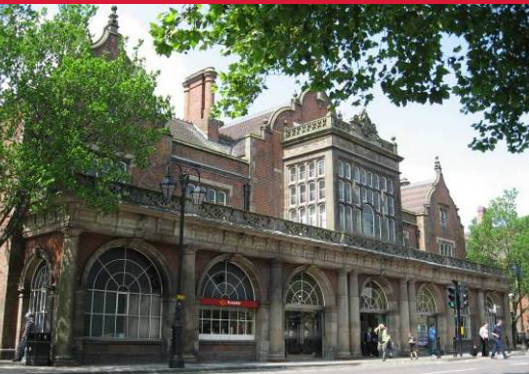




Winton Square Conservation Area Appraisal

March 2008



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1. Appraisal Context

- 1.1 This Character Appraisal has been prepared for Winton Square Conservation Area, whose original boundaries were designated in October 1972.
- 1.2 Conservation Areas are designated by Local Authorities under fulfilment of duties imposed by Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. This defines Conservation Areas as:

“areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance”

Special interest may originate from a variety of sources, while character is defined in a holistic sense rather than deriving from the merits of any single building.

- 1.3 Production of Character Appraisals is required under the Office of the Deputy Prime Minister's *Best Value* initiative (BVPI 219b), though best practice has long required their preparation. The objective of an Appraisal is to analyse and define in depth the special interest and traits which make up the *character* of a Conservation Area, to identify the pressures and challenges facing its survival and to recommend courses of action which will aid in achieving sensitive management, preservation and enhancement (the latter points fulfilling duties imposed by Section 71 of the 1990 Act).
- 1.4 Conservation Area status is a material consideration in the evaluation of planning applications. Here Section 72 of the 1990 Act requires Local Planning Authorities to pay special attention to the desirability of achieving preservation or enhancement through their decision making. Appraisals represent an important resource in fulfilling such duties while Planning Policy Guidance 15, *Planning and the Historic Environment*, provides a principal point of guidance. Where new development is planned Appraisals may provide a useful design resource to those proposing it.
- 1.5 Conservation Area status curtails certain 'permitted' householder development rights requiring planning permission to be sought in these areas (outlined in the General Permitted Development Order 1995). Local Authorities have further powers to restrict permitted developments to the elevations of properties that front the highway, open space or waterway through the introduction of Article 4(2) designations, while approval of the Secretary of State is required for more wide ranging 4(1) designations. Several Directions dating from 1975 are in force in the Conservation Area, but as all the buildings are listed and not residential no further directions are proposed.
- 1.6 English Heritage recommends production of distinct Management Strategy documents for each Conservation Area. The basis of these documents is the analysis contained within and recommendations arising from each Appraisal. These documents will provide a boost in efficiency while helping ensure fulfilment of statutory duties. In the context of the new Local Development Framework (LDF) these Management Strategy documents may eventually be adopted as Supplementary Planning Documents.
- 1.7 Work on the new LDF is currently proceeding. In the interim, policies included within the City Plan 2001 continue in force unless superseded by those arising from the Staffordshire and Stoke-on-Trent Structure Plan 1996-2011 or Regional Planning

Guidance. The City Plan reiterates the Authority's commitment to fulfilling statutory duties regarding Conservation Areas and listed buildings, sets design and development standards, while introduces two non-statutory 'lists' of relevance to this Appraisal: a *Local List* (Buildings of Special Local Interest) and *Areas of Archaeological Importance*.

- 1.8 When reading or using an Appraisal it is important to note that while every effort is made to provide detailed analysis the document can never be comprehensive. Failure to mention a particular element or detail *must not* be taken to imply that it is of no importance to an appreciation of the character or appearance of the Area and thus of no relevance in consideration of planning applications.
- 1.9 This Appraisal has been produced by the Directorate of Regeneration and Heritage (Urban Design and Conservation), Stoke-on-Trent City Council. Enquiries regarding this Appraisal should be addressed to:

The Urban Design Team on

01782 23 2154

or

01782 23 5023

Tree Officer

01782 23 2556

2. The Study Area

- 2.1 Winton Square is a small Conservation Area of high architectural quality, centred on the square and mainline railway station for the city. All the buildings within the square are listed or curtilage buildings and the statue in the centre of the square is listed in its own right.
- 2.2 Sir Nikolaus Pevsner has described the completed Winton Square as ‘the finest piece of Victorian axial planning in the county’ and in his introduction he also states that, ‘Of Neo-Jacobean [style], the best example in the county is the station and the station hotel at Stoke-on-Trent’¹.
- 2.3 The Conservation Area today has changed little from when it was completed in 19th century. In contrast the area surrounding the square, including that of the hotel gardens, has changed dramatically during that period.
- 2.4 In recent years the square has evolved to include retail premises as well as the offices located in the buildings around the square.
- 2.5 There are proposals to redevelop the entire area, called the ‘University quarter’. This could have a dramatic impact upon the character and surrounds of the Winton Square Conservation Area.

