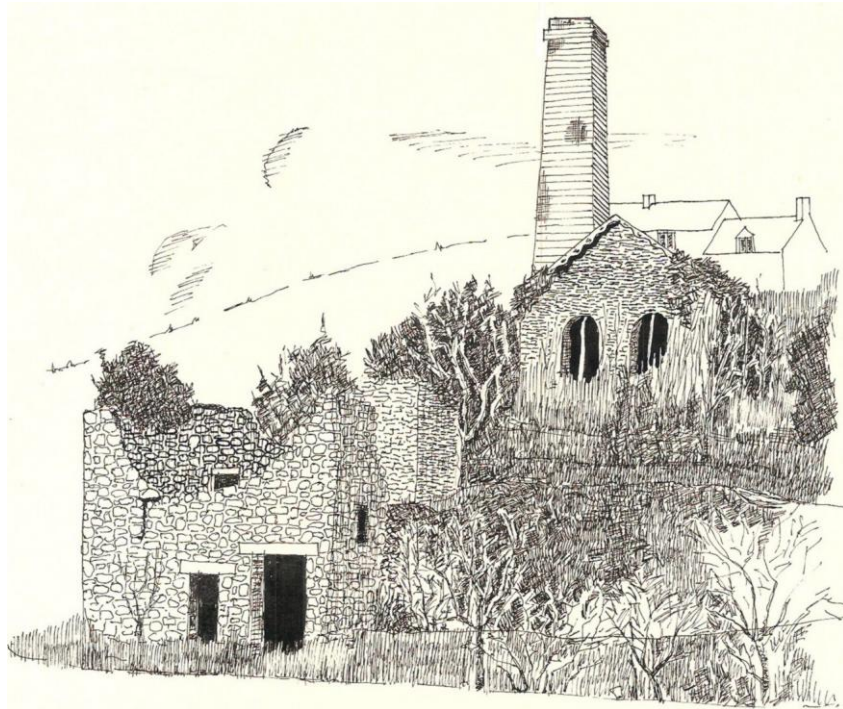


CONSERVATION AREA APPRAISAL



SNAILBEACH

DESIGNATED FEBRUARY 1983



**PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT, 1990
SNAILBEACH CONSERVATION AREA**

STATEMENT

CONTENTS

1. EXTENT OF CONSERVATION AREA
2. DESIGNATION OF CONSERVATION AREA
3. HISTORY
4. CHARACTERISTICS
5. THE LEGAL FRAMEWORK
6. PLANNING POLICY GUIDANCE 15
7. GUIDANCE ON POLICY CRITERIA
8. OTHER CRITERIA

APPENDIX

1. PLAN OF THE CONSERVATION AREA

PLANNING (LISTED BUILDINGS AND CONSERVATION AREAS) ACT, 1990 SNAILBEACH CONSERVATION AREA

1.0 THE EXTENT OF SNAILBEACH CONSERVATION AREA

- 1.1 The Snailbeach Conservation Area includes most of the village of Snailbeach north from No's 45 and 46 Snailbeach to Prospect House, east to Lordshill including the Lordshill Engine House and their environs as illustrated in the Snailbeach Conservation Area Plan.

2.0 THE DESIGNATION OF SNAILBEACH CONSERVATION AREA

- 2.1 Snailbeach Conservation Area was designated as a Conservation Area by South Shropshire District Council on the 10th February 1983 in accordance with Section 277 (1) of the Town and Country Planning Act, 1971.
- 2.2 From 24th August 1990 the statutory provisions for the designation, preservation and enhancement of Conservation Areas are contained in Part II of the Planning (Listed Buildings and Conservation Areas) Act 1990. From the same date the statutory provisions for the control of development in Conservation Areas is contained in that Act and in the Town and Country Planning Act 1990.

3.0 THE HISTORY OF SNAILBEACH

- 3.1 Lead mining in the Snailbeach area is believed to have first occurred during the Roman period and a report from the mid 19th Century states that the Roman workings were still clearly visible with the miners referring to the upper level as the 'Roman Level'.
- 3.2 The mine lay abandoned when the Romans left and although it may have been worked in the 12th or 13th Century, there is no real indication of mining taking place in the Snailbeach area until 1552 when John Clifton held a mine in Hogstow Forest.
- 3.3 The first clear references to mining at Snailbeach are in the form of leases to Derbyshire miners in 1676 and 1686, however it is not known how successful these ventures were.
- 3.4 In 1761 Thomas Powys leased the mine for five years and in 1766 a series of shafts indicated systematic working. The earliest cartographic record of the Snailbeach area is an estate map of 1766, which shows that a number of shafts had been sunk in the western part of the site in the vicinity of Old Engine Shaft and on a north-south alignment beneath the present White Tip. The latter are believed to be a series of exploration shafts used to locate the main vein.
- 3.5 There were four main shafts: Old Engine (also known as George's Shaft), Black Tom, Engine and Chapel. Black Tom Shaft is situated approximately 160m northeast of Old Engine Shaft. The original Black Tom Shaft is thought to be the same as a shaft shown in this vicinity on the 1766 estate map.

