



Hinckley & Bosworth
Borough Council

A Borough to be proud of

**Stoke Golding Conservation Area Appraisal and
Management Plan**

**Photographic Record 1
Station Road & Main Street**

**September 2013
(Adopted 15 October 2013)**



The Barracks, sited to the rear of the George & Dragon Public House off Station Road, is a modern block of flats built in 1995. The property was built to reflect a stable block with dental course detailing along the eaves and on the gable end.



It is unfortunate that the rear of the Barracks has been rendered and not built entirely in brick. The roof lights would have been less prominent if they were recessed into the roof



The George & Dragon public house is a prominent period property sited at an important intersection at the centre of the Conservation Area. It has been refurbished recently, unfortunately utilising plastic windows.



The property, 4 & 4a Station Road, has been significantly modernised to its visual detriment and has now lost its traditional village character. The window openings have been enlarged and replaced with plastic windows and doors. The roof has concrete roof tiles with prominent roof lights installed on the front elevation.



6 Station Road is an excellent period property built in 1887 that has decorative barge boarding and string courses. The dwelling has retained its chimney stacks and pots. Unfortunately, the timber windows have been replaced with plastic and a modern door has been introduced.



The former Co-Operative shop, 8 Station Road, still retains its shop frontage. This rendered period property has also retained its sash windows, chimney stacks and pots and is a good example of a heritage property in the Conservation Area.



The dwelling, 12 Station Road, is an excellent mid C18 Grade 2 listed dwelling. The property, known as The Limes, is built in red brick with a Swithland slate roof behind a coped parapet. It has brick end chimney stacks.



16 Station Road is a typical inter-war dwelling with clay roof tiles and a two storey bay window.



20-24 Station Road is a group of modern dwellings that does little to enhance the character of the Conservation Area.



View looking westwards down Station Road. The chicane and highway signage detract from the attractive views to open countryside and should be reconsidered by the Highway Authority.



26-28 Station Road was originally a factory that has been substantially re-built on its front elevation using modern bricks.



Crown Hill Close consists of a blend of modern dwellings with traditional features and details. The large block that closes views down the cu-de-sac has dormer windows and two prominent chimney stacks.



Many of the dwellings situated on the lower half of Crown Hill Close are enclosed using timber picket fencing. Unfortunately the concrete roof tiles laid in straight lines do not complement their generally traditional appearance.



The terrace of modern dwellings rounding the corner at the junction of Crown Hill Close and Station Road is a prominent feature which also picks up on traditional details.



The access leading to 36 Station Road is rather uninteresting and would be improved if the timber fence was replaced with brickwork.



38 Station Road is a small modern bungalow that does little to enhance the character of the Conservation Area although it has retained a traditional wall fronting the dwelling. The Blue Plaque on the gate pier refers to the site of the crowning of Henry VII on Crown Hill which is located on its north side.



40 Station Road is a traditional detached property that has retained its original sash windows, ridge copings and chimney stacks. Unfortunately, the modern double white garage door is not a traditional feature. Two doors painted in a dark colour would be preferable. The high laurel hedge helps to soften the street scene.



The property, 42 Station Road, is of a classic 1930's design that has had a large side extension built. The large double garage door is considered to be out of scale with the rest of the property.



The tree fronting 44 Station Road has been poorly pollarded which tends to spoil the shape of the tree.



46 Station Road has been rendered white which is a common feature utilised on dwellings located at the western end of Station Road.



48 Station Road has retained its slate roof, roof ridge tiles and gable end chimneys



50 Station Road is mainly concealed from the highway behind a high hedge and mature trees. The dwelling is unusual in having large two large windows inserted in an angled two-storey bay which has been built on the south western corner of the property.



52 & 54 Station Road is an imposing pair of large semi-detached dwellings with bay windows and chimney stacks. Unfortunately, the double garage door and flat roof are not traditional features. Two single garage doors and a pitched roof would be more appropriate.



56 Station Road is a modern bungalow that does little to enhance the traditional character of the Conservation Area.



Crown Hill Farm is a prominent dwelling set well back from the highway boundary on a large open plot. The property has been modernised over recent years but still forms an impressive gateway into the Conservation Area.



One of the out buildings to the rear of Crown Hill Farmhouse successfully converted into a dwelling.



Another converted property at Crown Hill Farm that has an interesting dovecote in its gable end.



This imposing former hosiery factory on Station Road has been successfully converted into residential accommodation without losing its traditional character.



This large imposing dwelling is situated to the rear of the former hosiery factory.



View of the eastern end of the former hosiery factory. If roof lights were essential, they should have been recessed.



49 Station Road is a character property that has retained its gable end chimney stack.



47 Station Road is a former chapel



45 Station Road is a large detached residence that has lost some of its elegance with the modified window openings and rendering on its eastern elevation.



The four detached modern bungalows, 33 – 39 Station Road, through their design and use of materials, do little to enhance the Conservation Area.



31 Station Road is an excellent large imposing property that was once the former grammar school. Unfortunately, the side extension with its mono pitched roof tends to spoil the symmetry of the property.



29 Station Road has been considerably altered by having a bay window inserted and being rendered.



27 Station Road is a modern detached dwelling that does not reflect the character of the Conservation Area.



25 Station Road is a large detached dwelling that has been considerably enlarged in the past.



23 Station Road is a pleasant dwelling fronted by mature planting that helps soften the street scene. If possible, the roof lights in the garage should have been inserted on the rear elevation away from public view.



21 Station Road is the former Mangle House.



17 & 19 Station Road are two detached residences that have been built during the last few years.



Park House is a large detached property. This former farmhouse is set in large grounds and is currently undergoing major refurbishment.



Mature trees front Park House. They help to provide greenery at the heart of the Conservation Area.



The rear elevation of Park House looks out over open countryside.



One of the splendid mature trees growing in the field adjoining Park House.



Excellent panoramic views looking westwards from the field adjoining Park House. The field is a scheduled ancient monument that comprises earthworks, the remains of an Anglo-Saxon burial mound and medieval farmstead.



An ancient fishpond, now only occasionally water filled, sited in the field adjoining Park House.



The view looking up Main Street towards the George and Dragon Public House showing the traditional brick wall and abutments that runs along the eastern boundary of Park House.



Woodyard Cottage is an early to mid-C18 Grade 2 listed farmhouse built in red brick with a plain tile roof and large brick chimney stack.



2 Main Street has been much altered in recent years.



The Old Forge on Main Street, although being considerably modernised over time, is still an interesting property



The wide paneled door on The Old Forge.



Stoke Golding Methodist Church built around 1933.



This traditional pair of cottages 87 & 89 Station Road provides an excellent setting to the Ashby Canal.



The former railway station building has been converted into a dwelling. The end mono-pitched roof extension spoils the symmetry of the C19 property.



Although the property 'The Willows' on Upton Lane has been considerably modernised it still retains some interesting features including its imposing chimney stacks. The property was originally the Station Master's house.



The old railway engine shed is now used for industrial purposes.



The roof lights inserted in the former engine shed are modern additions which tend to devalue the character of this fine building. It is important that buildings at this former railway complex are retained in their original form where possible.



View of the underneath of the railway arch at the Upton Lane road bridge. The bricks in the arch have been laid at an angle to the bridge abutments.