

STRENSALL RAILWAY BUILDINGS CONSERVATION AREA APPRAISAL



In association with Strensall with Towthorpe
Parish Council

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APPENDIX A - Listed Building Descriptions

This document was prepared in November 2010 by Woodhall Planning and Conservation on behalf of the City of York Council. The format and content were agreed with the Design, Conservation and Sustainable Development Section of City of York Council, and the document was approved by the Council on the 24th March 2011

I INTRODUCTION

I.01 A conservation area is defined by the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historic interest, (the character or appearance of which) is desirable to preserve or enhance. Section 69 of the Act requires Local Planning Authorities to identify and designate conservation areas within their geographical boundaries and to formulate, in conjunction with the public, proposals for their preservation and enhancement (section 71 and 72 of the Act). The Act places a duty upon Local Planning Authorities to review the extent of the conservation areas.

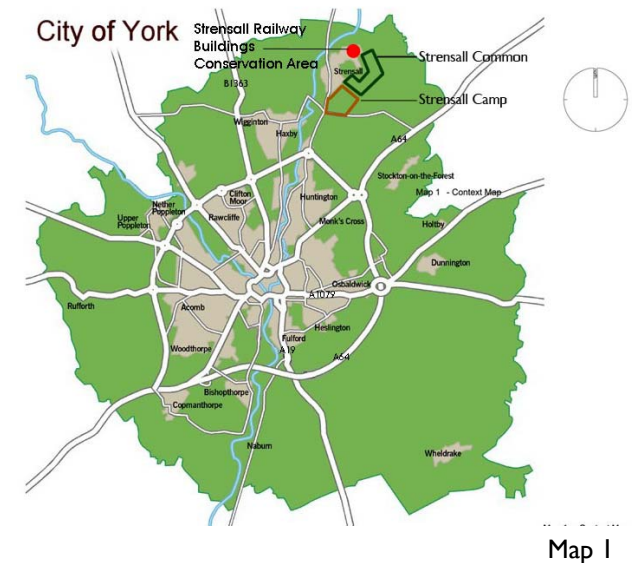
I.02 Strensall is a historic village, located to the north of York (see Map 1). The Strensall Railway Buildings Conservation Area was designated in 2001, with the boundaries as shown on Map 2. In addition, the historic core of the village is designated as the Strensall Conservation Area, which is the subject of a separate Appraisal document.

I.03 This document sets out the findings of a character appraisal of the Strensall Railway Buildings Conservation Area and can be regarded as being in four parts. The first part (Chapters 1-4) sets the scene by

analysing the history and baseline factors of the Conservation Area. The second part (Chapter 5) reviews the extent of the Conservation Area as originally designated and explains the reasons for the proposed revision of its boundaries. The third part, (Chapter 6) describes the character of the area. The final part (Chapter 7) discusses the measures that could be introduced within the designated area in order to preserve and enhance its character and appearance.

I.04 The assessment is based on field work in August and September 2010 and is limited to the buildings and areas visible from the public domain.

I.05 Strensall Railway Buildings Conservation Area Appraisal was approved as a supporting document to the conservation policies included in the City of York's draft Local Plan (incorporating the fourth set of changes) by the Planning Committee of City of York Council on the 24th March 2011. The Conservation Area Appraisal will also be used to inform the emerging Local Development Framework.



2 LOCATION AND CONTEXT

- 2.01 The Strensall Railway Buildings Conservation Area lies approximately 5 kilometres north of York city centre. Strensall village sits to the south and east of the River Foss and is positioned between the B1363 and A64 (see Map 1). The Strensall Railway Buildings Conservation Area sits within the Strensall village envelope and is located at the eastern end of Strensall, largely to the north of the railway line (see Plate 1).
- 2.02 The designated area is focused around the former station house, its associated signal box and a number of associated residential properties along The Village.
- 2.03 It is estimated that approximately 100 people live within the Conservation Area.



Plate 1 Aerial view

3 TOPOGRAPHY AND LANDSCAPE SETTING

3.01 Strensall village occupies part of a flat open area to the south of the River Foss. The village itself is surrounded by fields to the north, east and west. These areas of open ground enable long distance views towards the village from the north. To the south-east of the village is Strensall Common and Strensall Army Camp.

