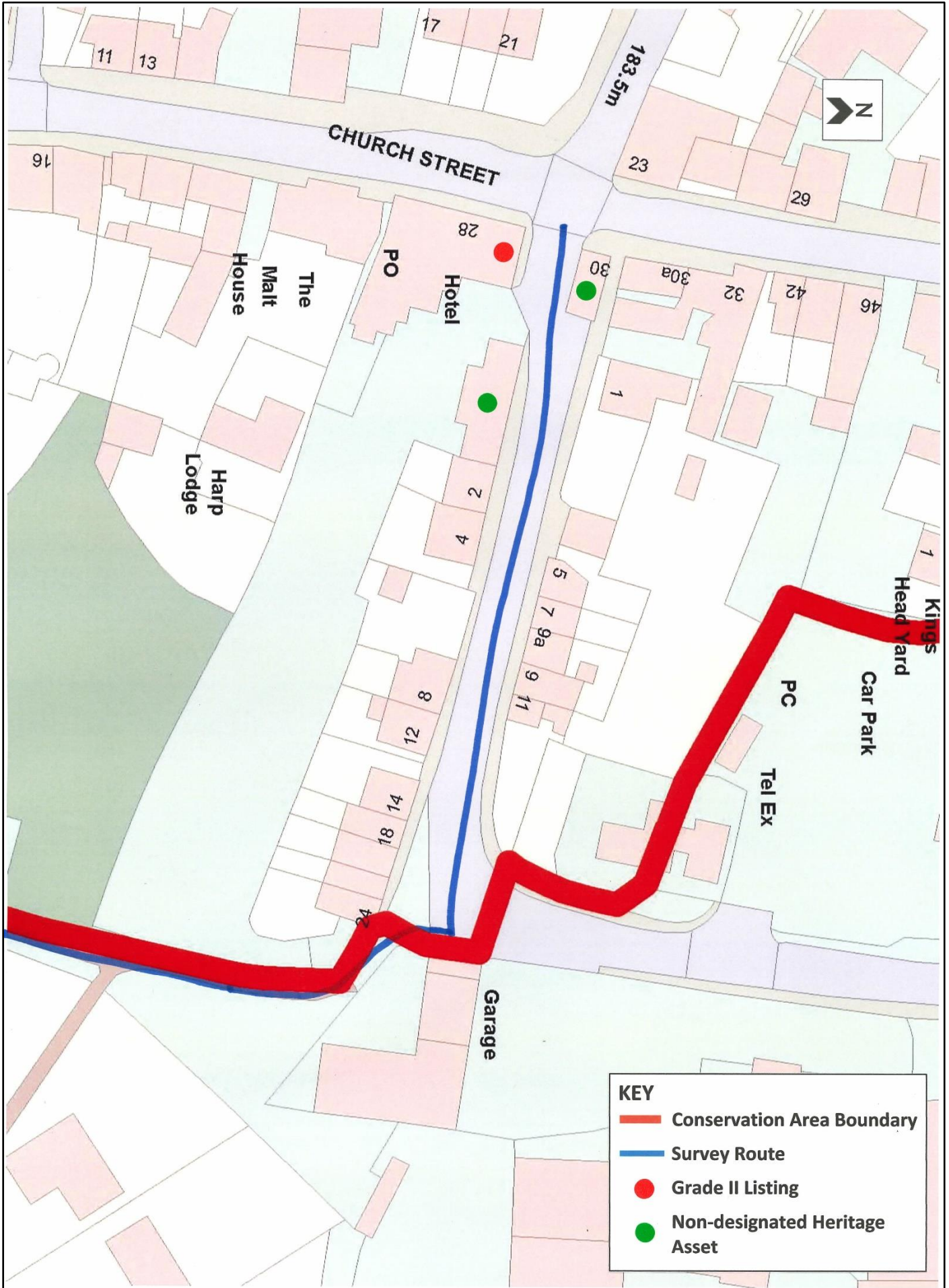







ZONE 9 SURVEY ASSESSMENT – Station Street from the Boars Head crossroads to the right-hand bend and footpath to Brampton Road



