (author)



Figure 42: Nos.18 & 16 Madras Road, disparity between No.18 (left) & No.16 (right) (author).

Nos 18 and 20 are of an early 1980s design, in a facsimile of stock brick,¹⁶ with rectangular slide – as opposed to sash – windows, and no chimney stacks, and are out of scale with the vernacular. They are slightly set-back from the road frontage of the others, possibly due to the 1960s/70s observation of the need for set-backs intended to accommodate expected road widening. Nos 38 and 40 are of a late 1990s design with a more appropriate form of

¹⁶ "Facsimile" as it is intended to be a copy of genuine vernacular "stock brick", yet is often a poor copy.

brick, sash windows, groundfloor bay windows, dormers, no chimney stacks, and of a more fitting bulk than Nos 18 and 20. They are set back as with Nos 18 and 20, though here the set-back is fenced off. No. 14 is the exception, being accessed from the side and having one rectangular ground and first-floor window.

On the east side, Nos 1 to 5 have decorative red brick bandings (No. 5 particularly so), as do Nos 21 to 25. Nos 29 and 31 is a discrete pair with bay windows – inspiring, perhaps, the bays of the more recently-built Nos 38 and 40 across the road. The pair has a set-back, which is walled, that continues to No. 35, which isn't walled. Nos 7 and 9, of a 1970s design, are also set back (similarly to Nos 18 and 20 opposite), and are of a facsimile stock brick, non-sash windows, no chimney stack and poor scaling – No. 9 has a garage inserted into its original front sitting room and a spacious porch around its front door. No. 27 is of late 1960s design, of facsimile stock brick, set back with a slight first-storey wood-cladded overhang. The first floor window might be the largest in the road.

As many of the houses were built individually or in pairs, it is interesting to note how it seems that a builder endeavoured, to some degree, to match the style of the neighbours, an example being the red brick banding.

Construction Finance

According to Stefan Muthesius in his magisterial book on Victorian and Edwardian terraced housing (*The English Terraced House*, Yale University Press, 1982), which describes the development and characteristics of the style of house – a style almost unique to the UK¹⁷ – the “cost of the land did not (generally) exceed ten to twenty per cent of the total building cost”. Hence, purchase of the plot may have been relatively inexpensive, enabling a degree of speculation among interested parties evidently, according to the names mentioned in the building applications, from the surrounding area or Cambridge in general. A plot could be bought, then some years might go by before the finance was fully assembled, architects (or builders with construction know-how) were engaged, and actual building commenced.

It is again probable – if not expected – that a local builder would have been contracted. The large-scale national construction companies of today did not exist, though some regional companies may have been more dominant than others.¹⁸

Muthesius states that “the cost of building houses in the later nineteenth century was reckoned to lie between 4d and 10d per foot cube (£0.58 - £1.39 per square metre) according to the class of house.” As Madras Road would not have qualified as upper-, or middle-class housing, the construction costs may have been around 4d or 5d per square foot. Bear in mind that £1 of 1890 is equivalent to around £82.05 in 2017 money (<http://www.nationalarchives.gov.uk/currency-converter/#currency-result>).

The records of the original applications in the Cambridgeshire Archives throw light on some local interested parties:

¹⁷ Terraced housing in other European countries tends to be more for apartments than houses, though there is “row” housing in the USA and Canada.

¹⁸ Ridgeons, for example, a well-known Cambridge company involved in the construction business, wasn't established until 1911.

Nos 1 & 3: (1893) agent R. Reynolds Rowe of Park House, Parkside (the 1895 Spalding's street directory notes Rowe & Scott, architects, including Richard Reynolds Rowe, at No. 16, Parkside);

No. 2: (1888) agent D. Crown of Catherine Street, for James Moore of Stockwell Street;

No. 5: (1956) architect and builder was D Harding, c/o Hughes & Bicknell, relative to the owner S. Harding;

No. 8: (1910) the house was built for Mr Harry Goodwin of 285 Mill Road;

Nos 24, 26 & 28: (1887) agent Mr A. Langford of Henley Road, on behalf of himself;

Nos 29 & 31: (1906) agent Francis John Ingpen Cornwell of 14 Hope Street, on behalf of himself;

Nos 30, 32 & 34: (1901) agent Sarah Elizabeth Bull of 29 Eden Street, on behalf of herself;

No. 35: (1911) agent A. Marriott of 342 Mill Road, on behalf of Mrs B. T. Waits of 28 Mill Road.

Development, at least in the initial stages, seems to have been largely undertaken by local businesses and individuals. Further research on neighbouring streets (Hobart, Suez, Cyprus, Malta) may reveal more on this. Mind you, urban development in the late 19th and early 20th centuries would mainly have been a local affair; the means to involve wider interest was absent. It may be taken that it wasn't until the 1960s/70s that national enterprises came to dominate the industry.

Herein lies a question: are the houses, built individually or in short terraces, likely to be more robust than those that are built en masse? It is intriguing to review the large-scale slum-clearances that went on throughout the UK in the 1960s and 1970s. Swathes of what was then judged as sub-standard housing were earmarked for demolition, and much of that demolition was carried out. What the then guiding criteria were is not clear, though it is likely that what was deemed poorly-built housing would have been particularly targeted. Had such criteria been applied to Madras Road, what might remain? Reference to applications to the Borough Council requiring proposed buildings to have thicker walls is indicative (see No. 1 Madras Road in Appendix 1).

It is notable that a lot of the housing that was erected to replace the poorly-built Victorian/Edwardian houses has consequently been identified as sub-standard and demolished.

The Fitted Amenities

An indication of the contents of the houses in this period can be gleaned from a notice in the *Cambridge Chronicle & Journal* for 26 June 1891 of an auction of two "well-built freehold houses" on Madras Road:

Front & back sitting rooms fitted with Register stoves,¹⁹ kitchen fitted with copper & sink with water tap over, pantry, three bedrooms, earth closet, coal place & garden. Now in occupation by Messrs. Smith & Neale at rent of £18pa. To the north [is the] property of P. G. Newman, to the south property of J. Turner.

¹⁹ The "stove" here is now more commonly known as a grate or fireplace – being open, not closed. According to the site <http://www.bricksandbrass.co.uk>, the register grate was invented by an American, Count Benjamin Rumford. With its angled sides it deflected heat into the room more efficiently than previous designs.

From this it can be seen that the houses were, generally, quite rudimentarily fitted out, though ordinarily habitable. There is no mention of a cooking range, though there must have been one. Obviously, there was no electricity or gas, but running water was supplied, which would be boiled for bathing (the well-known picture of the bath in the kitchen springs to mind).

Charles Smith, carpenter, was recorded at No. 13 in 1891, so the house in the auction may well be that. The names Neale, Newman and Turner, however, are not recorded in Spalding's street directories for the years 1891 or 1885.

Residential Occupation

Spalding's street directories – recording the occupant (whether the owner or tenant) of more or less all properties in Cambridge – were published from approximately the 1870s to 1939/40, at first every three or four years, and annually from 1910 (with disruption during the First World War). After the Second World War, the role was taken up by Kelly's in 1948, ceasing in 1975/76.²⁰ The directories record the resident's name (taken to be either the head-of-household or whoever was present at the time of recording) and occupation. Sometimes the information is quite broad, sometimes brief, yet it gives a snap-shot of the social and professional character of each Cambridge street.

For Madras Road, the earliest entry appears in the 1884 directory, when John Wade, umbrella dealer and repairer, was recorded as resident – though as this was prior to the street being built-up, Mr Wade was assigned no house number. It isn't clear which of the houses was first erected and occupied. No. 2 was subject to a building application to the Borough in 1888; No. 11 was occupied in 1891 yet may have been built earlier; No. 14 is recorded as occupied in 1891; the land of No. 19 was subject to a will in 1887 and a conveyance in 1888, though this doesn't imply actual erection or occupation; No. 22 was building land in 1891; Nos 24 and 26 were subject to a building application in 1887; No. 34 is a bit tricky: it is recorded as occupied in 1901, but may have been built and occupied earlier.

Subsequent to the noting of John Wade, one "Osborn Owers" was recorded in Spalding's in 1887 as occupying the back premises of property owned or occupied by Thomas Francis, carpenter, and William Chalkley, also carpenter. Thomas Francis and William Chalkley, however, are not recorded at any address.²¹ By 1895 the street was more developed and recording more systematic. Figure 43 below compares occupation in 1895 with 1905.

1895				1905			
No.	Use	Occupant	Profession	No.	Use	Occupant	Profession
1	residence	Henry George Whiffin	skin dresser	1	residence	Arthur Fell	police constable
2	residence	James Moore	GER shunter	2	residence	A.J. Moore	railway servant (as of

²⁰ For a complete list of the holdings of Spalding's and Kelly's directories in the Cambridgeshire Archives and Cambridgeshire Collection, see Ian Bent, Katie Blyth and Allan Brigham, *A Guide to Researching and Writing a Building or Site Report for the Mill Road Area* (Mill Road History Society, 2017), p. 26. https://capturingcambridge.org/wp-content/uploads/2017/02/GUIDE_to_WRITING_BP-2nd_edn_illustr.pdf

²¹ Nonetheless, a Thomas Pearse Francis, builder, was declared bankrupt by the *London Gazette*, 30 July 1890.

							1898)
3	garden			3	residence	George Dickerson	joiner
4	garden			4	garden		
5	garden			5	residence	Peter Creek	
6	building land			6	garden		
7	building land			7	garden		
8	building land			8	garden		
9	garden			9	garden		
10	building land			10	garden		
11	residence	Samuel Catling	carpenter	11	residence	Samuel Catling	carpenter
12	building land			12	garden		
13	residence	Walter Morley + Thomas Armstrong	painter and glazier	13	residence	Herbert Day	
14	residence	Thomas Alfred Blinker	carpenter	14	residence	Thomas Alfred Blinker	carpenter
15	not recorded			15	not recorded		
16	not recorded			16	not recorded		
17	not recorded			17	not recorded		
18	garden			18	garden		
19	not recorded			19	not recorded		
20	garden			20	garden		
21	not recorded			21	not recorded		
22	residence	Alfred Dawson + Walter Bunn	greengrocer, florist, fruiterer & market gardener + garden-er's labourer (WB)	22	residence	Alfred Dawson + Walter Bunn	greengrocer, florist, fruiterer & market gardener + garden-er's labourer (WB)
23	not recorded			23	not recorded		
24	residence	Robert Naylor	umbrella maker	24	residence	Robert Naylor	umbrella maker
25	not recorded			25	not recorded		
26	residence	Arthur Gill	labourer	26	residence	Arthur Gill	labourer
27	not recorded			27	not recorded		
28	residence	Samuel Bunn	bricklayer's labourer	28	residence	Samuel Bunn	bricklayer's labourer
29	not recorded			29	not recorded		
30	garden			30	garden		
31	not recorded			31	not recorded		
32	garden			32	garden		
33	not recorded			33	not recorded		
34	residence	Mrs Catherine Atkins + Edmund Phippen Hardy	milk carrier (EPH)	34	residence	Mrs Catherine Atkins + Edmund Phippen Hardy	milk carrier (EPH)
35	not recorded			35	not recorded		
36	not recorded			36	not recorded		
38	not recorded			38	not recorded		
39	not recorded			39	not recorded		
40	building land / gardens			40	building land / garden		

Figure 43: house occupation 1895-1905. Taken from Spalding's street directories 1895 & 1905 (CA)
 "Garden" and "building land" are expressions used in the Spalding's street directories

The 1895 data shows that a good thirty-one plots had not yet been built upon. Furthermore, many of the undeveloped plots are categorised as "garden", and vegetable gardens they may well have been, though who the gardeners were remains unknown – Alfred Dawson of No. 22 may have been involved. Other plots are "building land", seemingly implying that building work of some form was underway. By 1905 two more houses had been built (Nos 3 & 5) yet some of what was "building land" in 1895 had become "garden" – does this imply that the initial building budget ran out? Note that there is no No. 37, the last house on the east side being No. 35.

The occupations of the residents were distinctly “town” as opposed to “gown”, and though Romsey Town was noted for its railway employees, there is only one recorded in both 1895 and 1905, possibly a sign of the half-development of the street.

Concerning owner-occupation, it appears from the records held by the Cambridgeshire Archives that only No. 2 was occupied by the person who had applied for building approval: that was Mr James Moore, previously of Stockwell Street, in July 1888; all others were most likely tenants.

Charitable Relief

An indication of the circumstances of several of the occupants of Madras Road in the late 19th and early 20th centuries can be seen in the records of the Cambridge Charity Organisation Society, which are held by the Cambridgeshire Archives. This Society was established in the late 19th century in order to direct aid to the needy of the working classes.²² The records contain a wealth of information on the applicants and their circumstances. Two of these records relate to Madras Road.

Arthur Gill

On 10 June 1893, the case (No. 2332) for Arthur Gill of 26 Madras Road was submitted by the Rev. E. C. Marshall, St Philip’s District. Mr Gill, originally from Cumberland, and his family had been at No. 26 for two and a half years. The landlord was Miss Bull of 27 Sidney Street; the rent, which was 3 shillings per week, was collected by Mr Duncombe. Assistance was being asked for Mr Gill on account of his seemingly long-lasting, though undefined, illness, during which he was unable to work.

The occupants of the house were listed as: Arthur Gill (age 33), employed at the telegraph department GER (foreman W. Clark) at 19 shillings per week; Caroline Gill (27), who did washing for Miss Edwards of Market Street, earning 2/7²³ per week; Clare, 8, and Lily May, 5, both attending the Catharine Street School; Alfred, 3; Percy, 2. Another child, Louie, 9, was staying elsewhere with his grandmother.²⁴

The Gills were not members of any benevolent clubs or societies, and their nearest relation was Mr Gill’s mother-in-law, Mrs Flack.²⁵ Their doctor was Dr Butt and their District Visitor was Miss Blackburn, who organised some relief – two pints of milk and some coal. Their references in the application were W. Prior, baker, and W. Austin, coal merchant. The application’s report reads:

R. O. Worthy can give no information about applicants. Mr Duncombe says applicants pay their rent – knows but little of them. Mr. First, applicant’s employer, says applicant has worked for him about a year &

²² The Charity Organisation Society was established in London in the 1860s/70s, and local branches were subsequently founded in many towns and cities. The basis of the organisation appears to be the implementation of the Poor Law and the most effective and ethical means of delivering relief for the poor: “outdoor” or “indoor” (i.e. workhouse or local relief). (https://strathprints.strath.ac.uk/46314/1/Harris_2007_Charity_and_poor_relief_in_England_and_Wales.pdf)

²³ “2/7”: standard shorthand form for 2 shillings and 7 pence.

²⁴ A later son – Frank Elias Gill, born 1898 – enrolled in the 1st/1st Battalion the Cambridgeshire Regiment and was killed in action in September 1916 in France, buried in France and is commemorated in Mill Road Cemetery on the grave in which his parents are buried. (<http://millroadcemetery.org.uk/gill-frank-elias/>)

²⁵ Possibly connected to the Flack family resident in Hobart Road.

a half & is a very good man – hopes he will soon be well enough to return to his work – he gets no pay while ill but he thinks the other workmen intend making a gathering for him this week – does not know for certain – his wages when at work is 3/4 per day.

Mr Pryor, baker, says applicants have dealt with him for about two years & are very honest people. Mrs Cowell, whose husband is a coal dealer Mill Road (very respectable people I believe) says applicants wife may often been[sic] seen going to the public house with a young man, her cousin, & it is said by some that they are on far too intimate terms with each other. Mrs Brown, shopkeeper Mill Road, says the same [...] Miss Blackburn, deaconess has heard the same rumour but knows very little of them.

I visited applicants house which was clean & comfortable – found the man ill in bed.

The decision: on 23 January 1893 a decision was deferred for a fortnight with, it seems, 6/6 weekly (4/- in kind) being disbursed. A certain “E.E.H.”, evidently a significant person at the charity, stated that Mr Gill “must join a club or would not be able to be helped on another occasion”. On 6 February Mr Gill was still not yet able to work. However, on 11 February it was stated that he “intends starting work on Monday but would be glad if a little help would be given to his wife for the week – his work lies away from home – promises to join a club soon”. On 13 February the case was dismissed with grant of 6/- for that week.

On the evidence of Spalding’s street directories, Arthur Gill was resident at No. 26 until around 1922/23, after which Mrs Gill was recorded, remaining there until 1951/52. Born in Cherry Hinton in 1866, she died in 1952 at the Cambridge Maternity Hospital, Mill Road (now Ditchburn Place — <http://millroadcemetery.org.uk/>).

Robert Naylor

On 16 July 1895 Robert Naylor of 24 Madras Road had his petition (No. 2706) submitted:

I Robert Naylor having had the misfortune to loose[sic] my pony. Coming home from Newmarket it was taking[sic] ill and died as soon as I arrived home. I have no means of getting another and cannot get a living without one. I now appeal to kind friends for support.

The record states that Mr Naylor’s birthplace was Dereham, and his previous address was Malta Road where he rented a house from the same landlords as in Madras Road – W. Duncan & W. Smith, baker.

Robert & Mary Naylor, both aged 23, had had two children, but both had died. They were umbrella makers with an estimated weekly income of 20 shillings. Their weekly rent was 3 shillings 3 pence. They were members of no club, trade or beneficial society, and their closest relations were his mother and mother-in-law. They stated they had no relations who were able to assist them.

Mrs Naylor’s doctor was W. Hills & W. Doughty at the dispensary, Newmarket Road. Their references were W. Marriott, Madras Road, W. Bidwell, butcher, Mill Road, and Mr Cowell of Coldham’s Lane.

CAMBRIDGE CHARITY ORGANISATION SOCIETY.

Case No. 2706 Date July 16th 1895

Surname Naylor Case sent by The Mayor Oh. District St. Andrew's Birth Place Dereham

Present Address 24 Madras Rd., Mill Pt. Time at each 1 1/2 Mts.

Previous Address 12 Mts. from present place in another house same name in the same road under same landlord

Assistance asked for petition

CHRISTIAN NAMES	Married, Single, or Widow	AGE	OCCUPATION, Outdoors or School	NAME AND ADDRESS OF PRESENT (OR LAST) EMPLOYER	Time out of last Employ.	Time out of last Employ. (last 12 months)	CAUSE OF LEAVING EMPLOY.	When last in Receipt of Fuel Wages	WEEKLY INCOME.	Present.
Robert	m	23		Umbrella-maker					20/-	
Mary	m	23		Helps her husband with umbrellas						
Two children both dead										

No. of Rooms occupied 6 Club, Trade, or Benefit Society None Parish M.C.

Weekly Rent 3/3 What next relations Mother & wife's mother Charitable Persons

Rent due (if any) three weeks Relations able to assist None Club, or Benefit Society

Amount of Pawn Tickets none Doctor Mr. Hills & Mr. Douglas at the Dispensary Relations

Other Debts none District Visitor Newmarket Road Total from all sources

References Mr. Marriott, Madras Road - Mr. B. Duncomb, Butcher, Mill Road - Council, Cambridge

Statement of Applicant I saved & scraped to raise enough money for my last pony by raising poultry &c. It cost £4.10 but it died the day after I bought it. I need a pony to carry on my trade as I go round the villages with my umbrellas. My earnings are very irregular. In a good week I might perhaps take 25/- My wife is in poor health.

* wife

Figure 44: Robert Naylor's application to the Cambridge Charity Organisation Society, 16 July 1895 (CA CCOS case file no.2706)

Mr Naylor's statement read:

I saved and scraped to raise enough money for my [...] pony by raising poultry. It cost £4.10 but it died the day after I bought it. I need a pony to carry on my trade as I go round the villages with my umbrellas. My earnings are very irregular. In a good week I might perhaps take 25 shillings. My wife is in poor health.

The report stated:

Mr Duncombe says as tenants he has no fault to find with applicants. They are half gipeys[sic] and are consequently rather of a low type. Mrs Smith says applicants used to be her tenants [...] they are of a low class. She can say nothing in their favour for the[y] broke the garden fence & burned it, got a good deal behind with their rent & then when she spoke to them they abused her. She forgave them some rent and got rid of them.

Mr Marriott says applicants are steady & considering the class they belong to & the bringing up they have had they are better than might be expected. With regard to the pony which died it was a sorry animal. Still it was a bad job for them – although he thinks fairly well of them he declines to be surety. Mr Cowell says he knows nothing special against them & he is sorry the pony died but he does not think they are quite depending on a pony for their living they are both [...] and are able to walk about the country and earn a living.

I visited applicant and found him in his back yard mending umbrellas. He said he had not got any sureties for a loan. I found Clark there a young man who had a loan for a pony & cart some time ago and was told he was lodging with them. Mrs Bidwell says she knows very little of the applicants. They deal with her occasionally and she has seen them out with umbrellas. She has also seen the man out with a one arm young man hawking fruit.

The decision, taken on 22 July 1895, was that the petition be dismissed as ineligible. On 24 July the case was forwarded to the Rev. T. W. Thomas and to the Mayor. According to Spalding's street directories, the Naylor's had left No. 24 by 1898, replaced by Joseph Manyweathers, labourer.

DEVELOPMENT FROM THE 1910s TO THE PRESENT

By 1915 the situation had changed considerably, and more so by the early 1920s. According to Spalding's street directories, three houses continued to be occupied up to 1923/24 by the 1895 householder or his/her family: No.14 (Blinker), No.26 (Gill), and No.28 (Bunn).

In 1915 there were ten undeveloped lots, and this would remain the case until the late 1960s when No. 27 was erected.

The number of occupants recorded in 1915 as working for, or associated with, the railway increased to seven, while by 1923/24 that number had grown to ten (taking Mr Whitehead of No. 25 – 1919/20 to 1969 – as collecting tickets for rail rather than bus). Carpentry was widespread, indicating the booming local building business, and it is notable that several occupants must have been employed in the nearby Saxon and later Norman cement works. Was Percy Turpin, "cement worker" of No. 13, related to the Turpins of the wood yard on Mill Road? Interestingly, Mr. Moore at No. 31 is recorded as a "motor driver", an exceptional job in the early 1920s – he later moved on to a railway job.

There are a number of occurrences in the period 1915–35 that have been recorded by the Cambridgeshire Archives and the Cambridgeshire Collection.

Address	Date	Occurrence
No. 1	08/17	House to let, apply to 87 Mawson Road. Occupant at time: Frank William Watson (CC BNA CDN).
No. 1	06/20	Auction of freehold dwelling house by auctioneer Robert Bell. Occupant at time: John Pettit, blacksmith (CC BNA CDN).
No. 1	1921	Conveyance by Ernest C. Cottage, executor of the will of Frederick S. Cottage, to Mr Harry Goodwin, 285 Mill Road (CC 139/29).
No. 4	1914	John Marriott, carpenter's apprentice, boarding at No. 4. Killed in WW1 on 24/11/14 (CC BNACIP).
No. 13	15/08/19	Ernest & Millie Southerhill charged with damaging crop of sainfoin (CC BNA CIP).
No. 16	08/19	Frederick Brand, with Leonard Flack of 11 Hobart Road, charged with damaging sainfoin, pleaded not guilty (CC BNA CIP).
No. 17	24/03/05	Fred Sharp, baker's porter, cautioned for playing pitch & toss in the road (CC BNA CIP).
No. 18	09/19	Auction by Robert Bell of building land abutting No. 22 on instructions of executors of will of the late J. Dawson. Planted with fruit trees (CC BNACIP).
No.21	04/35	Sale of house (let to Mr F. Edwards on a weekly tenancy at £19.10.0 pa). Containing front sitting room with marble mantel & stove / living room with portable range & cupboards / kitchen with portable range, copper & sink / pantry / tiled pathway to outside WC / back entrance / 3 bedrooms with stove (CC 515/SP1418).
No. 22	9/19	House for auction (on instructions of executives of will of the late J. Dawson), with "cart entrance at side" leading to a 2-storey building suitable for garage, workshop, builder's, occupied by Mrs Sparrow at £16 18s pa (CC BNACIP).
No. 28	01/19	Private H. Bunn, 2 nd Duke of Wellington's Reg, identified as a POW, but reported as safe (CC BNACIP).
No. 35	3/01/13	John Ellis (occupant) found Mrs Alice Louise Hanks, widow of Charles Hanks, hanged dead from a clothes peg (CC BNACIP).
No. 38	09/19	Advertised as building land abutting No 36 for auction by Robert Bell on instructions of executors of will of the late J. Dawson (CC BNACIP).

Figure 45: some noted occurrences in Madras Road, 1915 to 1925 (CA and CC)

John Marriott, boarder at No. 4, was killed in the early months of the First World War.²⁶ Private William Flack of Hobart Road (presumed close relative to Leonard Flack – see No. 16 above) was reported killed in action in April 1917²⁷ (*Cambridge Weekly News* 27 July 1917).

²⁶ Being a carpenter's apprentice, Mr. Marriott most likely would have been either a reservist or one of the earliest volunteers. It is not known which of the armed forces he was in, though if it was the army he may well have been one of the volunteers under Lord Kitchener's "New Army", in which case he may have met his end at the First Battle of Ypres, but this is speculation.

Ernest and Millie Southerhill's, and Frederick Brand's, damaging of sainfoin, then a widely-planted form of green manure which also produced excellent hay, may have taken place on the fields south of the old Newmarket rail line – fields which would be turned to housing in the 1930s. Why would they be damaging a crop? Was there a picnic on private land?

Pitch and toss is a simple form of gambling involving tossing coins at a wall – the “house” (the operator) habitually taking all. The authorities deemed it unlawful.

The auction of land at No. 18 shows that the property was planted with fruit trees – this must represent the “gardens” frequently recorded in Spalding's street directories. No. 18 later (late 1920s/early 1930s) became the yard of Hard & Dickerson (a local building firm). It wasn't built upon until the early 1980s.

Private H. Bunn of No. 28: the Duke of Wellington's Regiment was engaged during the First World War in actions on the Western Front and at Gallipoli. Harry Bunn may have been involved in any of these and seems to have made it through. He was recorded as at No. 28 until at least 1975.

The story of Mrs Alice Louise Hanks is more cheerless. It is recorded that she came to stay with the Ellis's after the demise of her husband, Charles. She didn't recover from the loss and committed suicide. That it was from a clothes peg that she hanged herself indicates the degree of her distress. She was found thus by Mr Ellis upon his return from work.

No. 38 was not built upon until the late 1990s.

The 1927 Ordinance Survey map (Figure 46 below) shows the housing in the road much as it would remain until the 1960s. On the east side are Nos 1, 3, 5, (gap), 11, 13, 15, 17, 19, 21, 23, 25, (gap), 29, 31, 33, 35. On the west side Nos 2, 4, 6, 8, (gap), 14, 16, (gap), 22, 24, 26, 28, 30, 32, 34, 36, (gap). As can also be seen on the 1903 map (Figure 10 above), the plots on the southern end of Madras face on to Marmora Road – this was not the case with Hobart Road. Note, however, that Hobart is now connected, in a seemingly round-about way, to Marmora. Allotments occupy the land where Montreal Square would later be. Note also the timber yard (Turpin's) and iron works (Macintosh's), barely visible on the north side of Mill Road.