3.02 The immediate setting of the Strensall Railway Buildings Conservation Area is dominated by twentieth century housing development, the railway line and a small section of agricultural land between the railway line and the houses on the south side of The Village. Glimpses of the surrounding countryside are possible around the former station yard and along the railway tracks. As a result the designated area is enclosed by surrounding development with only the open ground to the south and the small playing field to the west (see Plate 2) providing the opportunity for open views and the sense of separation from Strensall itself.



Plate 2 View of playing to the west

4 HISTORICAL DEVELOPMENT

4.01 The Conservation Area clearly relates to the development of Strensall that occurred as a result of the building of the railway line.

4.02 The York to Scarborough line was opened in 1845 and it is understood that the station house was built in 1848. The 1854-56 Ordnance Survey map illustrates the basic layout of the designated area with The Village, known at this date as Hags Lane, laid out in its current alignment and Lord's Moor Lane extending south from the level crossing.

4.03 Strensall Railway Station is identified on the 1854-56 Ordnance Survey map but it is understood that that a signal box may have only existed on the site from the 1870s. It is also assumed that the platform opposite the signal box was in existence at this date. The current signal box is of a 1901 pattern. The coal drops on the north side of the railway line, beyond the platform, are not clearly shown but appear to be part of the coal depot that is identified. Also at this date there appears to be a small group of buildings to the west of the station house on the south side of The Village.

4.04 By 1892 the designated area has not changed significantly. What has previously appeared to be a small group of buildings on the south side of The Village (now shown as Station Road) to the west of the station house, now appears as only one building, which still survives (see Plate 3). On the north side of The Village two houses appear to have been built at its eastern end opposite the level crossing.

4.05 By the early twentieth century most of the buildings that are within the Conservation Area had been constructed, as shown on the 1912-13 Ordnance Survey map. This shows houses on both sides of The Village (see Plate 4), although a gap exists on the north side. Also, by this date the signal box is clearly shown (see Plate 5) and the brick and tile works to the north had been established.

4.06 Little changed within the designated area during the remainder of the twentieth century. The cinder track leading to the brick and tile works was adopted as highway and Lords Moor Lane, leading south from the signal box, became a formal extension to the main road. In



