

APPENDIX 4

STATION AREA CONSERVATION APPRAISAL

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Prepared for Cambridge City Council by:



Quality Built Environments,
Building 7, Michael Young Centre
Purbeck Road
Cambridge
CB2 2QL

www.qube.org.uk

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1. Buildings

A. 55-59 HILLS ROAD AND 1-7 STATION ROAD

Large corner building of 3 storeys and 28 bays originally housing 3 shops on Hills Road, 3 on Station Road and with the Great Northern Hotel between on the corner. Gault brick with stone detailing and a slate roof. The first floor has large 2/2 sash windows with arched stone heads. The second floor has similar but smaller windows with flat stone heads. Above is a decorative cornice with dentils and pendentive brackets between the windows. The windows at 1st and 2nd floor are bricked up in bay 12 (from the left), as is the 2nd floor window in bay 15. With the exception of the first shop (55 Hills Road), which had five bays, the other shops were of three bays. The hotel seemingly occupied bays 12 to 19. Some original shopfronts with pilasters with stepped console brackets survive to 59 Hills Road, 7 Station Road and in part to nos 55, 57 and 5. Large ridge stacks survive at each end and between bays 5 & 6, 8 & 9, 11 & 12, 19 & 20 and 22 & 23.

An important building in townscape terms especially when looking N along Hills Road. Has group value especially with the Hills Road terraces and historical linkages as the former Great Northern Hotel. A building of local interest and a positive feature within the Conservation Area.

B. ARUNDEL VILLAS (9-15) / ST ANDREWS (17) SALISBURY VILLAS: (19-29) STATION ROAD

Group of houses built c1874 possibly by Richard Reynolds Rowe. Arundel Villas are two pairs of semis which had their own shared access. Salisbury Villas were six detached properties with another shared access whilst in-between was the largest house, St Andrew's, which had its own double access to Station Road. All the properties are similar in style, of 2-3 storeys with semi basements, of gault brick with red brick and stone dressings and slate roofs. Whilst all the buildings are different, they share common features and mostly Gothic detailing; Most have prominent gables and end chimney stacks (except no. 13) and plate glass sash windows.

The original separate (but shared) accesses have now been consolidated into one combined access road / car park, though the lime trees adjacent to the road and 'no-fines' concrete boundary wall is of interest in its own right.



55-59 Hills Road and 1-7 Station Road



9-11 Arundel Villas, Station Road



27, Salisbury Villas, Station Road

This is a fine group of houses of consistent character, probably by an architect of some note (his Corn Exchange and Red Cow PH are Grade II Listed). They should be considered for 'spot-listing'. In townscape terms, the no-fines concrete wall to Station Road is of interest and the rhythm of the set-back houses and avenue of trees are vital to the character of Station Road. Most of the buildings retain their rear gardens though these do not contribute greatly to the townscape, with the exception of the brick wall to no 29 which defines the edge of Tenison Road.

C. GREAT EASTERN HOUSE, STATION ROAD

1956-7. Architect HH Powell, Chief Architect of BR Eastern Region. One of the first buildings in the city to use pre-fabricated construction techniques. 4 storeys plus lift / water tower on roof. Reinforced concrete columns and first floor slab with pre-cast concrete panels below windows and at N and S ends. Ground floor has brick walls and a hardwood canopy on W side, whilst on the E an external hardwood screen defines the lift / stair tower. The ground floor housed club rooms with 3 storeys of offices above. The original windows with slender timber frames have been replaced and the parapet altered robbing the building of much of its elegance.



Great Eastern House, Station Road

Whilst the building has functional linkages with the station and some interest due to its (at the time) pioneering construction techniques, later alterations have robbed it of character and the site is dominated by car parking. It is therefore felt to have at best a neutral impact on the character of the Conservation Area and capable of being replaced by a building which better augments the area's character.

D. THE RED HOUSE, STATION ROAD

Built sometime between 1888 and 1903 as Midland Railway Company offices. Queen Anne style in red brick with a slate roof and with 6/6 box sash windows with voussoired brick heads and stone keystones. The original building was 3 bays and 2 storeys. The central bay has the effect of pilasters of brick quoins (formed by recessing every fifth brick course) supporting a broken-base pediment. Within this bay is the central panelled doorway with tripartite fanlight and timber canopy over. To the first floor is a window with a small oculus above. The two side wings have sash windows to ground and first floor. By 1927, a matching set-back two bay extension had been added to the E, and between then and 1954 a similar extension of three bays was added to the W. A low relatively modern but dilapidated wall lines the pavement to the front. The rear yard is overgrown and dilapidated. The building is currently (May 2004) boarded up.