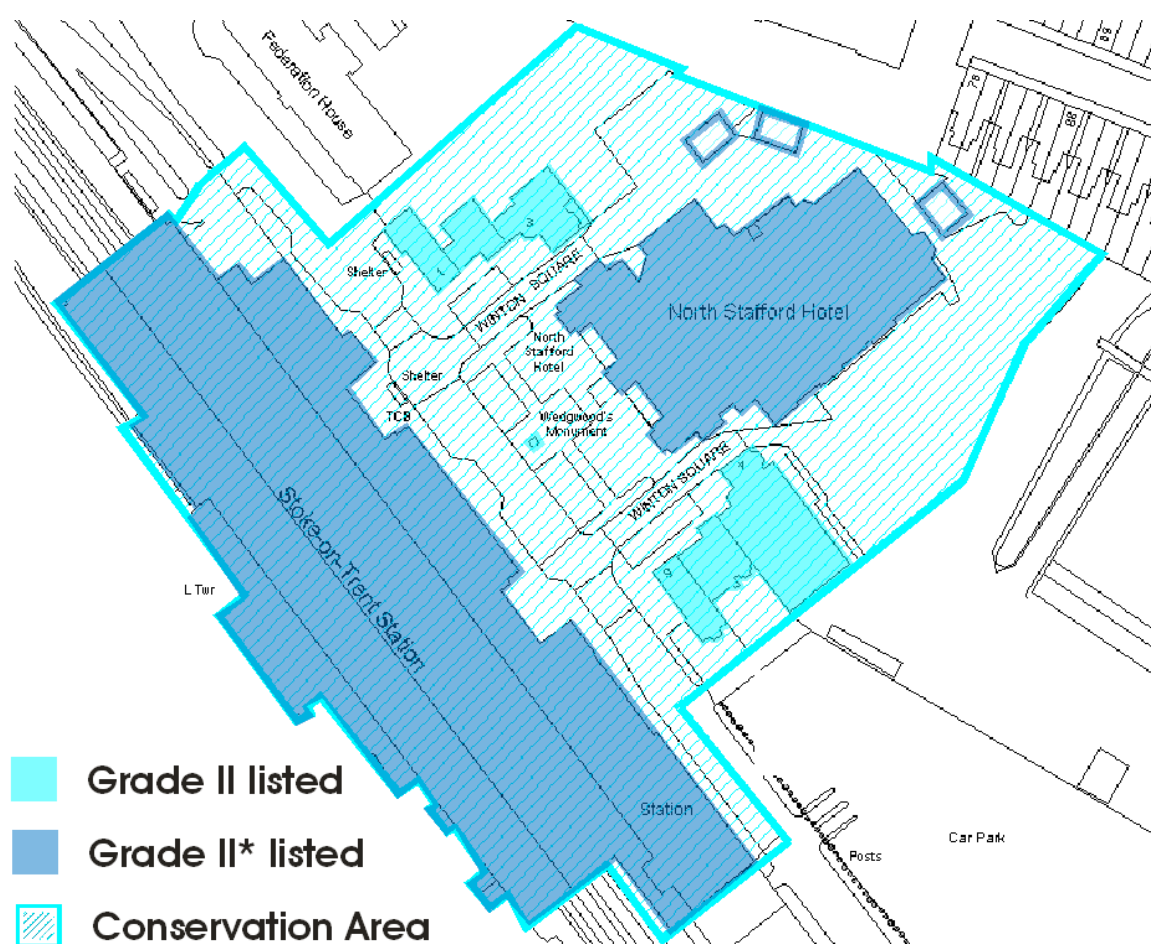


FIGURE 1: Winton Square

¹ The Buildings of England: Staffordshire - 1974

3. History and Archaeology

- 3.1 In the early 19th century the land now known as Winton Square was known as Winton's Field and Winton's wood, lying to the North-East of the Trent and Mersey canal, and to the East of a turnpiked road which is now the Leek Road, constructed in the early 1840's.
- 3.2 Winton's Field and Winton's Wood were part of the Glebe lands of the Stoke Church, and at this time were in the township of Shelton. They were named in fact after John Sandale, a rector of Stoke in the fourteenth century who signed his name John Winton.
- 3.3 The North Staffordshire Railway Company purchased the land consisting of Winton's Wood in 1846 to begin construction of their principal railway station and headquarters.
- 3.4 The railway arrived in 1848 and use of the canal lessened. The track initially ran between Stoke and Norton bridge, forming the first section of what is now the London to Manchester line. Work continued at a pace, and later that year the line was extended to both Crewe and Congleton. There was at first a temporary station at Whieldon's Grove (in Fenton).
- 3.5 At this time the Railway Company owned both the railway and the Trent and Mersey Canal, and as such the station initially served both forms of transport.
- 3.6 The new station ensured a relocation from the local area of services such as the main post office in 1854, and large public houses and hotels.
- 3.7 The station was opened on October 9th, 1848, eighteen months after work began to a design of H.A. Hunt of London. It was constructed in brick and sandstone in a detailed Elizabethan and Jacobean design, its simplicity sitting in sharp contrast to the Doric columns and Greek pediments of the stations in London, Birmingham and Manchester. The design can be considered a European classical square.
- 3.8 The station was built by a builder of some note, a Mr John Jay, who also built Kings Cross Station, Paddington Station and Billingsgate Market and carried out work on the Houses of Parliament amongst others.
- 3.9 The station was built at a cost of £31,438. This seemed excessive to some of the shareholders. An enquiry followed a year later, but the directors were cleared of any wrongdoing.
- 3.10 The approach to the railway station represents one of the few attempts at a formal layout to be found in the Potteries. The Railway Company built two private roads in order to connect the station with Broad Street and Leek Road. A further road initially known as Victoria Road (and now as College Road) was built across private land to the north of the station in 1876, but was only connected to Station Road at the turn of the century after negotiations between Hanley Borough Council and the manager of the Railway Company.
- 3.11 The station has survived a century and a half with little alteration, and as such is among the earliest principal station buildings in the country to remain in its original use.

-
- 3.12 The main office and boardroom of the North Staffordshire Railway Company remained at the station for many years. The company's arms was the Staffordshire knot, and this was inlaid into Minton tiles which paved the entrance hall. In fact, the railway became affectionately known as 'the knotty'.
- 3.13 The station's opening was celebrated with a great party. Going against tradition, it was the poor people of the local area who were invited to the celebration. As such 1500 children from the workhouses and 400 poor and deserving families were invited. It was seen as an 'entertainment for the poor' rather than a feast for the rich and famous.