- 3.6 A new partnership took the mine in 1766 and it was worked until 1772 with an output of 505 tons of lead ore between 1768 and 1772.
- 3.7 In 1782 Thomas Lovett of Chirk in Denbighshire took a 21-year lease and in 1783 with seven others formed The Snailbeach Mining Company, which operated the mine continuously through the next Century.
- 3.8 Throughout the latter half of the 19th Century Snailbeach Mine was one of the top national producers with a large output of lead ore. The late 1840's and 1850's were the most productive period for the mine with a production of over 3000 tons of ore and up to 2700 tons of lead per year. However, as the output of lead declined towards the end of the 19th Century, the mining of barytes, which is used in the manufacture of paint, became the main ore extracted at the site after 1910. Large quantities of barytes were produced from underground mining as well as from reworking old spoil tips.
- 3.9 The Snailbeach District Railway opened in 1877, authorised by an Act of Parliament in 1873. Originally supposed to be a public railway, it evolved as a narrow gauge mineral railway due to a lack of capital. It ran from sidings near Pontesbury to a terminus at Crowsnest that was also known as Snailbeach Station or wharf and from there a reverse branch ran on a 1 in 25 gradient into the lead mine of the Snailbeach Mine Company where the locomotive shed was built. Although it prospered at first the railway was tied to the ups and downs of the mining industries and for the first 30 years was run largely as a subsidiary to the Snailbeach Mining Company who was its principal customer and with whom it had a largely common directorship. In 1892 after an unsuccessful attempt to sell, it ceased to be a stand-alone business and appears to have been run as part of the mining company. In the years following, traffic gradually declined until in 1923 Colonel Stephens together with others took over and revived the line. It was profitable until the late 1930's mainly due to carrying stone traffic for Shropshire County Council, however as road repairs were cut back during the Second World War this traffic base was destroyed. The County Council leased the line in 1947 enabling it to survive until 1962 when it faded out.
- 3.10 The Snailbeach Mine disaster, which cost seven lives, happened on the 6th March 1895 when the rope carrying the cage that was taking the miners to the shaft bottom broke. The verdict at the inquest was "accidental death caused by the breakage of a defective rope",
- 3.11 In 1900 the Halvans Company (named after the Cornish term for low grade dirty ore and mine waste) was formed specifically to work the waste tips and take barytes from the upper levels using Black Tom Shaft. The mine was worked through the First World War with the miners receiving a 'war bonus' of 3 shillings per day worked. Processing of the tips carried on until the 1930's with an engine house being built to operate the machinery.
- 3.12 Joe Roberts acquired the mine in the 1930's and traded as the Snailbeach Barytes Company who mined barytes from the shallow workings above water level. Mining continued through the Second World War with the miners having to obtain special permission from the Ministry of Labour and National Service so as not to be called up to fight in the Forces.
- 3.13 Underground working ceased completely in 1955 with only some reworking of the spoil heaps for spar (quartz and calcite chips to use as pebbledash on buildings)

occurring until the 1970's. Barytes from here was sent to the Windscale nuclear reactor accident to smother fuel cells.

- 3.14 The working of the tips stopped in the 1970's and in the early 1990's Shropshire County Council used government grants to make some of the workings safe for the villagers whilst at the same time acquiring many of the surface buildings in order to preserve them. The Shropshire Mines Trust now manages the site for the Council.

4.0 THE CHARACTERISTICS OF SNAILBEACH CONSERVATION AREA

Introduction

- 4.1 Snailbeach is a small village and consists of a number of buildings that were originally associated with the mine workings. It also includes Lordshill Farm, part of Snailbeach Farm and residential properties.
- 4.2 A character appraisal of the Snailbeach Conservation Area has been carried out and the main findings are set out under the following headings: -

Setting
Archaeological Significance
Architectural and Historic Quality

Setting

- 4.3 Snailbeach Mine is situated within the village of Snailbeach on a west facing scarp slope at the northernmost limit of the Stiperstones ridge. The mine is spread over an area of half a square kilometre with the main ore processing areas and spoil heaps situated along the foot of the scarp slope at the mouth of a small valley within which the actual mines are located.