The Red House, Station Road

Whilst of some interest architecturally, and with historic links to the railway, the building is very much a one-off and for this reason it was identified as a Building of Local Interest. Whilst attempts should be made to reuse the building, the scale of Gt Eastern House, the dilapidated condition of the building and the opportunity which the whole former Midland Railway site offers means that a replacement building of more appropriate scale and character may be achievable.

E. THE RAILWAY STATION, STATION ROAD

A Grade II Listed Building. The list description reads:

1845. Architect Sancton Wood. White gault brick. Stone bracket cornice. 15 tall round-headed arches, originally all open but of which the northernmost ones now are. The centre 6 arches have been completely enclosed with semi-circular fanlights in the heads, and the 4 southernmost arches partly enclosed with open heads. Stone roundels in the spandrels of the arches with coats of arms of the Colleges, the City and various City officials of the time. The original design of the station was materially altered in 1863. (RCHM 85)

The listing will protect the building from unconsidered alterations. However, the description needs to be updated.

E1. The main range (1845 building)

West elevation is an arcade of 15 arches. The central five arches are completely blocked with entrance doors in bays 6 & 7 (from the N). The other bays are open above the impost. All the bays except nos 6 & 7 have a gault brick plinth wall with paired aluminium windows above. Bays 6-10 have aluminium fanlight windows above, whilst the others have a flat roof with fascia visible. The N elevation has the large original vehicle entrance arch and smaller arch for foot passengers still visible. Above, a band runs E from the impost level of the main arch and above that is a plain stucco-framed panel. The truncated appearance of the elevation clearly shows the loss of the original E arcade. The other detailing is as the W front. The large arch has modern aluminium window to impost height with a modern flat-roofed extension below. The large vehicle arch survives also on the S end. This was blocked to impost level in brick probably in 1908 when offices were created within the S end of the arcade.

E2. N Wing

Built 1863. 7-bay single storey wing of gault brick with stucco window / door surrounds and a hipped slate roof. The N and S ends have crow-stepped gables, the S one with an integral chimney. Bays 1 and 5 (from the N) have 4-panelled doors with stone architraves, the other bays have 6/6 sash windows with pronounced cornices as



Cambridge Station – The main range



Cambridge Station – northern wing

drips. The parapet has a stucco-framed fascia with roundels inset in 1986 to match the main range.

E3. British Transport Police

Single storey gault brick building with a slate roof. This appears as a two-bay freestanding building on the 1888 OS; the westernmost bay being added by 1903. Central panelled door with an overscaled halved fanlight above. 2/2 sash windows in the side bays. All have segmental brick heads. The ends and central bay have prominent brick piers and there is a plain brick plinth. To the rear in 1863 was a northern wing of the station. By 1888 this linked to an engine shed behind and by 1927 this range also connected to the BTP range. Although the engine shed was demolished in the 1960s, some of the brick and stucco arcading of the 1863 wing survives.



British Transport Police building

E4. S Wing

Built 1863. Gault brick with slate roof not visible. Adjoins the main range at the height of the frieze. The N part is of two storeys. 10 bays. The ground floor originally had a cart entrance in bays 3-5. This has now been infilled by a panelled pedestrian door and window. The last bay has a double pedestrian door. The ground floor windows are 6/6 horned sashes with stucco surrounds. A drip mould forms the sills of the first floor windows which are rectangular 3/3 sashes in stucco surrounds. Above is a moulded cornice with a modern red brick parapet above. The range continues to the S but as a single storey 5-bay wing of similar form to the N wing.



Cambridge Station – southern wing

E5. S extension

Linked to the above is a prominent gault brick building with a slate roof presumably built c1863 as the Midland Railway part of the station. Originally the W elevation had projecting 2-bay wings with hipped roofs linked by a 4-bay range. The 6/6 sash windows in stucco surrounds mirror those of the contemporary parts of the station. There are two chimney stacks at the junctions of the wings and main roof. The ground floor has been obliterated by modern extensions though early maps show a canopy between the two recessed wings. Attached to the S are further single storey wings similar in style to the contemporary parts of the N and S wings.



Cambridge Station – southern extension

E1-E5 are all part of the Grade II Listed station building.

F. SLEEPERZ HOTEL

Probably built in 1863 for the Midland Railway as one of three parallel ranges of warehouse building; its twin and the larger central range were demolished by 1927. Gault brick with pitched roof felted over.

The main façade is to the S and has a range of relatively haphazardly spaced multi-paned windows, blocked windows and rebuilt brickwork. The ground floor has fenestration within shuttered iron loading doors. The W elevation has loophole doors and the remains of a crane jib in the gable apex. The E has a modern timber-clad extension.

Despite the numerous alterations, this is the best of the remaining unlisted railway buildings and the one with the strongest relationship in terms of style and materials with the station. A positive feature which should only be altered / replaced with good justification.