FIGURE 2: *Winton Square c1910*

- 3.14 In June 1849, the rest of the buildings encompassing Winton Square were opened. These consisted of the North Stafford Hotel opposite the station, flanked on either side by lower buildings that served as the Officer's housing. The neo-Jacobean style of architecture continued throughout the development.
- 3.15 The North Stafford Hotel was constructed at a cost of £8,843 and quickly built up a good reputation, within a few years becoming one of the most important hotels in the county.
- 3.16 The six houses constructed on either side of the square were built at a cost of £6,272 and were constructed to match both the station and the hotel in character, and used the same materials.
- 3.17 A statue of Josiah Wedgwood, master potter of Etruria, was constructed in the centre of the square in 1862 by E Davies and was unveiled by the Earl of Harrowby. It was funded by subscription and is a bronze figure on a square stone pedestal. The choice of site was a reflection of the vital role that the railway, and the station in particular, was now playing in the economic life of the local area. It was also sited in Winton Square to exist on the boundary of Hanley and Stoke-on-Trent, both of whom laid claim to being the home of Wedgwood.

3.18 By 1908, the station handled two hundred and thirty trains daily. Stoke-on-Trent was the hub of North Staffordshire's passenger train service.

3.19 In 1922 a memorial was unveiled to honour the 146 employees killed during the Great War. It was constructed from Hollington stone with names inscribed in bronze.

4. Spatial Analysis and Appraisal of Views

4.1 Form

- 4.11 Winton square is an architectural set piece with a central area containing some seating near to the statue of Wedgwood in the centre of the square which creates a focal point.
- 4.12 It sits on the edge of the town on Stoke and is surrounded by later development encompassing houses and the university.

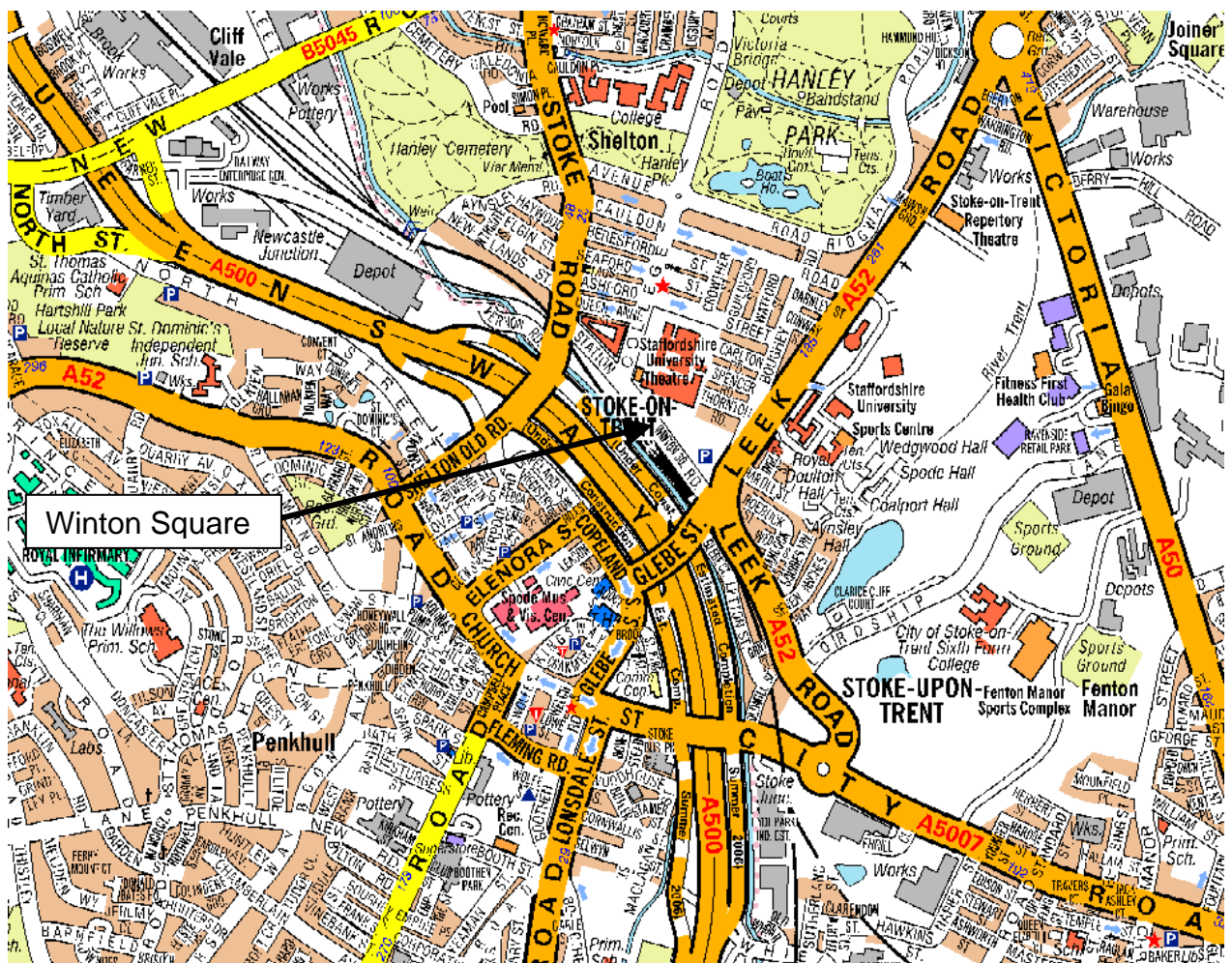


FIGURE 3: Modern road map

4.2 Views

4.21 A number of significant internal views, alignments and relationships can be identified:

- Views around the square are reduced by the London Plane Trees. This enhances the square by adding an element of mystery to the square and allowing architectural details to peep out from between the trees.