Archaeological Significance

- 4.4 The following are classed as monuments in the Snailbeach Conservation Area: -
- West retaining wall (Scheduled Monument)
(Part of the 19th Century revetting at Snailbeach, partially removed during the construction in 1877 of Snailbeach District Railway.
Early 19th Century to mid 19th Century - 1800 AD to 1866 AD)
 - Retaining wall area in core of Snailbeach lead mine (Scheduled Monument)
(Part of the revetted area forming by the early 19th Century the core of Snailbeach lead mine. 18th Century to Late 19th Century - 1700 AD to 1899 AD)
 - Water systems, Snailbeach Lead Mine (Scheduled Monument)
(The system of 18th-19th Century leats and reservoirs feeding the boilers and dressing floors. 1800 AD to 1899 AD)
 - Old Engine Shaft, also known as George's Shaft (Scheduled Monument)
(One of the earlier mine shafts. 18th Century to Post 1914)
 - Inclined plane from Engine Shaft (Scheduled Monument)

(An inclined plane of c1877 which formed part of the Snailbeach District Railway, and carried the line up to the head of Engine Shaft. Late 19th Century - 1877 AD)

- New reservoir (Scheduled Monument)
(A large reservoir constructed in 1872 to provide more water for the steam boilers and the ore processing. Late 19th Century - 1872 AD)
- Spoil from Day Level (Scheduled Monument)
(A mid 19th Century spoil heap, probably associated with the construction of new workings since it is so much darker in colour than the main spoil heap. 1826 AD to 1899 AD)
- Blacksmiths shop and associated outbuilding
(Scheduled Monument and Grade II Listing)
(Originally a late 18th Century engine house for Old Engine Shaft, then part of a 19th Century blacksmith's shop complex, this is believed to be the earliest standing structure at Snailbeach. BLACKSMITHS WORKSHOP: Early 19th Century to Late 19th Century - 1826 AD to 1899 AD;
ENGINE HOUSE: Late 18th Century to Late 19th Century - 1767 AD to 1875 AD;
SHOP: 16th Century to Early 20th Century (pre WW1) - 1500 AD to 1913 AD)
- Locomotive shed
(Scheduled Monument and Grade II Listing)
(A shed built c1877 to house two of the locomotives in use on the Snailbeach District Railway, part of Snailbeach lead mine)
- Coal bunkers
(Coalbunkers presumably associated with the Snailbeach District Railway. Late 19th Century - 1877 AD)
- Crusher House
(Scheduled Monument and Grade II Listing)
(A late 19th Century complex of buildings in which ores were crushed at the first stage of processing. Late 19th Century - 1873 AD)
- Scott Level
(A possible canal tunnel of 19th Century date, a possible lead mine of 19th Century date. 19th Century - 1800 AD to 1899 AD)
- Black Tom stopes (Scheduled Monument)
(An area of partially collapsed exploratory workings around one of the 19th Century mine shafts. Late 19th Century - 1876 AD?)
- Reservoir valve house (Scheduled Monument)
(Ruins of the 1872 valve house associated with the New Reservoir. Late 19th Century - 1872 AD)

- Chimney [Lordshill Chimney]
(Scheduled Monument and Grade II Listing)
(A chimney of 1885 that probably replaced an earlier structure which vented fumes from Snailbeach New Smeltnill, via a long flue, as well as smoke from the Engine Shaft boilers)
- Barytes levels (Scheduled Monument)
(A group of adits [horizontal passages] probably relating to relatively short-lived barytes workings in the northeastern part of Snailbeach lead mine. Late 19th Century - 1874 AD to 1876 AD)
- Black Tom Shaft (Scheduled Monument)
(A mid 19th Century mine shaft. 18th Century to Post 1914 - 1700 AD? to 2050 AD)
- Carpenter's yard (Scheduled Monument)
(Mid 19th Century - 1850 AD?)
- Engine Shaft spoil tip (Scheduled Monument)
(A mid to late 19th Century spoil heap containing coal ash, presumably from the engine houses. Early 19th Century to Late 19th Century - 1826 AD to 1899 AD)
- Platform in core area of Snailbeach lead mine
(Scheduled Monument)
(Part of the revetted area forming by the early 19th Century part of the core of Snailbeach lead mine. 18th Century to Late 19th Century - 1700 AD to 1899 AD)
- Engine Shaft (Scheduled Monument)
(A mineshaft of possible late 18th Century date which was used for pumping and winding. Late 18th Century to Post 1914 - 1790 AD? to 2050 AD)
- Day Level (Scheduled Monument)
(An adit (horizontal passage), which was used for taking lead ore from the workings beneath Engine Shaft out to the processing area. Mid 19th Century - 1848 AD)
- White Tip (Scheduled Monument)
(An unusually extensive survival of a 19th Century spoil heap associated with Snailbeach lead mine. Mid 19th Century - 1850 AD?)
- Miner's Dry (Scheduled Monument)
The miners' changing rooms, dating to the 1870s. Late 19th Century - 1870 AD? to 1880 AD?)
- Bridge over railway
(A bridge of 19th Century date. Late 19th Century - 1877 AD. The construction of the branch line from the Snailbeach District Railway into the mine in 1877 involved making a cutting through the spoil