Sleeperz Hotel

G. NORTHERN WORKSHOP / OFFICE BUILDING

The two northernmost workshop ranges may date from 1863, the southernmost range is dated 1932. The workshops comprise a pair of linked brick single storey buildings with pitched slate roofs running E-W. The L-shaped office/workshop building of 1932 has a pair of bay windows in the W end. The roof appears to have been raised.

Although of some interest, these buildings have been too significantly altered to have any meaningful relationship with the station. These buildings are considered to have a neutral impact on the area and are therefore capable of suitable replacement.



1932 Northern workshop/office building

H. LARGE SHEDS

Utilitarian building mostly erected after 1927 in common brick with a corrugated roof. The N end has a brick range, with windows framed in brick surrounds on the W elevation. The end of this range has been demolished revealing a steel roof truss. Part of the E boundary wall is the original (much altered) west wall of the 1863 Midland Railway shed.

Only a few, much-altered fragments of any interest remain. Their bulk and unsightly appearance means that they have a negative impact on the area.



Large Sheds

I. FOSTER MILLS

Built 1898. Architects Calder and Kitchen of Hull. For the Foster Family. Painted gault brick. The mill has a 12 bay E facade, parallel to the railway line and was a 5-storey building with further accommodation in the pitched roof and a castellated tower above. The roof has been altered. The bottom 2 storeys form the base whilst the upper 3 were built as a tall arcade defined by brick pilasters with imposts and arched heads with keystones with a pair of



Foster Mills

large double-height openings in bays 7-10. 2/2, 4/4 and 8/8 sash windows. Rising above bays 7 & 8 was a tall tower, presumably housing the water tank with corner tourelles, battlements a tall arcade and pitched roof above. The E and W elevations were of similar form but with a scrolled central gablet with oculus. The taller silo is to the N of the mill and at right angles to it. The tall E façade was of 5 bays. The ground floor had a central doorway with a 5-bay blind arcade of tall arches similar to the mill above. The whole is topped by an almost baroque gable with scrolled sides supporting a pediment. On the roof was a high level penthouse, fully glazed and with a half-hipped roof leaning against the gable. Above bays 2-5 from the W were three linked dormers each of 3-2/2 sashes with a pediment over the central ones. Both mill and silo have been altered and have several modern extensions.

The mill and silo are important landmark buildings, are rare industrial buildings in their Cambridge context and have good historical associations with the station. They are currently being considered for listing. Should this fail they should be made Buildings of Local Interest. Although it is not possible to make a detailed inspection at this time, none of the other buildings on the site appear to contribute positively to the character of the area. This includes the brick and curtain wall building of 1959 to the S of the mill by Oscar Faber.

J. MURDOCH HOUSE, STATION ROAD

1987. Fitzroy Robinson architects. 2 storeys with additional floor in mansard slate roof and semi-basement car parking. Exposed buff brick arcade with gentle arched heads. Corner entrance, 8 bays to Station Road, 7 to Station Yard. Southern-most bay of Yard façade is narrower and has a secondary pedestrian entrance, W bay to Station Road has wider bay with entrance to car park. Other bays have recessed windows linked by red brick spandrel panels. At ground floor within the bays are raised planters with ventilation grilles to car park either side.



Murdoch House, Station Road

On the site of the former Station Hotel. No historical or functional links with the station. Architecturally tries to mimic the arcade of the Station but lacks its finesse and appears squat and bulky on the corner. Negative impact on the conservation area.

K. FORMER SPILLER'S LABORATORY, STATION ROAD

E wing completed in 1951 by Lanchester and Lodge, extended to W in 1961 as chemical laboratories associated with the mill. The E wing is at an angle to the road and has 8 bays, 3 storeys in red / brown brick with buff terracotta window / door surrounds and a flat roof behind a

soldier course parapet. Crittall-style windows 4-lights high. Entrance door in prominent block 2nd bay from the E. The 3-bay W wing is similar but plainer and parallel to the road. Linking the two wings is a recessed panel of vertical and horizontal blocks with a statue of a cloaked Ceres stood on a stone plinth at its foot.

The first phase is a reasonable building of its time. However the architectural style and curious alignment give little to the conservation area. With the exception of the fine statue, which is a positive feature, the rest of the building has a neutral impact on the character of the area.



