

SHREWSBURY TOWN CENTRE CONSERVATION AREA

SPECIAL CHARACTER AREA ASSESSMENT



FRANKWELL

SPECIAL CHARACTER AREA 10

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1.0 INTRODUCTION

Conservation Areas are “areas of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance”. (Section 69(1) (a) of the Planning (Listed Buildings and Conservation Areas Act 1990). Under Section 69(2) of the above Act, the Borough Council as the Local Planning Authority have a statutory duty from time to time to review the extent of designation in their area and if appropriate, to designate further areas.

Shrewsbury Town Centre Conservation Area was designated in May 1970 in response to the Civic Amenities Act 1967.

The Town Centre Conservation Area is divided into ten distinctive areas “Frankwell” is one such area, characterised by its “sweeping curves of the street and also from the wealth of the sixteenth century buildings dispensed throughout its length” (1969 The Challenge of Conservation).

The central conservation area was extended in 1981 to include two new areas Abbey Foregate and Frankwell. These three areas in 1969 accounted for 84% of the towns total number of Listed Buildings (1969 Shrewsbury Council – The Challenge of Conservation”.

1.1 LOCATION AND POPULATION



Figure 1: Shrewsbury Town Centre Conservation Area

The study area for this project is number ten, North West of Shrewsbury Town Centre, with the Welsh Bridge and Frankwell footbridge connecting the two areas.

The population for the area of Frankwell is approximately 868 (Shrewsbury 1991 Census wards and E D's).

2.0 THE ORIGINS AND DEVELOPMENT OF FRANKWELL

The Normans destroyed part of the Saxon town of Shrewsbury, but kept much of the basic street pattern, establishing two major suburbs outside the river loop, next to each of the river crossings. The one to the west was Frankwell, which was on the road to Wales. At this time the “Little Borough” as it was known was outside the jurisdiction of the town.

Frankwell was one of the first suburbs to grow up having developed in Norman times. The main street leading from the Welsh Bridge was called the Street of Frankeville in medieval times. Thomas Auden in his “history of Shrewsbury” suggests that this suburb grew up as a centre for free traders who were outside the jurisdiction of the Lord of the Castle and were encouraged by reason of the trade and commercial prosperity which they brought to the town.

During the 1600’s the area was a centre of commercial activity with barges unloading wine, tobacco, fruit and dye on Frankwell Quay.

The development of many different trades during the 1600’s helped Frankwell to become known as the “little borough” amongst the local people of Shrewsbury. The increased need to house more people resulted in courtyards being developed in and around some of the larger buildings. Squalid housing conditions existed in the many courtyards leading off the street, containing poorly built tenements with inadequate water supply and sanitary arrangements. Such conditions led to frequent outbreaks of disease amongst the overcrowded inhabitants.

Due to its proximity to Wales the wool trade was a major source of income for the inhabitants in Frankwell. It is easy to imagine this trade when attention is paid to an impressive mid sixteenth century building known as the Fellmongers Hall. The close proximity of the River Severn to this area of Frankwell played a significant part in the development of the woollen trade in Shrewsbury, the navigable river made the transportation of goods easier.



FIGURE 2: The Fellmongers

It faces the main street, with easy access to the river for washing the sheep skins (fells) and transporting them to all part of England and overseas. The building was used for this purpose from 1580 until 1971 when the last Fellmongers company ceased trading.

The premises were used for both trade and accommodation purposes. The close-studded and jettied frontage block provided four separate ground floor shops with the wool store and workshops housed in much plainer premises behind.

A map produced by John Speed in 1611 shows “Frankwell” as an established settlement, dating back to the medieval period, although not as large as “Colam” and “Abbey Foregate” south and east of the town centre.

A building built by John Worrall in 1576-7 can be seen in the map. This standalone building during the 18th Century was called the String & Horses, a public house later to be used as a supermarket, known as the Co-op. The building was removed in the 1960's to make way for a traffic roundabout, and it has been rebuilt at Avoncroft Museum, Worcester.



Figure 4: The String and Horses



Figure 5: Today, a traffic roundabout

By 1881 Frankwell itself had become a very compact community, with hardly any space that was not being utilised for tenement housing. This, in turn, led to the squalid housing conditions. To the West of Frankwell is an area called The Mount, the map shows the area now established housing villas and lodges. The name most probably originates from a typical plain yet elegant late Georgian house, standing on the top of Frankwell by Hermitage walk.



FIGURE 6: 1887-1888 Ordnance Survey Map

The Grade II* building built in the late 1790's on the then, edge of the town by a Dr Darwin. His son the famous naturalist Charles Darwin born there in 1809.