²⁷ Another Flack - Herbert Charles – of Cyprus Road died in November 1918 in the “Spanish Flu” epidemic.
(<http://millroadcemetery.org.uk/flack-herbert/>)

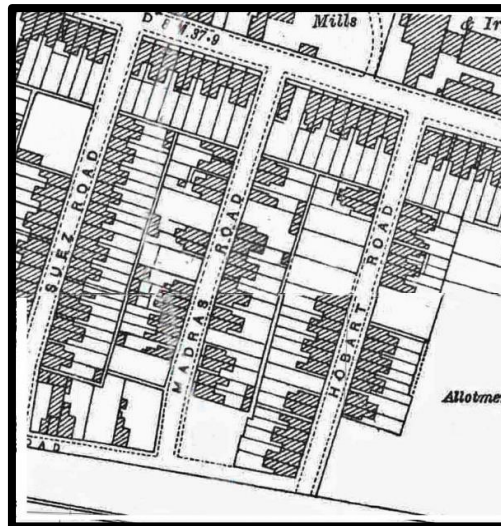


Figure 46: Madras Road as shown in Ordnance Survey map of 1927.

Development in the 1930s and 1940s

The character of the road must have been changed in the 1930s through the removal of the old Newmarket rail line and the development of housing on the land to the south – the south side of Marmora Road and the Suez and Hobart Road extensions.

Furthermore, the north side of Marmora Road was infilled with new housing. In February 1931 Mrs Edith Maud Kirby of 92 Thoday Street applied to erect a four-bedroom house. The actual site is uncertain, and it may be that nothing came of Mrs Kirby's intentions. In June 1931 Herbert J. Haynes of 97 Cherry Hinton Road (recorded in Spalding's 1932/33 street directory as a builder and undertaker) applied to erect a pair of three-bedroom houses. These are now Nos 31 and 33 Marmora Road, largely unchanged except for back extensions. Nos 35, 37, 39 and 41 are recorded in Spalding's as occupied by 1937/38.

A plan accompanying File No. CB/2/SE/2/1/17/1 (Cambridgeshire Archives) shows the situation at the southern end of Madras in 1926. Here, it can be seen that the plots are vacant where Nos 38 & 40 on Madras would be built in the late 1990s, as are the plots where Nos 31 to 41 on Marmora would be built in the 1930s. Moreover, the Marmora Road connection to Hobart appears to be complete. There is no mention of any GER, or LNER, rail track.

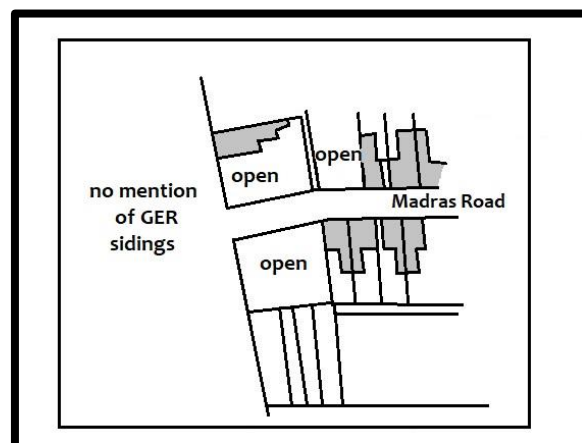


Figure 47: southern end of Madras Road in 1926, adapted from plan accompanying CA File No. CB/2/SE/2/1/17/1

Over this time, the economic, and thereby residential character, did not significantly change – Madras Road continued to be solidly town, not gown.

1935/36				1951		
No.	Use	Occupant	Profession	Use	Occupant	Profession
1	residence	Moles		residence	Arthur Stanley Cresswell	
2	residence	Mrs Gilbey		residence	Mrs. L. R. Gilbey	
3	residence	Horace Wilson	LNER fireman	residence	Horace Wilson	
4	residence	William Linseay	Driver LNER	residence	William Linseay	(LNER driver 1939/40)
5	residence	S. Harding	railway fireman	residence	Sidney Harding	
6	residence	Frederick Taylor	LNER servant	residence	Ted Purkis	
7	garden			garden		
8	residence	Wm Francis	driver LNER	residence	Mrs. E. A. Francis	
9	garden			garden		
10	garden			garden		
11	residence	Edward George Gates	cordwainer	residence	Frank Gates	
12	garden			garden		
13	residence	Wm Barton	packer	residence	William Barton	(packer 1939/40)
14	residence	Thomas Alfred Blink- er	carpenter	residence	Jas Louis Riches	
15	residence	F. E. Tomlinson	LNER	residence	Alfred W. Palmer	
16	residence	Alfred John Minns	labourer	residence	Alfred Minns Jr	
17	residence	J. O. Andrews	traveller	residence	Jas Oscar Andrews	(traveller 1939/40)
18		Hard & Dickerson	builders' yard	garden		
19	residence	Charles Fiske	acting driver LNER	residence	Frederick Lilly Jr	
20	garden	Hard & Dickerson	builders' yard	garden		
21	residence	Frederick Edwards	fireman LNER	residence	Frederick Edwards	
22	residence	Joseph F. Ison	labourer	residence	Patrick O'Hannan	
23	residence	Frederick Holmes	retired constable	residence	Papworth Jr	
24	residence	F. Cornwell	(cement worker)	residence	Norman Goodchild	
25	residence	Alfred J. Whitehead	ticket collector	residence	Alfred J. Whitehead	
26	residence	Arthur Gill	labourer	residence	Mrs. C. Gill	
27	garden			garden		
28	residence	Harry Bunn		residence	Harry Bunn	
29	residence	Ernest Southerhill	fireman LNER	residence	Frank Harrison	(LNER guard 1939/40)
30	residence	Charles Walter Curtis	labourer	residence	Charles Walter Curtis	(labourer 1939/40)
31	residence	F. W. Moore	fitter's mate LNER	residence	Mrs. F. Moore	
32	residence	Osbert Thomas Fox	postman	residence	Osbert Thomas Fox	(postman 1939/40)
33	residence	Frederick Baish	tailor	residence	Mrs. E. Baish	
34	residence	Albert Victor Clark	fireman LNER	residence	Albert Victor Clark	(LNER driver 1939/40)
35	residence	John Frederick Ellis	carpenter	residence	Mrs. A. Ellis	
36	residence	Mrs Hunt		residence	Miss C. Hunt	
38	not recorded	-		not recorded		
39	not recorded	-		not recorded		
40	not recorded	-		not recorded		

Figure 48: Spalding's street directory 1935/36 with Kelly's Directory 1951 (CA)

The chart above (Figure 48) shows a strong degree of continuity.

At No. 26, the Gills had been in residence since 1891, first Arthur Gill (who had applied for charitable assistance in 1893) then Mrs C. Gill up to 1951. Thomas Alfred Blinker, carpenter, was at No. 14 also in 1891 and still there in 1935/36.

Samuel Bunn, bricklayer's labourer, was recorded at No. 28 in 1895, with Harry Bunn, presumably his son, there from 1935/36 and still there at least until 1975.²⁸

The three "long-term residents" traced back to 1912 are Edward George Gates, John Frederick Ellis and George Hunt: Edward George Gates, cordwainer, was in No. 11, with Frank Gates, quite possibly his son, there in 1951 and in 1969; John Frederick Ellis, carpenter, was at No. 35 with Mrs. A. Ellis, possibly his widow, continuing to at least 1955; George Hunt, labourer, was at No. 36, then Mrs. Hunt in 1919/20, and Miss C. Hunt in 1951 (who also continued to 1975).

Frederick Baish, tailor, was at No. 33 in 1912, with Mrs E. Baish continuing to at least 1955.

Osbert Thomas (or Thomas Osbert) Fox arrived at No. 32 in 1914 and was there in 1951, with Mrs S. A. Fox remaining in residence to at least 1955. Albert Victor Clark, fireman GER, was recorded at No. 34 from 1914 to 1955, with Mrs Clark continuing to at least 1975.

William Linseay was at No. 4 in 1916 and remained there to at least 1975.

Four families first recorded in 1919 were there in 1951: the Gilbeys at No. 2 (continuing to at least 1955); the Francis family at No. 8 (continuing to at least 1975); the Edwards family at No. 21 (also to at least 1975); and the Moores at No. 31 (up to at least 1969).

This continuity in occupation is all the more remarkable since the occupants were mostly tenants. Tenancy (which was far more widespread in the decades up to the 1980s) facilitates mobility – there is relatively little financial capital tied up in the house – yet social capital (local friends and familiarity) may have been accorded greater importance. Alternatively, moving might simply have been inconvenient. It is notable how many widows and sons and daughters continued in residence after the demise of the original male registered householder. There must, for many years, have been a great sense of social stability in the street. Nonetheless, while the social fabric may have been robust, the physical fabric was slowly deteriorating.

Two other bits of information throw some light on life in the road in the 1930s:

In April 1935, No. 21 was advertised as for sale. It was described as containing a front sitting room with a marble mantel and stove, a back living room with range and cupboards, a kitchen with range and copper and sink, a pantry, tiled pathway to outside WC, and three bedrooms with stove. The house was currently let to Mr. F. Edwards on a weekly tenancy at £19.10 annually.

In March 1939, it was reported that train diver Charles Fisk (Fiske) of No. 19 was involved in the Hatfield Crash, in which the Cambridge to King's Cross train was hit by another resulting in the death of Annie Odell of Sandy (*Cambridge Daily News*).

²⁸ "at least": the street directories (Kelly's) ceased publication in 1975. Moreover, in the 1950s they were published only four times – 1951, 1953, 1955, 1957 – so it is often impossible to determine in precisely which year an occupancy ceased. Furthermore, unlike Spalding's directories, Kelly's did not record residents' occupations.

The Old Cambridge to Newmarket Railway Line

While the 1927 map (Figure 46 above) does show the railway reserve²⁹ running along south of Marmora Road, it does not indicate the presence of the railway line. This map, indeed, and the earlier 1925 OS map, labels the reserve “old railway”.

The Disused Stations website usefully states that:

[... the] layout (of Cambridge Station) was altered in 1896 by deviating the Newmarket line approaches with a new alignment curving round to the north of the Romsey Town area [...] to a new junction with the Ely–Cambridge line at Coldham[sic] Lane Junction. This avoided the delays caused by the previous difficult crossing of main lines to enter Cambridge station. The old alignment was retained as a siding for carriage storage until at least 1910 but disconnected at Brookfields – the point of commencement of the deviation half a mile west of the former Cherry Hinton station. (http://www.disused-stations.org.uk/n/newmarket_second/).

This railway reserve, though no longer used after approximately 1910, proved to be a major obstacle to the development of the land lying to its south – land, stretching to Cherry Hinton Road, largely owned by Jesus College; it determined the southern extent of Romsey Town. This subject is discussed further in the next section.

Another development concerning railways had occurred in 1923: the Great Eastern Railway (GER), formed in 1863 and serving much of East Anglia, was incorporated into the London and North Eastern Railway (LNER), which continued until nationalisation in 1948. Approximately twenty-three of the occupants of Madras Road recorded by Spalding’s street directories between 1890 and 1940 declared themselves to be working for the railway. Job descriptions range from fireman, driver, shunter, porter, guard, ticket collector, carman, line-man, engine fitter, clerk, checker and servant to simple “employee”.

The Development of the Jesus College Estate (“Station Building Estate”)

The 1938 OS sheet below (Figure 49) shows Madras Road much as it was in 1927, though there appears to be some infill at the back of No. 22 (a two-storey workshop building had been erected at the back in the 1910s, though this wasn’t indicated in the 1927 map). The surrounding area, though, has undergone some considerable change – the railway reserve has gone, enabling the land south of Marmora Road to be developed with new housing which, essentially, continues to Cherry Hinton Road. Yet the map indicates that these housing blocks are still planned (or in construction). Note that the outlines of Montreal Square and Nos 35 to 41 Marmora Road (at the south east end of Madras) are shown.

²⁹ A “railway reserve”, in this context, means a stretch of land which used to be, or has been earmarked for, a railway.

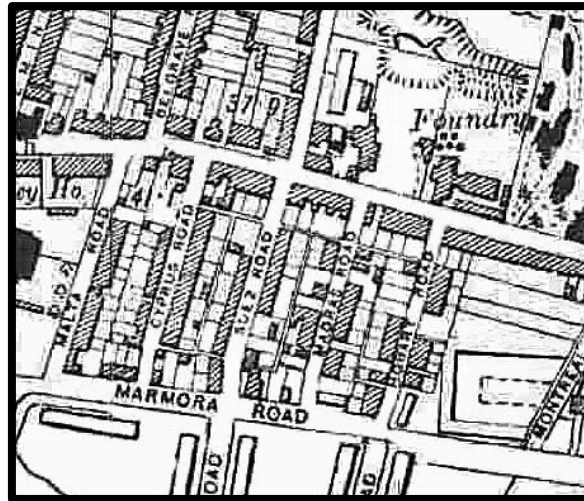


Figure 49: Ordnance Survey map of 1938.

Figure 50 indicates parts of the land that were owned by Jesus College in the vicinity of Romsey Town (outlined in red – the estate extended further to the north and south). Romsey Town appears to encroach upon the estate, yet, in the area of Madras Road, its spread southwards is obstructed by the old Newmarket railway line. Marmora Road, as seen on 1901/03 and 1927 maps (Figures 45 & 10 above), ran along the north side of the railway line and appears to have given access only to a few houses.

The Jesus College estate was mainly agricultural land, and, as is obvious from the map below, it abutted built-up areas of Cambridge. Development pressure for its conversion into urban use was building up, yet was hindered by lack of access – the only ready access was from Cherry Hinton Road. Hence, a link, or series of links, had to be made to Romsey Town, across the old railway line.

The map shows an initial concept of urban development: the alignments of Coleridge Road, Rustat Road and Davy Road/Radegund Road are there, though the latter has a wide splay before connecting with what would become Perne Road. This area, lying between Mill Road and Cherry Hinton Road, came to be called the “Station Estate”. (Many of the roads of the estate came to be named after notable Jesus College associates: Tobias Rustat, Humphry Davy, Samuel Taylor Coleridge, Sir Fulke Greville, Richard Fanshawe, and, indeed, Saint Radegund.) More significant for Madras Road is the Suez Road extension.

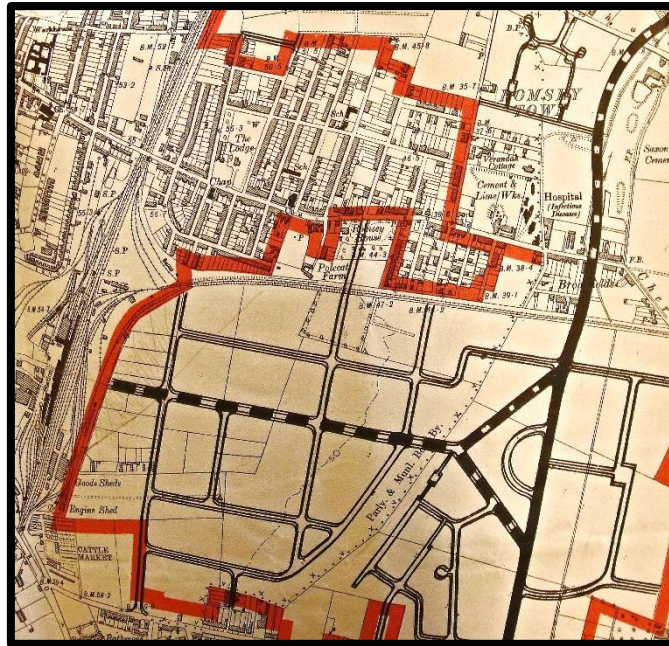


Figure 50: Late 1920s/early 1930s: the red line indicates the boundary of part of the estate owned by Jesus College in the Romsey Town vicinity, with draft road layout for possible future development (Jesus College Archives)

However, prior to any scheme going ahead, the Great Eastern Railway (GER) company had to relinquish ownership of the old Newmarket line. By the 1910s/1920s negotiations between the interested parties – Jesus College, the Borough, GER and its agents – were entered into as to how to proceed. This is indicated in records held by the archives of Jesus College that show that the college, or fellows of the college, had begun to take an active interest. Figure 51 reproduces a letter, dated 18 January 1919, to J. H. H. Goodwin of Jesus College from Carter Jonas & Sons (land agents, presumably representing the college at that time, and still – 100 years later – very active in Cambridge and beyond) concerning the proposed development of the Station Estate. The “Lithographed Plan” referred to may well be the same as that shown in Figure 50. The thrust of the letter is that Carter Jonas advises Jesus College that, in its opinion, only the northern part of the estate is “suitable for a Housing Scheme” – presumably the land shown in Figure 50 – yet access must be gained from Mill Road. The elongated disused railway must be acquired and dismantled, yet by whom?

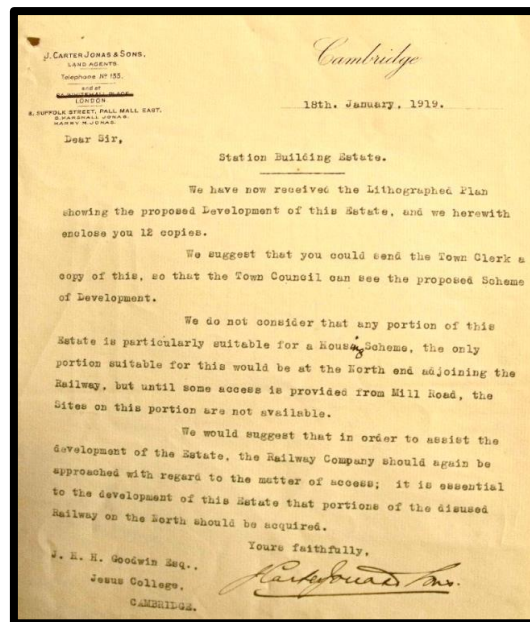


Figure 51: 1919 letter from Carter Jonas to J. H. H. Godwin of Jesus College concerning the development of the “Station Estate” (DSCF6447, Jesus College Archives)

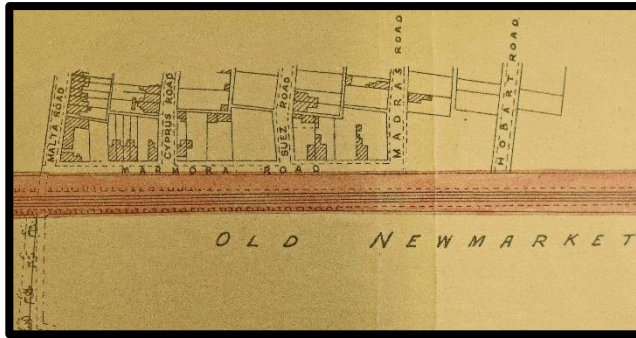
If there was fuller correspondence at the time it is not available or has not been seen by the author; the subsequent communication appears to be a letter dated 17 August 1921, from S. A. Parnwell, of the GER Land Agents Department at Liverpool Street Station, to J. E. L. Whitehead of the Cambridge Borough. Here it is stated that an exchange of land (comprising 7 acres, 2 roods and 34 poles) between Jesus College and the company should satisfy all parties – the Borough evidently acting as the go-between. Further correspondence between the Borough and Jesus College in 1922 gives the impression that there was some misapprehension over who was exactly responsible for what, and one letter from the college to the Borough states that the college has been active in pursuing the matter of the removal of the old railway line for the past twenty years, and furthermore states that:

the acquisition of the old railway would also enable other Streets on the North side of the railway to be linked up with the proposed new Roads on the College Estate, which would also be desirable from the public point of view (Jesus College Archives).

This must be a reference to Suez and Hobart roads.

Finally a contract between on the one hand what was by then the London and North Eastern Railway Company (LNER), and on the other hand the Master or Keeper and Fellows and Scholars of the College of the Blessed Virgin Mary, Saint John the Evangelist and the Glorious Virgin St. Rhadegund, commonly called Jesus College, was signed on 28 April 1925, entailing an exchange of two quite small pieces of college land for the old railway land.

The situation could now change from that shown in Figure 52 below to that shown in Figure 53.



Figures 52: showing the alignment of the old railway line (Jesus College Archives)

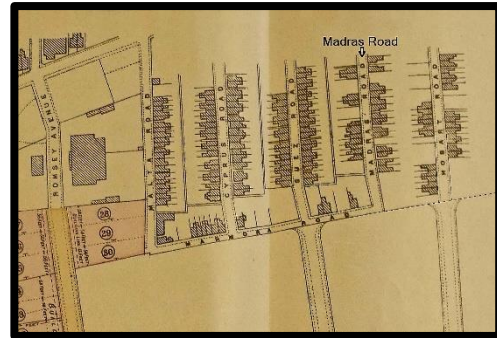


Figure 53: showing proposed road connections (Jesus College Archives)

Subsequently, through the 1930s, the land on the south side of Marmora Road would be built up to appear much as it currently does (2020). This was undertaken by the Borough Council. The only changes were the extension of Marmora to connect with Hobart, and the footpath/cycleway from Marmora to Coleridge. Furthermore, several of the houses at the south end of Madras, facing Marmora, would also be – mainly privately – built (Nos 35, 37, 39 and 41).

Developments in the 1950s, 1960s and 1970s

The next OS map that has any significant information is the 1967 OS map; changes had occurred between the late 1930s and the early 1950s, though they were relatively minor.



Figure 54: Ordnance Survey map of 1967

It shows the new housing on the (by now) developed Jesus estate – housing along the Hobart and Suez road extensions, and Montreal Square. Nos 29 to 41 Marmora Road are also in place. In Madras Road itself, the main change has been the development at No. 18, where a series of sheds have been erected running at a right angle to the road, presumably associated with Hard & Dickerson's builders' yard – Messrs Hard and Dickerson having first been recorded as being in occupation in the 193 /32 Spalding's street directory. There was no residential use on the property. Lots Nos 7 and 9, 10 and 12, 20, 27 and 38 and 40 are still undeveloped.

Turpin's wood yard and Mackintosh's iron works have been replaced by the Magnet bowling alley and Holland's motor garage (aka Priory Motors).

Modernisation and In-filling

On the exterior, the houses in the road changed little in the 1950s, though records held by the Cambridgeshire Archives, the Cambridgeshire Collection and the Cambridge City Council website show that some modernisation and internal restructuring was underway, particularly concerning heating, kitchen facilities and toilets and bathrooms. These records refer to applications to the Council for permission to undertake works, and to sales of property, and these give insight into the contents of the house.

In February 1951 there was a proposal for a bathroom addition at No. 22, the owner then being stated as Mrs Wheeler of 241 Mill Road.

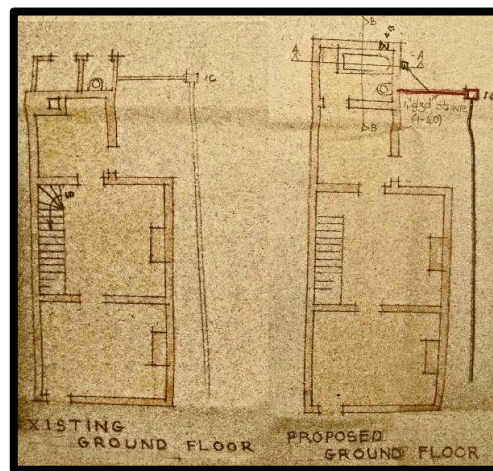
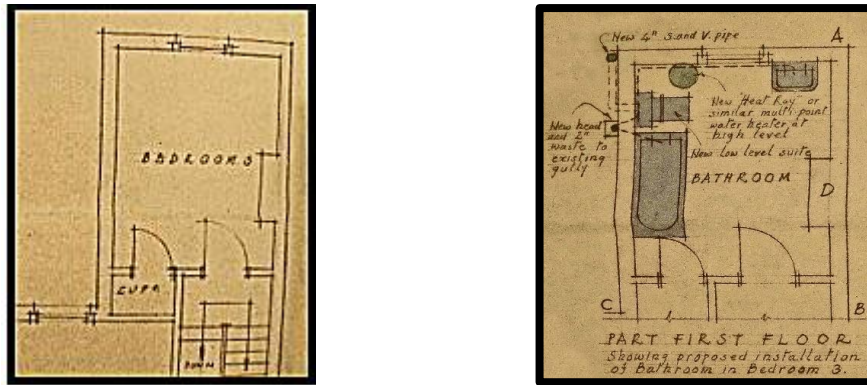


Figure 55: proposed alteration at No. 22 for conversion of exterior WC into interior bathroom (Building Plan No. 17769) (CA)

In May 1952 approval was granted for an application by Tarrant & Turner, of 11a Thoday Street, to erect a sectional hut for workshop and store at No. 38. The building plan (No. 18637) shows a solely functional one-storey building with small glazed windows. Approval was contingent on “no power driven machinery [being] used on the site without previous consent of the local planning authority” (CB/2/SE/3/9/18637).

In 1952 it was reported in the *Liverpool Echo* that Fred Harding, of No. 5, drove the Britannia (1st of new class of Express class train) from King's Lynn (Sandringham) to London at 35 mph with body of the late George VI.

In May 1955 No. 19, having been conveyed in February from Olive Cowell-Martin to Frederick John Lilley, was subject to a more ambitious application to change the back bedroom into a bathroom (see Figures 56 and 57). The architect was Patrick Date, ARIBA, of Sawston.



Figures 56 & 57: F. J. Lilley's plan to change back bedroom to a bathroom
(CA building plan and notice No. 21065)

In May 1956 S. Harding at No. 5 submitted an application to make internal alterations to form a bathroom. The architects were D Harding, c/o Hughes & Bicknell, and the cost of the work was estimated at £150.

At some point in the 1950s (the sales brochure being un-dated) (CC BRN 2556646) No. 23 was advertised as for sale by Hockey & Son at the price of £1,500. Using the UK Inflation Calculator (<http://www.in2013dollars.com/1955-GBP-in-2017>) this would be £39,030 in 2019 terms, far below current values.

Back at No. 22, in August 1963 approval was granted for an application by Messrs Squires, c/o Messrs Few & Kester (lawyers) to erect a maximum of nine lock-up garages. Then, in April 1965, an application by Messrs. B. R. & E. C. Squires of 25 York Street to erect two garages (presumably two more to the original nine of 1963) was refused on grounds of over-development.

At No. 27, the site of which had remained undeveloped until 1967, the development of a house became somewhat complicated. In January 1967 an application by Mr. P. A. Willers, of Newton, to erect a three-storey dwelling was approved. However in October 1968 a subsequent application by Mr. Willers to erect a two-storey dwelling with a garage was approved. Then in May 1969 an application by Sargent & Son (Cambridge) Ltd to erect a dwelling house at the site was approved. It is assumed that what currently stands at No. 27 is what was approved in 1969. Mr. Willers' plans may have run into trouble.