FIGURE 4: *Greenery partially concealing the square*

- It is not possible to view the entire elevation of any building within the Conservation Area, with the exception of the rear of the Hotel. This creates a feeling of being enveloped and cradled by the square.
- No buildings overlook the square which allows the eye to concentrate on the buildings within the Conservation Area.



FIGURE 5: *View towards the Conservation Area with the station complex on the left*

- 4.22 Views of quality out of the Conservation Area are extremely limited as the surrounding area has been developed without taking the square into consideration. The view north, however, has the station and railway line to the left and opposite are the university buildings which have a symmetry and classical plainness which enhances the view.
- 4.23 Views into the Conservation Area afford tantalising peeps of what is to come from Dutch gables visible over rooftops and between trees. The entrance into the square is a surprise, as there are no other indications that the square is there.

4.3 Open Spaces

- 4.31 The square has retained its central open space, although some of this space has been lost to visitor pick up from the Station, and Hotel, University and Subway parking.
- 4.32 The statue in the centre of the square is a focal point with two rows of three benches arranged facing it. This is the only public relaxing space within the square.



FIGURE 6: *The centre of the square*

- 4.33 The area to the rear of the hotel was formerly the hotel gardens; this has been lost as the area is now car park. The hotel and square would benefit from the reinstatement of the historical green setting.

5. Built Form

5.1 The Influence of Use Patterns and Patronage

5.12 The influence of patronage was explored in Section 3; History and Archaeology.

5.13 The flamboyant architecture of the station reflects its status as the headquarters of the railway company that built it.

5.14 The Conservation Area has remained relatively unchanged since it was built. There have been a few alterations to the station and North Staffs Hotel such as the demolition of the former Police station to the rear of the station and the addition of some kitchens to the hotel.



FIGURE 7: *Winton Square in 1928* (www.search.exploringthepotteries.org.uk)

5.15 Sometime within its history the London Plane Trees have been planted and a formal parking area created.

5.16 The hotel has had the most changes of the buildings in the Conservation Area, particularly to the rear where various extensions have been built to allow for further bedrooms and to improve the kitchens. Some of these extensions have not been designed sympathetically leading to a hotchpotch of architectural styles to the rear and sides of the building.

5.2 Architectural Character, Materials, Colours and Textures

5.21 Style

The Conservation Area is stylistically consistent in a Neo-Jacobean style, with the exception of the later alterations to the hotel. The entire square was designed by one architect, H.A. Hunt and the uniformity of the buildings shows this. The railway was the catalyst for building the square and the hotel also was an important element. The intricate design of these two buildings when compared to the other buildings within the square reflect this.



FIGURE 8: *Plans of the Hotel and station*

5.22 Plan, Form and Massing

The square is the city's only complete four sided square with four blocks of structures, one to each side. The station was built first and was soon followed by the hotel and residential buildings.

5.23 External Walls and Façade Finishes

Brickwork - Tiles

All buildings are built of red brick laid in English bond with very thin white mortar joints. Common to all the buildings within the Conservation Area is use of blue brick diaperwork in random crosswork pattern.



FIGURE 9: *Diaperwork and metalwork detailing common throughout the square*

Stonework

Stone is used to great effect in the detailing on all the buildings in the Conservation Area, but particularly on the hotel and the station. All buildings have undecorated or simple decorated stone dressing such as stone surrounds to the windows and doors. They also have simply decorated coping stones to the gables and kneelers.

The station has a large portico in which a simply decorated frieze is supported on Tuscan stone columns with pronounced entasis. The columns are set between stone arches. This arch, column and frieze detail is also repeated on the rear of the building. The flat roof top of the portico is finished with a small stone balcony decorated with fleur de lys. In the centre above this entrance portico is an enormous stone window topped with decorative stonework featuring the Stafford Coat of Arms; a castle, a lion and two Stafford Knots. This was commissioned by the North Staffordshire Railway Company as the frontispiece to their headquarters.

The hotel has stone dress quoins and a stone string course below the stone capped eaves parapet. The advanced central bay over the entrance canopy has a full height porch with a round arched doorway bordered by stone shafts supporting a simple stone frieze with ornamental balustrade over. All ground and first floor windows to advanced bays on the front elevation have ornamental stone strapwork over.



FIGURE 10: *The front entrance to the station*

Façade Treatments

The front elevations of the buildings are the most ornamental and decorated. The rear and side elevations of the original are simpler versions of the same style. This does not apply to the later extensions to the hotel which are on the whole square brick boxes with windows that do not match the original windows.



FIGURE 11: *Decorated stone detailing to the central advanced bay of the hotel*

Concrete

Nowhere used extensively.

5.24 Roofs

Material

Roofs carry dark clay fishtail course in conjunction with plain clay courses. In contrast the roof of the station platform is large glass canopy.



FIGURE 12: *Roof and chimney stacks on one of the former residential buildings*

Pitch and Type

All original roofs are pitched roofs with gable ends, to front elevations these are stone capped Dutch gables. The rear extensions to hotel are flat roofed, and to the front the hotel has attic dormers with large plain finials on top, set behind eaves parapets.

Tall chimney stacks feature strongly in the Conservation Area, each with a large number of pots. All ridge tiles are plain with the exception of the station which has an ornamental ridge tile.