FIGURE 7: The Mount, home to Charles Darwin.

Almost opposite The Mount, sits Millington Hospital, an almshouse originally a bequest of Thomas Millington. The hospital was built in 1748, and subsequently rebuilt in 1794.

The “Little Borough” witnessed many former uses and it was considered that every service could be found within the “borough” without the need to venture into the heart of the town centre. An example of such services were a watchmaker, an undertaker, a chimney sweep, a fishmonger, a butcher, a bicycle shop, a coal merchant, a grocer, a dairy, two schools, 9 pubs, a post office and a chemist. Today there are a number of vacant buildings in what could be considered prime locations within Frankwell. Not a many services exist within the “borough” today and so the area is losing its identity as a shopping location, as is the area of Mardol, to the east of Frankwell, over the Welsh Bridge.

3.0 THE ARCHAEOLOGICAL SIGNIFICANCE OF THE AREA

Within Frankwell Quay area, the remains of St. George's Bridge can be found behind what is now the Tyre Depot. St. George's bridge crossed the river to what is now Frankwell Quay and consisted of seven arches, with huge towers at each end. Part of this bridge remains today and should be recommended for consideration as a scheduled ancient monument.



FIGURE 8: Remains of St. George's Bridge, in need of protection.

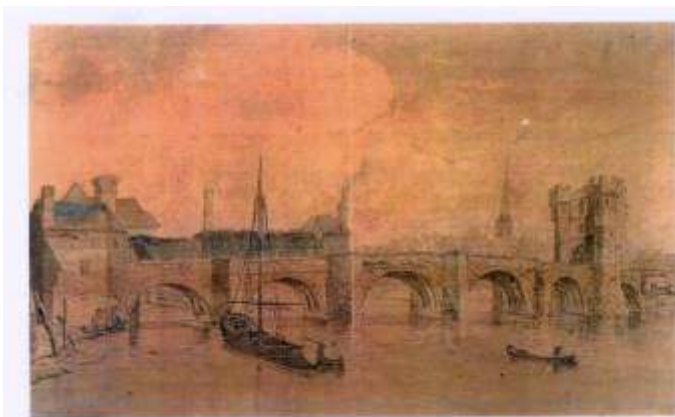


Fig. 11. Watercolour of the Old Welsh Bridge, W. Evans, 1860s, (B&C)



FIGURE 9: How St George's Bridge used to look.

With reference to industrial archaeology, "malting was the most characteristic of market town manufacturers" (TRINDER 1996 p47). In Shrewsbury several maltings can still be identified. Of particular interest is The Glen in Frankwell Quay. John Hughes operated this malting between 1836 and 1855. The premises comprises a "three-storey, twelve bay, double malt house in red brick a with a clay tile roof" (TRINDER 1996 P50). Today this building remains intact with various tenants occupying it.

Figure 10: The Glen today



4.0 THE CHARACTER AND RELATIONSHIP OF SPACES WITHIN THE AREA

Frankwell begins with the strong horizontal emphasis of the terraced properties such as Natty Price's Corner, punctuated by the vertical proportions of box sash windows and steeply pitched dormers. In the early 1960's Natty Price's Corner was demolished due to it becoming waterlogged annually, and replaced with council flats built above flood level. The building went on to win an award for keeping the character of the area.



FIGURE 12: Natty Price's Corner as it looks today.



FIGURE 13: Looking up Frankwell in front of the Fellmongers hall & Natty Price's Corner.



FIGURE 14: Looking down Frankwell



FIGURE 15: Towards The Mount area looking down Frankwell.

Although some of the building styles vary within the Conservation Area, there is a consistency in the older fabric of scale and massing. The emphasis is on relatively shallow pitched roofs, juxtaposed with steeply pitched dormers/roofs, and skyline features such as gables, chimneys, spires and the roof materials. The majority of roof materials being in Welsh slate.

The Frankwell Quay car park to the east of Frankwell detracts from the character of the residential and commercial area. Due to the inherent problems of flooding and the uncertainty as to its long term future as a car park, the area would not benefit from being landscaped. This area has great potential, however and it must be remembered that the open space within the fabric of an area is as important as the building themselves.



FIGURE 16: The New Guildhall with The Glen Maltings In view.



FIGURE 17: Towards Frankwell Car Park with the Old Chapel in view

Landscaping improves the quality of any setting and immediately works towards enhancing the area as a whole, while trees provide a sense of scale and presence, as seen to the West of Frankwell i.e. The Mount, an area of lower concentration, with more open space.