In 1969/70 No. 5 was advertised for sale as a "well modernised freehold residence [...] originally detached but now adjoining a pair of modern houses" (Nos 7 and 9). The lounge was furnished with a tiled fireplace, electric storage heater and double power point. The dining room was with fireplace and electric storage heater. The kitchen/breakfast room had a metal sink unit, gas point and fluorescent lights. There were three bedrooms (two with storage heaters), a half-tiled bathroom with built-in bath and a "Heatrae" electric water heater, a WC, and an electric wall fire.

In January 1972 there was an application by N. Atkin of No. 11 to erect a pair of semi-detached houses at Nos 7 and 9 (CCPD). This was refused on grounds of over development. Nonetheless, approval was granted to N. Atkin in October 1972, and the appearance of the two houses currently on the site seem to indicate they were built at that time, though they are not semi-detached. Originally each had a garage on the ground floor, but No. 7 has converted this to an internal room. It seems to have been a Council policy to approve garages, as the other 1960s/1970s houses on the road either have them (Nos 18/20) or may have

made the conversion (No. 27). That no occupants at Nos 7 or 9 were recorded in Kelly's 1975 street directory implies that construction had either not been finished or not even been started by that date.

No. 2 was advertised by Adrian's Estate Agent as for sale in 1973/74. The house was described as having a hall with a radiator, a lounge with a "modern tiled fireplace", radiator and "space saver doors" to the dining room also with a radiator. The kitchen had a "single drainer sink unit with drawers and cupboards under, fitted cupboard with shelves and glazed door". The ground floor bathroom had a panelled bath with tiled walls, hand basin, WC, radiator and wall heater. There were three bedrooms upstairs, though only two had radiators.

In October 1975 an application to erect a two-storey extension to the existing building at No. 14 was approved, though no further information has been identified. In August 1976 approval was granted to Mr Matthews, c/o Mrs M. E. Smith, of Perowne Street, to erect a garage. Then in January 1979 P. Matthews, c/o Drivers, 169 Mill Road, received approval for change of use from residential to hairdressing salon (ground floor, front room only).

As implied by the notes above, it appears that the 1960s/1970s was the period in which significant change in the utilities was undertaken – suggesting, perhaps, that in the preceding years there had been little change in the basic interior utilities (essentially only means of washing and heating). Nevertheless, throughout this period there appears to have been sustained, and quite possibly contented, residential occupation. (An alternative reading of this might be that the longer-term residents had little means or opportunities to relocate.) A survey of Kelly's street directories shows that there were several long-term individuals or families still in residence from earlier periods regardless of relative deprivation. The list below mirrors, in many respects, that in "Development in the 1930s and 1940s" above.

No. 4 – William Linsey, initially fireman with the GER then driver with the LNER, remained as recorded householder until at least 1975, having been there since c.1916/17 = 50+ years in residence.

No. 5 – Sidney Harding, first recorded as railway fireman in 1931 and last in 1965/66 (= 35+ years), having replaced Charles Edward Brookes who was first recorded in 1912 as "outside porter" and subsequently as "PC 80".

No. 8 – where the Francis family continued in residence from 1919/20 to at least 1975 – the original William Francis, driver with the GER, being replaced by Mrs. E. A. Francis by 1951 and by Miss W. Francis by 1962 = 55+ years.

No. 11 – in which the Gates family had been since 1912 – first Edward George Gates, cordwainer, with Frank Gates taking over by 1935/36, who was recorded as resident until c.1969 = 55+ years.

No. 13 – William Barton, first recorded as a "packer" in 1931/32, remaining until c.1962 = 30+ years.

No. 16 – Alfred John Minns, labourer, was recorded as householder in 1935/36; by 1951 Alfred Minns junior was recorded, then R. E. Minns from 1969 until at least 1975 = 40+ years.

No. 17 – the Andrews family was first recorded in 1935/36 – Oscar James Andrews as a "traveller", with D. Andrews taking over around 1971 or thereabouts = 40+ years.

No. 21 – Frederick Edwards was recorded as a "GER servant" in 1919/20, becoming a fireman with the LNER by 1931. The Fred Edwards who continued to at least 1975 may have been the same, or a second generation = 50+ years.

No. 25 – Alfred J. Whitehead, ticket collector, was also first recorded in 1919/20, with Mrs. E. Whitehead, possibly his widow, remaining until at least 1969 = 40+ years.

No. 28 – Samuel Bunn was recorded in 1895 as a bricklayer's labourer, seemingly passing the house on to Harry Bunn by 1935/36, who remained there to at least 1975 = 80+ years.

No. 31 – F. W. Moore was recorded as a "motor driver" in 1919/20, becoming a fitter's mate with the LNER by 1931/32. Mrs Moore was the registered householder by 1939/40, staying there until at least 1969 = 50+ years.

No. 33 (sometimes referred to as Minerva House) – Frederick Baish was there in 1912 as a tailor; Mrs. E. Baish was recorded in 1951 and was still there in at least 1955 = 45+ years.

No. 34 – Albert Victor Clark, fireman with the GER, was recorded in 1914; Mrs. Clark being recorded by 1969 and in 1975 = 60+ years.

No. 35 – John Frederick Ellis, carpenter, was resident in 1912, with Mrs. A. Ellis there until at least 1955 = 45+ years.

No. 36 – George Hunt, labourer, was also resident in 1912, with Mrs. Hunt taking over around 1919/20, and then Miss C. Hunt by 1951 who was still there in 1975 = 65+ years.

No. 38 – F. L. Tarrant (builders) – the main non-residential user in the road – were there from c.1953 to c.1970, probably using it as a depot.

This degree of continued occupation is a comparative rarity in the 2010s. Houses have increasingly come to be regarded as a form of capital investment to be traded according to circumstances. Long-term occupation, such as could be found in Madras Road up to the 1970s, may now more likely be found in locations where there is a relatively low incentive for inward investment – new money coming in from beyond the street, town, region or country to take advantage of increasing values generated by such factors as gentrification or student housing.

There has, in the past, been longevity in occupation in Madras Road, though at this point the street began to reflect the impact of changing social, demographic and economic characteristics in Romsey Town.

Alterations and Extensions

As in numerous Cambridge streets many, if not most, of the original houses have been subject to internal and external alterations. These have mainly focused on ground- and first-floor back extensions, and attic conversions, to accommodate a mix of uses ranging from conservatories, enlarged living and dining rooms and kitchens, bathrooms and toilets, and additional bedrooms. Toilets, originally accessible only from the outside, were perhaps the first things to be changed, along with the introduction of a proper bathroom, sometimes at the expense of a back bedroom. Exterior evidence of these alterations has been confined almost exclusively to the rear of the houses – Borough planning policy protecting the original appearance of the front, including, to a degree, the front roof-line.

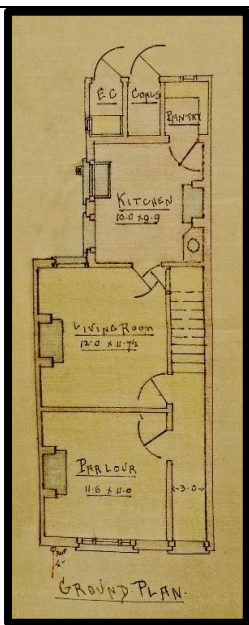
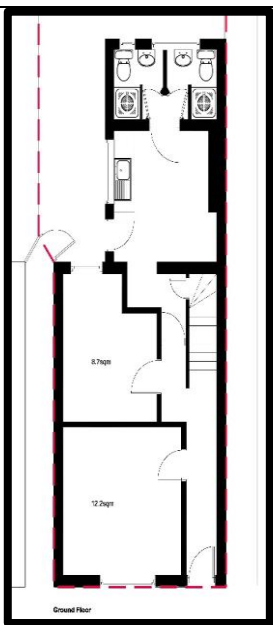
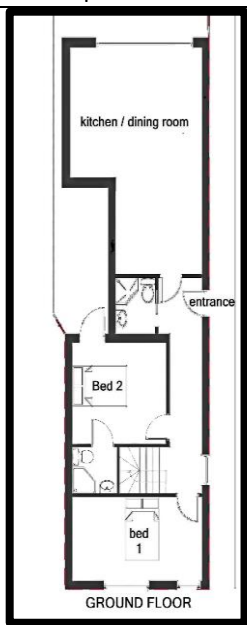
It appears from records held in the Cambridgeshire Archives that applications for such internal alterations requiring planning permission commenced only in the 1970s; and these were presumably boosted by the GIA interventions in the 1980s. Nonetheless, substantial alterations – toilets and bathrooms – may have taken place prior to the 1970s, though they did not seem to have required Borough approval.

A brief survey of these alterations, implemented and/or proposed, is revealing:

No. 2 (sometimes previously referred to as Prospect House): Here, the original 1888 ground-floor plan appears not to have been much altered until 2017, when a planning application was made to the City Council for a quite radical alteration. Between 1888 and 2017, the externally accessed toilet and “coals”, together with the pantry, had been converted into two internally accessed toilets each with basin and shower unit. The “living room” had been bypassed by an internal corridor, yet the “parlour” remained much the same. What had changed was the removal of fireplaces. On the first floor, the existing 2017 layout is much as the 1888 one was, with the exception that the front bedroom has been chopped into two, leading to some rearrangement of the corridor.

The 2017 proposal, however, was to change everything: the entrance was to be relocated to be accessed via the side passage (the original footpath to Suez Road); the downstairs toilets at the back were to be removed, to free up the back for the kitchen/dining room, which was to be greatly extended; a new toilet and shower was to be put in opposite the new entrance between the old living room and the new kitchen/dining room. The old living room was proposed to be converted to a bedroom, with space for an en-suite toilet and shower taken out of part of the former parlour. Furthermore, the original parlour was to be reduced in size to accommodate the new toilet and shower and the re-located stairs. Considerable rearrangement was also proposed for the first floor, though there were still to be three bedrooms, two en-suite. The relocation of the stairs was also to facilitate the conversion of the attic as a sixth bedroom with en-suite toilet and basin.

This represents the maximisation of built space for temporary (in this case advertised as student) accommodation.

1888	2017	Proposed 2017
 <p>GROUND PLAN</p>	 <p>Ground Floor</p>	 <p>GROUND FLOOR</p>
Ground floor		

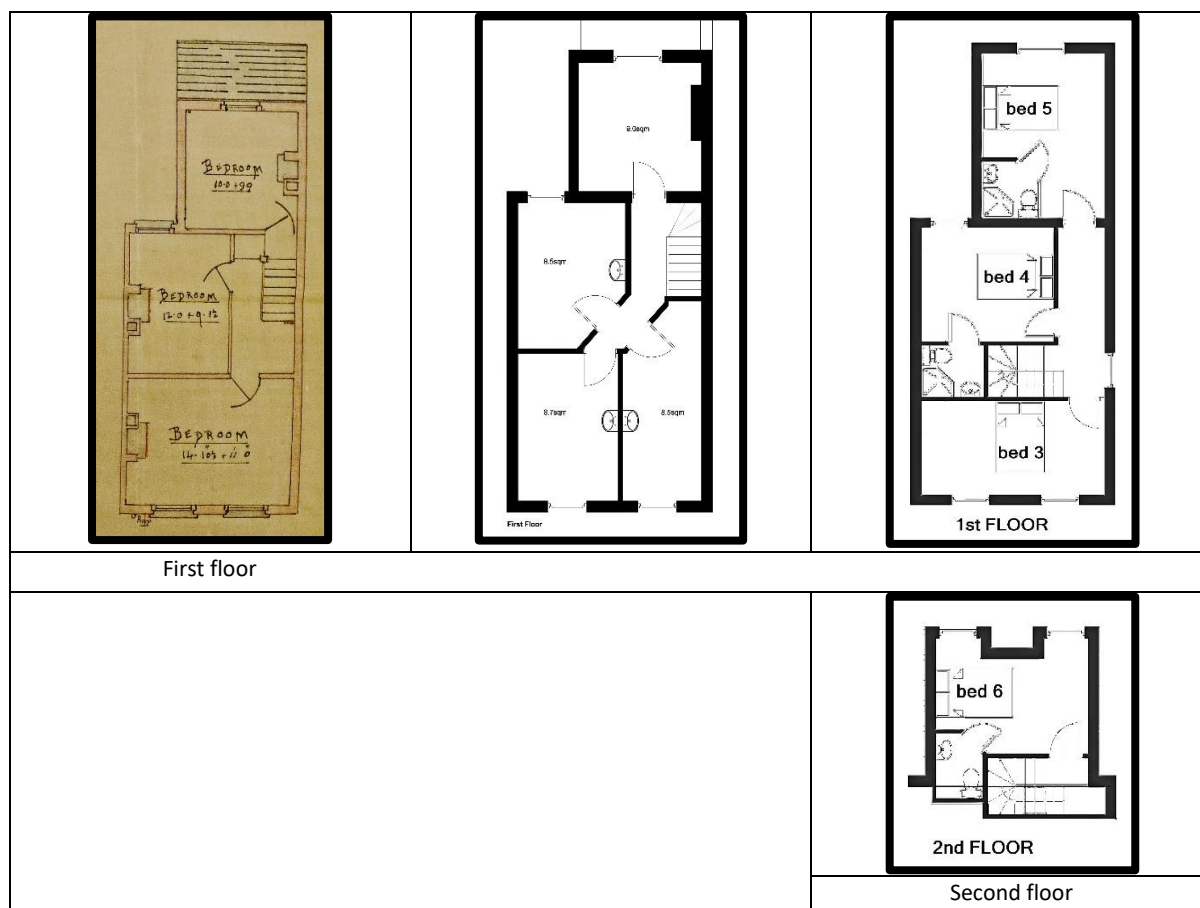


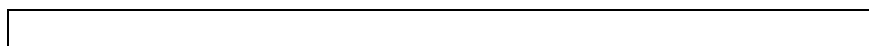
Figure 58: No. 2 Madras Road: ground- and first-floor plans of 1888 (CA) and 2017, and 2017 proposed changes (CCPD)

This application (No. 2) included the conversion of the attic to a living space, which has taken place in many a Cambridge street. It seems, though, that contemporarily there are no hard-and-fast official regulations on such conversion. National guidelines, published by Whitehall (which are interpreted and applied variably by different planning authorities), that pertain to this address are: strength of the floor; stability of the roof; fire escape; suitable stair access; insulation; external appearance. The lowering of the first floor ceiling to accommodate the conversion is one common, though expensive, practice.

Nonetheless, Policy 50 of the 2018 Cambridge City Local Plan (Residential Space Standards) states that “any area with a headroom of less than 1.5m is not counted within the Gross Internal Area”, which means that such an area is not counted as a habitable space.

The continued conversion of attics across the city, along with extensions of the ground floor, represents a quite revolutionary change in the vernacular built form – the rear of houses has become far more of a public space than was the case previously, with windows and balconies opening up views across what had formerly been quite private back gardens. This effectively reverses the original orientation of the house, which would have been from the front. Now, in theory, neighbours can wave to each other from the back of one street to another. However, this may, and probably does, present concerns about “over-looking” and lack of amenity.

Hence, in the case of No. 2, the rear elevation would be changed as shown in Figure 59:



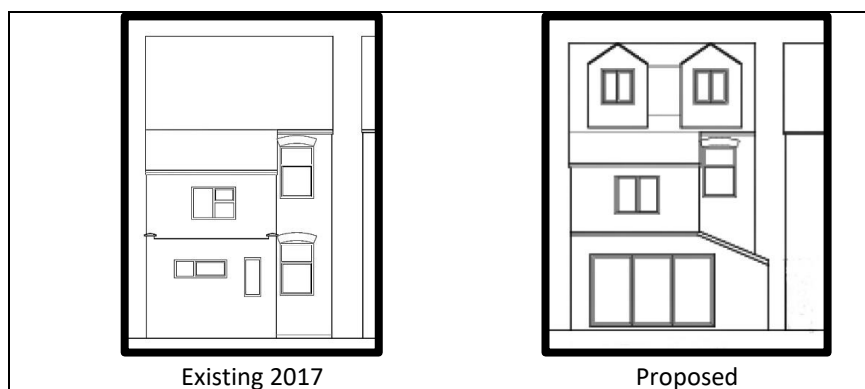


Figure 59: No. 2 Madras Road rear elevation in 2017 (existing and 2017 (proposed) (CCPD)

This is quite revolutionary: the “type” of the house is changed. Despite some locally expressed concerns that parts of the extended exterior block light to the neighbour, the application to the City Planning Committee was approved in late 2017.

While Nos 2, 8, 10 and 12 (and possibly others) have been altered with the student accommodation market in mind – entailing the maximisation of the number of bedrooms – other houses have been subject to less comprehensive alteration, adapting the original design to more contemporary living standards.

No. 34: One in a group of three dwellings that received approval for erection in 1901, No. 34 is the left-hand (southernmost) house in the group shown in Figure 60 below. The house is currently (November 2019) rendered in white. When built it had three bedrooms, though this was changed sometime prior to 2017 to two bedrooms, the third bedroom being converted into a bathroom (this may have been associated with the Romsey Town GIA improvements, though No. 34 was not identified as receiving a grant). This conversion allowed the original WC and pantry to be included into an extended kitchen, as indicated in the 2017 rear elevation below. That elevation seems also to show that the rear chimney stack had gone.

An application in 2018 for an attic conversion, which would have resulted in two Velux (“front light”) windows in the front roof elevation and an attic extension at the rear with a “Juliet” window, was refused planning permission. The Council’s decision notice stated that

...the proposed full width flat roofed box dormer by virtue of its scale, massing, design and material appearance would dominate the original roofslope and would be an inappropriate addition to the dwelling which does not relate well to the existing roof form in the conservation area. Moreover, the creation of an altered roof profile would not be sympathetic to the existing building, the terrace or the conservation area as required by the Roof Extensions Design Guide (2003).

The Council’s point is appreciated, though it appears, largely through overview (using Google Maps) that the “existing roof form” of Madras Road properties is in any case somewhat jumbled. On the front, the neighbouring house, No. 32, had a form of Velux windows of earlier unidentified date, and many a property along the road has ground- and first-floor extensions of some form or another. Roof conversions, however, are relatively rare, though applications for more, following general “inner city” Cambridge trends, should be anticipated.



Figure 60: No. 34 Madras Road, front and rear elevations and ground- and first-floor plans, 1901 (with Nos 30 & 32), 2017 & 2018 (proposed) (CA, CCPD)

No. 25: Less radical than the examples above, but still significant, is the case of No. 25, first recorded in Spalding's street directory as occupied (by Frederick Pamment, engine driver) in 1904. The house appears to have remained much as it was until c.2000. In 2012 an application was submitted for a loft conversion. The Design and Access Statement declared:

the existing property is a typical mid-terrace two-storey house with two-storey projecting subservient accommodation with a traditional and original style single storey lean-to formerly used as either a coal store or most probably a lavatory.

This appears to confirm little alteration since 1904 (assuming the building of, at least, an internal bathroom prior to this date). The loft conversion would entail a rear dormer window to match the then existing dormer of the adjoining house (No. 23). The application was approved that year. The house was advertised as for sale in 2014 with three bedrooms, valued at £500,000.

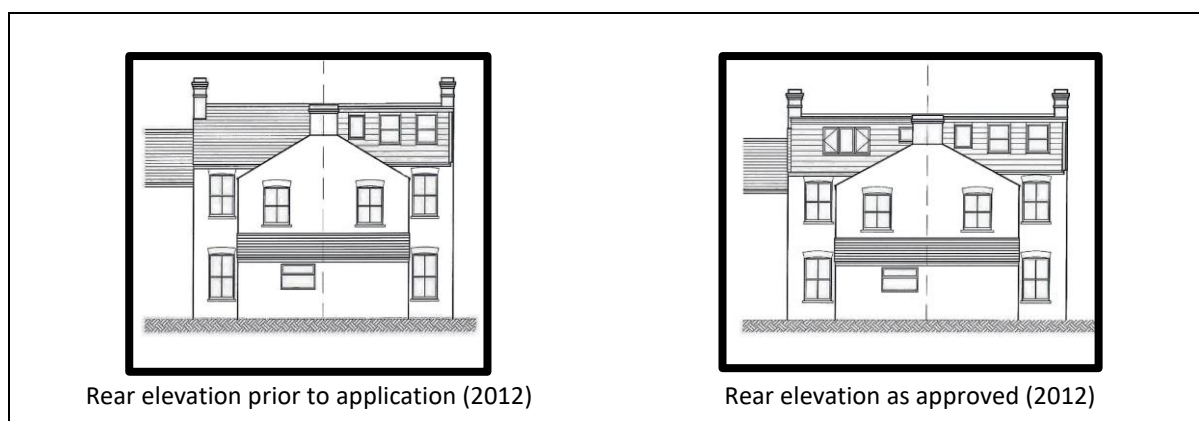


Figure 61: No. 25 Madras Road (left half of building), rear elevation as existing prior to the 2012 application (CCPD)

Planning Policy on Alterations and Extensions

The current Cambridge City Local Plan (2018) states, under Policy 58 (Altering and Extending Existing Buildings), that modifications

to existing buildings will be permitted where they [...] do not adversely impact on the setting, character or the appearance of [...] conservation areas [furthermore, permission is likely where they] reflect, or successfully contrast with, the existing building form, use of materials and architectural detailing while ensuring that proposals are sympathetic to the existing building and surrounding area.

The Policy goes on to state that

proposals for doors and windows, including dormer windows, are of a size and design that respects the character and proportions of the original building and surrounding context [...] create altered or new roof profiles that are sympathetic to the existing building and surrounding area and are in keeping with the requirements of Appendix E [see below] [...] do not unacceptably overlook, overshadow or visually dominate neighbouring properties [...] respect the space between buildings where this contributes to the character of an area [...].

The policy's supporting text (Section 7.12) states that

buildings, both residential and non-residential, often need to be adapted over time to meet the changing needs of occupiers. Finding new uses for redundant buildings or extending to create additional space helps to further the life of buildings and make more efficient use of land. It is vital that any alteration or exten-

sion is carefully designed to avoid them destroying the character or integrity of the existing building or negatively impacting on the amenity of neighbouring properties or area.

In Appendix E (Roof Extensions Design Guide), referred to above, Section E.5 states that roof extensions should be proportionate in relation to neighbouring buildings and relate to

local roof forms, [although] innovative design is to be welcomed. [Section E.6 rules out] large “box type” extensions which show little respect for the existing roofline or for the scale, design and proportions of the existing property and its neighbours.

Construction that overlooks nearby properties is warned against.

In Section E.18 the degree by which an extension might be visible to the public is a consideration – the more obviously visible, the more emphasis there should be on good design. Whereas Section E.19 states that limited visibility would result in assessment of the “impact on the house and its immediate surroundings”, Section E.20 addresses extensions that would be “only visible from surrounding gardens”. These should also be proportionate yet “a more flexible approach may be acceptable, depending on the individual circumstances. There may be situations in which extensions to the rear roof slope of a less conventional style are appropriate”.

In general, it would be this latter Section E.20 that mostly applies to Madras Road. Few, if any, rear elevations of any of the houses are openly visible beyond the surrounding gardens, or to adjacent properties on Hobart and Suez roads. It might seem that the flexibility stated in E.20 opens the door to extensions that could be deemed inappropriate by some – however, the allowance for objections from neighbours should be able to overcome this.

Madras Road lies in the Romsey Town section of the Mill Road Conservation Area, the intention being to conserve the built form of the area. Cambridge City Council’s website states that

the special character of conservation areas means that the control of development is stricter than in other areas. This means that [...] 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 [...] outline planning applications will not be accepted as it is not possible to judge if the new building will fit into its surroundings (<https://www.cambridge.gov.uk/development-in-conservation-areas>).

The Mill Road Conservation Area has been subject to an Appraisal (2011) that identified many of the architectural and town-scape features that led to its declaration, though no subsequent development guidelines have been drafted. Hence, what underwrites the strictness mentioned above, or guides the Planning Department in assessing planning applications, is not defined.

The advantages of preparing a Neighbourhood Plan for a Neighbourhood Area, as based on the 2018 National Planning Policy Framework, is discussed in “Neighbourhood Planning” below.

HOUSE VALUES

Comparison with other Madras Roads in the UK

Houses, particularly in economically buoyant districts such as Cambridge, have increasingly come to be considered as a principal form of investment and savings. Yet in the late 19th and early 20th centuries, when Madras Road was being developed, houses were built with less speculative consideration. Substantial investment was made – the purchase of the land and the construction of the building – though, at that time, it is probable that there was little or no appreciation that such an area as Romsey Town would become gentrified.

A house would be erected with the expectation that it would largely be rented out at a marketable rate for a duration of more or less a decade, after which the rental situation might be reviewed – assuming a low inflation rate. Though the sale of the house might remain an option, regular remittance through rent probably represented the owner's primary preference. Periods did occur, such as the early 1930s, when value might have dipped; yet there is little evidence that there was any noticeable move from rent to sale.

Nonetheless, over the last forty years gentrification (the process through which the value of an area's housing increases to the point at which the less-well-off occupants are replaced by better-off incomers) has become widespread. This form of economic and social change has become a driving factor in several urban, and rural, environments. There are numerous opinions on what has generated the trend, and these may be attributable to four basic factors: the development between the 1930s and 1970s of council-built housing which enabled the "working classes" to move out of old Victorian/Edwardian houses to more modern, well-serviced dwellings; the squeeze on finance for any publicly-funded re-development of older housing stock; a growing "middle class" that can readily access funding to buy property; the promotion of ownership over renting. A growing popular perception of the attractiveness of Victorian/Edwardian architecture may also be a factor.

Consequently, many an inner-city area has effectively changed hands – from its original occupants employed in mainly "blue-collar" jobs to newer occupants mainly employed in "white collar" jobs. As a result, the character of an area changes. This is what has happened in Romsey Town, and Madras Road reflects that.

The trend, though, has taken some time to have an impact on the road, and it might be said that it is only over the last twenty or fewer years that noticeable change has occurred. Whereas most of the houses over much of the 20th century had long term occupation, currently there is a high degree of speculative activity.

A comparison with similar streets in other locations is revealing.

There are several other Madras Roads in the UK, evidently laid out in the late 19th/early 20th centuries (the name surely gives it away, and in any case, Madras in India, is now Chennai). For the purpose of this report, a brief house value comparison is made between the Romsey Town Madras Road and the same in Ilford and in Stockport.

The Stockport Madras Road consists of what are essentially two-up/two-down houses, built in local red brick as semi-detached with front gardens (largely paved over), some rear extensions, and one attic conversion. The street has some mature trees. All the houses (which lie only on the south side – the north side is an educational establishment – have the same basic design so were probably built by one developer (see Figure 62 below).

The Ilford Madras Road consists of larger London stock brick³⁰ houses – seemingly three-up and three-down – built in two fronting (north and south side) continuous terraces with ground floor bay-windows. All have front gardens (largely paved over). There are many rear extensions and several attic conversions. The street is wide and has one or two recently planted trees. As in Stockport, all the houses are of one design (attractive, with red-brick banding) so were probably built by one developer.