Plate 3 Early building



Plate 4 View of houses on the north side of The Village



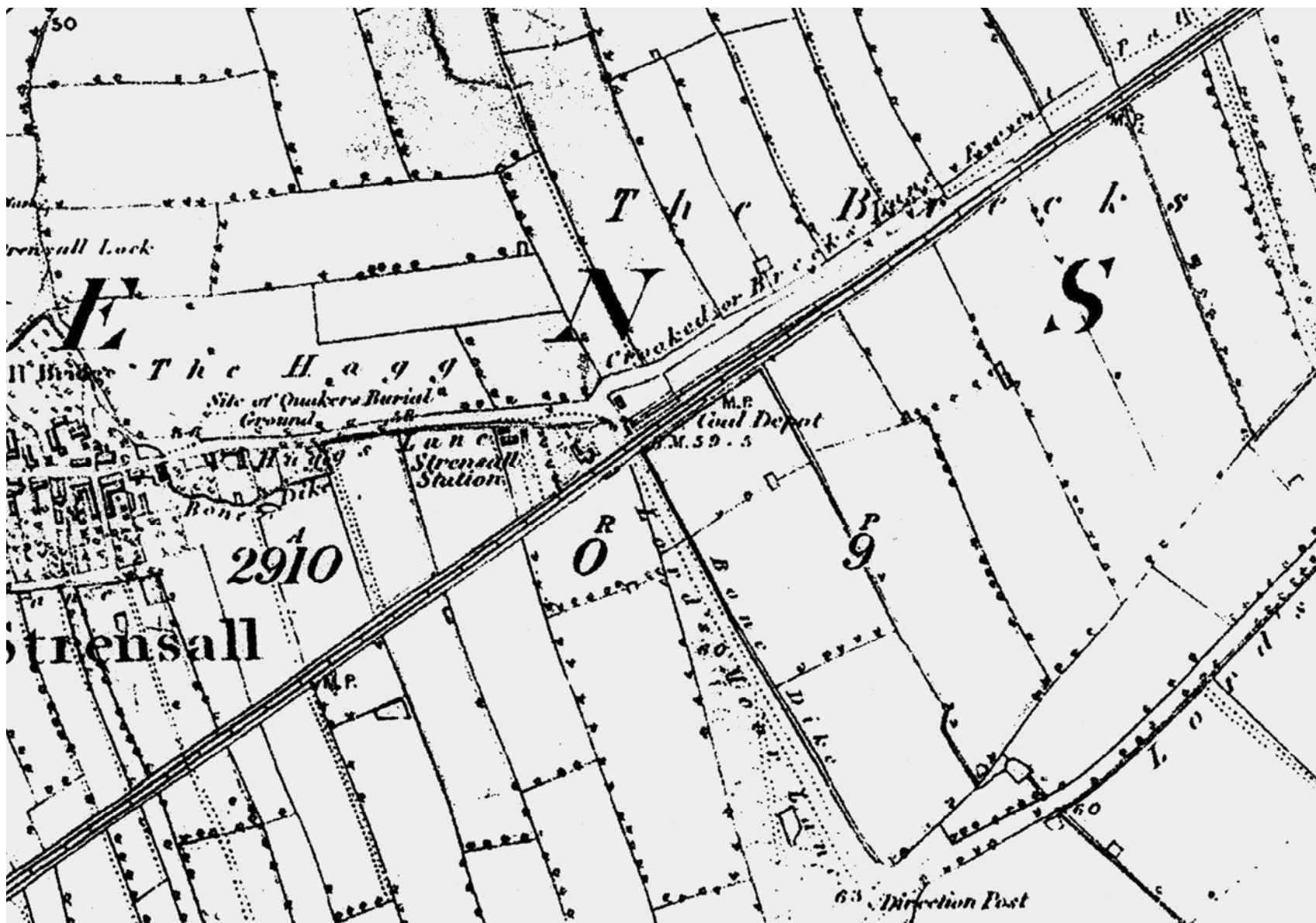
Plate 5 The signal box

1930s Strensall Station closed to regular timetabled passengers, but Sunday services and excursions operated until the 1950s. The station was also used by the nearby army base during World War Two. The station house was brought back into use as a private residential unit at some stage during the second half of the twentieth century.

- 4.07 No. 101 The Village was built in 1937 to serve as the local doctor's house and surgery (see Plate 9) and at about the same time the Northfields development was constructed to the north. Later developments within the Conservation Area generally involved the construction of individual houses (see Plate 6). Finally, "Station Road" was re-named The Village during the second half of the twentieth century.