The area of Frankwell is made up of enclosed and open spaces. On immediately entering the area from the main access route, the Welsh Bridge, the pedestrian enters an enclosed area consisting of late sixteenth century, timber-framed houses and late eighteenth century brick-over-timber framed houses. The dwellings are tightly packed, on a winding and relatively narrow street, which give an intimate feel.



FIGURE 18: The Welsh Bridge
The view one sees on approach to the study area, Frankwell

Towards The Mount the spatial nature of the area changes. An important building marking this transition, is the birthplace of Charles Darwin, known as The Mount, a Grade II* brick building with stone dressing. The Hermitage Walk offers a superb view of the densely packed roofscape of Frankwell.

FIGURE 19:
The view from Hermitage Walk.



On entering the street, The Mount, the massing is less compact, the road less winding, yet still relatively narrow, Instead of the three-storey timber-framed style, the buildings are of brick, and are late eighteenth and early nineteenth century. Beyond the street, the line of buildings becomes less rigid, making a transition from the densely packed urban area to a more rural context.



FIGURE 20: Open Space marking a transition from urban to rural.



FIGURE 21: Larger dwellings in The Mount area.

To the west of Frankwell is New Street, this area comprises of mainly late eighteenth and early nineteenth century buildings. The street has an uniformed appearance as it is lined with terraces dating from 1840, with the majority being two storeys high.



FIGURE 22: New Street, two storey terraces giving a uniformed appearance.



FIGURE 23: New Street, Laurel Cottages sit quaintly opposite those terraces shown in fig 22.

On approach, the street has an intimate feel and picturesque appearance as the massing of the terraces is relatively dense, and ornate cast iron railings exist on some of the dwellings.



FIGURE 24: New Street, ornate wrought iron railings.

The street is narrow and is of a winding nature, however as the pedestrian continues a change in the tightly massed buildings occurs to reveal villas and more open space.



FIGURE 25: Entrance gates to Lillieshall House opposite the Porthill Suspension Bridge.



FIGURE 26: Entrance to Porthill Suspension bridge, contrast to existing ornate railings in the area.

The routeway along the fine Porthill Suspension Bridge marks a visible increase in open space towards The Quarry.

5.0 THE CONTRIBUTION MADE BY GREEN SPACES, TREES, HEDGES AND OTHER NATURAL OR CULTIVATED ELEMENTS TO THE CHARACTER OF THE AREA.

The area of west of Frankwell, The Mount, has a great variety of mature trees and open space, this transition from urban to rural also acts as the boundary to the Conservation Area.



FIGURE 27: The Mount, an area of open space.

The area to the south west of Frankwell, towards the Porthill Suspension Bridge, also contains a variety of trees. At the foot of the bridge, soft landscaping which has not yet reached full maturity has been planted, recognising that this enhances an area and works towards the potential of the riverside as a whole.

This, unfortunately, can not be said of Frankwell Quay, which although has mature landscaping, has not reached its full potential as an attractive riverside.



FIGURE 28: Frankwell Quay, from The Welsh Bridge

The largest amount of open space is to be found at Frankwell Quay, which is predominantly used as a car park. Although the cars are visually intrusive upon the area, the riverside itself has a number of mature trees shielding the car park when looking from Smithfield Road.

6.0 THE NEGATIVE FACTORS

The major negative factors that detract from the appearance of the designated area are:-

- The street furniture. This consists of a number of differing designs and periods thus resulting in a visual conflict, i.e. The placing of concrete litter bins and bollards next to buildings of high architectural quality.
- The intrusive signage near to buildings of high architectural quality, for example the old chapel, today known as the Tyre Centre, are visually intrusive amongst the collection of densely packed late sixteenth century timber framed buildings.

FIGURE 29:

The Chapel, today the tyre depot.



- The banks of the river near the Porthill Bridge and Frankwell Quay need attention, as the streetscape is in a poor condition, more so at Frankwell Quay. They are generally not fulfilling their potential.
- Porthill Suspension Bridge, traffic markings in some places are visually obtrusive, on both the road and carriageway. Scaring of the pathway can be seen in this photograph, with the insensitive replacement of modern railings. An overall mismatch in design of railings can be seen in the whole area.

FIGURE 30:

Porthill Suspension Bridge.



- Frankwell Quay, being used almost entirely as a car park, detracts from the East Side of Frankwell.

7.0 THE EXISTENCE OF ANY NEUTRAL AREAS & POTENTIAL

The Frankwell Quay area used to be an enclosed space, but as terraces were taken down and industry moved in, the site has been divided up incrementally, and today it is used as a car park and for industry.