and a bridge (which is included in the scheduling) was erected over the cutting in order to retain the tramway)

- Chamber west of blacksmith's complex
(A structure of unknown date. This feature is not shown on any early maps. It consists of a stone chamber with a very low entrance opposite No 22 Snailbeach)
- White Tip spar processing area (Scheduled Monument)
(An area in which material from the large spoil heap was being processed in the mid 20th Century. Post 1914 - 1914 AD to 2050 AD)
- Spoil heaps near reservoir (Scheduled Monument)
The remains of a large 19th Century spoil heap possibly associated with Bromley Bank Shaft, which was largely removed during the 1872 construction of the new reservoir. Early 19th Century to Late 19th Century - 1826 AD to 1899 AD)
- Mineral dressing floors (Scheduled Monument)
(An area where crushed ores were separated out; the area was remodelled several times, but the surviving configuration appears to date from the 1860s. Mid 19th Century - 1865 AD?)
- Old reservoir (Scheduled Monument)
(A small mid 18th Century reservoir, which supplied water for the boilers and dressing floors and is likely to be the earliest visible feature at Snailbeach Mine. 18th Century - 1700 AD to 1799 AD)
- Perkin's level (Scheduled Monument)
(A short adit [horizontal passage] which was an important access point to a barytes vein being worked by the late 19th Century in the eastern part of Snailbeach lead mine, Early 19th Century - 1820 AD?)
- Halvans engine house (Scheduled Monument)
(An early 20th Century steam engine house used in the reprocessing of spar from the White Tip. Early 20th Century (pre WW1) - 1900 AD?)
- Ore House tunnel (Scheduled Monument)
(A tunnel used in the mid to late 19th Century to take processed ores under the road to the ore store. Early 19th Century to Late 19th Century - 1826 AD to 1899 AD)
- Smelter flue running between Snailbeach new smeltnill and Resting Hill (Scheduled Monument)
A partly buried flue of c1861 that carried fumes from Snailbeach new smeltnill for about 1km southwards to the Engine Shaft chimney. Mid 19th Century - 1861 AD?)
- Brick Pit or Bromley Bank Shaft (Scheduled Monument)
(One of the lesser 19th Century mineshafts. Early 19th Century to mid 19th Century - 1800 AD to 1866 AD)

- Adit west of manager's office (Scheduled Monument)
(An adit (horizontal passage) opening into the core area of Snailbeach lead mine. Late 19th Century - 1875 AD to 1881 AD)
- White Tip mineral dressing floors (Scheduled Monument)
(An area in which crushed ores were separated out in the late 19th Century. 19th Century - 1800 AD to 1899 AD)
- Site office and weighbridge (Scheduled Monument)
(The remains of the 19th Century site office and weighbridge. The core area retains the ruins, earthworks and buried remains of further significant features associated with the operation of the mine. These include the foundations of the site office, and the weighbridge. Early 19th Century to Late 19th Century - 1800 AD to 1899 AD)
- Manager's office complex (Scheduled Monument)
(The ruins of the 19th Century manager's office complex. The core area retains the ruins, earthworks and buried remains of further significant features associated with operation of the mine. These include the ruins of the manager's office. Early 19th Century to Late 19th Century - 1800 AD to 1899 AD)
- Core processing area (Scheduled Monument)
(A central revetted area, which contained the main administrative and ore processing sites. The core area of the mine, to the north and east of Old Engine Shaft, retains the highest density of standing and buried remains of Snailbeach mine and from the late 18th Century onwards it served as the main ore processing area. 18th Century to Post 1914 - 1700 AD to 2050 AD)
- Adit and tramway east of Black Tom Shaft (Scheduled Monument)
(A 19th Century adit (horizontal passage) with surviving tram tracks. Late 19th Century - 1867 AD? to 1899 AD?)
- Pond feeding Old Engine Shaft winding engine (Scheduled Monument)
(A small early 19th Century reservoir supplying water to the engine houses for Old Engine Shaft. Late 18th Century to Early 19th Century - 1767 AD to 1825 AD)
- Perkin's level ore dressing plant (Scheduled Monument)
(A mid 20th Century processing plant which separated calcite out from the baryte ores. World War I to Post 1914 - 1914 AD to 2050 AD)
- Ore dressing area northwest of Black Tom Shaft (Scheduled Monument)
(An area for processing barytes [barium sulphate], dating to the turn of the 20th Century. Early 20th Century (pre WW1) - 1900 AD?)
- Compressor House and chimney