Former Spiller's Laboratory,
Station Road

L. WILTON TERRACE, 32-38 STATION ROAD

Terrace of 4, 2-bay houses built sometime between 1863-1888. Gault brick with red brick detailing. Crow-stepped end gables. The panelled entrance doors are in bays 1,4,5 and 8 and have steps up. Above are 2/2 sashes with stone lintels and red brick relieving arches to ground and first floors. In the other bays are two storey bay windows with slate roofs. The front window of each bay has 2/2 sashes, the narrow side windows are plate glass sashes. Glazed brick 'spandrel' panels above and below the ground floor windows. Corbelled brick eaves detailing. Large central chimney stacks in each pair of houses. No fines concrete boundary wall to front, high gault brick boundary wall to rear; both of interest.

Similar materials and detailing as 9-29. Not of sufficient quality to list but worthy of BLI status. The front wall and landscaped former carriage-drive and rear wall are good surviving features.



Wilton Terrace, 32-38
Station Road

M. CRANE BASE, THE TRIANGLE SITE

Base of crane erected sometime between 1863 and 1888 within the Great Northern Railway's Goods Yard. Cast iron with six fins bolted to concrete base. Circular cast-iron plinth surrounded by a course of sett work with tapering column rising from it to height of approx 6ft. Domed column top with heavy drip beneath has connection shaft to missing jib above. Beyond the concrete base is a brick 'kerb'.

One of the few remaining pieces of industrial archaeology remaining on site though has entirely lost its context. If possible, should be retained or re-sited.



Crane Base on the 'Triangle Site'

N. DAEDALUS HOUSE

1980s office block. Brown brick with hipped concrete tiled roof. T-shaped, 3 storeys plus high pitched roof. Main façade to Station Road has off-centre corbelled staintower adjacent to entrance with

canopy. W end ground floor is open for vehicle entrance to car park. Windows are vertical aluminium with brick aprons beneath.

The building lacks the elegance of the 'Three Deities'. Although the planting contributes to the boulevard effect, generally the building has a negative impact on the character of the Conservation Area, largely because of the length of the frontage, the blandness of the design and views into the car park.

O. DEMETER, LEDA & JUPITER HOUSES

Planned in 1963 by Viscount Esher of Brett & Pollen as part of a comprehensive development, the rest of which was never realised. The buildings were completed by Fitzroy Robinson in 1969. 5 storey office blocks, gable end to the street with car parking and planting between them. Concrete framed. Repairs to the frame in the 1980s reconfigured the fenestration and made them horizontal rather than vertical. Roof top plant. Brown brick wall hides much of car parking and frontage landscaping contributes to the avenue effect along Hills Road.

Unlike Daedalus House, the 'Three Deities' respect the rhythm of the street, are elegant in themselves and sit within generally positive landscaping. Their contribution to the character of the area is therefore positive.

P. KETT HOUSE

1961-2 by Trehearne & Norman, Preston & Partners refurbished in 2000 by CMC Architects. L-shaped. 5 storeys to Station Road, 3 to Hills Road. Concrete frame clad with buff brick with brown brick infill panels. Modern fenestration. Prominent W gable has a vertical block of glazing and a *bas-relief* tree by Willi Soukoup.

Despite the refurbishment and the artwork on the W gable, the building lacks the quality required of such a prominent site. The over-dominance of the car parking also contributes to the negative impact on the character of the area.

Q. WAR MEMORIAL, HILLS ROAD, CAMBRIDGE

Grade II Listed Building. List description reads:

World War 1 memorial. 1922. Bronze figure by R Tait McKenzie. Stone-faced brick plinth. Rectangular base with inscriptions supporting sarcophagus with rounded ends to north and south. Sarcophagus carved with high-relief plaque to the east side, coats of arms to remaining 3 sides. Sarcophagus supports full-size bronze



Daedalus House, Station Road



Demeter, Leda and Jupiter Houses, Station Road



Kett House, Station Road/Hills Road junction



War Memorial, Hills Road

figure of British soldier in military dress striding forward, rifle slung, gazing to the right.

The memorial was moved slightly to the W in the 1950s when it formed the centrepiece of a lozenge-shaped vehicle roundabout. Further alterations to the road layout in the 1970s have left the memorial marooned in the carriageway. Provided the memorial retains 'eye' contact with the station, given it has been moved once, consideration should be given to moving it further west to allow it a better setting.

R. EASTBOURNE TERRACE, 63-99 HILLS ROAD

Built sometime between 1863 and 1888. Terrace of 19 houses, the plans alternately handed. Each 2 bay, 2-storey plus basement and dormer. Panelled door with arched head and plain fanlight. Bay window to ground floor with slate roof. Windows 2/2 sashes with flat brick arches to 1st floor. Shared stacks. Dormer window in same bay as bay window. Originally all had small front gardens behind low walls. Various incremental alterations have taken place.



Eastbourne Terrace, 89-91 Hills Road

S. COLLEGE TERRACE, 101-123 HILLS ROAD

Terrace of 12 houses, virtually identical to the above, but only 2 storeys plus basement.