This area lacks a focal point, previously the chapel was the main landmark for the lower end of Frankwell. However, today that building is used as a tyre depot.

As one enters the car park, the framework of streets becomes almost non-existent and there is also a very weak entrance to the car park.



FIGURE 31: Looking into Frankwell Quay Car Park, note the traffic.

The 1960's housing development along New Road can also be viewed as a neutral area. The bland appearance of the dwellings in this area, does not make a positive contribution to the character of the Conservation Area, but they do not intrude.

8.0 THE ARCHITECTURAL & HISTORIC QUALITIES OF THE BUILDINGS AND THE CONTRIBUTION THEY MAKE TO THE SPECIAL INTEREST OF THE AREA.

Frankwell has two quite dominant architectural styles, one being timber framed buildings, which was the dominant building type until the end of the 16th Century. This decreased when timber reserves were dwindling rapidly through use in industrial processes and a heightened demand in the construction industry. Shrewsbury, from the mid 17th Century began to clad its timber frames in lath and plaster and then paint over them.

As the 18th Century progressed, the use of local hand-made red brick satisfied the fashion for flat symmetrical facades. The Mount, a typically elegant late-Georgian house situated off the top of Frankwell, is a fine example of the use of red brick in construction. It was built in the late 1790s on the edge of the town by Dr Darwin, his son the famous naturalist Charles Darwin was born there in 1809. The Mount area of Frankwell has long been synonymous with particularly high quality and individual examples of architecture. This can be credited to its topographical location, away from the busy trading and densely populated areas of the suburb and for its stunning views across the county show-ground to the north of Frankwell.

The area immediately adjacent to the Welsh Bridge in the suburb of Frankwell contains examples of the more primitive looking cruck frame buildings. Debate surrounding the dating of the cruck frames continues, but it can be said with some certainty that Frankwell's rare examples are medieval. An excellent example of a medieval cruck frame is exposed in the gable end of 92 Frankwell.



FIGURE 32 (2): 92 Frankwell
A cruck frame exposed in the gable end.

A cruck frame is made out of a large timber, which is sawn in half to produce two identical shaped pieces of timber. These are then jointed by a collar beam to form an A-frame from which the entire building is supported.

The construction of important timber framed buildings in Frankwell in the 16th Century was a reflection of the burgeoning wealth of the neighbourhood through the woollen trades at this time.

9.0 THE CONTRIBUTION MADE BY UNLISTED BUILDINGS

- An important building is The Glen, situated in Frankwell Quay. This building is regarded as one of the largest maltings of its time in Shropshire. The premises comprise a three-storey, twelve bay, double malthouse in red brick with a clay tile roof.

The building is a good example of a building of its period, and is worthy of listing status.



FIGURE 33: The Glen, the largest malting of its time in Shropshire.

- A further important building is the Chapel near to Frankwell Car Park, today this building houses a tyre depot. The building has local and historical importance for the area. The remains of the old George Bridge are also situated to the rear of this building.



FIGURE 34: The Old Chapel, today a tyre depot



FIGURE 35: The Remains of St George's Bridge

- The empty shop premises situated on the roundabout, formerly known as Rowsons, has superb curvilinear glass work and plays a focal part in the townscape of the street Frankwell.



FIGURE 36: 25 Frankwell
Rowsons old store..



FIGURE 37: Rowsons Entrance



FIGURE 38 & 39: The Boat House Inn, Port Hill

- The building on the left was first a tea room, then a landing stage for pleasure boats, next a boat house, and is now used as a public house. Ferries used to operate between this Inn and the Quarry bank of the Severn – the only method of crossing at that point, until the suspension bridge was built in 1923 (1991, Shropshire Records & Research Unit).

- The Porthill Suspension Bridge could also be considered for listed status. Since its opening in 1923 the bridge has served as a gateway for thousands of visitors to the Flower Show, and for the residents of Porthill. The bridge is of historical and local importance. Not only did the residents of Porthill contribute towards its cost, it also marked the end of the ferry boat service which had operated for over two hundreds years.



FIGURE 40: Porthill Suspension Bridge

10.0 PREVALENT AND TRADITIONAL BUILDING MATERIALS TEXTURE

The architectural character of Shrewsbury is governed in the main by the materials used in its building fabric. The town, like any other developing English town, has had to adapt its buildings over the centuries, and has also had to weather the loss of many historically important examples of architecture. The suburb of Frankwell has a rich variety of architectural styles on display through its surviving buildings. There are examples of primitive-looking cruck frame buildings, medieval box-framing, both with in-fill of either rendered and painted-over lath and plaster, or with a white painted brick in-fill, both applications being prevalent forms of architectural styles in the county town of Shrewsbury.