(Scheduled Monument and Listed Building)

(Constructed in 1881, this building housed a compressor powering compressed air drills and other mining equipment)

- Route of flange pipes between Engine Shaft and the New Reservoir (Scheduled Monument)
(The remains of a pipeline of probable late 19th Century date which may have carried water pumped out of Engine Shaft to supply the new reservoir. Late 19th Century - 1881 AD?)
- Condensing house and other buildings southwest of Black Tom Shaft (Scheduled Monument)
(A group of mid to late 19th Century buildings probably associated with the smelter flue crossing Snailbeach lead mine. Maps of the mine from 1864 to 1901 show a group of four buildings to the south west of Black Tom Shaft that are believed to date from the construction of the smelter flue in c.1862. On the 1872 map the most northerly building is marked as the 'condensing house' and lies on the line of the flue. Although there is no surface evidence for these buildings they will survive as buried features. Mid 19th Century - 1862 AD?)
- Magazine (Scheduled Monument and Grade II Listing)
(The mid 19th Century gunpowder store for Snailbeach lead mine, this building is set well apart from the other major mine structures. Mid 19th Century - 1863 AD)
- Engine house (Scheduled Monument and Grade II Listing)
(A building of 1858 housing the Cornish engine used to pump water out of Snailbeach lead mine via Engine Shaft.)
- Winding engine house – Engine Shaft (Scheduled Monument and Grade II Listing)
(A mid 19th Century building housing the winding gear for Engine Shaft. Mid 19th Century - 1833 AD to 1866 AD)
- Winding engine house – Old Engine Shaft (Scheduled Monument and Grade II Listing)
(A building of c1872 that was built to house a winding engine for the newly deepened Old Engine Shaft. Late 19th Century - 1872 AD)
- No 12, Snailbeach (Grade II Listing)
(An early 19th Century stone house, a little-altered example of a worker's cottage associated with the mining industry. Early 19th Century - 1800 AD to 1832 AD)
- Lordshill collapsed stopes
(Area of collapsed workings shown on late 19th Century maps and including a shaft possibly constructed c1952 for a film. Late 19th Century to Post 1914 - 1867 AD to 2050 AD)
- Village Hall area
(A brick kiln of 19th Century date, a spoil heap of 19th Century date, a works of 19th to 20th Century date. Area formerly

containing Gray's Works, a spoil heap and a brick kiln, extensively landscaped in the 20th Century. Late 19th Century to Early 20th Century (pre WW1) - 1881 AD to 1901 AD)

- Mine count house
(Pre 1847 mine counting house, now a domestic dwelling. Early 19th Century to Mid 19th Century - 1800 AD to 1847 AD)
- Resting Hill adit and shaft
(A mineshaft of 19th Century date, an adit of 19th Century date. An adit and shaft not shown on early maps, which appear to link to Scott's Level. Early 19th Century to mid 19th Century - 1800 AD to 1866 AD)
- Building near valve house
(A possible workers cottage of 19th Century date. Early 19th Century to Late 19th Century - 1826 AD to 1899 AD)
- Chapel Shaft
(A mineshaft of 19th Century and later date. Mid 19th Century to Post 1914 - 1859 AD to 2050 AD)
- Adits south of Perkin's Level
(Two adits [horizontal passages] of probable 19th Century date. Late 19th Century - 1874 AD?)
- Ore House (Grade II Listing)
(A Baptist chapel of probable 20th Century date, an ore store of probable 19th Century date. Mid 19th Century to Late 19th Century - 1864 AD? to 1869 AD?)
- Chapel Shaft Chimney (Grade II Listing)
(A chimney of post medieval date. 16th Century to Early 20th Century (pre WW1) - 1500 AD to 1913 AD)
- Baptist Chapel and attached cottage, Lordshill (Grade II Listing)
(A chapel and a house of post medieval date. 16th Century to Early 20th Century (pre WW1) - 1500 AD to 1913 AD)

Architectural and Historic Quality

4.5 The surviving structures in the Snailbeach area comprise the most complete group associated with the lead industry to have survived anywhere in England. They were built for the Snailbeach Mining Company, which commenced operations here in 1783. Nucleated lead mines such as this, of which thousands were built, relate to the development of the lead industry during the Industrial Revolution.