Both the Stockport and Ilford Madras roads are located in an “inner city” area, and are seemingly well served by local shops, transport connections and recreational areas. It should be noted that the Stockport and Ilford Madras roads were evidently built with higher-earning occupants in mind.



Madras Road, Cambridge



Madras Road, Stockport



Madras Road, Ilford

Figure 62: Madras roads, Cambridge, Stockport and Ilford
(author & google screenshots <https://www.google.com/maps/@53.3852263,-2.2418799,11.75z>)

The graph below (Figure 63) shows the rise and fall in the value of houses in the three streets over the last twenty years (1999 to 2019). Information on the values has been drawn almost exclusively from the www.192.com website, which contains house valuation data for seemingly any street in the UK. As with many of the estate agency websites, the data is taken from the Land Registry.

The graph (Figure 63) should be considered indicative, as some calculated approximation has been required to ensure conformity with the yearly time scale (there were no regular

³⁰ “Stock brick” is, simply, the vernacular brick (originally hand-made) of an area. Different areas utilised different forms of clay and had varying manufacturing methods. The Cambridge stock brick, similar to that of London, is generally yellowish / sandy in colour; the Stockport stock brick is red, indicating degrees of iron in the clay. When clean and carefully-made, these bricks can be very attractive; when dirty, not so. For further information see *The Pattern of English Building*, Alec Clifton-Taylor, Faber and Faber, 1972.

annual sales in any of the streets). Furthermore, the graph data is mainly pinned to the maximum value of any sale in any one year. The trend, however, is generally reliable. It appears that Romsey Town values have regularly been the highest, though there was a slight dip around 2008/09 during which both Ilford and Stockport also declined – this could be the effect of the 2007 banking crisis which did bring about a general slackening in the economy. Soon after that there was a jump in Romsey Town, largely signalled by the sale of the then four-bedroom No. 38 at £315,000, then the highest price recorded in the street. A big boom came in 2014/15 when Nos. 29 and 25 – the former with four bedrooms, the latter with three – were sold at £442,000 and £500,000. These houses had been enlarged through either loft conversions or rear extensions. The boom continued to 2015 when No. 16, with three bedrooms, was sold for £540,000. The consequent drop may be explained by Nos. 30 and 34 coming on the market, each with two bedrooms as opposed to the previous sales of houses with three or more bedrooms. The six-bedroom No. 2 (having been extensively altered over 2016–19) was sold for £450,00 in 2017, while the three-bedroom No. 13 went for £375,000 in 2018.

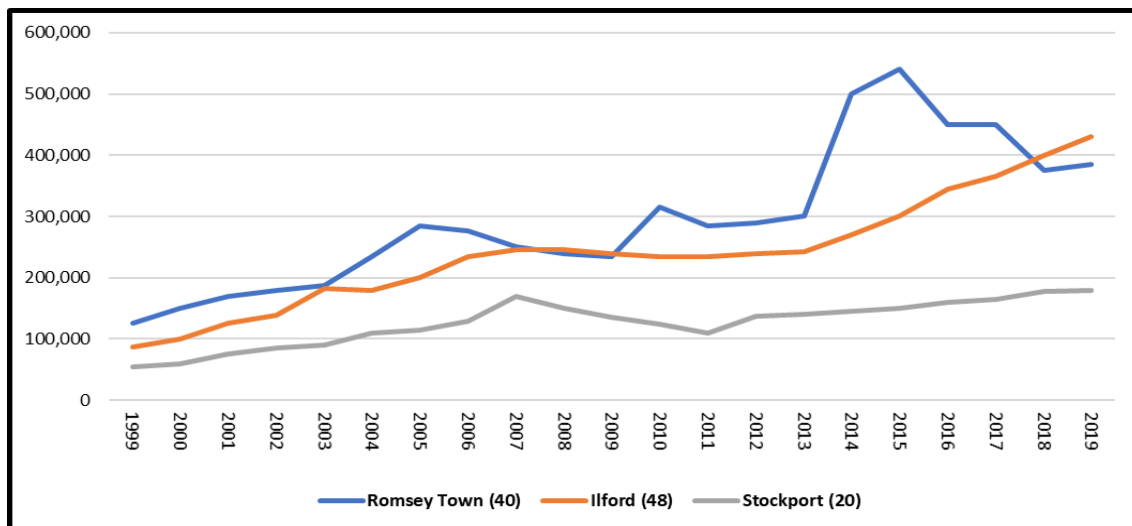


Figure 63: chart indicating house values in the Romsey Town, Ilford and Stockport Madras Roads over the period 1999 to 2019, the number of houses in each road is shown in brackets. (author) (www.rightmove.co.uk & www.zoopla.co.uk)

It might be telling to look at the volume of sales in the three streets over the same twenty years. Looking at Figure 64 below, there does seem to be a gradual increase in overall sales over the twenty-year period, though the stand-out is the Ilford Madras Road, which, while it has had sales throughout, had “boom” years in 1999 and 2006 and particularly 2015 (six houses), though otherwise performance was quite ordinary. Stockport has remained relatively constant, though recording no sales whatever in several years. Romsey Road has been consistently strong throughout. Much of this data, however, may be influenced by the varying number of houses in each street (Stockport having fewer than half that of Ilford).

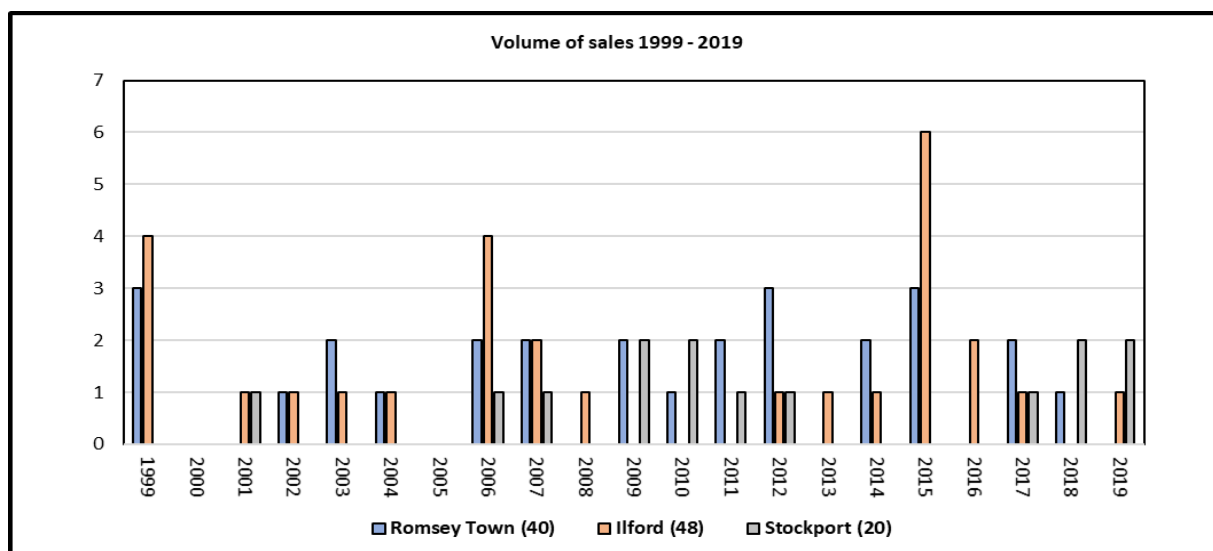


Figure 64: chart indicating the volume of house sales in the Romsey Town, Ilford and Stockport Madras Roads over the period 1999 to 2019, the number of houses in each road shown in brackets
(author) (www.rightmove.co.uk and www.zoopla.co.uk)

Council Tax Valuation

Council Tax valuation is based on eight “bands” intended as representative of the estimation of house value as of 1 April 1991 by the Valuation Office Agency. Tax due from each band is set by individual local authorities (<https://www.gov.uk/council-tax>). With 1 April 1991 being almost thirty years ago, and thoroughly unrepresentative of apparent current values, a substantial review of estimated value may be forthcoming – though this appears to have been ruled out for the immediate future. Nonetheless, the only bands that apply to the Stockport, Ilford and Romsey Town Madras roads are “D” (£68,000 to £88,000), “C” (£52,000 to £68,000) and “B” (£40,000 to £52,000). Bands “E”, “F”, “G” and “H”, representing house with values in excess of £88,000, and Band “A” (up to £40,000) do not apply (<https://www.cambridge.gov.uk/council-tax-bands-and-charges>).

The charges attached to the bands vary among the three Madras roads. In Stockport the whole street is in band “B”, charged £1,491; Ilford has a mix of bands “D” (£1,626), “C” (£1,446) and “B” (£1,265), comprising mainly flats; Romsey Town is also a mix of “D” (£1,803), “C” (£1,603) and “B” (£1,402).

(<http://www.mycounciltax.org.uk/results?postcode=IG1+2EY>)

A brief analysis (Figure 65) appears to show that the Romsey Town Madras Road is being charged the highest council tax.

	“B”	“C”	“D”
Romsey Town	£1402	£1603	£1803
Ilford	£1265	£1446	£1626
Stockport	£1491		

Figure 65: council tax bands for Romsey Town, Ilford and Stockport (author)
(<http://www.mycounciltax.org.uk/results?postcode=IG1+2EY>)

The Romsey Town Madras Road is, nonetheless, the initially least well-appointed of the three. The houses in both Stockport and Ilford have front gardens – an important factor, though now generally parking spaces – and appear to have been built for what was then (in Edwardian times) defined as the “lower-middle class”: people mostly with entrepreneurial

aspirations. The houses in the Romsey Town Madras Road open directly onto the street, and records (from Spalding's street directories) show that many occupants were wage labourers. The few applications for charitable assistance seem to attest to that. The Ilford Madras Road is evidently the most accommodating of the three, having off-road access, ground-floor bay windows and more bedrooms per house. Nonetheless, the Romsey Town Madras Road has the highest council tax and house values.

Development Patterns in the Three Madras Roads

The Ilford and Stockport Madras Roads are seemingly subject to different development patterns from that of Romsey Town.

The Ilford Madras Road: planning applications submitted to Redbridge Borough Council over the last few years have been mainly for alterations on the rear ground floor – to create expanded living space for the occupants. It appears that there has been only one application for a loft conversion in the last ten years (2009–19). Moreover, the rent for a five-bedroom house was advertised as £2,400 pcm – “this house will be ideal for a large family” (<https://www.primelocation.com>). Admittedly, the Ilford houses were built on a somewhat larger scale than the Cambridge ones – typically with three bedrooms.

The Stockport Madras Road: applications for development have been somewhat slower; according to the Stockport Borough Council Planning website, there has been only one application in the last eleven years, for a conservatory and rear dormer extension, which was refused. A two-bedroom semi-detached house has been recently advertised for rent at £695 pcm (£160pw) (<https://www.primelocation.com/to-rent/property/stockport/madras-road/>). The houses are very similar in size to those in Cambridge, albeit in local red stock brick and with small front gardens.

It is notable that the Ilford Madras Road is the registered home of numerous private businesses (<https://www.192.com/places/ig/1g1-2/ig1-2ey>), whereas the Stockport and Cambridge Madras roads seem to be far less commercial. It seems that neither the Ilford nor the Stockport roads have been subjected to pressure for conversion into student accommodation.

The escalating value can, to a large degree, be attributed to the number of houses undergoing alterations to increase the number of bedrooms – an example being No. 2 Madras Road in Romsey Town, which has been altered to create six bedrooms whereas it originally had three. Of the extra three, two are on the ground floor (something never contemplated in the 1900s) and one in a converted attic.

It is evident, from for example on-line advertising of rental accommodation (<https://www.rightmove.co.uk/house-prices/CB1/Madras-Road.html>), that the Romsey Town Madras Road is becoming increasingly subject to investment in student accommodation – several houses have been altered to create additional bedrooms and/or have been advertised as either “student housing” or suitable for it (Nos 2, 8, 10, 12, 14 and 22). This trend has been noted in many Romsey Town streets and has been commented upon in other Mill Road local history reports.

Up to 2019, there have been some – one or two – cases of Airbnb in the Romsey Town Madras Road. Cambridge is an international tourism destination and the opportunities are

there to be taken advantage of. As Airbnb is largely unregulated, except by itself, householders may be monitoring its potential for further development. No Airbnbs have been noted in the Ilford or Stockwell Madras Roads, although they are difficult to identify unless one wishes to book one.

THE FUTURE

A Possible Future for Madras Road, Cambridge

From being a modest street when laid out in the late 19th/early 20th century, inexpensively built and commanding low rental values, Madras Road is now (January 2020) one of the many Cambridge streets in which the houses are beyond the budget of most UK residents. Cambridge is one of the boom towns of the UK: the local economy is thriving and property is maintaining its high value in spite of the downturn which has affected many other regions. Comment on trends of this sort is common and often poorly qualified, yet the quotation from www.thisismoney.co.uk captures the general picture:

In Cambridge, where the average cost of a home is £427,900, buyers need to be earning around 12 times more than the average annual salary in the city of £34,900

(<https://www.thisismoney.co.uk/money/mortgageshome/article-7382937/Britains-expensive-cities-including-London-Cambridge-affordable-buyers.html>).

Romsey Town, traditionally a centre of “town” rather than “gown” values, has lost its economical crown to other parts of the city. This has resulted in major changes, and socially and economically these can be seen as: occupation by salary rather than wage-earners (or consultant rather than staff); lessening of long-term occupation; property speculation; extensive alterations to the buildings’ fabric; and possibly some decrease in community spirit (though this may be attributable to changes in the concept of community, such as the virtual becoming more expedient than the tangible). Indeed, the area can be seen as losing some of its autonomous character and becoming more subsumed into the city centre.

Significant Local Developments

Nonetheless, Madras Road perseveres, physically. There are some notable local property developments which contribute to, or indicate, the changing face of the area.

The establishment of the Cambridge Central Mosque at Nos 309–313 Mill Road, directly opposite Madras Road, has significantly transformed the physical and notional vicinity. Where, for many years there was a degree of under-development and vacancy (see previous Mill Road History Project/Society reports), there is now a vibrant community destination with international recognition. Presented as Europe’s first eco-mosque, it is intended to act as the main mosque for the Cambridge/Peterborough region and can accommodate 1,000 worshippers at a time. While this may have no direct impact on local housing, it might encourage the spread of commercial development, and occasional traffic congestion (in spite of the extensive underground car park).

The Cam Foundry purpose-built student accommodation (PBSA), immediately adjacent to the mosque on the east side, is designed to house 270 students. Similarly to the mosque, the PBSA is occupying land which was also under-developed. Now there is a seemingly lively centre for students (mostly, allegedly, attending Anglia Ruskin University). The question

over whether the site might have been more appropriately developed for much-needed family housing has been largely pushed aside.

Estimated demand is driving the development of more or less every space, however small, that can be turned over to some form of housing. Mill Yard, abutting the new mosque on the west, occupies previously commercial land and has now been developed for five or so new residential units.

The Montreal Road development, on the corner of Mill Road and Montreal Road, has resulted in ten or more new units (neighbouring Montreal Square has been mooted for re-development, though this has met with stiff local opposition).

Around No. 213 Mill Road, “Dutch’s Corner” (named after Mr. Holland who operated a garage on the site, currently the Cambridge Bed Centre) is subject to a proposal for redevelopment into fourteen residential units.

The redundant and now demolished (2020) Health Authority offices on Vinery Road have been proposed for redevelopment to provide nine new houses.

The character of the eastern part of Mill Road (east of the bridge) has altered considerably over the last one hundred or so years. Where there were shops catering to local domestic needs – groceries, hardware, pubs – there are now (2019) approximately fourteen cafes/restaurants and about ten takeaways. Indicative of the change is the presence of seven estate agents – something that would certainly not have been present around 1900.

The designation of the Mill Road Conservation Area proves the widely held perception that much of the fabric of Romsey Town – its Mill Road spine and the streets leading off from it – is an asset that is worth protecting. That protected fabric, however, concerns only the physical appearance of the buildings, and mainly simply their front elevation.

Modification and Enlargement

Appendix E, Roof Extensions Design Guide, of the Local Plan (October 2018) states “In Cambridge the supply of housing is limited and house prices are high. Increasingly, people are trying to meet their need for additional accommodation by extending their existing houses, rather than moving elsewhere. Roof extensions are a popular way of providing more accommodation”.

This is reflected in Madras Road and, as mentioned in “Alterations and Extensions” above, there is scarcely a house which has not been extended or altered from its original design. A cursory assessment suggests that Nos 6, 15 and 17 may be the least altered in the street, yet doubtless there have been some internal alterations – heating, bathrooms and kitchens at a minimum.

Nearly all of the other houses have had rear extensions in some form or another – some only on the ground floor, some also on the first floor. Furthermore, several houses – about ten – have some form of attic conversion. This may involve a comprehensive realignment of the rear roof, or simply the insertion of Velux windows (with new internal stair arrangements). Use of the attic space was, obviously, a built-in feature with the newly constructed Nos 38 and 40, with their prominent front dormer windows.

Nonetheless, looking at Madras Road from above (courtesy of google maps) it can be seen that there is limited scope for further physical extension; the back gardens/yards are not long, and the development of 100% of the property – right up to the border lines – is not to be sanctioned. Or is it?

Specific planning direction is ill-defined. The City Planning Department states that appraisals of conservation areas are drawn up to guide and protect the best features of the area, and consequently development control ought to be stricter than in other areas. The “siting, scale, height, form, details and building materials will all need to be carefully chosen” (<https://www.cambridge.gov.uk/development-in-conservation-areas>). While there has been an appraisal (Mill Road Area Conservation Area Appraisal, Cambridge City Council, June 2011), there has been no follow-up, no defined guidance on appropriate development. A question arises over what criteria might guide the assessment of the “siting, scale, height, form, details and building materials [...] to be carefully chosen”. As identified in “Alterations and Extensions” above, the 2019 Local Plan policy on alterations and extensions of existing buildings is quite comprehensive, yet it may be that an approved Neighbourhood Plan, as discussed in “Neighbourhood Planning” below, might address this matter in more depth.

Rehabilitation and/or Renewal

Of the thirty-eight houses in Madras Road (remember, there is no No. 37 nor No. 39), twenty-eight of them are now (2020) over a hundred years old. Building standards were relatively robust in the late Victorian and early Edwardian eras, possibly sturdier than those of the 1970s. (For dates of construction, see Figure 66 below.)

The applications to the Borough authority (see "Applications for Building Permits 1880s to 1890s", above) indicate a degree of stringency in assessment. Yet some concerns remain over the width of some exterior walls, and foundations (insulation was not a consideration). As an example, the assessment of the application to erect what is now No. 1 Madras Road included conditions attached to the September 1893 application by J. J. Cottage to erect two dwellings that “the cesspools are removed when the public sewer is completed, and that the back wall is (increased in width) from the 4½ inches to 9 inches”. It may be noted that even 9 inches is, by contemporary standards, worryingly thin.

However, it may be assumed that some of the exterior walls of all or most dwellings one hundred or so years old might have been duly widened – though there may still be some oversights. Concerns also remain over foundations; in cases in which a dwelling has not been marketed, and may not have been improved, foundations may still be sub-standard.

One primary outcome of the conservation area should be the preservation of the fabric of the street, though this seems mainly to apply to the front elevations of the buildings; it is at the rear that most new building will take place. Chimney stacks are integral to the original design of most of the houses, so their redundancy may also be a worry. Most of the newer houses (post-1910), if not all, don't have any whatsoever. New chimneys when built are slight in comparison with the originals.

Hence, it can be anticipated that there may be some replacement of parts of a house's front, if not the whole of it, yet the appearance should reflect the original. On the other hand, regulation might change and new design – surely intended to complement the surroundings – might become sanctioned.



Figure 66: Date of construction of houses in Madras Road (superimposed on Land Registry map)
(CA and <https://www.gov.uk/government/organisations/land-registry>)

Neighbourhood Planning

The City Council website outlines the advantages of, and process in, creating a Neighbourhood Plan for a Neighbourhood Area. Based on the 2018 National Planning Policy Framework and its related Planning Practice Guidance, the designation of a locality as a Neighbourhood Area would need to be lobbied for by a suitably representative local group and, if so designated, subsequently declared as one by the City Council. Upon declaration, the recognised local group may commence the drafting of a Neighbourhood Plan, the provisions of which must go through a stipulated consultation process. Should the plan gain sufficient local support, it may be adopted by the local council – to be monitored and reviewed in time.

A Neighbourhood Plan may contain provisions that guide the development control process, such as helping “to determine the type and design of new development”. A plan cannot circumvent or over-ride policies in a district local plan, but can augment them. In theory, this could fulfil the function of giving the Conservation Area some implementable substance (<https://www.cambridge.gov.uk/neighbourhood-planning>).

In Cambridge, South Newnham has embarked on the preparation of a Neighbourhood Plan. The website is <https://www.newnhamforum.co.uk/>.

Property Values

Many specialized bodies, such as the Royal Institute of Chartered Surveyors and the Office for Budget Responsibility, predict a national slowing down in house values in the 2020s. Such projections, though, often go awry. Supposing that the Cambridge/Cambridgeshire economy continues to grow, as it is forecasted to do despite Brexit, demand for housing will continue to rise, forcing up values.

The 2018 Local Plan states that land for 14,000 new dwellings is required within the city boundary in the period 2011 to 2031, and that 6,267 new builds had been completed by the end of March 2018 (Cambridge City Local Plan, October 2018, Appendix N, Five Year Housing Land Supply). That figure might have risen to around 7,000 or more by January 2020, and so land for another 7,000 is required. While some of the land to meet this demand might be made available through increasing density in existing residential areas (such as through “garden grabbing” or brownfield sites) much will have to be found on greenfield sites within the green belt. New builds are attractive, yet demand for existing housing in close proximity to lively areas such as Mill Road, and in a conservation area, is likely to remain high.

If the average value of a Madras Road house in 2020 is around £350,000 (see “House Values” and “Comparison with Other Madras Roads in the UK”, above), there is little reason why that figure should not rise to well over £500,000 by 2030 (unless a substantial international recession occurs, which has been mooted). Such a value would exclude anyone earning the average annual salary of around £30,600 (<https://www.ons.gov.uk/>), though typical Cambridge salaries are a bit higher than the national average.

So, who might be the future residents in Madras Road, particularly given that there is limited scope for physical expansion? Large families can probably be discounted; those with lavish plans also. There may well be some reasonably affluent, though smallish, families; some comfortably-off retirees; and some discerning well-off individuals. There might well be pressure for increased Houses of Multiple Occupation (HMOs) – typically student housing – though, according to council policy, this should be discouraged. Airbnb, should it remain unregulated, can also be expected to spread.

An increase in investment purchasing can be expected, and there is a chance that property in the street will come to be regarded primarily as a financial asset: turnover would be regular, and at the cost of community spirit.

Traffic and Travel Congestion

When Madras Road was laid out, in the period 1888 to 1900, traffic would have been negligible: only occasional delivery and removal carts, most if not all horse-drawn. This picture would have remained true throughout the 1920s and 1930s, although occasional motor vehicles – private and commercial – would have started to appear. In the 1919/20 Spalding’s street directory F. W. Moore was recorded as resident at No. 31 with the occupation of motor driver, although it is likely he couldn’t take the motor home. Moreover, the 1931 Spal-

ding's street directory records Hard & Dickerson's builders' yard occupying lots Nos 18 and 20, surely resulting in traffic, some of it possibly motorised.³¹

Motorised buses in Cambridge are recorded as having started in the 1900s: the Cambridge University and Town Motor Omnibus Company Limited and also the Cambridge Motor Omnibus Company (<http://cambridgehistorian.blogspot.com/2013/01/on-buses-in-cambridge-early-years.html>). It has not been ascertained whether they served Mill Road. Trams ran along East Road, but similarly they do not appear to have served Romsey Town. The subject seems to be relatively unresearched, yet it can be assumed that a regular bus service ran along Mill Road, thereby servicing Madras Road, by the 1950s at the latest.

By 2020, traffic has become a highly topical issue in Madras Road, and in Romsey Town in general. Almost every resident will have a car to park, and there will be commercial vehicles and visitors. The more development there is in the vicinity, the more traffic will be generated. Mill Road can be congested in certain parts of the day, and destinations such as the Central Mosque can attract additional traffic.

Apart from double-yellow lines at its junction with Mill Road and Marmora Road, the street has no parking restrictions, allowing anyone to park for as long as they wish; and because of its comparative narrowness, parked vehicles often take up part of the pavement. There is increasing pressure from residents Cambridge-wide for residents-only parking restrictions, but this pressure does not appear to have had any impact yet in Madras Road and surrounding streets. Nonetheless, there is now (2020) a maximum speed restriction along the street of 20 mph.

Employment

The Spalding's street directories held by the Cambridgeshire Archives show that many of those living in Madras Road in the period 1890 to, at least, the 1930s were occupied in trades related the local area, particularly the railway. Figure 67 below, focussing on the period 1890s to 1910s, shows a wide range of occupations, mostly apparently locally-based, and none of them seemingly clerical or office-based.

³¹ Although the Maurice Dickerson in the following excerpt may or may not have been connected to Hard & Dickerson, it makes an interesting story:

Maurice Dickerson had a reputation for keeping his lorries on the road until they fell apart. He began his haulage firm in the 1920s with a lone 1-ton Ford truck, worked hard, was his own boss, said yes to any job, made a profit and saved from what he earned. As an economy, he did his own repairs. When he got a puncture delivering a load of flowers to Manchester he stuffed the tyre with hay from a nearby field. In a few years he saved enough to buy 30 acres of gravel pit land near the village of Great Shelford, south of Cambridge by the River Cam. He bought two horses, Pansy and Snowy, both drays. His eight-year old son John looked after them, fed them, brought them up from the village, harnessed them to a 1-ton skip, then led them down the pit incline to Joe, the digger-man at the bottom. Joe dug the gravel with a spade and flung it onto a mesh screen on the skip for the sand to filter through. It took all day to fill one skip. John then whipped the horses up the incline to a lorry at the top. A family business grew. By 1937 Maurice Dickerson had earned enough money to buy a Priestman mechanical excavator with steel steering wheels and runners, a crane, five lorries and the Teversham Corner Garage in Cambridge. (Diana Souhami, *Murder at Wrotham Hill*, Quercus Editions, 2012).

There was also a George Dickerson, carpenter, recorded by Spalding's street directory as resident at No. 3 from 1901 to around 1919. (Cambridgeshire Archives).