Character Assessment Route and Description		Value Range very negative to very positive				
ZONE 9. Station Street from Boars Head junction to the bend.						
DATE: 1/8/19 TIME: 15.30 WEATHER: Dry, cloudy						
A. VIEW (i) from Boars Head junction towards industrial estate.		VN	N	0	P	VP
 <p><i>View from Boars Head crossroads to the corner.</i></p> <p>There is a straight view from the Boars Head crossroads up to where the road bends sharply to the left and into the rest of Station Street. The Boars Head, yard and ancillary buildings are on the right. A single detached house on the left and terraces on both sides of the street are well maintained and attractive but not particularly distinctive. There is a pair of what appear to be old half-timbered houses on the right, which were in fact built by a local builder on the site of derelict cottages in the 1970s, using traditional half timbering techniques.</p> <p>The Drivers Travel building (30 Church Street) faces gable end on to Church Street and has a narrow “shut” to the left, indicating a possibility that this is basically a medieval building although there are no other external clues as to its age. The property is classified as a non-designated heritage asset.</p> <p>Facing the viewer at the end of this stretch of Station Street is a Victorian fire station that now houses Dianah Stokes “The Lash Girl”, and Castle Cars is built on the site of the old gas station. Beyond these buildings is a view to fields and hill.</p>					X	
 <p><i>Even the police have to approach the blind corner on the wrong side of the road!</i></p> <p>There is a regular flow of traffic and cars are usually parked on the north side of the street right up to the corner. The street is fairly wide but because of the parked cars vehicles have to wait at either end to allow traffic to come in the other direction. This includes delivery lorries and buses as Station Street provides the bus route to Shrewsbury as well as access to the A488 for traffic travelling to and from the north west.</p> <p>On auction days it is also busy with stock lorries, tractors and trailers. Vehicles travelling in an easterly direction approaching the blind corner at the eastern end of the street have no option but to travel on the wrong side of the road. There are only 4 garages or off-road parking spaces belonging to the properties so there are a lot of cars parked by residents on the street as well as other visitors to the town centre.</p>			X		X	

	VN	N	O		VP
<p>Reverse view:</p> <p>The reverse view shows all of the properties described above and straight through to the Boars Head crossroads, where there are regular near misses with traffic pulling out into Church Street past cars parked on the left and right and negotiating traffic coming in the other direction in the middle of the road because of parked cars. As with the view away from the Boars Head there are issues with large vehicles negotiating the single lane that is available due to parked cars.</p>  <p><i>Reverse view towards Boars Head crossroads</i></p>  <p><i>Buses take up the full available width of the road</i></p>  <p><i>Trees and rising ground beyond Boars Head crossroads</i></p>  <p><i>Intrusive overhead electricity cables</i></p> <p>The general view beyond the crossroads and into Union Street is dominated by trees and verdant hedges, with only minimal glimpses of houses on the rising ground.</p> <p>There is no street furniture and the only road signs are Give Way signs at the crossroads. The overhead electricity cables and two poles are particularly visually intrusive in the reverse view.</p>		X		P	
		X		X	
		X			

	VN	N	O	P	VP
<p>B. COMPONENTS of the STREETScape from Boars Head junction towards industrial estate.</p>  <p><i>View along the northern frontage towards Station street corner. The first property in the terrace is no. 5 (see below).</i></p> <p>The frontages and rooflines are generally regular and the houses, which can reasonably be described as town cottages, are a pleasant mix of stone, painted and plain brick and painted render which gives the street an informal feel.</p> <p>The properties are well maintained. There is evidence of renovations such as replacement doors and windows. As well as the half-timbered houses described in sections A and C, the last three properties along the southern frontage (see below) underwent complete renovation in the 1970s and one of two stone houses was similarly completely renovated in the 1980s after being condemned as unsuitable for habitation.</p> <p>The majority of the remaining houses are probably early Victorian, although deeds held in the Heritage Resource Centre for No 5 date back to 1809 and a map from the same date shows sparse buildings on both sides of the road. The street's original name of Horse Fair indicates that it pre-dates the opening of the Bishop's Castle Railway in 1861, and it forms part of the town's medieval "grid" layout and shuts.</p>  <p><i>The southern frontage towards the corner showing the old fire station and entrance to the footpath link to Brampton Road and Bowling Green Close.</i></p>  <p><i>Hedges bounding gardens on each side of the street. View of Oakley Mynd, the wooded hill beyond.</i></p>				<p>X</p> <p>X</p> <p>X</p> <p>X</p>	