4.6 No. 12 Snailbeach

A little-altered example of a worker's cottage from the early 19th Century associated with the mining industry. Houses of this type were commonly built in association with the growth of industrial sites in the 18th and early 19th centuries. It is a two-storey painted rubble construction with a brick right-end stack to the Welsh slate roof. 2 window south front with one (first-floor left) and two-light (to

the right) 20th Century timber casements with the ground floor one set under a segmental brick arch. A mid 20th Century timber porch is situated to the left with a brick lean-to to the right.

4.7 Winding Engine House (Old Engine shaft)

This was probably built during the 1870's as part of extensive improvements to the mine. It is constructed of regularly coursed limestone rubble with engineering and red brick dressings and is now roofless. It has 2 levels and flat-headed window openings with stone and wooden lintels on the long sides. An external staircase with a cast-iron handrail leading to a blocked doorway survives to the northeast gable end.

4.8 Winding Engine House (Engine Shaft)

A mid 19th Century roughly coursed limestone and shale rubble construction with stone angle quoins, now roofless. Rectangular plan with square projection to the south; the walls now stand to a maximum of 5m high.

4.9 Locomotive Shed

The locomotive shed was built in c.1877 as part of the Snailbeach District Railway to accommodate two locomotives. According to map evidence it stands within an area that was previously occupied by two buildings, each with a semi-circular yard area, which have been described as dressing floors.

The shed is of regularly coursed limestone rubble construction with red brick dressings and wooden lintels to the window openings. The double-span gable front roof has retained the original diagonal wooden boarding on one plane. It is a single storey building with 2 louvered wooden air vents in the roof slope to the front and double wooden doors.

Interior: 2 narrow gauge tracks with inspection pits below and metal air ducts above suspended from the roof.

4.10 Compressor House and attached Chimney

This is dated 1881 with a datestone to the front gable and in yellow brick to the chimney. It is of regularly coursed limestone rubble construction with red brick dressings, a gable front roof with cladding (slates) removed but retaining the purlins, rafters and fretted bargeboards. It has 2 levels with 2 round-arched windows to the front gable on the first floor and a blocked doorway with a stone lintel to the centre on the ground floor. There is an external staircase to the right side that has a cast-iron balustrade to the top and which leads to a blocked doorway with a stone lintel. The chimney is attached to the left side, constructed of engineering brick on a rubble base, the square section tapering to the top which has toothed capping.

Interior: The first floor has been removed but the stone supports for the compressor remain; it has a king-post roof in 5 bays. The compressor house originally contained 2 Siemens and Edwards compressors that provided compressed air for rock drills and winches underground.

4.11 Engine House

The Engine House was built in 1858 to house the Cornish engine that was used to pump water out of Snailbeach lead mine through the Engine shaft. It consists of roughly coursed limestone rubble with stone angle quoins and a graded slate roof. It has 4 levels and the west gable end has flat-headed openings with timber lintels to each floor with similar openings on the other sides.

Interior: King-post trusses survive to the roof.

4.12 **Chimney (Lordshill Chimney)**

This chimney was erected in 1885 following the collapse of the original chimney and forms a prominent landmark on the south side of the Snailbeach Valley. It is constructed with a reddish brown engineering brick skin to the rubble core and has a roughly coursed limestone plinth and stone capping. The octagonal shaft tapers to the top on the square plinth with round-headed arches to the plinth on the north and south.

4.13 **Ore House**

This rectangular stone building, which is thought to have been erected between 1864 and 1869, when the dressing floors within the core area of the mine were remodelled, is situated immediately to the south east of White Tip; the dressed ore was stored here prior to its being transported to the smelt mill. It is of regularly coursed limestone rubble construction with red brick dressings and patching and a slate roof. It is a single storey building; the south side has double doors to the left and a late 20th Century door to the right. The right gable end has a late 19th Century multi-paned casement.

Interior: There is a central brick wall with the left side now used for stores and the right as a Baptist church.

4.14 **Baptist Chapel and attached Cottage**

The chapel is a stucco building with a plain tile roof and a gable front. The datestone carries the inscription 'Erected/AD 1833/Rebuilt/1873' to the front with a pointed finial above to the gable; it has fixed-light round-headed windows to either side of the gabled porch with inner 6-panel double doors and one window above to the centre. There are also 2 similar windows to the 'ritual' east end.