No.	Date	Name	Occupation
1	1890s	Henry George Whiffin	skin dresser
2	1890s	James Moore	GER shunter
3	1900s	George Dickerson	joiner
4	1910s	John Marriott (boarding)	carpenter's apprentice
5	1910s	Charles Edward Brooks	outside porter
6	1910s	George Trotman	cement burner
8	1910s	Richard Henry Beck	porter guard L&NWR
11	1890s	Samuel Catling	carpenter
13	1890s	Walter Morley & Thomas Armstrong	painter and glazier, tailor
14	1890s	Thomas Alfred Blinker	carpenter
15	1900s	Edward J. Arnold	railway employee
16	1910s	Charles Quince	railway servant
19	1900s	A. H. Benton	poultry dealer
21	1910s	Frederick Cornwell	cement employee
22	1890s	Alfred Dawson & Walter Bunn	greengrocer, florist, fruiterer & market gardener, gardener's labourer
23	1900s	Frederick Thrower	guard
24	1890s	Robert Naylor	umbrella maker
25	1900s	Frederick Pamment	engine driver
26	1890s	Arthur Gill	labourer
28	1890s	Samuel Bunn	bricklayer's labourer
29	1900s	Ernest Robert Cornwell	bricklayer
30	1910s	Charles Webb	bricklayer
31	1910s	Walter William Bartholomew	cement labourer
32	1910s	Reginald Mouing	lineman LNER
33	1900s	Alfred Evans	police inspector
34	1910s	Charles Bertram Morrell	cement labourer
35	1910s	John Frederick Ellis	carpenter
36	1910s	George Hunt	labourer

Figure 67: residents and trades in Madras Road in the period 1890s, 1900s and 1910s
 (The residents shown may not be the first residential occupants, but have been identified simply to indicate the range of trades) (Spalding's 1891, 1895, 1897, 1901, 1904, 1907, 1910, 1912, 1913 & 1914)

Eight of those listed worked on the railways; nine or ten were involved in construction; four must have been working either at the nearby Romsey Town Cement and Lime Company, the Saxon or Norman cement works, or the Atlas cement processing works. That this form of generally locally-based employment continued to the 1940s is confirmed by Spalding's street directories, and it most likely endured to the late-1980s – Kelly's directories (which replaced Spalding's in 1948) not having recorded means of employment.

Some conjecture has been used to summarise the changes in employment that appear to have redefined Madras Road in the period from the mid-1990s to the present (2020). One indicator is data on valuations, sales and planning permissions. In Figure 68 below, this data is shown for the specific houses in Figure 67 (above). Here, it is readily apparent that there has been a lot of activity, particularly since the late 1990s to the present: property has been changing hands, and this is unlikely to indicate that the occupants were engaged in stable, and relatively poorly-paid, employment.

Without knowing exactly who owned what, it seems likely that many owners of the houses (albeit not necessarily occupants) began in the mid- to late-1990s to realise the increasing value of their assets, and speculation commenced.

No.	Activity
2	1973-74 sold / 2015-16 advertised as an HMO / 2017 planning permission for 6 rental rooms.
3	2013 planning permission for rear roof extension.
5	1969-70 valuation / 2011 sold.
6	1999 valuation.
8	2003 & 2007 valuation.
11	1978 planning permission for conversion to HMO.
13	2018 & 2019 valuation.
14	2019 advertised as 5 bedroom "student accommodation".
16	2010 valuation / 2013 planning permission for 1-storey side extension, 2-storey rear extension & window / 2015 valuation.
19	1996, 1999 & 2003 valuation / 2017 advertised for rent.
22	2017 & 2018 valuation.
23	1999 & 2009 valuation.
24	2003, 2006, 2011 valuation.
25	1997, 2001 & 2010 valuation / 2012 planning permission for loft conversion / 2014 valuation.
26	1996 & 2003 valuation.
28	2000, 2004 & 2009 valuation.
29	2001, 2011 & 2014 valuation.
30	1999 & 2008 sales / 2015 valuation
31	1998 valuation.
32	2003 valuation.
33	1995 valuation / 2012 planning permission for extension & valuation
34	1982 sale / 2002, 2008, 2011 & 2015 valuation.
35	2002 valuation.
36	1984 planning permission for extension / 1985, 2001 & 2012 valuation.

Figure 68: Sales, valuation and planning permission in Madras Road from mid-1970s to the present (2020) affecting the houses identified in Figure 67 (above) (CCPD, www.rightmove.co.uk and www.zoopla.co.uk)

With increased house values go increased rental, or leasehold, costs, and those engaged in less-lucrative work might find it impractical to live or stay in Madras Road. This ought to lead to a simple equation – lower-earners move out while higher-earners move in. However, given the vagaries of the contemporary economy, some who consider themselves as potentially high-earners may not, in fact, be earning more than those who might be less aspiring. A carpenter – still often considered a traditionally working class, and thereby relatively poorly-paid, occupation – may, in fact, earn far more than an IT consultant, although the latter might more readily opt for pricier accommodation than the former. There are other factors that influence people's choice of housing – age, gender, ethnicity and religion, for example.³²

³² It has been noted in August 2020 that some advertised rental values have been reduced, probably due to the impacts of the Covid 19 pandemic (No. 8 from £2,065 to £1,750 pcm and No. 10 from £2,225 to £1,995 pcm (www.leaders.co.uk)).

CONCLUSION

Nonetheless, the economic profile of the street has evidently changed dramatically. Simply put, where originally there were outdoor workers there are now indoor workers. What might be the principal types of employment in the 2000s?

The Office for National Statistics' Official Labour Market Statistics 2018 has Cambridge's employment profile dominated by "education" (23.6%), followed by "professional, scientific, technical" (16%), "human health & social work" (15.1%), "accommodation & food" (9.4%), "wholesale & retail trade" (9.4%) and "information & communication" (7.5%). "Manufacturing" at 1.7% and "transportation & storage" at 1.4% indicate the overall economic profile of the city. The remaining 15.9% presumably accounts for unemployed and niche activities. (<https://www.nomisweb.co.uk/reports/lmp/la/1946157205/report.aspx#tabempunemp>).

This picture may change further with the expansion of the CB1 development scheme, increasing office space, and the relocation of Marshall's airport, reducing "transportation & storage" employment.

No survey has been undertaken into current employment in Madras Road, and a degree of what I hope to be observant assessment has been adopted. Hence, it is assumed to be likely that few residents are employed in the latter two categories identified above, while, on the other hand, it is likely that many are in the dominant six. A more in-depth survey might be revealing.

Nonetheless, and more locally, the seemingly buoyant commerce along Mill Road (see "Significant Local Developments", above) should bolster Madras Road's position as a desirable location for individuals, couples and small families who are more directly involved in "gown" or "gown"-associated employment than that customarily connected with "town", or "town"-associated work.

Lastly, in retrospect, were there to have been re-development of the streets of Romsey Town, as mooted in the 1950s to 1980s, it would probably have resulted in non-gentrification. The GIA had the objective of upgrading the then prevailing conditions to improve the living conditions of the occupants. This preserved the fabric of the buildings and modernized the amenities. However, most of the improved buildings remained in the private sector, and the owners, naturally, sought to maximise their profit. Had comprehensive re-development taken place, it is likely that most, if not all, of the properties would have been absorbed into the public sector. The architecture may have been less marketable, yet there may have been far less speculation and displacement of original occupants.

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<https://www.newnhamforum.co.uk/>

<https://www.capturingcambridge.org>

LIST OF SOURCES

Cambridgeshire County Archives

Jesus College Archives

The Cambridge Collection

Appendix: Account of Each House in Madras Road

The tables shown below contain a brief history of each house in Madras Road, from the first date recorded that relates to the house to the most recent. The earliest dates, which generally concern approval for construction or actions connected to ownership of the house plot, were fairly straightforward to identify – almost exclusively through the Cambridgeshire Archives. The most recent dates were less easily identifiable: Kelly's Directories, which identified each property, came to an end in 1975, and after that all that is readily available comes through either planning applications to the city council or sale and/or rental advertising. More exhaustive research could be undertaken through the electoral register and council valuation rolls, but that degree of detail is considered unnecessary for this report.

Each table contains four columns: date, of a recording or an occurrence; occupants, who was resident at the time of recording, often with their business; events, activities that were recorded; value, the recorded monetary worth of the property, whether actual or estimated. Most tables contain illustrations: firstly, selected parts of the original application to the borough, or city council, for permission to build or alter the building; secondly, elevations or floor plans from subsequent applications for alterations or advertising for sale or rent.

Occupation of the houses is taken from Spalding's and Kelly's directories.

In some cases, such as No. 7, no information on any original or later application has been identified. However, No. 7, and No. 9, do give examples of plots which remained undeveloped for several decades, and where the land was recorded as used as a "garden". The phrase "building land" is self-explanatory, although sometimes seemingly transient, yet was there an actual garden? And if so, gardened by whom? The 1888 OS maps does indicate fruit trees on one plot, which require several years to become productive. What were the rights of ownership?

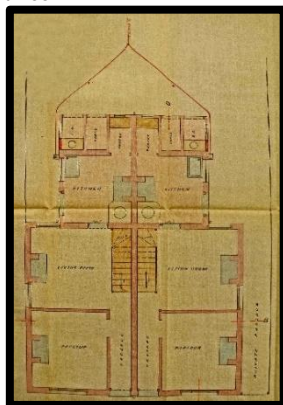
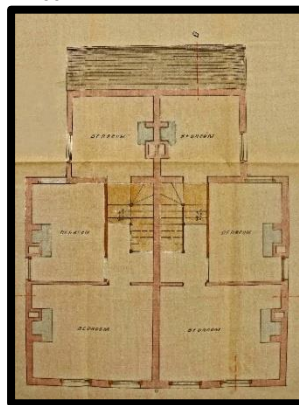
Please refer to the glossary for clarification of reference acronyms. Note that dates have been removed during which nothing notable was recorded.

No. 1 Madras Road			
Date	Occupants	Events	Value
1892		06/92: indenture between Albert Edward Mason & Frederick Stephen Cottage. (Albert Mason died Sept 23 1938, buried in Mill, Road Cemetery.) (CA CB/2/SE/3/9/662)	
1893		9/93: application by J. J. Cottage, Brandon Hall, Norfolk, for 2 "private dwelling houses". Agent: R Reynolds Rowe, Park House, Parkside. Conditions: "that the cesspools are removed when the public sewer is completed, and that the back wall is (thickened) from the 4½ inches to 9 inches." (CA CB/2/SE/3/9/662)	
1895	Henry George Whiffin, skin dresser		
1898	Henry George Whiffin, skin dresser		
1901	H. C. Shadbolt		
1904	Arthur Fell, police constable		
1907	Mrs Waldock		
1910	Mrs Waldock		
1912	Mrs Waldock		
1913	Charles Price, baker		
1914	Frank William Watson		
1915	Frank William Watson		
1916/17	Frank William Watson	08/17: to let, apply to 87 Mawson Road. (CC BNA CDN)	
1919/20	John Pettit, blacksmith	06/20: auction of freehold dwelling house by auctioneer Robert Bell. (CC BNA CDN)	
1921/22	John Pettit, blacksmith	12/21: Conveyance by Ernest Charles Cottage, executor of the will of Frederick Stephen Cottage, to Mr Harry Goodwin, 285 Mill Road (CA 139/29).	£130.00
1922/23	John Pettit, blacksmith		
1923/24	John Pettit, blacksmith		

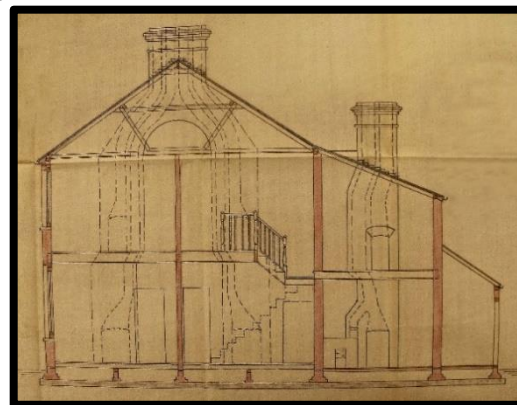
1931/32	Mrs F. A. Pettit		
1935/36	Moles		
1939/40	W. F. Head		
1951	Arthur Stanley Cresswell		
1953	Arthur Stanley Cresswell		
1955	-		
1962	Mrs Gotobed		
1965/66	Clarence N. Gotobed		
1969	Clarence N. Gotobed		
1971	Clarence N. Gotobed		
1973	David Smith		
1975	David Smith		

1893 Application (CA CB/2/SE/3/9/662):

Ground floor:

1st floor:

Section:

**No. 2 Madras Road**

Date	Occupants	Events	Value
1888		Application to build house, by/for James Moore, Stockwell Street (CA CB/2/SE/3/9/128).	
1891	James Moore, GER shunter		
1895	James Moore, GER shunter		
1898	James Moore, GER shunter		
1901	Mrs Moore	House referred to as "Prospect House" (Spalding's)	
1904	A.J. Moore		
1907	A.J. Moore		
1907-09		Sale? (unverified)	
1910	J. Bilton		
1912	Reginald Moulding, insurance agent		
1913	Thomas William Collin, fireman GER		
1914	Mrs F. Smith		
1915	Mrs F. Smith		
1916/17	George Feetham, blacksmith		
1919/20	Wm Gilbey, cement worker		
1921/22	Wm Gilbey, cement worker		
1922/23	Wm Gilbey, cement worker		
1923/24	Mrs Gilbey		
1931/32	Mrs Gilbey		
1935/36	Mrs Gilbey		
1939/40	Mrs Gilbey		
1951	Mrs L. R. Gilbey		
1953	Mrs L. R. Gilbey		
1955	Mrs L. R. Gilbey		
1962	Brooks Jn		
1965/66	Brooks Jn		

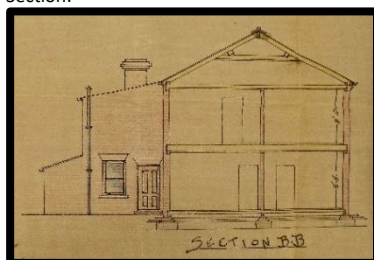
1969	Brooks Jn		
1971	Brooks Jn		
1973-74	-	Sale: hall with radiator / lounge + radiator, "space saver doors" to dining room with radiator / kitchen + "single drainer sink unit with draws and cupboards under, fitted cupboard + shelves, glazed door / ground floor bathroom + panelled bath, hand basin, WC, radiator, wall heater, tiled walls / 3 bedrooms, only 2 with radiators / rear garden + lawn & flower beds & shed (Adrian's Estate Agency) (CA DSCF6258).	£8,650 Rates: £45
1975	Paul Gibson		
1996		Valuation (www.rightmove.co.uk)	£67/9,000
2015/16	5 tenants	HMO with 5 rental rooms (www.rightmove.co.uk) (rear ground floor extension already built)	
2017		6/17: valuation (www.rightmove.co.uk) 7/17: application by Goose Architects Ltd for 6 rental rooms, 3rd floor & removal of front door to side. (CCPD 17/1227/FUL) 8/17: withdrawal of application for demolition of rear shed & construction of: bike store, ground floor extension, first floor extension & attic conversion incorporating rear dormers. (CCPD 17/1227/FUL) 11/17: approval of application. (CCPD 17/1227/FUL)	£450,000
2018		8/18: grant of certificate of lawfulness for insertion of windows & revised door location on NE elevation, changing windows & doors on NW & SE elevations & roof light in SE elevation. (CCPD 18/1071/CL2PD)	

1888 Application (CA CB/2/SE/3/9/128):

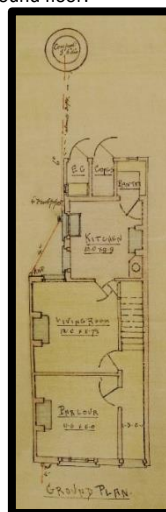
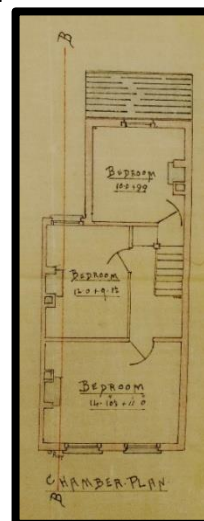
Front:



Section:



Ground floor:

1st floor:

1973/74 sale (Adrian's Estate Agents) (CA DSCF6258):

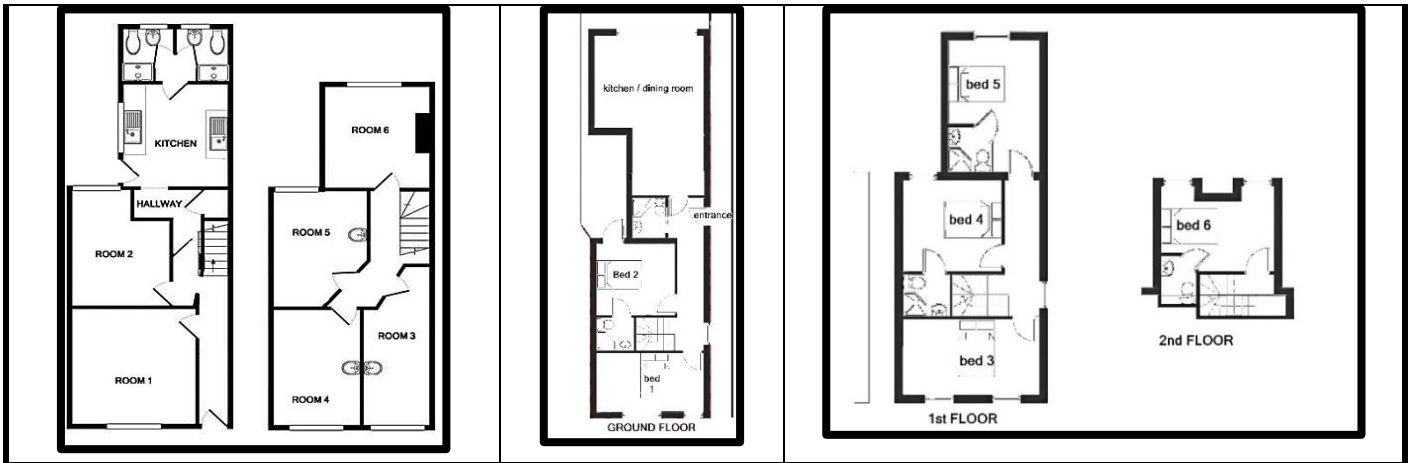
2015 / 2016 floorplans with 5 rooms
(www.rightmove.co.uk):

2017 / 2018 floorplans (www.rightmove.co.uk):

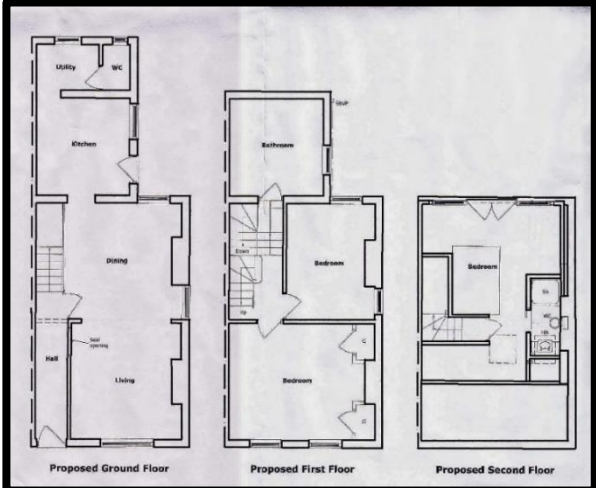
Ground & 1st floor:

Ground floor:

1st & 2nd floor:



No. 3 Madras Road			
Date	Occupant	Events	Value
1893		9/93: application by J. J. Cottage, Brandon Hall, Norfolk, for 2 "private dwelling houses". Agent: R Reynolds Rowe, Park House, Parkside. Conditions: "that the cesspools are removed when the public sewer is completed, and that the back wall is (thickened) from the 4½ inches to 9 inches." (CA CB/2/SE/3/9/662)	
1895	garden		
1898	garden		
1901	George Dickerson, joiner		
1904	George Dickerson, joiner		
1907	George Dickerson, carpenter		
1907-09	George Dickerson, carpenter		
1910	George Dickerson, carpenter		
1912	George Dickerson, carpenter		
1913	George Dickerson, carpenter		
1914	George Dickerson, carpenter		
1915	George Dickerson, carpenter		
1916/17	George Dickerson, carpenter		
1919/20	Richard Squires		
1921/22	Richard Squires		
1922/23	Richard Squires		
1923/24	Richard Squires		
1931/32	Horace Wilson, LNER fireman		
1935/36	Horace Wilson, LNER fireman		
1939/40	Horace Wilson, LNER fireman		
1951	Horace Wilson		
1953	Horace Wilson		
1955	Horace Wilson		
1962	Horace Wilson		
1965/66	R. Hunt		
1969	R. Hunt		
1971	R. Hunt		
1975	R. Hunt		
2001		3/01: valuation (rightmove.co.uk)	£132,000

2004		4/04: valuation (rightmove.co.uk)	£230,000
2006		4/06: valuation (rightmove.co.uk)	£235,000
2012		8/12 – described as 2 bedrooms (rightmove.co.uk)	£289,500
2013		2/13: application for rear roof extension. 4/13: approval for rear roof extension (CCPD 13/0186/FUL).	
1893 application (CA CB/2/SE/3/9/662):			
SAME AS No. 1 ABOVE			
2013 application (CCPD 13/0186/FUL):			
Proposed ground, first & second floors:			
			

No. 4 Madras Road

Date	Occupants	Events	Value		Date	Occupants	Events	Value
1895	garden				1923/24	William Linsey, fireman GER		
1898	garden				1931/32	William Linsey, fireman GER		
1901	garden				1935/36	William Linsey, fireman GER		
1904	garden				1939/40	William Linsey, fireman GER		
1907	garden				1951	William Linsey		
1910	garden				1953	William Linsey		
1912	building land				1955	William Linsey		
1914	Henry Marks	John Marriott, carpenter's apprentice, boarding at No. 4. Later killed in WW1 on 24/11/14. (CC BNA)			1962	William Linsey		
1916/17	William Linsey, fireman GER				1969	William Linsey		
1919/20	William Linsey, fireman GER				1971	William Linsey		
1921/22	William Linsey, fireman GER				1975	William Linsey		
1922/23	William Linsey, fireman GER							

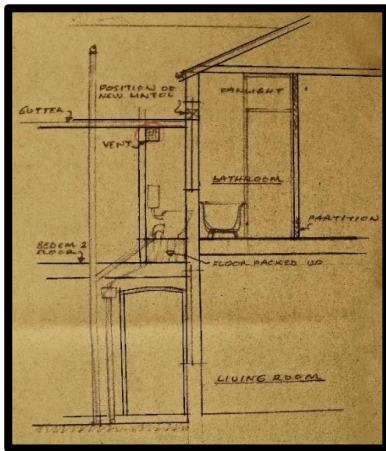
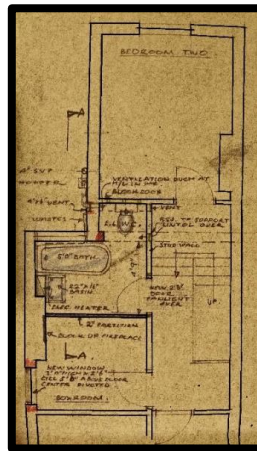
No. 5 Madras Road

Date	Occupants	Events	Value
1895	garden		
1898	garden		
1901	-		
1904	Peter Creek		
1907	Peter Creek		
1910	Peter Creek		
1912	Charles Edward Brooks, outside porter		
1913	Charles Edward Brooks, outside porter		

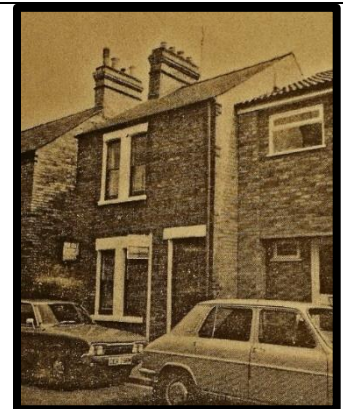
1914	Charles Edward Brooks, outside porter		
1915	Frederick Charles Brooks, PC 80		
1916/17	Frederick Charles Brooks, PC 80		
1919/20	Frederick Charles Brooks, PC 80		
1921/22	Frederick Charles Brooks, PC 80		
1922/23	Frederick Charles Brooks, PC 80		
1923/24	Frederick Charles Brooks, PC 80		
1931/32	S. Harding, railway fireman		
1935/36	S. Harding, railway fireman		
1939/40	S. Harding, railway fireman	Death in 5/39 of Isla Doris Harding, aged 6, youngest daughter of Mr & Mrs Harding (CC BNA CDN)	
1951	Sidney Harding		
1952		Fred Harding drives the Britannia (1 st of new class of Express class) from King's Lynn (Sandringham) to London at 35 mph with body of George VI (CC BNA Liverpool Echo)	
1953	Sidney Harding		
1955	Sidney Harding		
1956		3/56: application by S. Harding for internal alterations to form a bathroom. D Harding c/o Hughes & Bicknell. Cost of work = £150 (CA CB/2/SE/3/9/22164).	
1962	Sidney Harding		
1965/66	Sidney Harding		
1969	Noel Colomb		
1969/70	Noel Colomb	For sale: "well modernised freehold residence...originally detached but now adjoining a pair of modern houses." Lounge with tiled fireplace, electric storage heater & double power point. Dining room with fireplace, electric storage heater. Kitchen - breakfast room with metal sink unit, gas point, fluorescent light. 3 bedrooms (2 with storage heaters) / Half-tiled bathroom with built-in bath & "heatrae" electric water heater & WC & electric wall fire. (CA SP20/301)	£7,950
1971	Noel Colomb		
1973	Noel Colomb		
1977		Sale (CA SP20/301)	
1995		3/95: application & approval for single storey extension (CCDP 95/0112).	
2011		For sale (www.rightmove.co.uk)	£285,000

1956 application (CA CB/2/SE/3/9/22164):

Section:

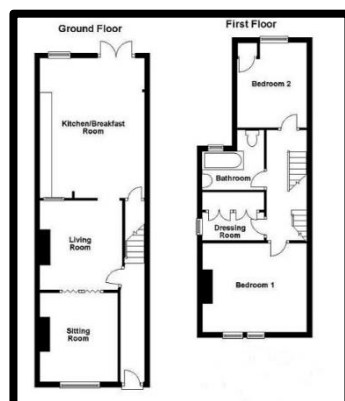
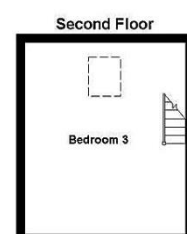
1st floor:


1969 sale photo (CA SP20/301):



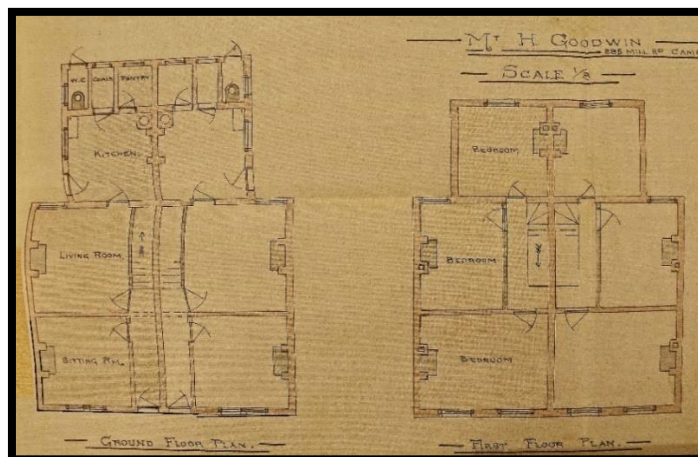
2013 floorplans (www.rightmove.co.uk)