College Terrace, 109-111 Hills Road

Both R and S are good rows of terraced properties with group value along Hills Road and some historic associations with the railway behind. Should be considered as BLIs and for Article 4 Directions to protect them from further incremental change.

T. 125 HILLS ROAD

Built between 1863-1888, probably as railway coal yard offices and manager's house. 2 storeys, 3 bays in gault brick with overhanging hipped slate roof. Central panelled door with red brick flat arched head. To each side are bay windows to ground floor with slate roofs. 3, 6/6 sashes to first floor with similar heads to ground floor. End stacks. Rebuilt front garden wall in disrepair. Part of an iron gate and railing survives to S. Ground floor boarded up (May 2004). At the other side of the gateway is a small gate lodge.



125 Hills Road

U. 127 HILLS ROAD

Offices built between 1888 and 1903, contiguous with 127a and its use as coal yard offices / manager's house. Single storey 7-bay building of gault brick with hipped slate roof behind panelled parapet. Entrance with panelled door in 3rd bay from N with good red brick arched head with keystone and moulded drip. Windows have

similar arched heads. Heavy drip-moulding below parapet. End stack to N. Front garden wall rebuilt. Boarded up (May 2004)

V. 127A HILLS ROAD

Built between 1863-1888 probably as coal yard manager's house connected with the GNR. Virtually identical to 125 though stacks presumably removed.

T, U and V all make a positive contribution to conservation area in terms of historical use, scale and materials.



127 and 127a Hills Road

W. EARL OF DERBY PH, HILLS ROAD

Late C19, probably purpose built public house. 2 storeys, 3 bays to main W and S elevations. Gault brick with hipped slate roof. Ground floor W elevation has flat roofed addition to N with canopied entrance and rusticated plasterwork wrapping around to part of S elevation. All windows are 6/6 sashes. N end stack and ridge stack to S side. Undergoing refurbishment (May 2004) and new rear accommodation block under construction replacing stables / outbuildings.

Makes a positive contribution to character of the Conservation Area. Has group value with buildings on E side of Hills Road and Royal Albert Almshouses opposite in terms of scale and materials.



Earl of Derby Public House,
Hills Road

2. Townscape

A. HILLS ROAD

A1 Looking N along Hills Road from the railway bridge, the Earl of Derby sets the scale for the buildings on the E side of the road. The scale and unity of materials is a key element of the townscape here. Although this pub is on the footpath edge, as one heads N, the buildings recede slightly allowing small forecourts and then gardens to line the footpath. The occasional trees on the E side produce a strong canopy in summer and relate to those in the Botanic Garden on the W side of the road to produce a strong boulevard effect. The angularity and height of Kett House give it undue prominence, though as one heads N, this effect is lessened as the more pleasing former Great Northern Hotel forms a backcloth. The Royal Albert Almshouses on the W side of the road are a fine feature on the corner of Brooklands Avenue and relate well in scale and materials to the buildings on the E side. City House appears as a clumsy modern parody of the well detailed Victorian buildings.



View along Hills Road from railway bridge looking north

A2 Looking S the terraces on the E side form a continuous frontage, interspersed with some good, and some heavily lopped trees nearer to Station Road. The office buildings on the W side, which are hidden in views N by the Botanic Garden trees, are much more prominent looking S and do not contribute greatly to the character of the area. The Flying Pig and Osborne Arms are rare survivals of the C19 buildings which used to line the W side of the road until the 1960s.



Frontages to terraces along E side of Hills Road

A3 The granite crossovers either side of no 125, and between College and Eastbourne Terraces hint at the former industrial character of the area as does the surviving iron gate and railing between 123 and 125. The loss of the small garden walls and parking in the front gardens of houses on the E side weakens the quality of townscape. The incremental loss of original doors, windows etc from the terraces have also weakened their collective character.

A4 Views out from Hills Road include the dramatic panorama across the rail tracks to the landmark mill; into the industrial Rank Hovis site with its mixture of indifferent buildings and into the Triangle Site which at first sight is green and inviting but becomes more obviously a waste ground as you head towards the station.



Panorama across to mill from Hills Road bridge

B STATION ROAD

B1 The two listed buildings, the War Memorial and Station, effectively mark the two ends of Station Road. Although attractive, neither are structures of great scale and so they do not read as strong blocking features in townscape terms. The overriding impression of Station Road, looking E or W is its tree-lined nature. The large lime trees reduce the scale of the office buildings on the S side (and Gt Eastern House on the N), and allow attractive glimpse views of Salisbury and Arundel Villas also on the N side of the road.