	VN	N	O	P	VP
<p>There is a wall with hedging on each side of the street, each bounding a garden. The wall on the north side is of stone and on the opposite side is a more modern looking brick wall topped with wooden fencing. To the south there are trees, mostly but not all conifers, visible in the rear gardens of properties located further down Church Street.</p> <p>The most prominent gap between buildings is into the Boars Head yard, which is a purely functional space, although the view is softened by the trees of the Church Street gardens.</p>  <p><i>Car parked on pavement due to pressure on parking spaces</i></p>  <p><i>Boars Head yard and B&B unit, trees beyond</i></p>		X			
<p>There is a wide pavement on each side of the road and this is a regular route for pedestrians to and from SpArC leisure centre, housing on Bowling Green Close, the allotments at the A488 and the Brick Meadow housing development. Because of pressure on parking spaces, cars sometimes park on the pavement. There was a more or less constant flow of traffic on the day of observation.</p>	X				
<p>The pavement on the south side stops before the Boars Head yard, so pedestrians must walk on the road, particularly when at the busy Church Street junction where the Boars Head steps abut the road.</p>  <p><i>No pavement at the end of the street.</i></p>					
 <p>Along the north frontage the pavement narrows to a tight shut between Drivers Travel and the adjacent hair and beauty salon. This provides the only pedestrian access from Station Street to Church Street, apart from walking along the road past the Boars Head at this busy junction.</p>			X		X

The narrow Shut from Church Street to Station Street with Drovers Travel on the right.

The stone garden wall belonging to No 1, the first house on the northern frontage has a very attractive beech hedge planted above it and wall rue growing in it, which softens the harshness of the stone.



Wall rue growing on the boundary wall of no. 1



No 5 has an attractive assortment of pots outside.

Pots outside No 5

C. DETAILED DESCRIPTION of SIGNIFICANT ELEMENTS of the streetscape from Boars Head junction towards industrial estate.

VN N O P VP

The most notable building is the Boars Head although, as this fronts onto Church Street it does not have a lot of visual impact on Station Street. However, it is an attractive and very well maintained Grade II Listed Building.



Side entrance to The Boars Head from Station Street

X



Half-timbered houses. Facades use traditional techniques

The faux half-timbered pair of houses are a feature of the street and residents still remember them being put together “like a jigsaw”. The local builder who built them, using traditional techniques such as mortice and tenon joints still lives in the town.

X

X

The old fire station can best be appreciated from the entrance to the footpath leading from the corner of Station Street behind Bowling Green Close. This has housed a succession of small business, currently Dianah Stokes, one of a number of beauty salons operating in the town.



The old fire station. Castle Cars to the right is on the site of the old gasworks.

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A. VIEW from the bend along the footpath from Station Street to Bowling Green Close and Brampton Road.



Just inside the entrance to the footpath – rough scrub on the left

The footpath behind Bowling Green close opens from the corner of Station Street, by Castle Cars. At its entrance the view is of fields and hill, and there is an area of rough scrub on the left with buddleia, nettles and thistles that were attracting a lot of butterflies and insects on the day of the visit. The footpath is bounded by hedges on both sides, with large gardens belonging to Church Street properties on the right and Bowling Green Close gardens on the left.



Footpath to Bowling Green Close, hills beyond

Just past the rough scrub area another footpath leads directly into Bowling Green Close. Here, the view of hills beyond the rooves of the Bowling Green Close bungalows opens up.