Ground & 1st floors:

2nd floor:

No. 6 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	building land				1931/32	Frederick Taylor, LNER servant		
1898	building land				1935/36	Frederick Taylor, LNER servant		
1901	building land				1939/40	Frederick Taylor, LNER servant		
1904	garden				1951	Ted Purkis		
1907	garden				1953	Ted Purkis		
1910	garden	8/10 application by Harry Goodwin (285 Mill Road) to erect 2 cottages. Approved 2/11 (CA CB/2/SE/3/9/3082).			1955	Ted Purkis		
1912	George Trotman, cement burner				1962	Mrs Purkis		
1913	George Trotman, cement burner				1965/66	J. Smith		
1915	Robert B. Foreman, PC 65				1969	Arthur Smith		
1916/17	Robert B. Foreman, PC 65				1971	Arthur Smith		
1919/20	Robert B. Foreman, PC 65				1973	Keith Beadle		
1921/22	Frederick Taylor, GER servant				1975	Peter Dunn		
1922/23	Frederick Taylor, GER servant				1999		6/99 valuation (www.rightmove.co.uk)	£124,950
1923/24	Frederick Taylor, GER servant							
1910 application (CA CB/2/SE/3/9/3082):								
Front & rear elevations:								
<div></div>								

Ground & first floor plans:

**No. 7 Madras Road**

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	building land				1919/20	garden		
1898	garden				1921/22	garden		
1901	garden				1922/23	garden		
1904	garden				1923/24	garden		
1907	garden				1931/32	garden		
1910	garden				1935/36	garden		
1912	garden				1939/40	garden		
1913	garden				1972		01/72 application to erect pair of semi-detached houses (CCPD C/72/0325 & CCPD C/72/0631)	
1914	garden				2003		5/03 valuation (www.rightmove.co.uk)	£160,000
1915	garden				2007		6/07 valuation (www.rightmove.co.uk)	£249,995
1916/17	garden							

No. 8 Madras Road

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	building land				1939/40	Wm Francis, driver LNER		
1898	building land				1951	Mrs E. A. Francis		
1901	building land				1953	Mrs E. A. Francis		
1904	garden				1955	Mrs E. A. Francis		
1907	garden				1962	Miss W. Francis		
1910	garden	8/10 application by Harry Goodwin (285 Mill Road) to erect 2 cottages. Approved 02/11 (CA CB/2/SE/3/9/3082).			1965/66	Miss W. Francis		
1912	Richard Henry Beck, porter guard L & NWR				1969	Miss W. Francis		
1913	John Haggard, checker L & NWR				1971	Miss W. Francis		
1914	John Haggard, checker L & NWR				1973	Miss W. Francis		
1915	John Haggard, checker L & NWR				1975	Miss W. Francis		
1916/17	John Haggard, checker L & NWR				1989	Miss W. Francis	03/89 application for Miss Francis by Black Horse Agencies Januarys for erection of dwelling unit on land adjacent to No. 8 (CCPD	

						C/89/0215). 7/89 refusal of application due to insufficient space. Miss Francis / Black Horse Agencies Januarys appeal.	
1919/20	Wm Francis, driver GER			1990	-	03/90 Planning Inspectorate allows application.	
1921/22	Wm Francis, driver GER			1993		06/93 approval of application by Black Horse Agencies Januarys on behalf of Miss Francis. 12/93 approval of application by Jim Chapman on behalf of F. Chadhinha to erect 2-bedroom house (class C3) (CCPD C/93/0732).	
1922/23	Wm Francis, driver GER			1997		10/97 valuation (www.rightmove.co.uk).	£102,000
1923/24	Wm Francis, driver GER			2012		Advertised as 5 beds mid terrace house with spacious kitchen/breakfast room with doors to rear garden, two bathrooms, and 1 bedroom on ground floor & 4 more on 1 st floor (www.rightmove.co.uk).	£1,746 pm
1931/32	Wm Francis, driver LNER			2019		5/19: Advertised as 5 beds "student house" (www.rightmove.co.uk).	£2,065 pm
1935/36	Wm Francis, driver LNER			2020		8/20: Advertised as 5 beds (www.leaders.co.uk).	£1,750 pm
1910 application (CA CB/2/SE/3/9/3082):							
SAME AS No. 6 ABOVE							

No. 9 Madras Road

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	garden				1935/36	garden		
1898	garden				1939/40	garden		
1901	garden				1951	-		
1904	garden				1953	-		
1907	garden				1955	-		
1907	garden				1962	-		
1910	garden				1965/66	-		
1912	garden				1969	-		
1913	garden				1971	-		
1914	garden				1972		04/72: refusal of application to erect pair of semi-detached houses on land adjacent to No. 11 (to N. Atkin, 11 Madras) due to overdevelopment (CCPD C/72/0325). 10/72: permission granted to N. Atkin (Hilton Surveys, Hilton, Hunts) to develop land adjacent to No. 11 (CCPD 72/0631).	
1915	garden				1973	-		
1916/17	garden				1975	-		
1919/20	garden				2001			
1921/22	garden				2006			
1922/23	garden				2013			
1923/24	garden							
1931/32	garden							

No. 10 Madras Road

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	building land				1939/40	garden		
1898	building land				1951	-		
1901	building land				1953	-		
1904	garden				1955	-		
1907	garden				1962	-		
1907	garden				1965/66	-		
1910	garden				1969	-		
1912	garden				1971	-		
1913	garden				1973-74	-		
1914	garden				1975	-		
1915	garden				1993		04/93: approval granted to Miss M. Francis & Mrs I. Prime to renew out-line planning permission to erect a dwelling unit (traditional Victorian terrace design) (CCPD C/93/0254P).	
1916/17	garden				1999		03/99: valuation (www.rightmove.co.uk)	£88,000
1919/20	garden				2007		Sale (www.rightmove.co.uk)	£227,500
1921/22	garden				2009		04/09: 4 beds (www.rightmove.co.uk)	£235,000
1922/23	garden				2017		04/17: rental information = student house, property comprises an entrance hall, large kitchen and communal area, 2 large ground floor bed-	

						rooms, shower room and separate WC, kitchen/dining room, door to garden. 1 st floor = 3 large bedrooms. Rear garden is lawn with rear access. EPC Rating D (www.rightmove.co.uk).	
1923/24	garden				2019	5/19: 5 bedrooms. "No administration fees – Student House - A mid terrace house situated just off Mill Road close to local amenities. The property comprises of an entrance hall, Large kitchen and communal area two ground floor large bedrooms, shower room and separate WC, kitchen/dining room with electric oven, washing machine, fridge/freezer and fridge, door to the garden. On the first floor there are three further large bedrooms. Outside the rear garden is laid to lawn with rear access. Furnished. EPC Rating D." (www.rightmove.co.uk)	£2,225pm
1931/32	garden				2020	8/20: Advertised as 5 beds (www.leaders.co.uk)	£1,995 pm
1935/36	garden						
No.10 was erected in 1993/94 after approval was granted to Miss M. Francis and Mrs I. Prime of No.25 Alder Road, Folkestone. The Francis family had been resident at No.8 since 1918/19. Miss Francis originally applied in March 1989 through Black Horse Agencies Januarys, yet this was refused in July 1989 due to "insufficient space". Miss Francis / Black Horse Agencies Januarys appealed and in March 1990 the appeal was held. Council approval was then given in June 1993, which may have lapsed as in December that year the council gave approval to F. Chadhinha to erect a dwelling on the site. The volume and appearance of No.10 largely copied that of No.8.							

No. 11 Madras Road

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1891	Charles Smith, carpenter?				1931/32	Edward George Gates, cordwainer		
1895	Samuel Catling, carpenter				1935/36	Frank Gates		
1898	Samuel Catling, carpenter				1939/40	Frank Gates		
1901	Samuel Catling, carpenter				1951	Frank Gates		
1904	Samuel Catling, carpenter				1953	Frank Gates		
1907	Samuel Catling, carpenter				1955	Frank Gates		
1907	Samuel Catling, carpenter				1962	Frank Gates		
1910	Samuel Catling, carpenter				1965/66	Frank Gates		
1912	Edward George Gates, cordwainer				1969	Frank Gates		
1913	Edward George Gates, cordwainer				1971	Frank Gates		
1914	Edward George Gates, cordwainer				1972		04/72: refusal of application to erect pair of semi-detached houses on land adjacent to No. 11 (to N. Atkin, 11 Madras) due to overdevelopment (CCPD C/72/0325). 10/72: permission granted to N. Atkin (Hilton Surveys, Hilton, Hunts) to develop land adjacent to No. 11 (CCPD 72/0631).	
1915	Edward George Gates, cordwainer				1973	Frank Gates		
1916/17	Edward George Gates, cordwainer				1975	David Atkin		
1919/20	Edward George Gates, cordwainer				1978		8/78: permission granted to application for change of use of single residential unit to house in multiple occupation (to N.V. Atkin c/o R. Martin) (CCPD CO551/78).	
1921/22	Edward George Gates, cordwainer				2016		07/16: property identified as owned by Aeropeople Ltd (International recruitment agency for the aero sector).	
1922/23	Edward George Gates, cordwainer				2018		12/18: advertised as to let (Bush Lettings).	Rent £475pm
1923/24	Edward George Gates, cordwainer							

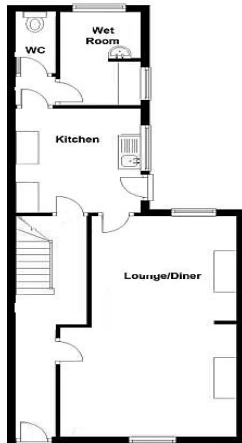
No. 12 Madras Road

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	building land				1931/32	garden		
1898	building land				1935/36	garden		
1901	building land				1939/40	garden		
1904	garden				1951	-		
1907	garden				1953	-		
1907-09	garden				1955	-		
1910	garden				1962	-		
1912	garden				1965/66	-		

1913	garden			1969	-		
1914	garden			1971	-		
1915	garden			1973	-		
1916/17	garden			1975			
1919/20	garden			1997	-	8/97: permission granted to George Davidson to build a terraced house on land between Nos.10 & 14, i.e. No.12 (CCPD C/97/0828).	
1921/22	garden			1999	-	02/99: for sale as 5 beds house (www.rightmove.co.uk).	£54,000
1922/23	garden			2018	-	03/18: advertised as to let as "Student property". 5 bedroom "offering easy access to ARU and local amenities. Comprises spacious kitchen/breakfast room with doors leading to the rear garden, one bathroom and 5 bedrooms. Furnished. EPC Rating D" (www.zoopla.co.uk)).	£2,000 pcm
1923/24	garden						

No.12 wasn't erected until 1997, when approval was granted to George Davidson, 251 Mill Road, to build one terraced house. The house conforms in volume and appearance to neighbouring No.10, with two double and one single red brick bands running along the face. No.10, erected in 1993/94, had copied this motif from No.8.

No. 13 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1891	Charles Smith, carpenter?				1923/24	Percy Turpin, cement worker		
1895	Walter Morley, painter and glazier + Thomas Armstrong, tailor				1931/32	Wm Barton, pack- er		
1898	Walter Morley, painter and glazier				1935/36	Wm Barton, pack- er		
1901	J. A. Robertson				1939/40	Wm Barton, pack- er		
1904	Herbert Day				1951	Wm Barton		
1907	Charles Letchford, labourer				1953	Wm Barton		
1910	Henry George Forster, engine fitter				1955	Wm Barton		
1912	Henry George Forster, engine fitter				1962	Wm Barton		
1913	Henry George Forster, engine fitter				1965/66	-		
1914	Henry George Forster, engine fitter				1969	Barry Sykes		
1916/17	George Mould, gardener				1971	Barry Sykes		
1919		15/08/19: Ernest & Millie Southerhill charged with damaging crop of sainfoin (CC BNNA CIP).			1973	Edward Colomb		
1919/20	Percy Turpin, cement worker / Ernest Southerhill, GER servant				1975	Edward Colomb		
1921/22	Percy Turpin, cement worker / Ernest Southerhill, GER servant				2018		10/18: valuation (3 bedrooms) ((www.zoopla.co.uk))	£375,000
1922/23	Percy Turpin, cement worker				2019		Valuation (3 bedrooms) (www.rightmove.co.uk)	£415,000
2018 floorplans (www.rightmove.co.uk):								
Ground floor:				First floor:				

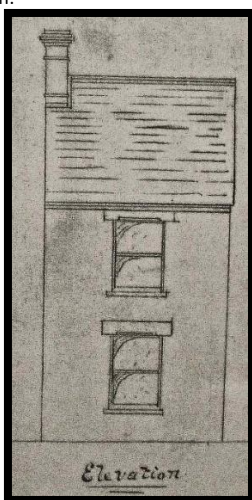
**No. 14 Madras Road**

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1888		5/88: approval of application by Thos Blinker, 15 Cavendish Road, to erect a house (CA CB/2/SE/3/9/103).						
1891	Thomas Alfred Blinker, carpenter				1931/3 2	Thomas Alfred Blinker, carpenter		
1893	Thomas Alfred Blinker, carpenter				1935/3 6	Thomas Alfred Blinker, carpenter		
1895	Thomas Alfred Blinker, carpenter				1939/4 0	Sydney Sander-son, gardener		
1898	Thomas Alfred Blinker, carpenter				1951	Louis Jas. Riches		
1901	Thomas Alfred Blinker, carpenter				1953	Louis Jas. Riches		
1904	Thomas Alfred Blinker, carpenter				1955	Mrs Riches		
1907	Thomas Alfred Blinker, carpenter				1962	Mrs Watson		
1907	Thomas Alfred Blinker, carpenter				1965/6 6	Mrs Watson		
1910	Thomas Alfred Blinker, carpenter				1969	Mrs Watson		
1912	Thomas Alfred Blinker, carpenter				1971	Mrs Watson		
1913	Thomas Alfred Blinker, carpenter				1973	Mrs Watson		
1914	Thomas Alfred Blinker, carpenter				1975	Mrs Watson	10/75: approval of application to erect 2-storey extension to existing dwelling house (CCPD C/75/0623).	
1915	Thomas Alfred Blinker, carpenter				1976		08/76: approval (to Mr Matthews, c/o Mrs M. E. Smith, Perowne St) of application to erect garage (CCPD C/76/0502).	
1916/17	Thomas Alfred Blinker, carpenter				1979		01/78: approval of change of use from residential to hairdressing salon (ground floor, front room only) (to P. Matthews, c/o Drivers, 169 Mill Road) (CCPD C/78/0905).	
1919/20	Thomas Alfred				1982		01/81: approval of continued use as hair-dressing	

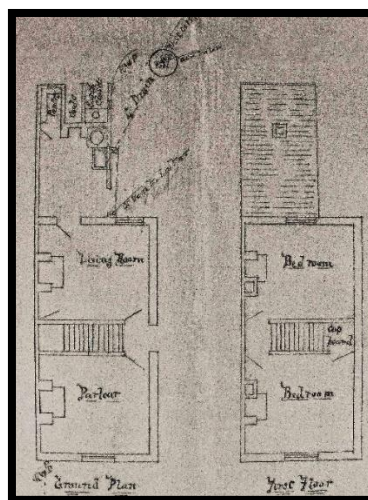
	Blinker, car-penter					salon - ground floor front room only (extension of period consent) to Mrs A. Matthews, c/o Drivers, Sawston. (CCPD C/81/0904) .	
1921/22	Thomas Alfred Blinker, car-penter			1997		06/97: application withdrawn to erect 1 house (C3), with garden on land adjacent to No. 14 (CCPD C/97/0331). 10/97: approval to George Davidson, 251 Mill Road, to erect 1 terraced house (C3) with garden between 10 and 14, & alterations to windows to No. 14 (CCPD C/97/0828).	
1922/23	Thomas Alfred Blinker, car-penter			2018		For rent: 3 bed unfurnished house: entrance hall, 2 reception rooms, "eat-in" kitchen, downstairs cloak-room, 3 first floor double bedrooms and 1st floor 4-piece bathroom suite. Laminate wood floors to some rooms, small courtyard garden (www.zoopla.co.uk).	£1,350 pcm
1923/24	Thomas Alfred Blinker, car-penter			2019		5/19: advertised as 5 bedroom "student house" (www.zoopla.co.uk).	£2000 pm

1888 application (CA CB/2/SE/3/9/103):

Front elevation:



Ground & first floor plans:



No. 15 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1906		10/06: house for auction (CC BNNA CIP)			1931/32	F. E. Tomlinson, LNER servant		
1907	Edward J. Arnold, railway employee				1935/36	F. E. Tomlinson, LNER servant		
1907-09	Edward J. Arnold, railway employee				1938	F.E. Tomlinson		
1910	Edward J. Arnold, railway employee				1939/40	Alfred W. Palmer		
1912	Edward J. Arnold, railway employee				1951	Alfred W. Palmer		
1913	Edward J. Arnold, railway employee				1953	Alfred W. Palmer		
1914	Edward J. Arnold, railway employee				1955	Alfred Palmer		
1915	Edward J. Arnold, railway employee				1962	Anthony F. Lyons		
1916/17	Edward J. Arnold, railway employee				1965/66	Anthony F. Lyons		
1919/20	Edward J. Arnold, railway employee				1969	Anthony F. Lyons		
1921/22	Edward J. Arnold, railway employee				1971	Anthony F. Lyons		
1922/23	Edward J. Arnold, railway employee				1973	Anthony F. Lyons		

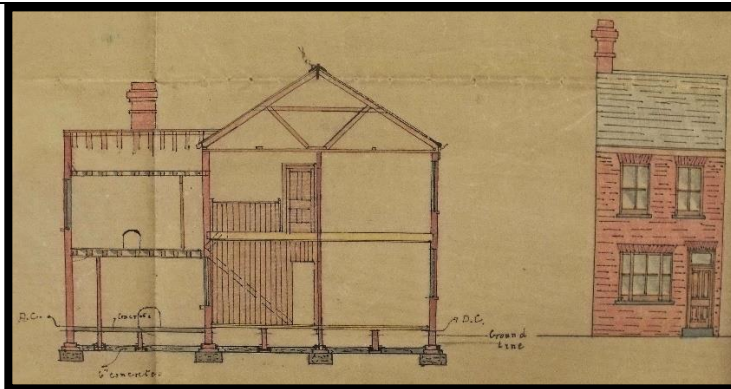
	ee						
1923/24	F. E. Tomlinson, LNER servant				1975	Anthony F. Lyons	

No. 16 Madras Road

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1904	Albert Spolton?	Identified in Spalding's but perhaps in error.			1935/36	Alfred John Minns, labourer		
1907	Albert Spolton?	Identified in Spalding's but perhaps in error.			1951	Alfred Minns Jr		
1910	Charles Quince, railway servant?	Identified in Spalding's but perhaps in error.			1953	Alfred Minns Jr		
1912	A. King, cement labourer	3/12: Building byelaw plan and approval for house, application by W. Driver, 17 Sussex Street (CA CB/2/SE/3/9/3243).			1955	Alfred Minns Jr		
1913	William Brand, painter				1962	Alfred Minns Jr		
1914	William Brand, painter				1965/66	Alfred Minns Jr		
1915	William Brand, painter				1969	R. E. Minns		
1916/17	William Brand, painter				1971	R. E. Minns		
1919/20	William Brand, painter	08/19: Frederick Brand, with Leonard Flack of 11 Hobart Road, charged with damaging sainfoin, pleaded not guilty (CC BNNA CIP).			1973	R. E. Minns		
1921/22	William Brand, painter				1975	R. E. Minns		
1939/40	Alfred John Minns, labourer				2010		03/10: advertised as 2-bedroom property + sitting/dining room, fitted kitchen + slate flooring, breakfast/garden room + large vaulted skylight, two good sized bedrooms + spacious first floor bathroom + many period & attractive features. Paved side area to the enclosed rear garden (www.zoopla.co.uk). 04/10: evaluation (www.rightmove.co.uk)	£295,000 £290,000
1922/23	William Brand, painter				2013	Dr. Robert Small and Ms Elizabeth King	12/13: approval of application to erect single-storey side extension, 2-storey rear extension & dormer window to rear (for Dr. Robert Small & Ms Elizabeth King) (CCPD 13/1499/FUL) .	
1923/24	William Brand, painter				2014		04/14: approval for minor material amendment to 13/1499/FUL - reduction in ground floor side extension footprint (for Dr. Robert Small & Ms Elizabeth King) (CCPD 14/0292/FUL)	
1931/32	William Brand, painter				2015		10/15: advertised as having 3 bedrooms (www.rightmove.co.uk)	£540,000

1912 application (CA CB/2/SE/3/9/3243):

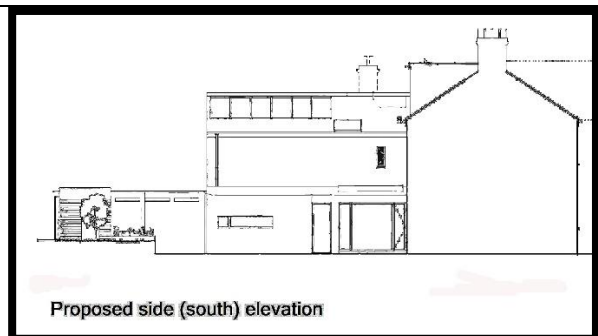
Section and front elevation:



First and ground floors:

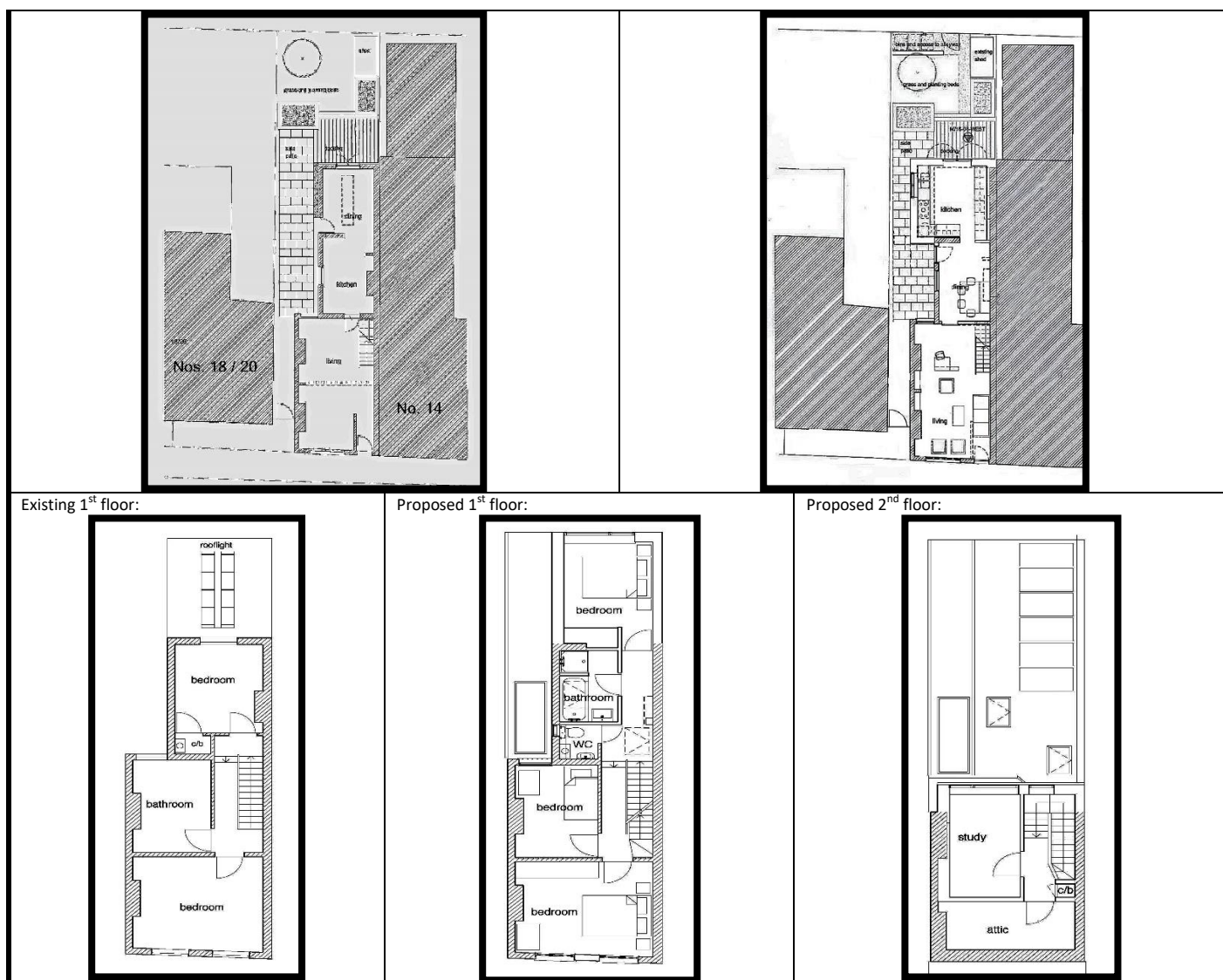


2013 Application (CCPD 13/1499/FUL):



Existing ground floor plan:

Proposed ground floor plan:

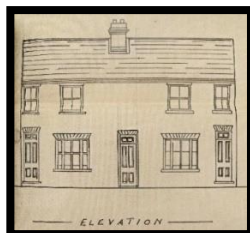


No. 17 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1889		12/89: Conveyance between Frederick Parker & John Searle Junior (Land Registry).			1931/32	Thomas S. Trowell, clerk		
1903		07/03: application by John L. Waldock, 8 Lyndewode Road, to erect two cottages (CA CB/2/SE/3/9/2122) .			1935/36	O. J. Andrews, traveller		
1904	James Bagstaff				1939/40	O. J. Andrews, traveller		
1905		24/03/05: Fred Sharp, baker's porter, cautioned for playing pitch & toss in the road (CC BNNA CIP).			1951	Oscar James Andrews		
1907	James Bagstaff				1953	Oscar James. Andrews		
1910	George Harradine, bricklayer				1955	Oscar James Andrews		
1912	George Harradine, bricklayer				1962	Oscar James. Andrews		
1913	George Harradine, bricklayer				1965/66	Oscar James Andrews		
1914	Arthur Sutton				1969	Oscar James Andrews		

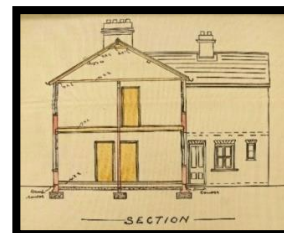
1915	Bertie William Barker, clerk GER				1971	Oscar James Andrews		
1916/17	Bertie William Barker, clerk GER				1973	D. Andrews		
1919/20	Bertie William Barker, clerk GER				1975	D. Andrews		
1921/22	Bertie William Barker, clerk GER				1985		7/85: Sale by Richard B. Light & Jacqueline H. Light (26a Carlyle Road) to Michael Farthing? (Land Registry)	
1922/23	Bertie William Barker, clerk GER				1996		03/96: valuation (www.zoopla.co.uk).	£65,300
1923/24	Bertie William Barker, clerk GER				2006		06/06: valuation (www.zoopla.co.uk).	£214,000