The use of brick in the Frankwell area was not common until the late 18th and early 19th Centuries. The end of the 18th Century also saw the return of stone in construction. However, it was predominantly used as a rather grand facing material and any stone detailing was likely to be Grinshill stone, as it is an easily worked durable deep cream coloured stone, quarried a few miles to the north of Shrewsbury near the market town of Wem. Stone is not a prevalent material in Frankwell and it was reserved for Shrewsbury for far more prestigious projects, such as the Royal Infirmary and the Music hall.

Depending upon the way in which we assess the architecture of Frankwell in material terms, it is interesting that by charting the buildings which lead from Shrewsbury's periphery on the Welshpool Road, we see a gradual demise of timber framed buildings, into fine examples of red brick built residential property stretching across the decades from the 18th to 20th Centuries.

11.0 ENHANCEMENT PROPOSALS

- The replacement of totally unsympathetic concrete litter bins with less intrusive period bins made of metal.
- Clearer public signage to direct non-locals into and through the area.
- Re-development of Frankwell Quay.
- Further consideration of the impact of traffic controls and signage in the visual amenity of the area.



12.0 CONCLUSIONS

Having surveyed the Frankwell area, various strengths and weakness have been identified. On immediately entering Frankwell, a distinct atmosphere and entity of its own is apparent, achieved by the abundance of buildings worthy of grade II and II* status. The area is separated from the main core of Shrewsbury town centre by the river, thus adding to its distinct character.

On entering Frankwell from the Welsh Bridge, the main entrance and junction is visually weak and not representative of the borough that lies beyond. The traffic problems that occur here also deter the pedestrian from venturing further into the area. The junction is particularly important as it links to the adjoining town centre and must be made a priority for enhancement proposals.

The overall appraisal of the character is that it represents a potentially attractive area, which in parts would benefit greatly from enhancement measures ranging from re-development of Frankwell Quay to co-ordinating street furniture throughout the whole area.

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APPENDIX 1

LIST OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST WITHIN FRANKWELL CONSERVATION AREA

List of buildings of special architectural or historic interest within the Frankwell Conservation Area.

1. Frankwell (South West Side) No. 19 Former dwelling today a shop, Grade II, early C18. 2 Storeys with gabled attic dormers.
2. Frankwell (South West Side) No. 55 & 56. Pair of cottages now part of Buck's Head public house, Grade II, early C19. 2 Storeys.
3. Frankwell (North East Side) No. 64 – 71. Terrace of 8 dwellings, Grade II, early C19. 2 Storeys.
4. Frankwell (North East Side) No. 77 & 78. Pair of houses, Grade II, late C18, 3 Storeys. Welsh slate roof.
5. Frankwell (South West Side) No. 4, 5 & 6. Row of 3 shops, originally dwellings, Grade II*, late C16. 3 Storeys.
6. Frankwell (South West Side) No 11, 12 & 13. House and 2 shops, Grade II. 2 Storey, C18.
7. Frankwell (North East Side) No. 81 – 84 consecutive. Row of 4 houses, Grade II. 3 Storey, late C19.
8. Frankwell (North East Side) No. 86. The Swan Inn public house, Grade II, late C19. 3 Storey, welsh slate roof.
9. Frankwell (North East Side) No. 87. A house, formerly a public house, Grade II, 3 storey,. Late C18.
10. Frankwell (North East Side) No. 88 & 89. Pair of houses now in commercial use, Grade II. 2 Storey, late C18.
11. Frankwell (North East Side) No. 90 & 91. Pair of houses now in use as a shop, Grade II. 2 Storey, late C18.
12. Frankwell (North East Side) No. 92, House, possibly C15 in origin, extensively rebuilt, Grade II. Low 2 storey.
13. Frankwell (North East Side) No. 93, House now shop, Grade II. 3 Storey, C18.
14. Frankwell (North East Side) No. 94 & 95, House now shop, Grade II. 3 Storey, C18.
15. Frankwell (North East Side) No. 96 & 97, House and shop, Grade II. 3 Storey, C18. Interior said to have remains of possible C16 core with large open fireplace.
16. Frankwell (North East Side) No. 98 House. Grade II. 3 Storey, Late C18 with possible earlier core.
17. Frankwell (North East Side) No. 99 House Grade II, 2 storey, late C18 with possible earlier cores.
18. Frankwell (North East Side) No. 100. House with shop, Grade II, 3 storey with earlier core, Late C19 shop front.
19. Frankwell (North East Side) No. 102 – 105 consecutive. Almshouse, now 4 dwellings. Dated 1851. Grade II, 3 storey. Plaque to right of doorway reads "R. Lloyd ap Roger his gift 1625 rebuilt 1851."
20. Frankwell (North East Side) No. 106 & 107. Shop formerly 2 dwellings, Grade II 2 storey, Late C16.
21. Frankwell (North East Side) No. 110. Shop probably original dwelling. Grade II, 3 storey. Façade C18, possible earlier core.
22. Frankwell (North East Side) No. 111 & 112. Pair of shops probably original dwellings, Grade II, 2 storey, late C15, early C16.