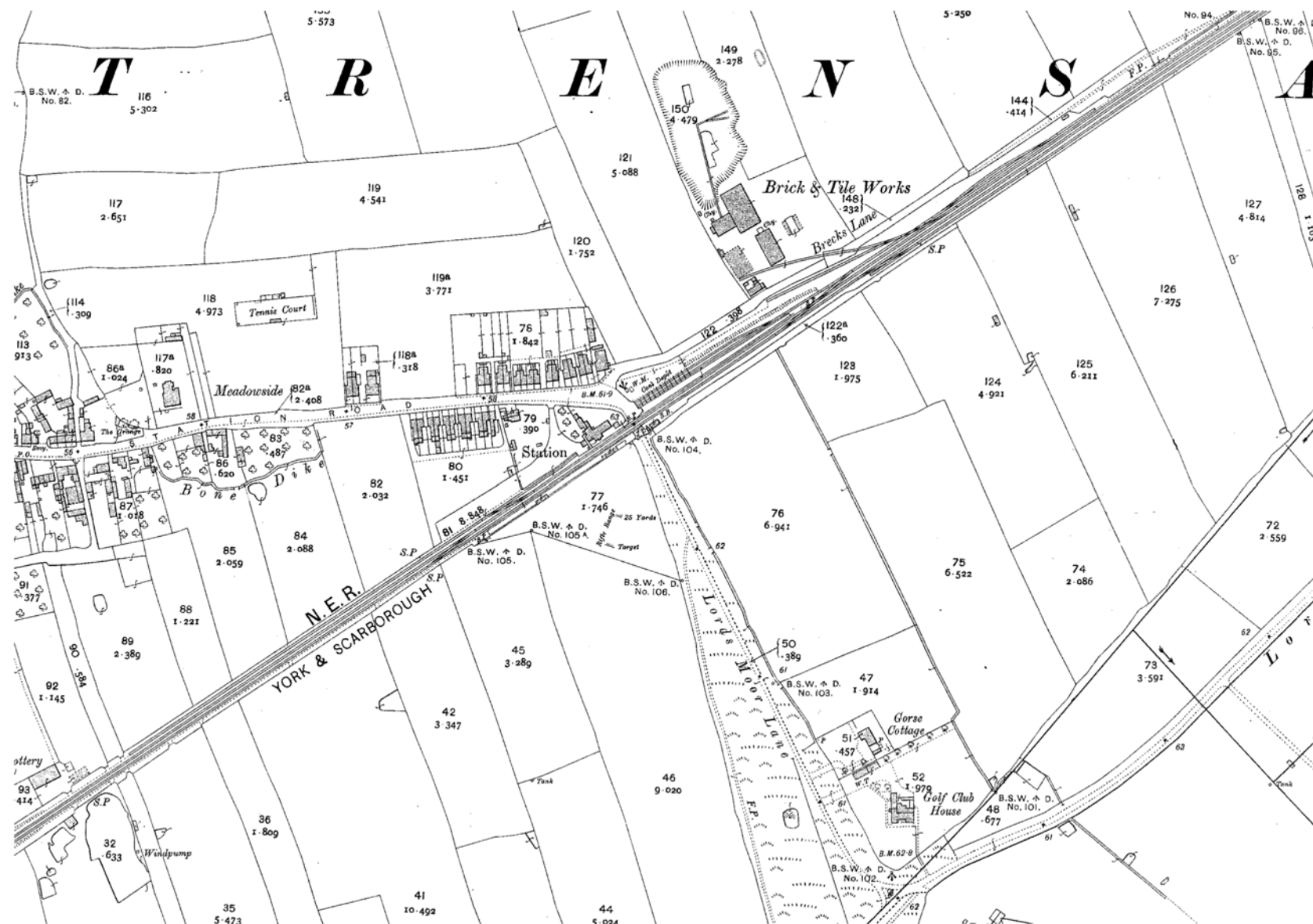


Plate 6 Oblique view of 128a on right hand side



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1852 Ordnance Survey Map



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1911 Ordnance Survey Map

5 CONSERVATION AREA BOUNDARY

- 5.01 One of the requirements of an appraisal is a review of the Conservation Area boundaries to establish whether changes would be appropriate. Therefore the extent of the existing designated area has been reviewed and areas around the existing Conservation Area have been studied to ascertain whether any new areas should be included or existing areas excluded.

Existing boundary

- 5.02 The boundary of the 2001 designated area is illustrated on Map 2. The eastern end of the designated area is focused around the former station house together with its associated signal box and level crossing. It also includes what are understood to be the former sidings to the south-west. The remainder of the designated area is focused around housing on both sides of The Village which runs in an east-west direction.

Possible alterations

- 5.03 There are no areas which are considered to be included inappropriately within the current boundary.

Possible additions

- 5.04 Two areas are being put forward for inclusion in the Conservation Area: the

former station yard and contemporary railway housing to the west. To the north of the railway line adjacent to the level crossing is the former station yard. This includes the coal drops that were associated with the railway (see Plate 7) These are in form of a series of uncovered brick bays that abut the wall that was part of the old platform, which has been demolished. The 1854-56 Ordnance Survey map indicates that there was a coal depot at the station. In view of their historic association with the railway it is considered that the former station yard is worthy of inclusion within the designated area (Area A on Map 2). The former station yard is directly in line of view from the west when traveling along the main road and therefore any development must be strictly controlled.

- 5.05 Beyond the western end of the current boundary on the north side of The Village are five residential properties of interest: Nos. 93 - 101 (Area B on Map 2). Nos. 93 -99 (see Plate 8) are a two villa pairs of similar age and form to the other villa pairs in the designated area, although Nos. 97 and 99 have lost most of their original details. No. 101 is an interesting and well designed detached house, dated 1937 (see Plate 9). It was purpose built as a doctor's



Plate 7 View of former station yard



Plate 8 Nos. 93-99 The Village



Plate 9 No. 101 The Village

house and surgery. In view of the quality of these buildings it is recommended they are also included in the designated area.

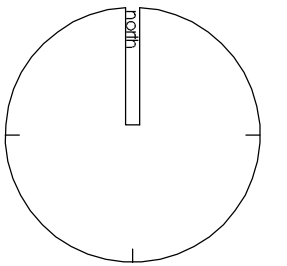
- 5.06 It is also proposed to include No. 103 The Village in the designated area. This is a single storey late twentieth century house (see Plate 10). Although it is of no special interest it is considered appropriate to include the house in the designated area in order to sensibly connect the proposed extension to the existing Conservation Area boundary.