The cottage, which was formerly the manse, was built c.1873. The building is a one storey plus attic construction with a toothed eaves cornice. There are plate glass sashes to the left and right of the central entrance and to the gabled half dormers directly above, a 4-panel door with a bracketed lean-to hood and a rendered internal end stack to the right.

Interior: the majority of the fittings are late 19th Century; the benches, the wainscot panelling and the reader's desk are all of this date, however there are two cast-iron columns supporting the west gallery that may be original. A round arched panel behind the desk and supported by two pairs of consoles has the painted words "Serve the Lord with Gladness" and there are circular moulded panels to the roof. A 4-panel door with a rectangular overlight in the left wall leads to a lean-to vestry.

4.15 **Blacksmith's Shop**

The Blacksmith's shop is a mid 19th Century one-storey building that consists of red brick with roughly coursed limestone rubble to the gable ends. It has a corrugated iron roof with a red brick stack in the roof slope to the east side. The entrance is through the double doors to the far left of the east side. Much of the equipment survives and the principal fittings are a lifting device in the form of a gallows and a brick furnace with hand-operated bellows that are still in situ.

A number of structures associated with the Old Engine shaft remain standing, including the ruins of a late 18th Century building situated to the west of the shaft. It is thought to be the earliest standing structure at Snailbeach and is important for understanding the early development of this part of the site. The building is square in plan and has a thickened east wall, suggesting that it originally functioned as an engine house with the east wall acting as a pivot point for the beam of a pumping engine serving Old Engine Shaft. By the mid 19th Century this building formed part of a blacksmith's shop complex, the main block

of which retains many internal fixtures and fittings, including bellows, a water tank, tools and workboxes.

4.16 Crusher House

The crusher house complex is situated 35m to the east of Old Engine Shaft. The crusher house is a square structure with walls standing up to 2m high. It consists of regularly coursed limestone rubble with red brick dressings to the windows and is now roofless. It is a two-storey building with a circular opening on the north side; the associated chimney has a stone base and yellow and red brick above. The crushing engine, which was formerly housed in the building, is believed to have been reconstructed in 1873 and, in 1876, was connected to new jiggers to save on labour costs. The north wall of the associated engine house incorporates a circular opening for the drive to the crusher house and a circular recess for a flywheel.

4.17 Magazine

The gunpowder magazine was constructed in 1863 and consists of uncoursed limestone rubble; it is now roofless. A single storey, double walled building with one blocked window on the east and west sides, it was used to store explosives and the double walled construction was intended to contain any explosions caused by accidental ignition.

4.18 Chapel Shaft Chimney C. 1860-70

This chimney is associated with Chapel Shaft. It is constructed of reddish brown brick on a chamfered plinth with a stone capping and the square section tapering to the top.

5.0 THE LEGAL FRAMEWORK

5.1 Conservation areas are defined by section 69 of the Listed Buildings and Conservation Areas Act 1990 as "...areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance". This is a strictly applied definition and should not be confused with Areas of Outstanding Natural Beauty or other designated areas.

5.2 Conservation areas are designated by Local Planning Authorities, usually after public consultation, although this is not a legal requirement.

The Effect of Conservation Area Status

The consequences of designation as a conservation area are as follows:

5.3 The Local Planning Authority is under a duty "from time to time" to publish and consult on proposals to preserve and enhance conservation areas.

5.4 In dealing with planning applications in conservation areas, the Local Planning Authority is required to "pay special attention" to the desirability of preserving or enhancing the character or appearance of the area. This means that there is a higher standard of design required in conservation areas than elsewhere.

5.5 Outline planning applications will not normally be entertained.

5.6 Planning applications in conservation areas must be advertised as prescribed by Regulations.

- 5.7 It is an **offence** to demolish a building or structure in a conservation area without the consent of the Local Planning Authority. There are some exceptions – please ask before taking action.
- 5.8 English Heritage has the power to make grants or loans for preservation or enhancement, although none are currently available.
- 5.9 It is an **offence** to cut down, top, lop, uproot, wilfully damage or destroy a tree in a conservation area without having given 6 weeks notice to the Local Planning Authority. There are some exceptions – please ask before taking action.
- 5.10 Permitted development and the right to display advertisements are more limited than elsewhere.
- 5.11 Telecommunications operators have more onerous obligations placed on them.

6.0 PLANNING POLICY STATEMENT 5

PPS5 is the current policy guidance on protection and enhancement of the historic environment.