Tree lined view along Station Road looking east

B2 From Hills Road to Tenison Road, Station Road has a strong character despite the differences of building form on its opposite sides. This is due to a large extent to the trees, but also because of the recessive nature of the buildings and their rhythm along the street. The 'Three Deities' are particularly well-mannered in townscape terms; Daedalus House is not due to its heavy appearance and the length of its frontage to the road.



Victorian villas on the north side of Station Road

B3 From Tenison Road to the Station, the character is much more fragmented. The buildings (with the exception of the Red House and Wilton Terrace) are poor and the space in front of the Station lacks definition and has become vehicle dominated. Murdoch House relates very poorly to the Station because it sits on the footpath edge and therefore pinches the space, whilst the old Spillers Laboratory building gives no definition to the S side of the road because of its unusual building line. The large area of cycle and car parking to the N side is a prairie of shining metal when the sun shines.



Cycle parking and car parking next to Station Road

B4 The former grandeur of the W end of the street is an important part of its character. The quality of the buildings, the width of the road, the trees and the former shared carriage entrance to the villas give the street a generosity of scale in contrast even to streets such as Tenison Road where traditional buildings are much closer to the footpath edge. The 'Three Deities' have respected this character. With the exception of the station, the E end of the road lacks this quality – not surprisingly as it was much more the working end of the street.



Brickwork detailing on villas creates positive feature

B5 The brickwork detailing, no-fines concrete walls to the Villas and Wilton Terrace, surviving gatepiers, and granite crossovers are all very positive minor features. Views out include the vista into Tenison Road which is of mixed quality, into the car parking areas of the Three Deities which are well-populated with trees, over the wasteland

of the Triangle Site, of the rear extension of the Centennial Hotel (glimpsed between Kett and Jupiter House) and of the poor quality industrial buildings in the Rank Hovis site. Virtually all of these are capable of significant improvement.

C. TENISON ROAD

C1 The part of Tenison Road within the study area has a very mixed character. Nearest Station Road, the boundary wall of no29 neatly defines the footpath edge before buildings and shrubs take over. In the distance are terraces of medium-sized Victorian houses. The E side of the street has a useful hedgerow / tree belt defining the edge of Great Eastern House's car park. This helps soften views of the Focus DIY store and the blank N end of Gt Eastern House. Ravensworth Gardens, although generally respecting the character of the Victorian terraces opposite is still very prominent due to the newness of its red brick walls.

C2 Looking S, the vista is generally terminated by trees in summer, and by the bulk of Daedalus House in winter. Especially unfortunate is the position of the vehicle entrance cutting through the building which means that from Tenison Road one's eye is drawn straight into the rear car parking area.

D THE NORTHERN SIDINGS

D1 The area beyond Sleeperz / British Transport Police has the character of a wasteland. The buildings are of very poor quality with the exception of the southern part of the workshop buildings (see 1G). The site is dominated by a poorly surfaced car park and the mass and colour of the Carter Cycle Bridge when looking N.

D2 Positive features are restricted to parts of the old brick platform wall (laid in English bond) and the surviving traces of the arcade which ran at right angles to the main station range. The latter is in such poor condition, and so fragmented that it is difficult to envisage its reuse. Looking S, the mill and silo are key features which, if restored, could become an attractive and prominent landmark.

E THE STATION FORECOURT

E1 The area in front of the station is very much a wasted opportunity. The station itself including the N and S wings is a fine building, and the forecourt is to some extent defined by the British



Hedgerow and trees along GEH car park boundary



Vista along Tenison Road towards Station Road



Northern sidings now used for car parking



Short-stay car parking on Station forecourt

Transport Police building to the N and the Great Northern Railway part of the station (now the parcel depot) to the south. The tree planting in both areas also adds to the human-scale space created. However, this effect is significantly reduced by the dominance of roadways, manoeuvring vehicles and car and cycle parking. To the N, the lack of enclosing buildings means that the eye drifts away across the parking area, the opposite is true of the S forecourt where Murdoch House squeezes the space too tightly (despite its quite modest scale). The bulk of the mill is not as dominant as it could be as the tall silo is end on to the station, whilst the buildings opposite the mill step back.

E2 The station building itself could be given a more striking appearance by improving the glazing in the arches to make it more seamless and dealing with signage in a less intrusive way. The rationalising of the space using suitable hard landscaping and possibly reusing setts and other features from the wider site could significantly restore elements of character to the forecourt. The GNR building would be significantly improved by the restoration of its façade.

F THE SOUTHERN SIDINGS

F1 This area is defined by the long low S wing of the station to the E and the bulk of the mill together with its modern extrusions and later buildings defining the Rank Hovis site to the W. In the distance the signal box, with City House behind define the end of the site in an unattractive way, though turning slightly south the emerging buildings of the redeveloped Cattle Market are more positive and interesting.