VN	N	O	P	VP
				X
			X	



Kissing gate leading to Brampton Road (The Church Bank)

The path then slopes down towards Brampton Road for the last 100 yards or so and there is a high stone wall on the right, bounding the garden of the Limes, a large, Church Street property. A wooden kissing gate leads onto Brampton Road (also known locally as Church Bank) with a view of trees in the churchyard and the footpath opposite that skirts the school playing fields beyond.

The entire length of the footpath is verdant and vibrant and punctuated in the latter part by the high stone wall.



Peep hole into The Limes garden

The wall contains a peep hole into the Limes garden which is locally believed to be created for civil defence purposes in WWII.

This garden was formerly part of the old tannery and contains the remains of the old kiln used to cure certain kinds of leather. At this time the area was also referred to as Washing Pool Close because of the tannery processes used to treat the leather.

VN

N

O

P

VP

X

X



View east past Bowling Green Close & the school



View west past The Limes garden wall and

X

Once through the lych-gate at the footpath exit, the views east and west along Brampton Road (Church Bank) remain very green, especially to the east past Bowling Green Close and the school down to the crossroads at the A488 and beyond. To the west the view comprises the green of the churchyard on the south side of the road and The Limes garden and wall along the northern frontage.

Reverse view:



There is a good view of the old fire station

A very pleasant green space leading back into town

X

X

B. COMPONENTS of the STREETScape from the bend along the footpath from Station Street to Bowling Green Close and Brampton Road



This area is mostly enclosed by hedges and very green. There is a sense of history from The Limes wall. The rough scrub is good for nature, especially insects and small mammals, and the ivy on an old electricity pole is a potential nesting site for birds with the ivy flowers an important food source for insects.

VN N 0 P VP

X

C. DETAILED DESCRIPTION of SIGNIFICANT ELEMENTS of the streetscape from the bend along the footpath from Station Street to Bowling Green Close and Brampton Road

VN N 0 P VP

As described above the important elements of this area are the hedges bounding it, the area of rough scrub just inside the entrance and the old stone boundary wall belonging to the Limes. In addition to these there are views into the back gardens of houses in Church Street, which contain a variety of mature trees.



Back gardens of houses in Church Street

X

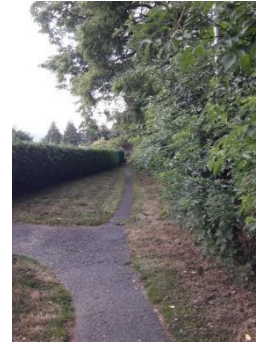
D. SPIRIT OF THE ZONE



Station Street has an overall informal and pleasant feel in spite of the very intrusive traffic. The width of the street and the glimpses of garden trees and hills beyond the town give it an open feel. Apart from Drovers Travel and The Boars Head at one end and Dianah Stokes and Castle Cars at the other it is entirely residential.

Renovations to and replacement of older properties have been undertaken in line with the original buildings and with those elsewhere in the historic town centre. This includes the sometimes vibrant colours of painted facias.

The footpath leading past Bowling Green Close is a pleasant and peaceful green space. It seems well cared for without being overly manicured and is mercifully free of dog mess, indicating that it is valued by residents.



The traffic in Station Street is intrusive and also presents significant problems both at the junction with Church Street and at the sharp bend at the East end of this lower part of the street. Station Street provides the main bus route; an access to both the agricultural auction yard and the public, house clearance auctions; and an access for vehicles to and from the A488. As such traffic, including heavy lorries, is fairly constant and that travelling west is at times hampered by the parked cars along the carriageway.

Traffic regularly travels fast along the street, particularly in the evening at weekends when it is often part of a “racing circuit”.

Problems also occur for pedestrians in the vicinity of the crossroads at Church Street where no pavements exist and where they must compete on the carriageway with traffic entering and exiting the crossroads.

The old telegraph poles and wires are the only other feature to accord a negative assessment because of the visual intrusion in the views.