1903 application (CA CB/2/SE/3/9/2122):

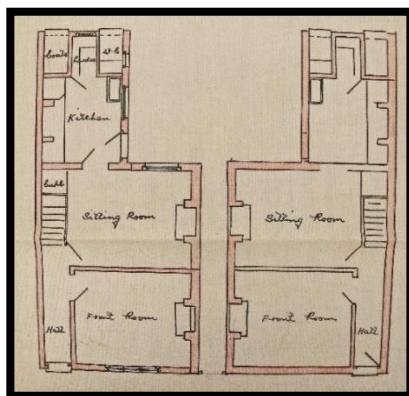
Front elevation:



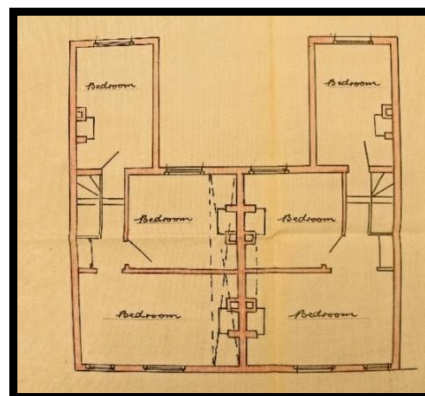
Section:



Ground floor plan:

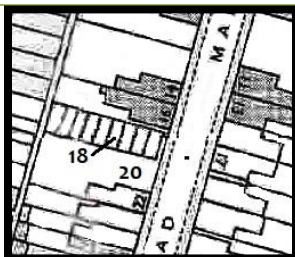


First floor plan:

**No. 18 Madras Road**

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	garden				1919/20	garden	09/19: auction of building land abutting No 22 by Robert Bell on instructions of executors of will of the late J. Dawson. Planted with fruit trees (CIP)	
1898	garden				1921/22	garden		
1901	garden				1922/23	garden		
1904	garden				1923/24	garden		
1907	garden				1931/32	Hard & Dickerson, builders' yard		
1910	garden				1935/36	Hard & Dickerson, builders' yard		
1912	garden				1967		OS map shows 9 units (possibly storage units) occupying the land of No.18 (see map below) (Ordnance Survey).	
1913	garden				1982		01/82: Refusal of application by M. Ceraudo, 46 Coleridge Road, to erect pair of semi-detached houses on 18-20 Madras, due to "loss of amenity to adjoining residential properties by reason of its siting, bulk & massing" (CCPD C0774/81). 03/82: Approval of application to erect 2 self-contained residential flats on 18-20 (CCPD C.0050/82).	
1914	garden				1996		09/96: valuation (www.rightmove.co.uk).	£41,500
1915	garden				2004		09/04: valuation (www.rightmove.co.uk).	£116,000 / £117,000
1916/17	garden							

1967 OS map, enlarged & adapted (Ordnance Survey):



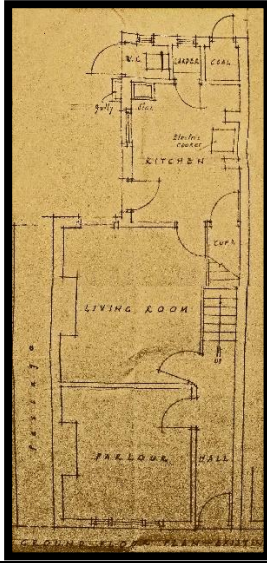
No. 19 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1883		06/83: Abstract of Title of Olive Cowell-Martin to 19 Madras re will of John Searle, miller, Great Ches-terford. (CA 191/2/1/9)			1951	Frederick Lilley Jn		
1889		12/89: Conveyance be-tween Frederick Parker & John Searle Junior. (CA 191/2/1/9)			1953	Frederick Lilley Jn		
1903		04/03: sale by Matilda Searle to John Tofts Waldock, corn merchant. 07/03: application by John T. Waldock, 8 Lyndewode Road, to erect two cottages (CA CB/2/SE/3/9/2122).	£45 (site)		1955	Frederick Lilley Jn	Application by Patrick Date, Sawston, on behalf of F. J. Lilley to build a bathroom on the 1 st floor above the kitchen (CA CB/2/SE/3/9/21065).	
1904	Charles Newman				1955		Conveyance from Olive Cowell-Martin to Freder-ick John Lilley. 5/55: Building Plan and Notice for bathroom for FJ Lilley. (CA CB/2/SE/3/9/21065.)	£550
1907	A. H. Benton, poultry dealer				1962	Frederick Lilley Jn		
1910	George Thorn				1965/66	Frederick Lilley Jn		
1912	Charles Fiske, acting driver GER				1969	Frederick Lilley Jn		
1913	Charles Fiske, acting driver GER				1971	Frederick Lilley Jn		
1914	Charles Fiske, acting driver GER				1973	Frederick Lilley Jn		
1915	Charles Fiske, acting driver GER				1975	Frederick Lilley Jn		
1916/17	Charles Fiske, acting driver GER				1979		05/79: Notice of death of Frederick John Lilley (CC BNNA CN).	
1919/20	Charles Fiske, acting driver GER				1981		06/81: Registered for John Kelvin Webb & Linda Patricia Saunt (previously of 3 Trinity Cottages, Madingley) (CA 191/2/1/9).	
1921/22	Charles Fiske, acting driver GER				1985		Conveyance from John Kelvin Webb & Linda Patricia Saunt to Vincent Charles Johnson (149 Vinery Road) (CA 191/2/1/9 (R88/88)).	£37,000
1922/23	Charles Fiske, acting driver GER				1996		12/96: valuation (www.zoopla.co.uk).	£73,000
1923/24	Charles Fiske, acting driver GER				1999		01/99: valuation (www.zoopla.co.uk).	£95,000
1931/32	Charles Fiske, driver LNER				2003		07/03: valuation as 2 beds property (www.zoopla.co.uk).	£187,000
1935/36	Charles Fiske, driver LNER				2017		02/17: advertised as for rent: “well-appointed fitted kitchen...entrance hall; main reception room; 2nd reception room; modern, well equipped kitchen; 2 1 st floor bedrooms, both ... double in size; & a large 1 st floor, 4 piece bath-room suite including separate shower cubicle. Pretty rear garden and on street parking” (www.zoopla.co.uk) .	£1,300 pcm
1939/40	Charles Fiske, driver LNER	03/39: C. Fisk’s Cambridge to Kings Cross train hit by another = Hatfield crash = death of Annie Odell, Sandy (CC BNNA BT&I).						

1903 application (CA CB/2/SE/3/9/2122):

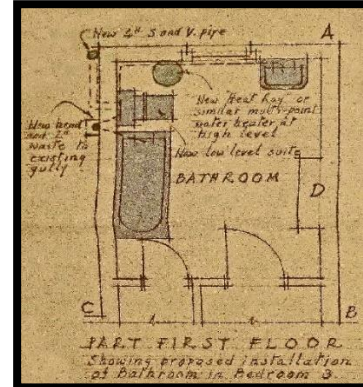
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1955 Application (CA CB/2/SE/3/9/21065):

Original ground floor plan:

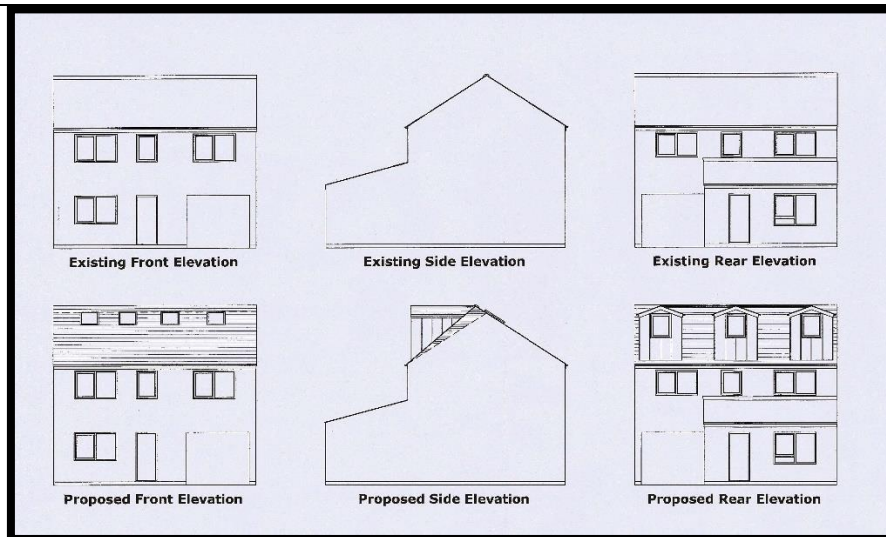


Proposed bathroom:

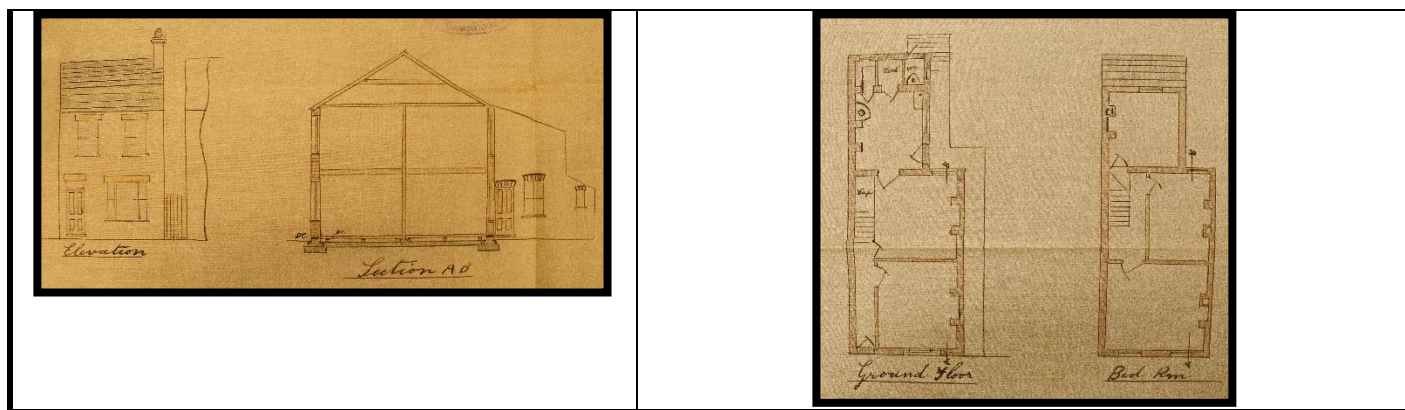
**No. 20 Madras Road**

Date	Occupant	Events	Value	Date	Occupant	Events	Value
1895	garden			1919/20	garden	09/19: auction of building land abutting No 22 by Robert Bell on instructions of executors of will of the late J. Dawson. Planted with fruit trees (CC CIP).	
1898	garden			1923/24	garden		
1901	garden			1922/23	garden		
1904	garden			1921/22	garden		
1907	garden			1931/32	Hard & Dickerson, builders' yard		
1910	garden			1935/36	Hard & Dickerson, builders' yard		
1912	garden			1982		01/82: refusal of application to erect a pair of semi-detached houses on 18-20 Madras (Mr Ceraudo, 64 Cole-ridge) (CCPD C0774/81). 04/82: approval of application to erect 2 self-contained residential flats on 18-20 Madras (Mr Ceraudo) (CCPD C.0050/82).	
1913	garden			1999			£25,000 (flat / lease)
1914	garden			2017		05/17: approval of application for rear roof extension, including raising ridge height (CCPD 17/0602/FUL).	
1915	garden			2018		02/18: approval of non-material changes (window) to 05/17 planning permission (CCPD 17/0602/NMA1).	
1916/17	garden						

2017 Application (CCPD 17/0602/FUL):

**No. 21 Madras Road**

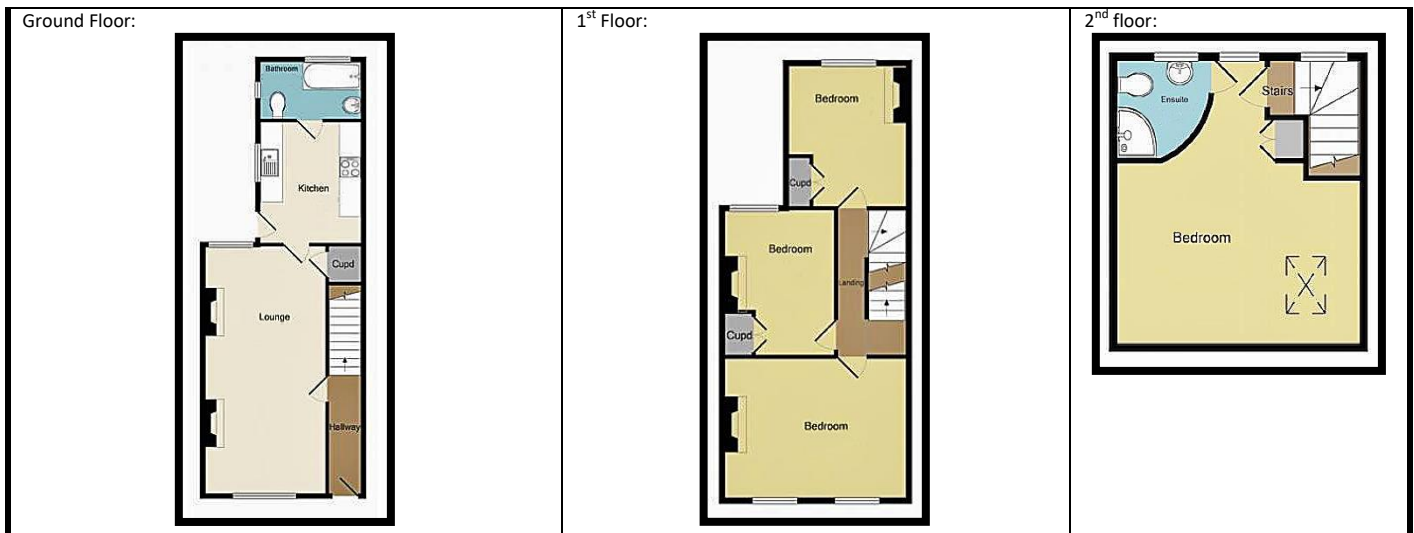
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1902		Application to build. (CA CB/2/SE/3/9/1957)						
1904	W Bennett Peak				1931/3 2	Frederick Edwards, LNER fireman		
1907	W Bennett Peak, Sutton & Co.'s parcel agent				1935/3 6	Frederick Edwards, LNER fireman	04/35: sale of house (let to Mr F. Edwards on a weekly tenancy at £19.10.0 pa). Sitting room with marble mantel & stove / living room with portable range & cupboards / kitchen with portable range, copper & sink / pantry / tiled pathway to outside WC / back entrance / 3 bedrooms with stove.(CA 515/SP1418)	
1910	Frederick Cornwell	PC Frederick Cornwell lived at 36 Suez Road (Sara Payne, Down Your Street, Pevensey Press, 1983)			1939/4 0	Frederick Edwards, LNER fireman		
1912	Frederick Cornwell, cement employee				1951	Frederick Edwards		
1913	Frederick Cornwell, cement employee				1953	Frederick Edwards		
1914	Frederick Cornwell, cement employee				1955	Frederick Edwards		
1915	Frederick Cornwell				1962	Frederick Edwards		
1916/17	Frederick Cornwell				1965/6 6	Frederick Edwards		
1919/20	Frederick Edwards, GER servant				1969	Frederick Edwards		
1921/22	Frederick Edwards, GER servant				1971	Frederick Edwards		
1922/23	Frederick Edwards, GER servant				1973	Frederick Edwards		
1923/24	Frederick Edwards, GER servant				1975	Frederick Edwards		
1902 application (original building) (CA CB/2/SE/3/9/1957):								
Front elevation & section:				Ground & first floor plans:				



No. 22 Madras Road							
Date	Occupant	Events	Value	Date	Occupant	Events	Value
1891	building land			1923/24	J. Harrison		
1895	Alfred Dawson, green-grocer, florist, fruiterer & market gardener + Walter Bunn, garden-er's labourer.			1931/32	Joseph F. Ison, labourer		
1898	Alfred Dawson, green-grocer, florist, fruiterer & market gardener + Walter Bunn, garden-er's labourer.			1935/36	Joseph F. Ison, labourer		
1901	Alfred Dawson, green-grocer, florist, fruiterer & market gardener + Walter Bunn, garden-er's labourer.			1939/40	O' Hannan		
1904	H. T. Peak			1951	Patrick O' Han-nan		
1907	P. Wagstaff, hay, straw & coal dealer.			1953	Patrick O' Han-nan		
1910	James Sparrow.			1955	Patrick O' Han-nan		
1912	James Sparrow, la-bourer.			1962	Mrs. O' Hannan		
1913	James Sparrow, la-bourer.			1963	-	8/63: Approval of application for erection of lock-up garages, not exceeding nine in number (Messrs. Squires c/o Messrs Few & Kester, Cambridge) (CCPD C/63/0310).	
1914	James Sparrow, la-bourer.			1965/66	-	04/65: Refusal of application to erect 2 garages (Messrs. B. R. & E. C. Squires, 25 York St). 1965: "Proposed addition at 22 Madras Road". Owner = Mrs Wheeler, 241 Mill Road (CCPD C/65/0110).	
1915	James Sparrow, house decorator.			1971	R. Clark		
1916/17	James Sparrow, house decorator.			1981		02/81: approval of application to erect a detached dwelling house (Messrs. B. R. & E. C. Squires c/o Messrs Catling, Brady & Bliss, Cambridge) (CCPD C/80/1055).	
1919/20	James Sparrow, house decorator.	9/19: house for auc-tion (on instructions from executives of will of the late J. Dawson), with "cart entrance at side" leading to a 2 storey building suitable for garage, work-shop, builder's, occu-pied by Mrs Sparrow at £16 18s pa.(CC BNA CIP)		1989		11/89: refusal of application for alterations, including extension, to convert dwelling house to two self-contained flats. (Mrs B. Sweeney c/o JC Cunnane Assocs, Tedding) (CCPD C/89/0630).	
1921/22	James Sparrow, house decorator.			2017		5/17: 22a Madras advertised as studio ac-commodation: "...quaint yet cosy studio	£735 pcm

						apartment...furnished to a nice standard & benefits from a spacious living area, fitted kitchen, bathroom / shower & an enclosed private garden. On street parking is available (www.zoopla.co.uk).	
1922/23	James Sparrow, house decorator.			2018		03/18: advertised as: "located in a desirable residential area...3 bedrooms, a spacious through lounge diner, fitted kitchen, bathroom and private enclosed garden. Gas central heating & on street car parking. Rent exclusive of bills and council tax. The following fees apply per student: application fee: £30, admin fee:£120, deposit:£550" (www.zoopla.co.uk).	£1,350 pcm
Note: A question hangs over No.22. Was this the site subject to the 1888 application (CA CB/2/SE/3/9/93) made by Archibald Douglas (of Douglas Cottages, Catharine Street) to erect 2 cottages? No pair of cottages was built, and the 1888 application drawings show only one cottage, which conforms, generally, with the present No.22. Furthermore, the 1888 written application refers to Suez Road, while the drawings refer to Madras Road. This may illustrate a degree of vagueness in actual location in the early days of development.							

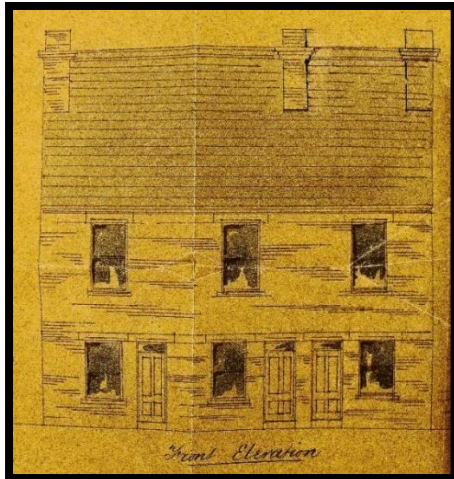
No. 23 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1901		4/01 possible date of erection (CA CB/2/SE/3/9/1797).			1935/36	Frederick Holmes, retired constable		
1904	Frederick Thrower.				1939/40	Frederick Holmes, retired constable		
1907	Frederick Thrower, guard.				1951	Papworth Jr		
1910	Mrs Warrington.				1953	Jack Papworth		
1912	Robert Younger, fireman GER.				1955	Jack Papworth		
1913	Percy Castleton, stone mason.				1950s		Advertised for sale by Hockey & Son (CC BRN 2556646).	£1,500
1914	Percy Castleton, stone mason.				1962	W. K. Hall		
1915	Percy Castleton, stone mason.				1965/66	W. K. Hall		
1916/17	George Spring, labourer.				1969	W. K. Hall		
1919/20	E. G. Scarff, fireman GER.				1971	W. K. Hall		
1921/22	F. G. Chisnall, tailor.				1973	W. K. Hall		
1922/23	F. G. Chisnall, tailor.				1975	E. Theeman, Thos Marshall		
1923/24	F. G. Chisnall, tailor.				1999		03/99: valuation (www.rightmove.co.uk).	£88,000
1931/32	Frederick Holmes, retired constable				2009		04/09: valuation, with 4 bedrooms (www.rightmove.co.uk).	£235,000
Floorplans 2017 (www.rightmove.co.uk):								

**No. 24 Madras Road**

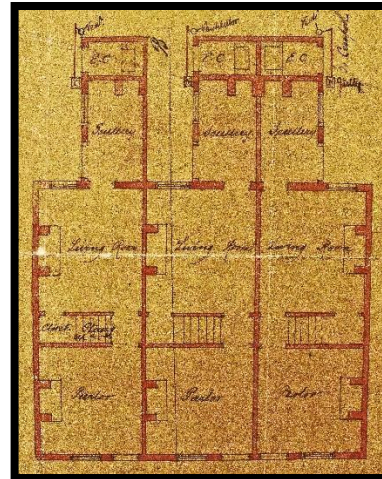
Date	Occupant	Events	Value	Date	Occupant	Events	Value
1887		11/87: Application by Mr A. Langford (Henley Road) to erect 3 cottages. (CA CB/2/SE/3/9/54)		1923/24	F. Cornwell, cement worker		
1891	building land			1931/32	F. Cornwell, cement worker		
1895	Robert Naylor, umbrella maker	07/95: application to Cambridge Charity Organisation Society on behalf of R Naylor for charity relief. Dismissed. (CA CCOS case file no.2706)		1935/36	F. Cornwell		
1898	Joseph Manyweathers, labourer			1939/40	F. Cornwell, cement worker		
1901	A. J. Puddick			1951	Norman Good-child		
1902		09/02: report of death of Rebecca Peachey (16 months) from lockjaw after accident with hot tea. (CC BNNA CIP)					
1904	Thomas Knights			1953	Norman Good-child		
1907	George Hunt, cement labourer			1955	Charles F. Griffin		
1910	Mrs Willis			1962	Terence Williams		
1912	Frederick Taylor, carman GER			1965/66	Terence Williams		
1913	Frederick Taylor, carman GER			1969	Terence Williams		
1914	Frederick Taylor, carman GER			1971	Terence Williams		
1915	Frederick Taylor, carman GER			1973	Michael Speed		
1916/17	Frederick Taylor, carman GER			1975	Michael Speed		
1919/20	F. Cornwell, cement worker			2003		08/03: valuation (www.rightmove.co.uk).	£175,000
1921/22	F. Cornwell, cement worker			2006		04/06: valuation (www.rightmove.co.uk).	£212,000
1922/23	F. Cornwell, cement worker			2011		01/11: valuation (www.rightmove.co.uk).	£250,000

1887 Application (CA CB/2/SE/3/9/54):

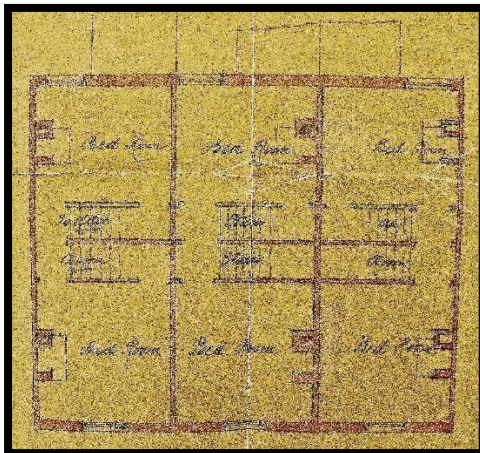
Front elevation:



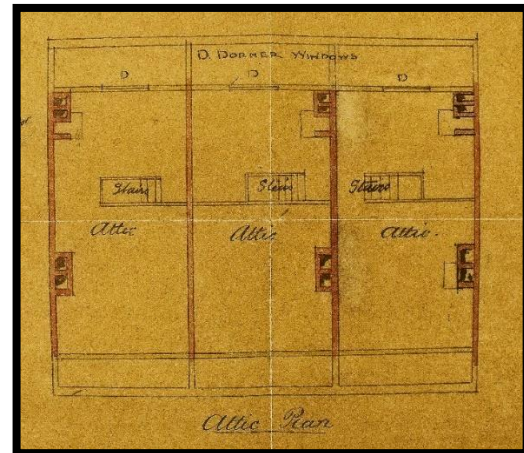
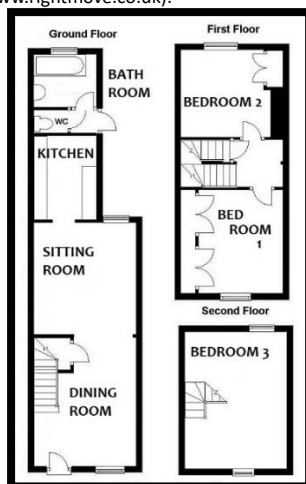
Ground Floor:





First floor:



Attic:

Floorplan 2017 (www.rightmove.co.uk):

No. 25 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1901		4/01 possible date of erection (CA CB/2/SE/3/9/1797			1939/40	Alfred J. Whitehead, ticket collector		
1904	Frederick Pamment				1951	Alfred J. Whitehead		
1907	Frederick Pamment, engine driver				1953	Alfred J. Whitehead		
1910	Mrs Woodward				1955	Alfred J. Whitehead		
1912	George Woodward, shunter GER				1962	Alfred J. Whitehead		
1913	George Woodward, shunter GER				1965/66	Mrs E. Whitehead		
1914	George Woodward, shunter GER				1969	Mrs E. Whitehead		
1915	George Woodward, shunter GER				1971	Mrs E. Whitehead		
1916/17	George Woodward, shunter GER				1973	Jonathon David		
1919/20	Alfred J. Whitehead, ticket collector				1975	David Brammar		
1921/22	Alfred J. Whitehead, ticket collector				1997		04/97: valuation (www.rightmove.co.uk).	£82,850
1922/23	Alfred J. Whitehead, ticket collector				2001		09/01: valuation (www.rightmove.co.uk).	£160,000
1923/24	Alfred J. Whitehead, ticket collector				2010		04/10: valuation (www.rightmove.co.uk).	£247,000
1931/32	Alfred J. Whitehead, ticket collector				2012		09/12: Approval of application for construction of rear flat roofed dormer for loft conversion.	
1935/36	Alfred J. Whitehead, ticket collector				2014		08/14: advertised for sale with 3 bedrooms (www.rightmove.co.uk).	£500,000
2012 Application (CCPD 12/1008/FUL):								
Rear elevation (existing) (No. 25 on the left) (No. 23 on the right)					Rear Elevation (proposed)			
								

No. 26 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1887	-	11/87: application by Mr A. Langford (Henley Road) to erect 3 cottages (CA CB/2/SE/3/9/54).			1922/23	Arthur Gill, labourer		
1891	Arthur Gill, labourer				1923/24	Mrs Caroline Gill		
1893	(Arthur Gill, labourer)	01/93: application to Cambridge Charity Organisation Society on behalf of Gill's child, 2½. Landlord = Mrs Bull, 27 Sidney Street & Mr Duncan (?) (CA CCOS case file no.2332).			1931/32	Mrs Caroline Gill		
1895	Arthur Gill, labourer				1935/36	Mrs Caroline Gill		
1898	Arthur Gill, labourer				1939/40	Mrs Caroline Gill		
1901	Arthur Gill, labourer				1951	Mrs Caroline Gill		
1904	Arthur Gill, labourer				1953	Reginald J. Gray		
1907	Arthur Gill, labourer				1955	Reginald J.		