5.25 Windows

Type and Fenestration

All original windows have stone surrounds with hood moulds. Mullions are in stone and the windows to the former residential buildings are typically mullioned windows of three. Windows to the hotel are larger and of varying size.



FIGURE 13: *Stone mullioned casement window to one of the former residential buildings*

5.26 Porches

The residential corner houses have small box splayed enclosed porches with stone capped parapet roofs and a lower stone string course. The doors are reached from sets of stone steps flanked by dwarf brick walls with stone caps.

5.27 Doors

Original doors survive on the former residential buildings, but have been lost elsewhere. The station now has glass doors allowing clear visibility into the building through the arches.



FIGURE 14: *Corner porch and front door to one of the former residential buildings*

5.28 Enclosure

The hotel originally had an enclosed garden but this has been lost. The rear of the former residential buildings has retained, for the most part, their high brick walls. The station has a former goods yard to the rear which is enclosed by a brick wall.

To the south of the hotel car park adjacent to the royal mail delivery office is a high palisade grey metal fence which is out of character and jars with historic landscape.

5.210 Details and Features

The basement areas of the former residential buildings are covered with decorative ironwork grills to the same pattern.

5.211 Groundscape and Public Realm

Original street, pavement and kerbing materials to the square have been replaced with modern materials in keeping with the Conservation Area.

Unfortunately the car park to the rear of the hotel has been tarmaced over, and this is a dark, hard and sharp surface which detracts from the listed building.



FIGURE 15: Examples of some of the street furniture.

The square has a mix of different street furniture, the majority is a heritage range of bollards and lamps but there is also a modern CCTV camera and pole which is not in keeping with the Conservation Area. There are also several bus shelters in the Conservation Area which are simple 'heritage' shelters with clear glass to reduce their impact on the listed buildings and Conservation Area.

Parking is a problem in the square and this is evident by the number of parking signs that have appeared over the years, some completely out of character with the Conservation Area.

5.3 Listed and Unlisted Buildings of Importance

5.41 Buildings on the Statutory List

- Stoke-on-Trent Railway Station: Grade II*
- North Stafford Hotel: Grade II *
- 1 – 3 Winton Square: Grade II
- 4 – 6 Winton Square: Grade II
- Statue of Josiah Wedgwood: Grade II

List descriptions are attached in the appendices. These provide the essential first step in identifying what it is that is protected by law and what it is that makes the building of special architectural or historic interest. They are not comprehensive inventories of everything that is significant about a building and nothing should be dismissed as unimportant simply because it is not described in the list description.



FIGURE 16: *The station and the hotel main facades*

5.42 Buildings of Special Local Interest Listed in the Local Plan

There are no buildings on the list of special local interest in Winton Square Conservation Area.

5.43 Unlisted Structures of Note

As all the buildings within the Conservation Area are listed or within the curtilage of a listed building, there are no unlisted buildings of note.

5.4 Trees, Green Spaces, Edges and Ecology

5.41 There are a number of Plane trees within the square which extend along Station road and provide a green softening to the square and also provide shade and creating interesting interplays of light.

5.42 To the rear of the station a large undeveloped area has some scrubland species.



FIGURE 17: *The greenery in the Conservation Area*

5.5 Detractors, Neutral Areas and Gap Sites – Enhancement and Development Opportunities

5.51 Features which detract from the character and appearance of the Conservation Area include:

- The canopy over the entrance to the hotel which has been poorly designed and is not in keeping with the building or the square.
- The rear of the hotel which has been extended in previous years and some of these extensions are poorly designed
- The rear and side extension to part of the former residential buildings on the South side of the square has been poorly designed and is out of character with the architecture of the square.
- Private parking signs which have been positioned in the square on high grey metal poles which are incongruous with the setting and other street furniture in the square.

5.52 There is a large car park adjacent to the South side of the Conservation Area currently run as a station car park, any proposed development of this site would have a large impact on the Conservation Area and should be designed to be sympathetic and not detract from the area.



FIGURE 18: Harmful modifications: incongruous parking signs

5.53 There are no neutral areas within this Conservation Area.

5.54 There are no gap sites within the Conservation Area.

5.55 There is, however, a large gap site to the rear of the station immediately adjacent to the Conservation Area. Several proposals have been put forward for this site and as it is within the curtilage of a grade II* listed building great care will be needed in the design and scale of any proposals for this site.



FIGURE 19: The rear of the station

6. Pressures and Threats

- 6.1 Unauthorised works including signage have damaged the character of the Conservation Area and this issue needs to be addressed urgently.
- 6.2 There are many long term proposals for the university quarter, in which the square sits, and care must be taken that these proposals do not detract from the character of the square or impinge upon it but instead enhance the completeness of the square and reinstate and improve its setting.
- 6.3 There is currently heavy traffic flow outside the station which has an impact on the character of the square.



FIGURE 20: *Car parking issues have a big impact on the character of the square*

7. Summary of Special Interest

Architecture

Winton Square is an architecturally designed complete square built in a Neo-Jacobean style to house the headquarters of the North Staffordshire railway company. Built during the late 1840's the square has changed little.

History

The square was designed by H.A. Hunt, who also designed various other stations for the railway company.

Character and Appearance

The square has a strong architectural character enhanced by the large trees planted along Station Road and in the square. The statue of Wedgwood in the centre of the square creates a focal point and public space with seating adjacent to it. The square is an oasis as it has lost its setting but retains its character.

8. Recommendations and Proposals

8.1 Conservation Area Boundaries

Boundaries in each case are suggested by natural breaks in townscape character or historical developmental patterns and relationships. Current boundaries are appropriate and therefore no boundary revisions are proposed.

6.4 A review of the streetscape in the square should be carried out. The square would be improved by the opening up of the area by reducing the parking spaces on the central part of the square.