23. Frankwell (North East Side) No. 113 & 114. Pair of shops probably original dwellings, Grade II*, 2 storey, early C17.
24. Frankwell (North East Side) No. 115 & 116. Shop, probably original dwelling, Grade II, 2 storey, late C16.
25. Frankwell (North East Side) No. 124 & 125. Pair of shops possibly formerly 2 dwellings, Grade II, 3 storey, C18.
26. Frankwell (North East Side) No. 126 & 127. Former Inn, now a range of shops, Grade II*, 3 storey, late C16.
27. Frankwell (North East Side) No. 132. Shop possibly originally a dwelling. Grade II, 3 storey, late C18.
28. Frankwell (North East Side) No. 133 & 134. Pair of houses, now shops, Grade II, 2 storey late C16.
29. Frankwell (North East Side) No. 135. Shop, originally a dwelling. Grade II, 2 storey, C16.
30. Frankwell (North East Side) No 136. Shop originally a dwelling. Grade II, 4 storey, late C18.
31. Frankwell (North East Side) No. 137. Public House. Grade II, 4 storey, late C18 and earlier core.
32. Frankwell (East Side) No. 165 – 167. Row of three shops now in use of two. Grade II, 2 storey, early C16.
33. Frankwell (South West Side) Fellmongers Hall. Grade II, 2 – 3 storey, early C16 with late C20 extension on right hand side.
34. Frankwell (South West Side) Millington Hospital. Almshouses, Grade II, 2 storey dated 1748.
35. Frankwell (South West Side) Old Crow Flats, Previously an Inn, now converted to Flats, Grade II, 2 storey, early C16.
36. Frankwell (North East Side) The Mount. House now in use as offices, Grade II*, 3 storey, early C18. Birthplace of Charles Darwin.
37. Frankwell (North East Side) Stable Block & Cottage at The Mount, Grade II, 2 storey, early C19.
38. Frankwell (South West Side) The Old Buck's Head Inn. Public House, Grade II, 1 – 2 storey, late C16, early C17, refaced C18.
39. Frankwell (South West Side) The Weatsheaf. Public House, Grade II, 2 storey, possible C16 with late façade.
40. Frankwell Welsh Bridge. Grade II*, Ashlar faced stone, 5 principal arches with a narrower tow path arch on North end. 1792-95,
41. New Street (South East Side) Nos. 1 & 2 Pair of Houses. Grade II dated 1844. 3 storey. Shield carrying date and initials "JD" between upper windows.
42. New Street (South East Side) Nos. 3 & 4. Pair of houses, one now shop. Grade II, early C19 with possible earlier core. 2 Storey.
43. New Street (South East Side) No. 5. Shop, probably originally dwelling. Grade II, late C17 or early C18. 2 Storey and attic.
44. New Street (South East Side) No.10 Shop. Grade II, mid C19, 3 storey with inserted shop front and fascia carried on cast-iron column.
45. New Street (South East Side) Nos. 11 – 14 Row of four houses, one now shop. Grade II mid C18 with possible earlier core. 2 Storey.
46. New Street (South East Side) Nos. 41 – 52. Terrace of twelve houses. Grade II c1840. 2 Storey.