					Gray		
1910	Arthur Gill, labourer				1962	Reginald J. Gray	
1912	Arthur Gill, labourer				1965/66	Reginald J. Gray	
1913	Arthur Gill, labourer				1969	Reginald J. Gray	
1914	Arthur Gill, labourer				1971	Reginald J. Gray	
1915	Arthur Gill, labourer				1973	Reginald J. Gray	
1916/17	Arthur Gill, labourer				1975	Reginald J. Gray	
1919/20	Arthur Gill, labourer				1996		12/96: valuation (www.rightmove.co.uk). £63,500
1921/22	Arthur Gill, labourer				2003		02/03: valuation (www.rightmove.co.uk). £183,500
1887 Application (CA CB/2/SE/3/9/54):							
SAME AS NO. 24 ABOVE							

No. 27 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1907	garden				1953	-		
1910	garden				1955	-		
1912	garden				1962	-		
1913	garden				1965/66	-		
1914	garden				1969	-		
1915	garden				1971	-		
1916/17	garden				1973	-		
1919/20	garden				1975	-		
1921/22	garden				1967		01/67: approval of application by Mr PA Willers, Newton, for a 3-storey dwelling (CCPD C/67/0031).	
1922/23	garden				1968		10/68: approval of application by PA Willers for 2-storey dwelling and garage (CCPD C/68/0021).	
1923/24	garden				1969		05/69: approval of application by Sargent & Son (Cambridge) Ltd, for dwelling house (CCPDC/69/0176).	
1931/32	garden				2002		03/02: valuation (www.rightmove.co.uk).	£140,000
1935/36	garden				2008		05/08: valuation (www.rightmove.co.uk).	£244,500
1939/40	garden				2011		05/11: valuation (www.rightmove.co.uk).	£250,000
1951	-				2015		05/15: valuation (www.rightmove.co.uk).	£395,000

No. 28 Madras Road								
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1887		11/87: application by Mr A. Langford (Henley Road) to erect 3 cottages. (CA CB/2/SE/3/9/54)			1923/24	Samuel Bunn, bricklayer's labourer		
1891	John Joseph Shearman, agent to the Liverpool Victoria Friendly Society				1931/32	Samuel Bunn, bricklayer's labourer		
1895	Samuel Bunn, bricklayer's labourer				1935/36	Harry Bunn		
1898	Samuel Bunn, bricklayer's labourer				1939/40	Harry Bunn		
1901	Samuel Bunn, bricklayer's labourer				1951	Harry Bunn		
1904	Samuel Bunn, bricklayer's labourer				1953	Harry Bunn		
1907	Samuel Bunn, bricklayer's labourer				1955	Harry Bunn		
1910	Samuel Bunn, bricklayer's labourer				1962	Harry Bunn		
1912	Samuel Bunn, bricklayer's labourer				1965/66	Harry Bunn		
1913	Samuel Bunn, bricklayer's labourer				1969	Harry Bunn		
1914	Samuel Bunn, bricklayer's				1971	Harry Bunn		

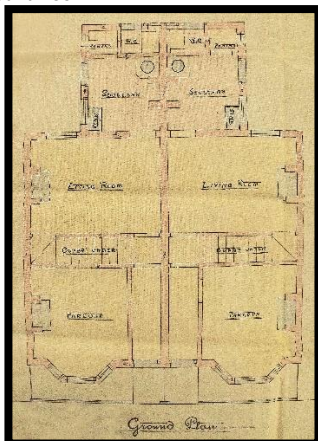
	labourer						
1915	Samuel Bunn, bricklayer's labourer				1973	Harry Bunn	
1916/17	Samuel Bunn, bricklayer's labourer				1975	Harry Bunn	
1919/20	Samuel Bunn, bricklayer's labourer	01/19: Private H. Bunn, 2 nd Duke of Wellington's Reg, identified as a POW but safe. (CC BNNA CIP)			2000		06/00: valuation (www.rightmove.co.uk). £124,700
1921/22	Samuel Bunn, bricklayer's labourer				2004		05/04: valuation (www.rightmove.co.uk). £195,000
1922/23	Samuel Bunn, bricklayer's labourer				2009		04/09: valuation (www.rightmove.co.uk). £220,000
1887 Application (CA CB/2/SE/3/9/54):							
SAME AS No. 24 ABOVE							

No. 29 Madras Road

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1906		12/06: application by Francis John Ingpen Cornwell, 14 Hope Street, to erect 2 cottages. (CA CB/2/SE/3/9/2548)			1939/40	Frank Harrison, guard LNER		
1907	Ernest Robert Cornwell, bricklayer				1951	Frank Harrison	20/51: approval for proposed rear alterations & additions (CA CB/2/SE/3/9/17769).	
1910	Ernest Robert Cornwell, bricklayer				1953	Frank Harrison		
1912	Ernest Robert Cornwell, bricklayer				1955	Frank Harrison		
1913	Mrs Custerson				1962	Frank Harrison		
1914	John Custerson				1965/66	Mrs A. Harrison		
1915	John Custerson, carpenter				1969	Douglas Wolfe		
1916/17	John Custerson, carpenter				1971	Douglas Wolfe		
1919/20	Mrs Gonderberg				1973	Douglas Wolfe		
1921/22	Mrs Gonderberg				1975	Douglas Wolfe		
1922/23	Ernest Southerhill				2001		07/01: valuation (www.rightmove.co.uk).	£145,000
1923/24	Ernest Southerhill				2011		10/11: valuation (www.rightmove.co.uk).	£297,000
1931/32	E. S. Southerhill, fireman LNER				2014		07/14: valuation (4 bedrooms) (www.rightmove.co.uk).	£442,000 £2,100 pcm
1935/36	E. S. Southerhill, fireman LNER							

1906 Application (CA CB/2/SE/3/9/2548):

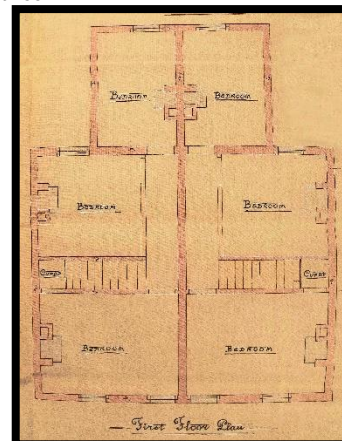
Ground floor:



Front elevation:

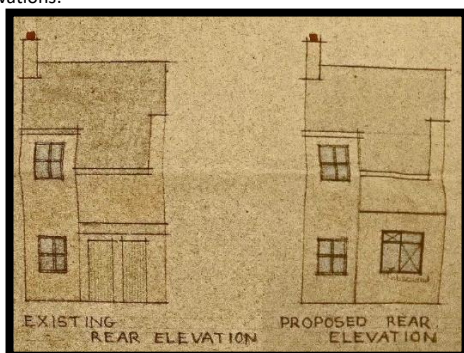


First floor:

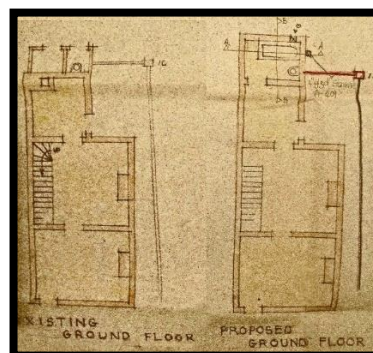


1951 Application (CB/2/SE/3/9/17769):

Rear elevations:



Floor plans:

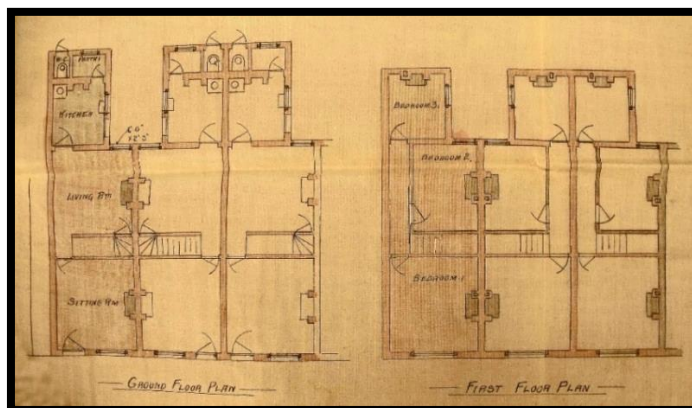
**No. 30 Madras Road**

Date	Occupant	Events	Value	Date	Occupant	Events	Value
1901	-	01/01: application by Sarah Elizabeth Bull, 29 Eden Street, to erect 3 cottages.		1935/36	Charles Walter Curtis, labourer		
1904	Mrs Atkins			1939/40	Charles Walter Curtis, labourer		
1907	Mrs Atkins	09/07: death aged 75 of Catherine Atkins, widow (reported as also being at No. 34) (CC BNNA CIP)		1951	Charles Walter Curtis		
1910	George Hunt			1953	Charles Walter Curtis		
1912	Charles Webb, bricklayer			1955	Charles Walter Curtis		
1913	David Wallman, carpenter			1962	Charles Walter Curtis		
1914	David Wallman, carpenter			1965/66	Charles Walter Curtis		
1915	David Wallman			1969	Charles Walter Curtis		
1916/17	David Wallman			1971	Charles Walter Curtis		
1919/20	David Wallman			1973	I. Goodchild		
1921/22	David Wallman			1975	Anthony Waller		
1922/23	David Wallman			1999		Sale (www.rightmove.co.uk)	£107,000
1923/24	David Wallman			2008		Sale (www.rightmove.co.uk)	£246,000
1931/32	Charles Walter Curtis, labourer			2015		08/15: valuation (2 beds) (www.rightmove.co.uk)	£382,250

1901 Application (CA CB/2/SE/3/9/3079):

Front & rear elevations:



Ground & 1st floors:**No. 31 Madras Road**

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1906		12/06: application by Francis John Ingpen Cornwell, 14 Hope Street, to erect 2 cottages. (CA CB/2/SE/3/9/2548)			1935/36	F. W. Moore, fitter's mate LNER		
1907	Mrs Williams				1939/40	Mrs Moore		
1910	Mrs Tyrell				1951	Mrs F. Moore		
1912	Walter William Bartholomew, cement labourer				1953	Mrs F. Moore		
1913	Walter William Bartholomew, cement labourer				1955	Mrs F. Moore		
1914	Walter William Bartholomew, cement labourer				1962	Mrs F. Moore		
1915	F. J. Roberts (Robarts)				1965/66	Mrs F. Moore		
1916/17	F. J. Roberts (Robarts)				1969	Mrs Moore		
1919/20	F. W. Moore, motor driver				1971	Jas. Morris		
1921/22	F. W. Moore, motor driver				1973	Jas. Morris		
1922/23	F. W. Moore, motor driver				1975	Jas. Morris		
1923/24	F. W. Moore, motor driver				1998		12/98: valuation (www.rightmove.co.uk).	£102,000
1931/32	F. W. Moore, fitter's mate LNER							
1906 Application (CA CB/2/SE/3/9/2548):								
SAME AS No. 29 ABOVE								

No. 32 Madras Road

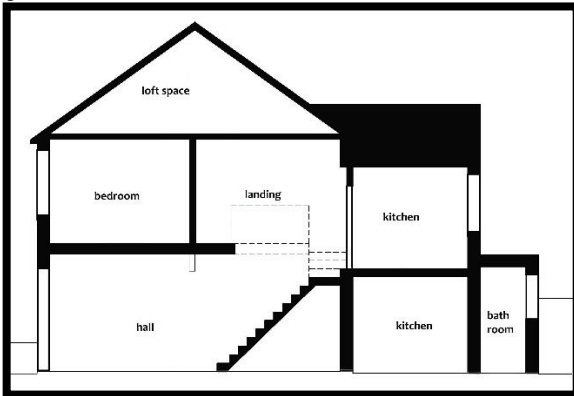
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	garden				1935/36	Fox, postman		
1898	garden				1939/40	Thomas Osbert Fox, postman		
1901	garden	01/01: application by Sarah Elizabeth Bull, 29 Eden Street, to erect 3 cottages. (CA CB/2/SE/3/9/3079)			1951	Thomas Osbert Fox		
1912	Mrs Custerson				1953	Thomas Osbert Fox		
1913	Reginald Mouing, line-man LNER				1955	Mrs S. A. Fox		
1914	Thomas Osbert Fox				1962	J. Cassidy		
1915	Thomas Osbert Fox				1965/66	J. Cassidy		
1916/17	Thomas Osbert Fox				1969	Hy. Wilson		
1919/20	Thomas Osbert Fox				1971	Jas. Morris		
1921/22	Thomas Osbert Fox				1973	Jas. Morris		
1922/23	Thomas Osbert Fox				1975	Jas. Morris		
1923/24	Thomas Osbert Fox				2003		12/03: valuation (www.rightmove.co.uk).	£157,000
1931/32	Thomas Osbert Fox, postman							
1901 Application (CA CB/2/SE/3/9/3079):								
SAME AS No. 30 ABOVE								

No. 33 Madras Road

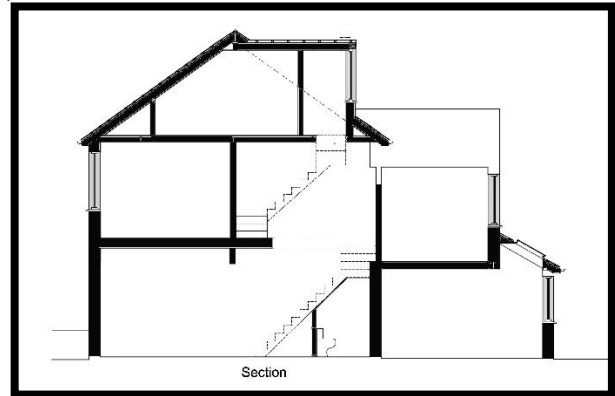
Date	Occupant	Events	Value		Date	Occupant	Events	Value
1904	Alfred Evans, police inspector				1923/24	Frederick Baish, tailor		
1907	Alfred Evans, police inspector	No 33 referred to as "Minerva House" (Spalding's)			1931/32	Frederick Baish, tailor		
1910	Alfred Evans, police inspector				1935/36	Frederick Baish, tailor		
1912	Frederick Baish, tailor	Owner?: Byron Thomas Waits, 28 Mill Road. (CA CB/2/CL/15/26/237.)			1939/40	Frederick Baish, tailor		
1913	Frederick Baish, tailor				1951	Mrs E. Baish		
1914	Frederick Baish, tailor				1953	Mrs E. Baish		
1915	Frederick Baish, tailor				1955	Mrs E. Baish		
1916/17	Frederick Baish, tailor				1962	Mrs Mansfield		
1919/20	Frederick Baish, tailor				1995		01/95: valuation (www.rightmove.co.uk).	£69,500
1921/22	Frederick Baish, tailor				2012		02/12: valuation (3 beds) (www.rightmove.co.uk). 05/12: approval of application to demolish conservatory &, replace ground floor rear roof with slate mono-pitch roof, new dormer-loft conversion. 10/12: Approval of application for extension to the dormer approved in 05/12 to accommodate the stair headroom. (CCPD 12/1089/FUL)	£277,000
1922/23	Frederick Baish, tailor							

2012 Application (CCPD 12/1089/FUL):

Existing section:



Proposed section:

**No. 34 Madras Road**

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1901	Mrs Catherine Atkins	01/01: application by Sarah Elizabeth Bull, 29 Eden Street, to erect 3 cottages (CA CB/2/SE/3/9/3079)			1951	Albert Victor Clark		
1904	Mrs Catherine Atkins				1953	Albert Victor Clark		
1907	Mrs Catherine Atkins	27/09/07: death of Catherine Atkins, widow, aged 75 (she was also at No. 30). (CC BNNA CIP)			1955	Albert Victor Clark		
1910	Mrs Catherine Atkins				1962	Mrs A. M. Clarke		

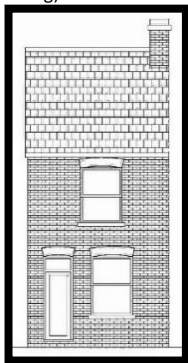
1912	Charles Bertram Morrell, cement labourer			1965/66	Mrs A. M. Clarke		
1913	William Hasdell			1969	Mrs A. M. Clarke		
1914	Albert Victor Clark, fireman GER			1971	Mrs A. M. Clarke		
1915	Albert Victor Clark, fireman GER			1973	Mrs A. M. Clarke		
1916/17	Albert Victor Clark, fireman GER			1975	Mrs A. M. Clarke		
1919/20	Albert Victor Clark, fireman GER			1982		04/82: advertised as for sale by Drivers (CC BRN: 2556647).	£19,000
1921/22	Albert Victor Clark, fireman GER			2002		03/02: valuation (www.rightmove.co.uk)	£140,000
1922/23	Albert Victor Clark, fireman GER			2008		05/08: valuation (www.rightmove.co.uk)	£244,500
1923/24	Albert Victor Clark, fireman GER			2011		05/11: valuation (www.rightmove.co.uk)	£250,000
1931/32	Albert Victor Clark, fireman LNER			2015		05/15: valuation (2 beds) (www.rightmove.co.uk)	£395,000
1935/36	Albert Victor Clark, fireman LNER			2018		07/18: refused approval for loft conversion with rear box dormer & Juliet balcony & front roof lights. (CCPD 19/0613/FUL)	
1939/40	Victor Albert Clark, fireman GER						

1901 Application (CA CB/2/SE/3/9/3079):

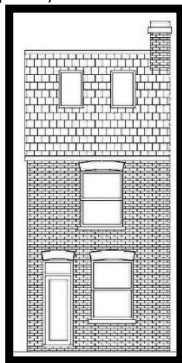
SAME AS No. 30 ABOVE

2018 Application (CCPD 19/0613/FUL):

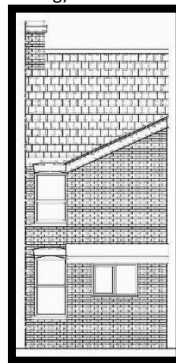
Front (existing):



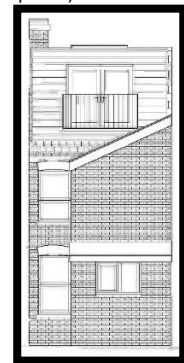
Front (proposed):



Rear (existing):



Rear (proposed):



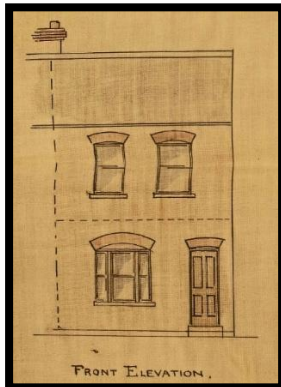
No. 35 Madras Road

Date	Occupant	Events	Value	Date	Occupant	Events	Value
1907	Building land			1935/36	John Frederick Ellis, carpenter		
1910	garden			1939/40	John Frederick Ellis, carpenter		
1911		12/11: application by A. Marriott, 342 Mill Road, on behalf of Mrs B.T. Waits, 28 Mill Road, to erect a cottage (CA CB/2/SE/3/9/3212).		1951	Mrs A. Ellis		
1912	John Frederick Ellis, carpenter	Owner?: Byron Thomas Waits, 28 Mill Road. (CA CB/2/CL/15/26/237.)		1953	Mrs A. Ellis		
1913	John Frederick Ellis, carpenter	3/01/13: John Ellis found Mrs Alice Louise Hanks, widow of Charles Hanks, hanged from a clothes peg. (CC BNNA CIP)		1955	Mrs A. Ellis		
1914	John Frederick Ellis, carpenter			1962	Michael Bodnoir		
1915	John Frederick Ellis, carpenter			1965/66	Neville Jones		
1916/17	John Frederick Ellis, car-			1969	-		

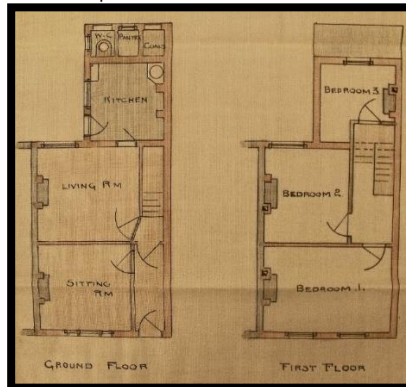
	penter						
1919/20	John Frederick Ellis, carpenter			1971	-		
1921/22	John Frederick Ellis, carpenter			1973	-		
1922/23	John Frederick Ellis, carpenter			1975	-		
1923/24	John Frederick Ellis, carpenter			2002		03/02: valuation (3 bedrooms) (www.rightmove.co.uk).	£179,500
1931/32	John Frederick Ellis, carpenter						

1911 Application (CA CB/2/SE/3/9/3212):

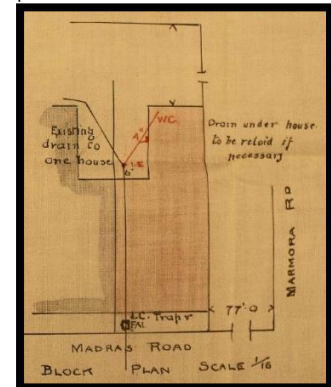
Front elevation:



Ground & first floor plans:



Block plan:

**No. 36 Madras Road**

Date	Occupant	Events	Value	Date	Occupant	Events	Value
1912	George Hunt, labourer			1955	Miss C Hunt		
1913	George Hunt, labourer			1962	Miss C Hunt		
1914	George Hunt, labourer			1965/66	Miss C Hunt		
1915	George Hunt, labourer			1969	Miss C Hunt		
1916/17	George Hunt, labourer			1971	Miss C Hunt & Miss E M Freeman		
1919/20	Mrs Hunt			1973	Miss C Hunt		
1921/22	Mrs Hunt			1975	Miss C Hunt		
1922/23	Mrs Hunt			1984		11/84: Approval of application for erection of two-storey extension to existing house (CCPD C/84/0883).	
1923/24	Mrs Hunt			1985		11/85: advertised as for sale by Regent Estates (CC BRN 2552640).	£44,000
1931/32	Mrs Hunt			2001		08/01: valuation (www.rightmove.co.uk).	£145,000
1939/40	Mrs Hunt			2012		09/12: valuation (3 beds) (www.rightmove.co.uk).	£340,000
1951	Miss C Hunt			2019		"The Madras Cottage" (www.tripadvisor.co.uk).	
1953	Miss C Hunt						

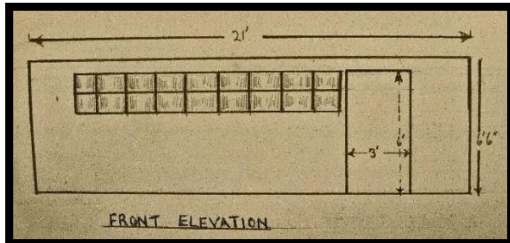
No. 38 Madras Road

Date	Occupant	Events	Value	Date	Occupant	Events	Value
1919/20		09/19: advertised as building land abutting No 36 for auction by Robert Bell on instructions of executors of will of the late J. Dawson (CIP)		2001		01/01: valuation (www.rightmove.co.uk).	£180,000
1952		05/52: approval of application by Tarrant & Turner (11a Thoday St) to erect sectional hut for workshop & store. (CA CB/2/SE/3/9/18637)		2010		08/10: valuation (4 beds) (www.rightmove.co.uk).	£315,000

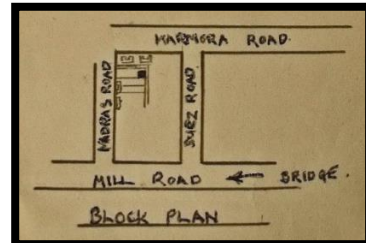
1998		11/98: refusal of application by Cowper Griffith Assocs (Whittlesford) to erect 2 semi-detached houses (CCPD C/98/0904).			2013		01/13: advertised as for rent (www.zoopla.com)	£1,395 pcm
1999		01/99: refusal of application by same to erect 2 semi-detached houses (CCPDC/99/0005). 04/99: approval of application by same to erect 2 semi-detached houses (CCPD C/99/0198).						

1952 Application (CA CB/2/SE/3/9/18637):

Front elevation:



Location:



No. 40 Madras Road

Date	Occupant	Events	Value		Date	Occupant	Events	Value
1895	building land / gardens				1913	building land / gardens		
1898	building land / gardens				1952		05/52: approval of application by Tarrant & Turner (11a Thoday St) to erect sectional hut for workshop & store. (CA CB/2/SE/3/9/18637).	
1901	building land / gardens				1998		11/98: refusal of application by Cowper Griffith Assocs (Whittlesford) to erect 2 semi-detached houses (CCPD C/98/0904).	
1904	building land / gardens				1999		01/99: refusal of application by same to erect 2 semi-detached houses (CCPDC/99/0005). 04/99: approval of application by same to erect 2 semi-detached houses (CCPD C/99/0198).	
1907	building land / gardens				2000		05/00: valuation (www.rightmove.co.uk).	£195,000
1910	building land / gardens				2006		07/06: valuation (www.rightmove.co.uk).	£276,000
1912	building land / gardens							
1952 Application (CA CB/2/SE/3/9/18637):								
SAME AS No. 38 ABOVE								