F2 Generally the site is an overgrown wasteland with part of the surviving Great Northern sidings and platform cutting to the W of the southernmost station buildings (which have unattractive portakabins added to the end). The juxtaposition of scale between the S wing of the station and the redeveloped mill give some interesting possibilities for a street running south towards the bridge.

G. THE TRIANGLE SITE

G1 This is the site of the former Great Northern goods yard. Nothing of the industrial character survives except a crane base (see 1M) and the remains of a platform wall behind College Terrace. The space is overgrown and used as a car park. The W side of the site is defined by the Hills Road Terraces and the trees in their rear gardens,



Disused southern sidings and S wing of Station

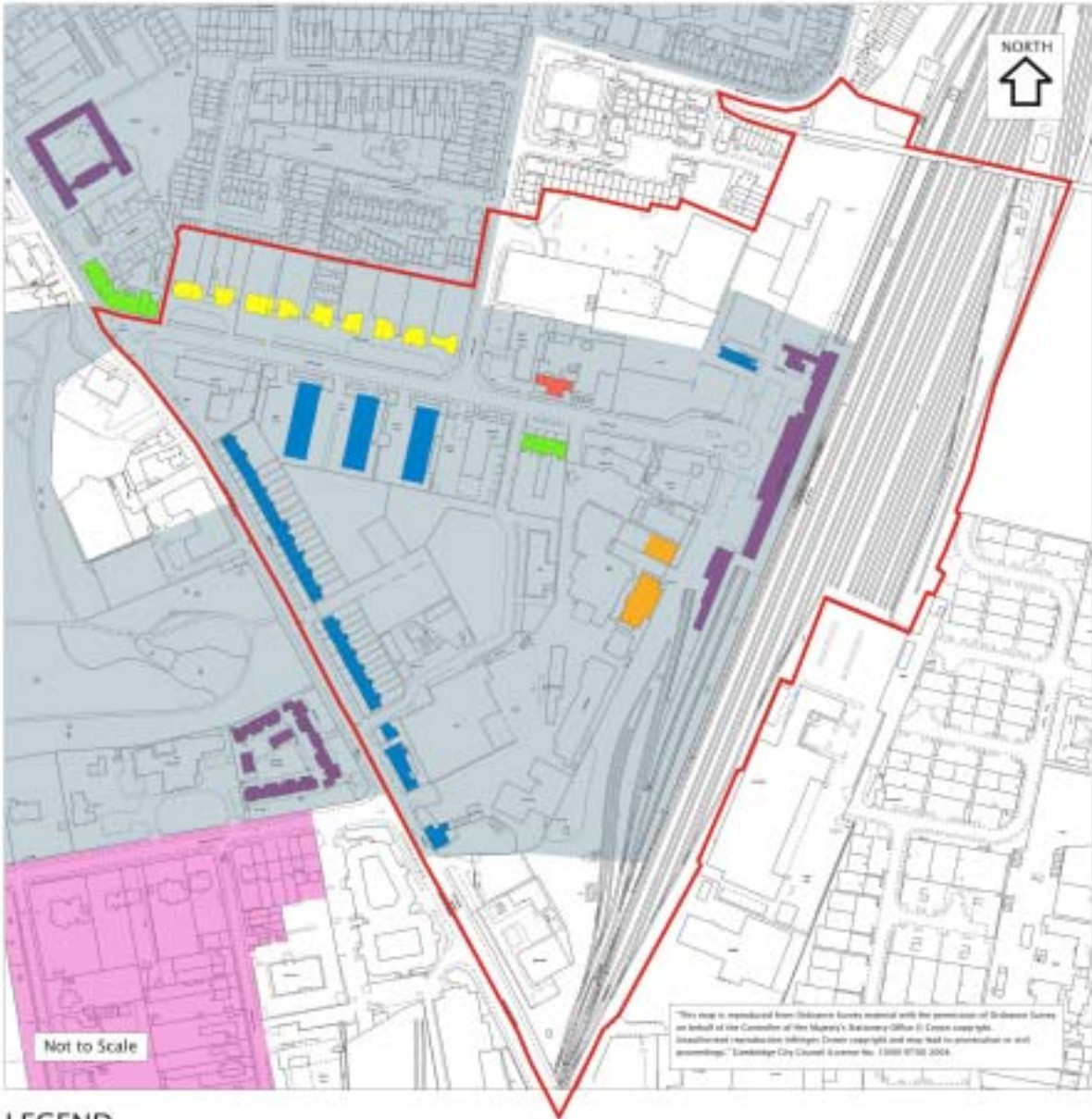


Car parking on the Triangle Site

the N by the ends of the Three Deities and their car park planting and the E by the haphazard range of buildings within the Mill Site.