Recommendations

- 5.07 In view of all the above, it is considered that the boundary of the designated area be altered to include the former station yard associated with the railway (Area A on Map 2) and numbers 93 - 103 The Village (Area B on Map 2).



Plate 10 No. 103 The Village



- Conservation Area boundary
- Proposed Conservation Area boundary

Map 2 - Current Conservation Area boundary

6 GENERAL CHARACTER

6.01 This section considers the general character of the whole of the Conservation Area.

Use

6.02 The predominant use of the buildings within the area is residential, with the exception of the railway signal box located at the level crossing at the east end of the designated area (see Map 3 and Plate 11). The former station yard (Area A of the proposed additions) was used as a builders yard with informal office until recently. Within Area B of the proposed addition there are two small areas of landscaped open space on either side of the junction of Northfields with The Village.

Qualities of the Buildings

6.03 Within the Conservation Area there is only one listed building (see Map 4 and in Appendix A). This is the former station house, which is located directly on the north side of the railway line and was built in circa 1848 for the York and North Midland Railway Line. The building is two storeys in height and is constructed of local brick with stone dressings and arch-headed windows under a shallow pitched overhanging slate roof. It has a main range with a central bay that breaks forward towards the railway line and is typical of the early generation of railway buildings (see Plate 12).

6.04 The only other building that relates directly to the railway is the signal box on the south side of the level crossing (see Plates 5 and 11). This has a brick base with a distinctive glazed first floor.

6.05 On the south side of The Village Nos. 126 & 128 are the only examples of an early buildings within the designated area. The house is semi-detached with a simple form, is constructed of bricks with no decorative detailing and has a pantiled roof (see Plate 3).

6.06 The majority of the houses within the designated area are late Victorian or early Edwardian in style. These are two storeys in height, constructed of red brick and have pitched slate roofs (see Plate 13). The predominant building form is small villa pairs but there is one example of a short terrace containing five units on the north side of The Village. These houses sit behind small front gardens that are defined by a low brick wall topped with a stone coping. The houses are positioned close together which creates a fine linear urban grain and also results in a high density of development.

6.07 Many of these later houses have decorative detailing, in contrast to the



Plate 11 View towards the signal box



Plate 12 The former station house



Plate 13 Example of a villa pair

older buildings in the area. Dentiled brick coursing above openings or a string course of white contrasting brick work provide interest to the façade (see Plate 13).

Canted bay windows are a feature of these houses and these provide a rhythm to the façade and the streetscene. The front doors are highlighted through the use of timber porches (see Plate 14). These porches often have elaborate carved panels and brackets. Many of the houses retain their original vertical sliding sash windows and timber doors.

- 6.08 There is one later distinctive house (No. 101 the Village), dated 1937, which also contributes to the appearance of the area (see Plate 9). This is within Area B of the proposed additions to the designated area at the west end of The Village. The house is constructed with red brick under hipped pantile roof. It has a simple form with little elaboration, with the exception of the bracket porch over the entrance door.

Spaces and views

- 6.09 Within the designated area there are a limited number of spaces due to the form of the area and its small size. The main spaces are the roads and their associated elements. The exceptional width of The Village at its east end indicates that this was a terminus for the bus and for delivery vehicles as there were no through roads until the adoption of Lords Moor Lane and

Brecks lane in the mid twentieth century. The bus terminus has been re-located north. None of the pavements retain their original materials, which have been replaced with modern concrete kerbs and tarmac surfacing. However, the rubber road surface across the level crossing does provide interest and variety to the area and reflects its function.

- 6.10 There are two small open grassed spaces, each planted with ornamental trees within Area B of the proposed additions to the designated area on either side of the junction between Northfields and The Village. These spaces provide a break in the built form of the area and the trees create an attractive area of landscape (see Map 5).
- 6.11 Views within the designated area are predominantly along The Village to either end of the Conservation Area (see Map 5 and Plate 15). Similarly, views are possible into and out of the designated area along The Village and other roads. Also, there are significant views out of the designated area from the level crossing looking along the railway tracks in both directions (see Plate 17). The level crossing also provides an oblique view to the former station house (see Map 5 and Plate 12).

- 6.12 A significant view into the designated area exists looking north along Lord's Moor Lane. This view is framed by the signal box and



Plate 14 Decorative bracketed porches



Plate 15 View east along The Village



Plate 16 View into the designated from Lord's Moor Lane

gates at the level crossing and the vista is closed by the houses on the north side of The Village (see Plate 16). The level crossing acts as a gateway as it marks the entry into the area from the south and the signal box acts as a local landmark (see Map 5).