Development proposals in conservation areas will need to take into account the requirements of PPS5 and in particular the extracts below.

6.1 Planning Policy Statement 5 Planning for the Historic Environment

HE10.1 Special regard should be given to such matters as scale, height, form, massing, respect for the traditional pattern of frontages, vertical or horizontal emphasis, and detailed design (e.g. the scale and spacing of window openings, and the nature and quality of materials)

HE10.2 Whilst the character and appearance of conservation areas should always be given full weight in planning decisions, the objective of preservation can be achieved either by development, which makes a positive contribution to an areas character or appearance, or by development which leaves character and appearance unharmed.

- 6.2 In determining applications for proposals to which this policy guidance applies, the Council will have regard to:

Any conservation area statement or village design statement;

The quality of the design and the appropriateness of the proposed use;

The appropriateness of materials and building techniques

Reasons

- a) To ensure new development in a conservation area preserves or enhances its character and appearance and conserves its distinctive qualities;
- b) To ensure that the character or appearance of a conservation area is not adversely affected by the demolition of buildings;
- c) To conform to Policy QE5 of the West Midlands Regional Spatial Strategy;
- d) To conform to PPS5

7.0 Guidance on the policy criteria

7.1 **Special regard given to the scale, design and materials** means that new developments must blend in with the character of the area, not that individuals building styles must be copied.

7.2 The requirement for **demolition of buildings in conservation areas** to be part of the scheme of redevelopment is to avoid unsightly gaps occurring in street frontages.

7.3 There is specific **Supplementary Planning Guidance**:

- Conservation Area statements for most conservation areas
- A variety of Town and Village Design Statements

7.4 **Quality and appropriateness of design, materials and use** is required for all proposals in conservation areas. In considering applications for new development in Conservation Areas, the Council will generally have regard to the following criteria:

- The siting of the development must conform to the general pattern of development in the area and not dominate existing buildings or occupy part of their curtilages.
- The scale of the proposal must be in conformity with the scale of existing buildings within that part of the Conservation Area.
- The use should be one, which is appropriate to the area and will give rise to development of an appropriate scale.
- The proportions of the building and its fenestration must be in keeping with the characteristics of existing buildings in the area.
- The alignment of the proposal along its highway frontage must conform to the pattern of development in the area.
- The proposal must maintain the characteristics of the roofline of the street as regards height, shape and pitch of roof and is not be of a height, which would intrude onto the skyline from any viewpoint.
- The proposal should conform to the existing pattern of door and window openings and their detailing prevailing within the area.
- The proposal should be constructed in materials traditionally used in the Conservation Area matching exactly the colour and texture of that material.
- The proposal should retain, restore or add traditional boundary walls in stone or brick in accordance with the tradition in the Conservation Area.
- The proposal should retain existing trees and provide for the planting of new specimen trees where possible.
- The proposal should retain, and take account of traditional burgage plot layouts or other historic plot and layout forms and ancillary buildings and boundary treatments.

8.0 OTHER CRITERIA

8.1 As far as possible the Council aims to conserve **traditional shopfronts** by preventing their removal and discouraging unsuitable alterations. Proposals for **new shopfronts and fascias** within conservation areas will be permitted provided: -

- they complement both the architectural character and detail of the building onto which they are to be fitted.
 - they do not result in the removal of any existing separate access to upper storeys or preclude the restoration of such an access if already removed.
- 8.2 Where appropriate the Council, in consultation with the Highway Authority, will seek to introduce schemes to **rationalise traffic and pedestrian signs and other street furniture** in conservation areas in the interests of the amenity. It is recognised that obstructive traffic signs and other street furniture can create 'clutter' and form a visual intrusion that detracts from the appearance and character of the District's conservation areas. The intention of this guidance is to minimise such impacts.
- 8.3 Through the control of new development and Enhancement Schemes carried out in conjunction with the Highway Authority, the Council will ensure that **traditional paved areas** are conserved and maintained. Considerable investment has been made on many listed and non listed buildings in the conservation areas throughout the County. The purpose of this advice is to ensure that similar attention is paid to the space between the buildings in particular the traditional paved areas.

Historic Environment Team
 Shropshire Council
 Abbey Foregate
 Shrewsbury
 Shropshire
 SY2 6ND

01743 252586
Historic.environment@shropshire.gov.uk

Revised June 2008

Updated 2012

Sources:

- Shropshire County Council Sites and Monuments Records
- Shropshire Mines Trust (Website)
- The Colonel Stephens Museum, Tenterden (Website)