G2 The only positive minor features are the crane base, the trees described above and the mill site boundary wall (which has been altered in places and had anti-climbing fencing added). The site is a useful cut-through from Hills Road to Station Road.

Station Area Conservation Appraisal

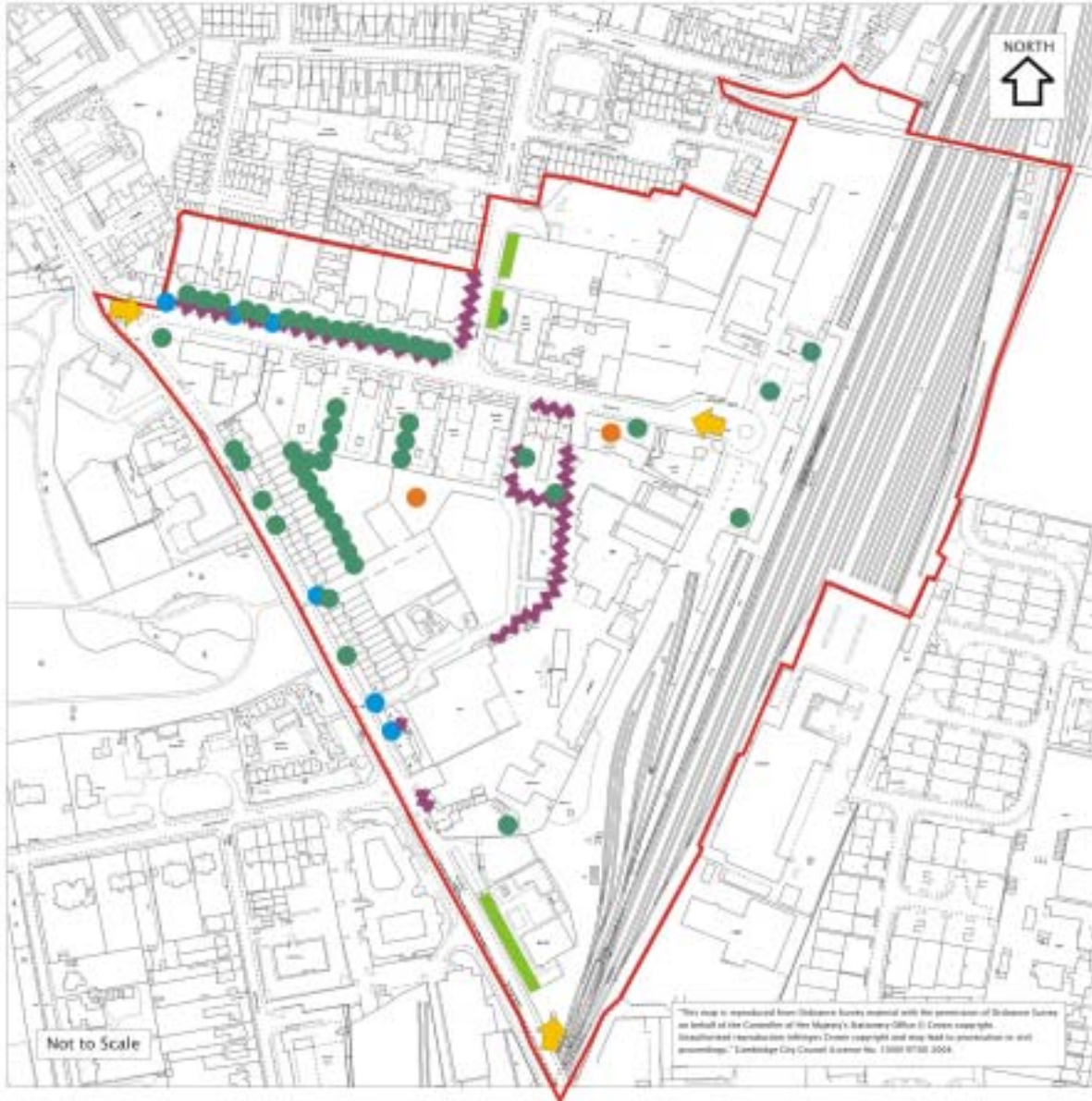


LEGEND

- Station Area Development Framework Boundary

 Grade 2 Listed Buildings	 BLI proposed for listing	 Central Conservation Area
 Building of Local Interest (BLI)	 Other buildings proposed for listing	 Brooklands Avenue Conservation Area
 Buildings of Positive Townscape Value	 Proposed BLI	

Station Area Townscape Appraisal



LEGEND

-  Station Area Development Framework Boundary
-  Positive wall/railing/gate
-  Trees currently important in townscape terms
-  Positive hedgeline
-  Positive minor feature
-  Granite crossover
-  Positive vista