- 6.13 The former station yard (Area A of the of the proposed additions to the designated area) is a private open space of historic significance. It contains coal drops and other storage facilities associated with the railway that comprise of a series of large uncovered brick-built bays (see Plate 7).

Soft Landscaping

- 6.14 The streetscene along the Village is softened by the trees, shrubs and hedges located in the front gardens of the houses. The large mature trees in the garden area of the former station house at the east end make a very significant contribution to the character and appearance of the Conservation Area as do other tree groups and ornamental trees at road junctions (see Plate 18 and Map 5).

Neutral and Negative factors

- 6.15 Within the designated area there are a limited number of neutral and negative factors (see Map 4).
- 6.16 Within Area B of the proposed addition to the Conservation Area, Nos. 97 and 99 The

Village are a villa pair, which has its brickwork covered with render; this has also resulted in the loss of much of its original detailing. Although the building still displays its original form which could be re-instated. As a result, it is considered that the building is a neutral factor within the designated area.

- 6.17 In addition, some houses have unfortunately lost their original timber window frames and front doors. Other houses have lost their front boundary walls and the front gardens have been replaced with hard surfacing to provide vehicle parking.
- 6.18 On the south side of The Village, to the east of the former station house is a large modern house set back from the general building line with an L-shaped footprint and large dormer window. Unfortunately the effects of its exposed location and its uncharacteristic building typology and dormer window represent a minor intrusion into the area (see Plate 19). Similarly the bungalow at No. 103 The Village (which is within Area B of the proposed addition to the designated area) is also uncharacteristic of the remainder of the Conservation Area (see Plate 10).



Plate 17 Railway tracks



Plate 18 Trees in garden area of the former station house



Plate 19 View of modern house on the south side of The Village



- Conservation Area boundary
- Residential (including student residences and care home)
- Transport
- Vacant

Map 3 - Existing uses



Map 4 - Building Assessment



Map 5 - Spatial analysis

7 FUTURE MANAGEMENT SUGGESTIONS

- 7.01 The following issues should form the basis for a management plan for the Strensall Railway Buildings Conservation Area. However, all aspects of the area identified in the appraisal should be subject to measures for preservation or enhancement, particularly when considering applications for planning permissions within or adjacent to the Conservation Area.
- 7.02 Consideration should be given to introducing Article 4 (2) directions to the Conservation Area. This would provide additional protection to unlisted buildings within the area and could be used, for example, to resist the replacement of timber doors and windows in unsuitable materials/styles, or the loss of typical features such as gates, fences, walls or other means of enclosure.
- 7.03 Within the area there are a variety of lighting column designs. It would be beneficial if the columns were of a consistent design approach, of a human scale. Also, the light emissions should be sympathetic to a rural location.
- 7.04 Regular tree maintenance is important and there should be encouragement for the reinforcement of hedges and other mature planting. In addition, it is recommended that the Council re-survey the designated area and its immediate setting to establish if any further Tree Preservation Orders would be appropriate.
- 7.05 Any future proposals for the former station site should allow for a new station stop to be created in accordance with the latest Network Rail or City of York Council Transport Planning initiatives. In addition, proposals should demonstrate how existing historic features of the site have been incorporated into the scheme. Use of a landscape boundary should be considered in order to reinforce the site's relationship to existing trees and the countryside beyond.

APPENDIX A

LISTED BUILDING DESCRIPTIONS

THE VILLAGE

(south side)

No. 130 (Station House)

Grade II

Station. Now house. C1848. Probably by G T Andrews for the York and North Midland Railway. Brick, stone dressings and Welsh slate roof. Main range with central bay breaking forward, addition to right and cross wings to rear. 2 storeys, 5 bays with single-storey 2-bay addition to right. Stone plinth. Central canted bay beneath wide eaves flanked by sashes with glazing bars beneath cambered brick arches. Right extension: 2-panel door with overlight beneath segmental arch, with sash with glazing bars beneath segmental arch to left. First floor: continuous stone band at sill level. Pair of round-arched plate glass sashes flanked by sashes with glazing bars beneath cambered brick arches, with window opening to extreme left blocked. End and ridge stacks. The York to Scarborough line was opened in 1845.