- 47. New Street (South East Side) Nos. 53 – 57. Terrace of five houses. Grade II c1840. 2 Storey.
- 48. New Street (South East Side) No. 59. House, Grade II, c1800. 2 Storey.
- 49. New Street (North West Side) Nos. 66 – 69. Terrace of four houses, Grade II, early C19. 3 Storey with basement.
- 50. New Street (North West Side) No. 70 House. Grade II, mid C19. “ Storey.
- 51. New Street (North West Side) No. 71 House. Grade II, mid C19. 2 Storey.
- 52. New Street (South West Side) Severn Lodge. House, Grade II c1830. 2 Storey and attic.
- 53. The Mount (North Side) No. 6 House. Grade II, C18. 3 Storey.
- 54. The Mount (South Side) Nos. 17 & 19, Pair of houses. Grade II, early C19. 3 Storey.
- 55. The Mount (South Side) Nos. 21, 23, 25 Row of 3 houses, Grade II, early C19. 3 Storey.
- 56. The Mount (South Side) Mile Post to north of No. 35, Stone, Grade II, late C18.
- 57. The Mount (South Side) No. 45, House. Grade II, c1850. 2 Storey.
- 58. The Mount (South Side) No. 47, house. Grade II, c1850. 2 Storey.
- 59. The Mount (South Side) No. 53, house and adjoining stable and coach house. Grade II, c1830. 2 Storey.
- 60. The Mount (North Side) No. 56 – 70, Terrace of 8 houses. Grade II, early C19. 3 Storey.
- 61. The Mount (South Side) Nos. 71, 73 & 75. Terrace of 3 houses by Frank Shayler, Grade II. 1902, 2 Storey.
- 62. The Mount (North Side) House, Grade II c1850. 2 Storey.

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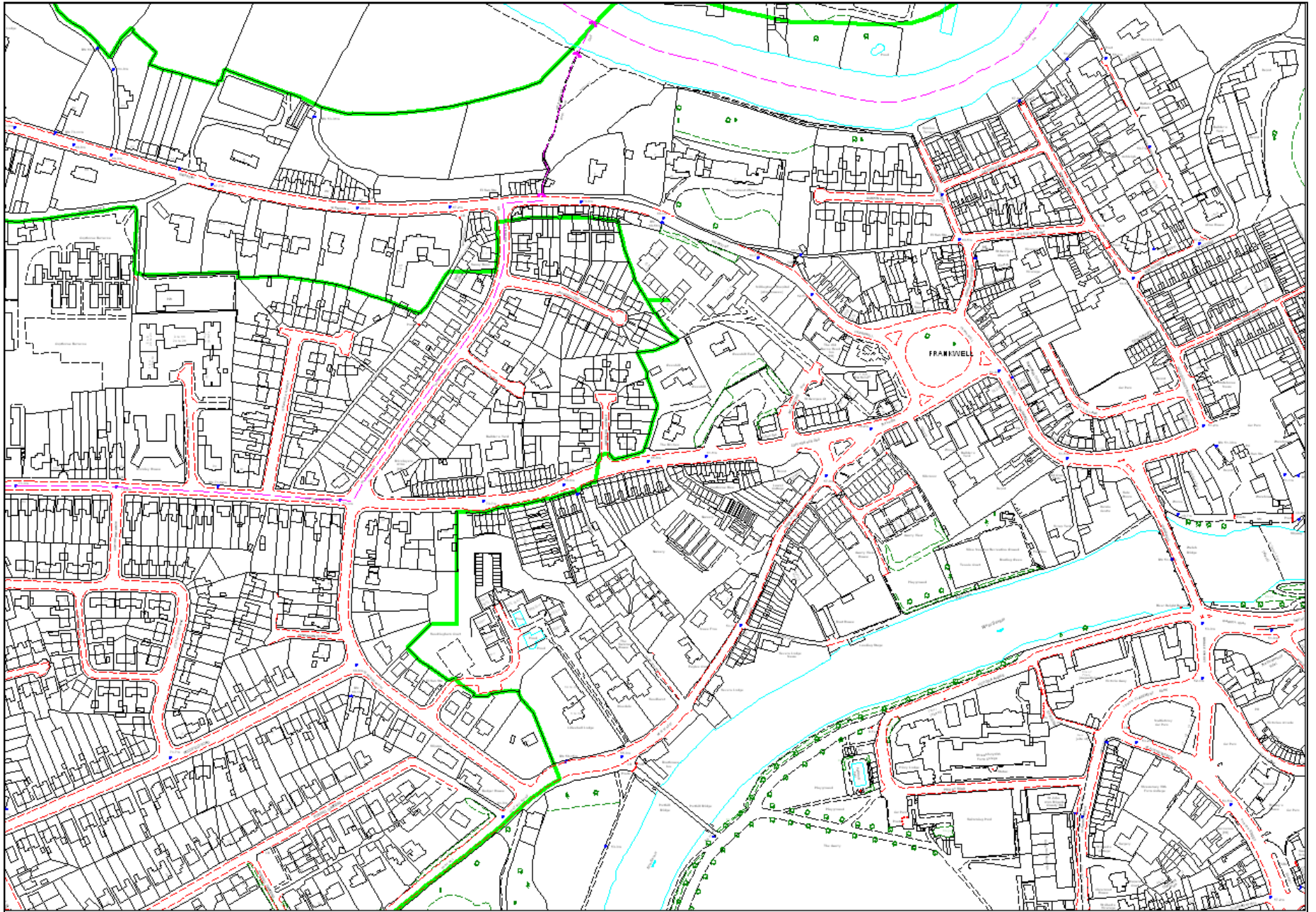
historic.environment@shropshire.gov.uk

APPENDIX 2

Suggested Enhancement Matrix

APPENDIX 3

Map 1: Conservation Area Boundary.