6.5 Clear management guidelines for the Conservation Area should be drawn up in conjunction with the occupiers and owners of the square. These should include guidelines on advertising and signs within the square.

Sources

Books/Pamphlets/Websites

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Maps

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Photographs

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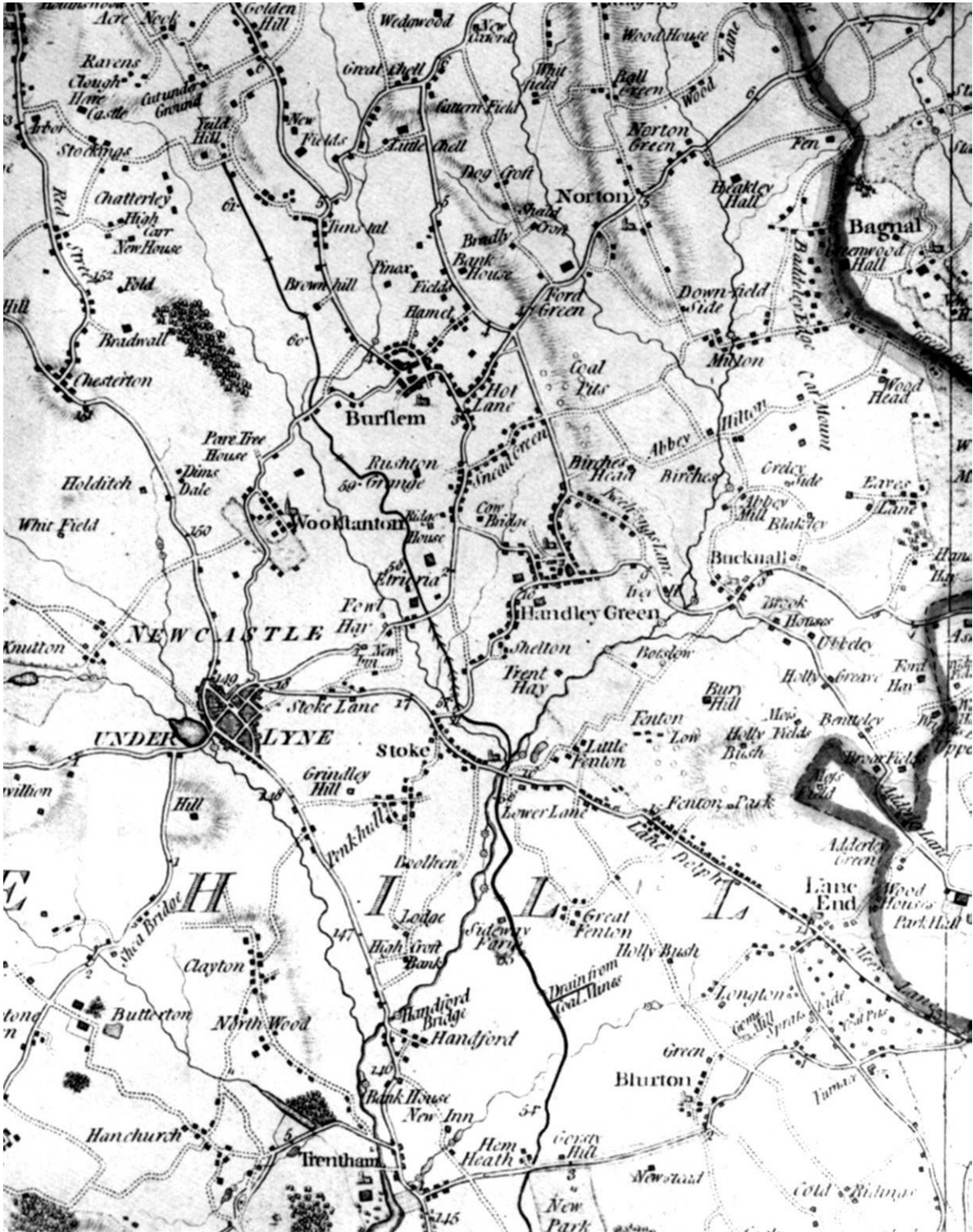
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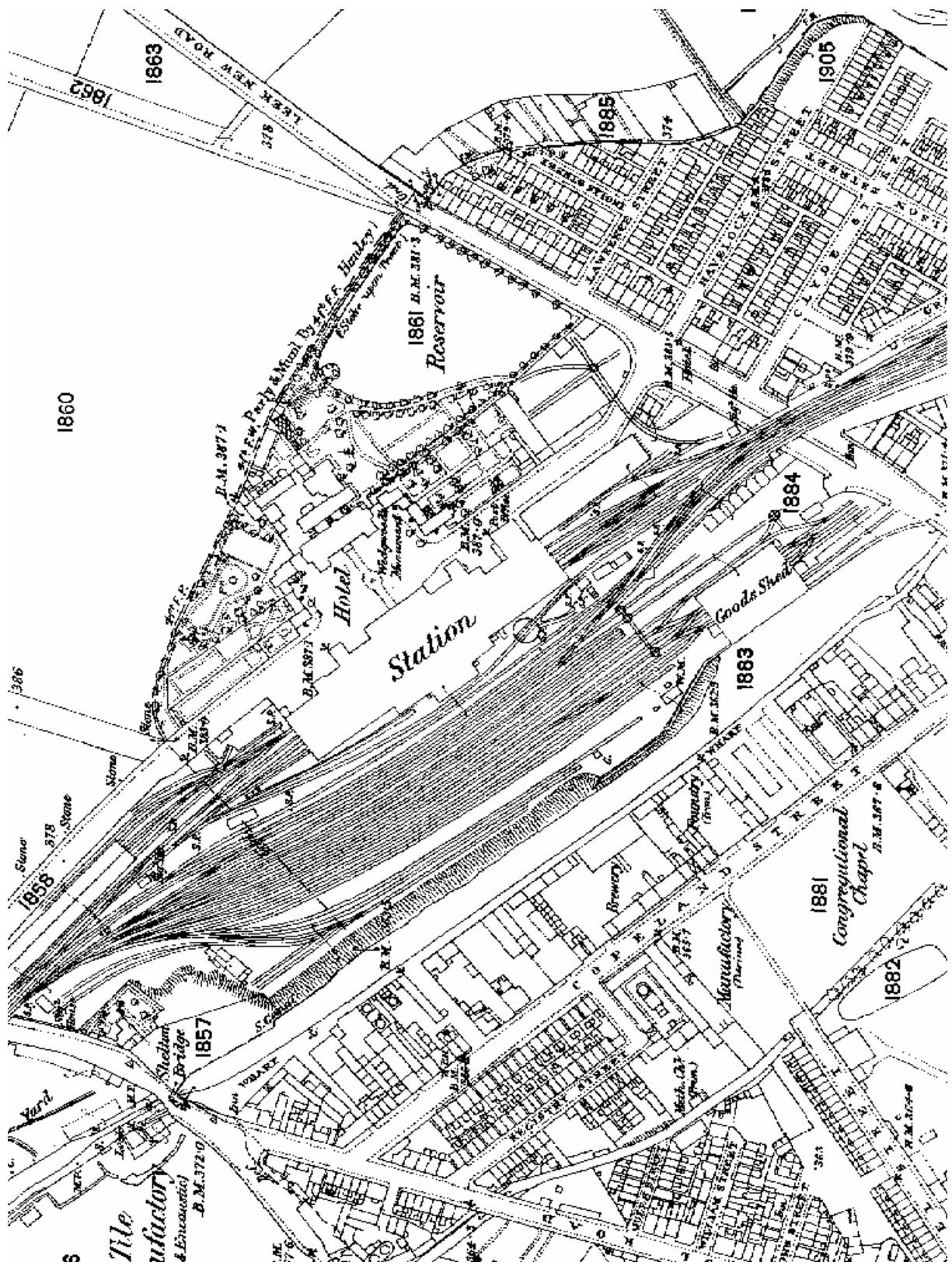
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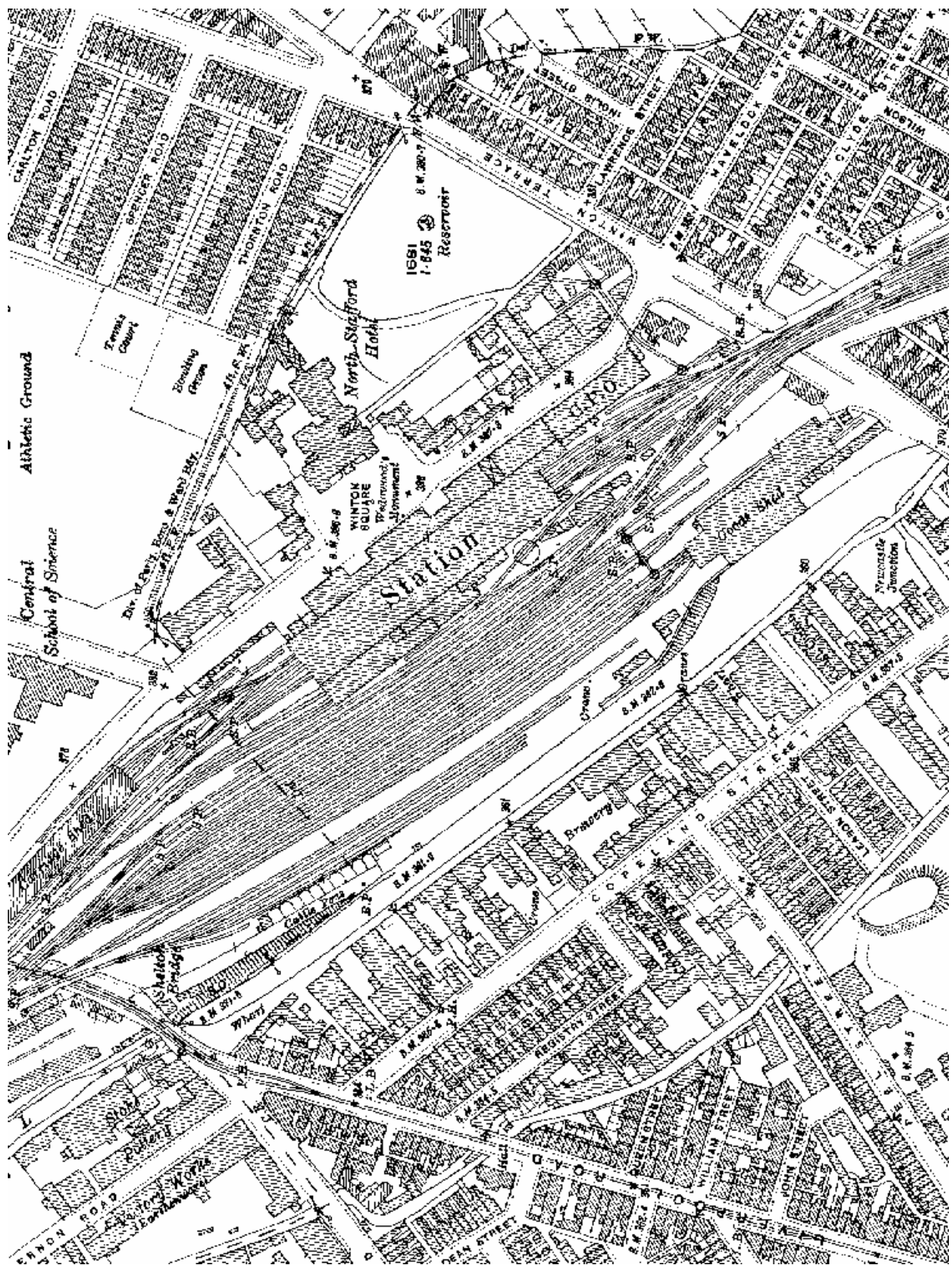
Appendices