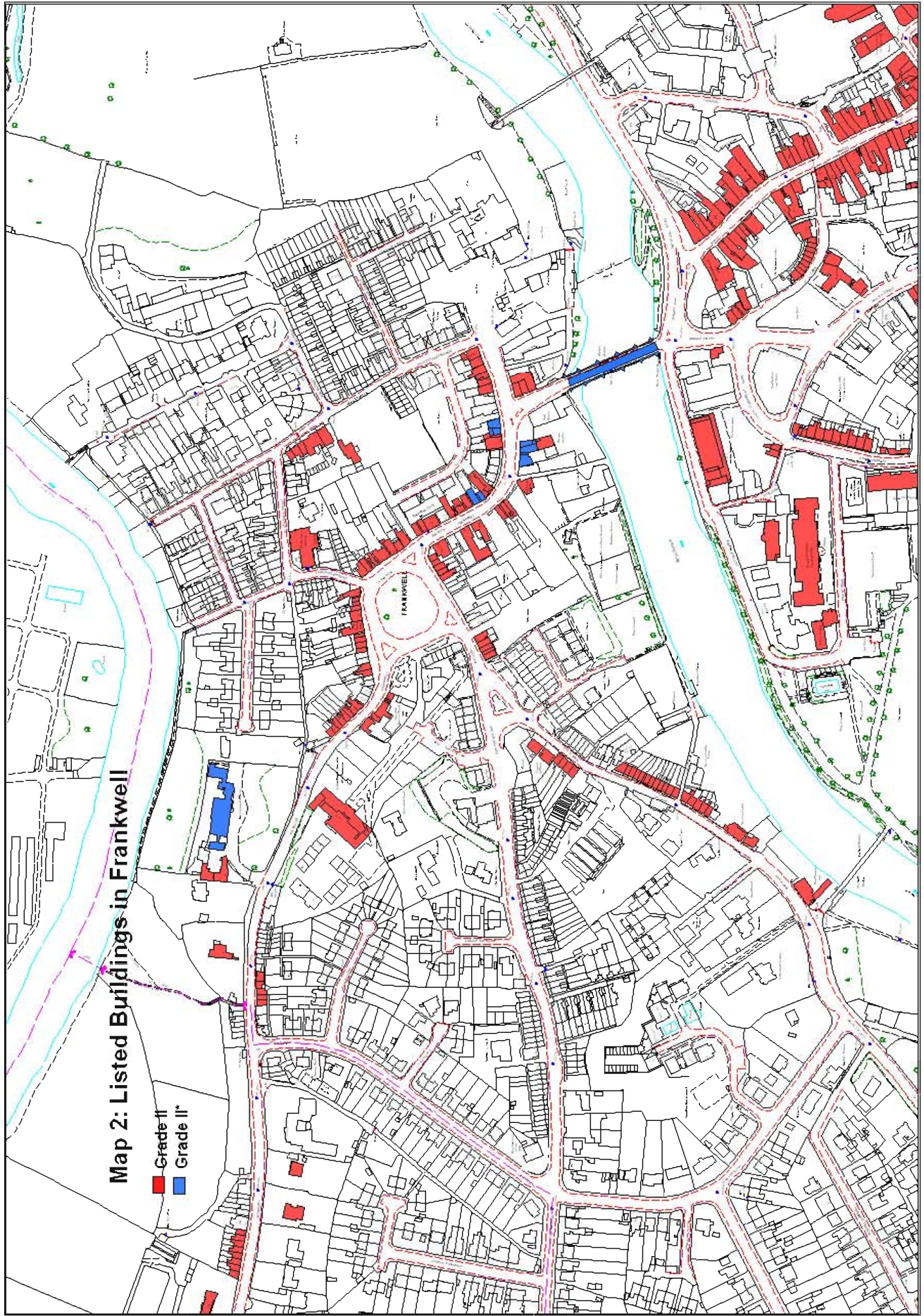
MAP 1: Conservation Area Boundary

APPENDIX 4

Listed Buildings in Frankwell.

Map 2: Listed Buildings in Frankwell

- Grade II
- Grade II*



APPENDIX 5

Map 3: Elements of Urban Design.