Yates map of 1775 from *Staffordshire Archaeological Studies – Museum Archaeological Society Report, New Series No.4 1987*



Ordnance Survey Map of Winton Square from 1880



Ordnance Survey Map of Winton Square from 1924

Buildings on the Statutory List

STOKE-ON-TRENT RAILWAY STATION

Winton Square,
Stoke.
ST4 2AD

GRADE II*

SoTCC List No: 152

GRID REF: 387949E 345643N

HANLEY WEST AND SHELTON WARD

DATE LISTED: 19 April 1972

WINTON SQUARE CONSERVATION AREA

LAST AMENDED: 15 March 1993

LIST DESCRIPTION

Station. Begun in 1847 by H.A. Hunt. Elizabethan & Jacobean in style. Brick with tiled roofs. 2-storeyed. Long facade included offices etc as well as main entrance, which forms the central section. Outer sections of 3 bays, then a recessed block of 3 bays, flanking the central section of 5 bays slightly advanced. Outer ranges have mullioned windows with round arched lights and flat hood moulds. Plinth, parapet eaves and moulded string courses throughout. Axial stacks. Central range of 3 ornate Dutch gables with advanced colonnade of Doric columns with pronounced entasis to ground floor entrances with frieze and fretwork parapet over. At first floor level, mullioned windows of 4 and 2 lights each side of oriel window, with 3 tiers of lights. Strapwork frieze and fretted parapet with coat of arms above this central window.

NORTH STAFFORD HOTEL

Winton Square,
Stoke.
ST4 2AD

GRADE II*

SoTCC List No: 150

GRID REF: 388017E 345695N

HANLEY WEST AND SHELTON WARD

DATE LISTED: 19 April 1972

WINTON SQUARE CONSERVATION AREA

LAST AMENDED: 15 March 1993

LIST DESCRIPTION

Hotel. Begun in 1847 by H.A. Hunt. Elizabethan & Jacobean in style. Constructed as an integral part of the building of Stoke Station. Brick with stone dressings, plain tiled roofs. 3-storeyed with attics, 7 bays. Ornate Dutch gables over outer and central bays. Outer bays have a tier of mullioned windows (5 lights and a transom to ground floor, 2 to attic storey). The ground floor windows are squared section bays with fretted parapets, and first floor windows are surmounted by strapwork decoration. Central advanced bay forms full-height porch with round arched doorway with margin lights flanked by shafts with marked entasis. Parapet over doors, and mullioned windows above with strapwork decoration. Intermediate bays have 3 light mullioned windows with transoms to ground floor, and attic dormers set behind eaves parapet. Axial stacks.

BUILDINGS AND STAFFORDSHIRE UNIVERSITY OFFICES AND NURSERY

4 to 6 Winton Square,
Stoke.
ST4 2AD

GRADE II

SoTCC List No: 149 A to C
GRID REF: 388015E 345651N

HANLEY WEST AND SHELTON WARD

DATE LISTED: 19 April 1972

WINTON SQUARE CONSERVATION AREA

LAST AMENDED: 15 March 1993

LIST DESCRIPTION

Office premises, originally a group of 3 house. Begun in 1847 by H.A. Hunt. Elizabethan & Jacobean in style. Built as part of the development of Stoke Station. Brick with stone dressings and plain tiled roofs. 2-storeyed, L-plan with main range of 6 bays facing NW and shorter range of 2 bays facing SW. Porch in angle of the 2 ranges, and another doorway in the long range. Mullioned windows with hood moulds, and 2 Dutch gable and 3 bays with further doorway and mullioned windows facing Station Road.

BUILDING, 1, 2 & 3 WINTON SQUARE

1, 2 & 3 Winton Square,
Stoke.
ST4 2AD

GRADE II

SoTCC List No: 148 A & B
GRID REF: 387965E 345704N

HANLEY WEST AND SHELTON WARD

DATE LISTED: 19 April 1972

WINTON SQUARE CONSERVATION AREA

LAST AMENDED: 15 March 1993

LIST DESCRIPTION

Offices. Originally built as dwellings and forming part of the Station complex. Begun in 1847 by H.A. Hunt. Elizabethan & Jacobean in style. Brick with stone dressings and plain tiled roofs. 2-storeyed, L-plan with long range of 6 bays facing SE. Porch in the angle of this range and the shorter 2-bay range facing NW. Mullioned windows of 2 and 3 lights with hood moulds, and doorway also in main range. 2 Dutch gables in the main range, and over shorter range. Advanced Dutch gable and 3 bays facing Station Street, with further doorway and mullioned windows.

STATUE OF JOSIAH WEDGWOOD

Winton Square,
Stoke.

GRADE II

SoTCC List No: 151
GRID REF: 387982E 345672N

HANLEY WEST AND SHELTON WARD

DATE LISTED: 19 April 1972

WINTON SQUARE CONSERVATION AREA

LAST AMENDED: N/A

LIST DESCRIPTION

Statue of Josiah Wedgwood. 1862 by E.Davies. Bronze figure on a square stone pedestal.