



DERBY CITY COUNCIL

RAILWAY CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN

OFFICER DRAFT REPORT



APRIL 2007

Document status

Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 places a statutory duty on a local planning authority “from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.” Planning Policy Guidance Note 15 – Planning and the Historic Environment (1994) – clarifies that duty when it says “policies will almost always need to be developed which clearly identify what it is about the character or appearance of the area which should be preserved or enhances, and set out the means by which the objective is to be pursued.”

This document presents a Conservation Area Appraisal for the Railway Conservation Area. The approach to appraisal closely follows that recommended by English Heritage in ‘*Guidance on Conservation Area Appraisals*’ (February 2006). It has been prepared as part of the work towards the City Centre Eastern Fringes Area Action Plan, which forms part of the new Local Development Framework (LDF). The intention is that ideas for action from the appraisal will be taken into account in the Area Action Plan, where appropriate and practicable. Other actions relating to the Conservation Area and forming part of the management strategy and proposals for the Conservation Area will be taken forward separately, as resources allow.

Contacts

Conservation Area Appraisal and Management Strategy

Chloe Oswald – Built Environment Team – 01332 255058

Debbie Maltby - Built Environment Team - 01332 255985

Harry Hopkinson - Built Environment Team - 01332 255061

City Centre Eastern Fringes Area Action Plan /Local Development Framework

Steven Lee – Plans and Policies, Policy Team – 01332 255074

Acknowledgements

Many thanks to Peter Billson, Joan D’Arcy, Michael Mallender, Andrew Myers and Maxwell Craven for their assistance in compiling this draft.

Further website information

Further information about the Railway Conservation Area and the fourteen other conservation areas within the city can be viewed on the Council’s web pages at www.derby.gov.uk/Environment/Planning/builtheritage. Also available to download in PDF format is the City of Derby Statutory List of Buildings of Special Architectural or Historic Interest, and the city’s Local List.

SUMMARY

For over one and a half centuries, Derby has played a key role in the railway industry, regionally and nationally. After many changes in the industry, Derby is the only remaining train-making city in Britain. Independent rail industry observers have commented that today the City is the centre of the largest cluster of rail-related business in the world. An important expression of Derby's railway legacy is the wealth of Victorian railway heritage in buildings, structures and urban form within the City Centre's 'eastern fringes'. In response, the Council designated the Railway Conservation Area in 1979.

The Railway Conservation Area's special and distinctive character and 'sense of place' are perhaps one of the less appreciated gems of the City. The conservation area includes one of the UK's earliest examples of purpose built dwellings for railway workers, as well as what is believed to be the oldest surviving purpose built railway hotel. Another highlight is the Midland Railway War Memorial of 1921. It was designed by Sir Edwin Lutyens who also designed the Cenotaph in London's Whitehall.

OFFICER DRAFT

OFFICER DRAFT

RAILWAY CONSERVATION AREA APPRAISAL

CONTENTS

PART 1 – CONSERVATION AREA APPRAISAL

1. INTRODUCTION

2. THE PLANNING POLICY CONTEXT

3. ASSESSMENT OF SPECIAL INTEREST

Location and setting

Location and context

Landscape setting/General character and plan form

Historic development and archaeology

Pre medieval

Medieval

Post medieval

Spatial Analysis

The character and interrelationship of spaces within the area

Key views and vistas

Character analysis

Definition of character areas

Activity, prevailing and former uses within the area

The architectural and historic qualities of the buildings

Unlisted buildings/structures of merit

Local details

Prevalent and traditional building materials and the public realm

Greenery and green spaces

The extent of loss, intrusion or damage

Neutral areas

General condition

Problems, pressures and the capacity for change

4. POTENTIAL SCOPE FOR BOUNDARY CHANGES

5. LOCAL GENERIC GUIDANCE

6. SUMMARY OF ISSUES

PART 2 – CONSERVATION AREA MANAGEMENT STRATEGY

7. MANAGEMENT STRATEGY AND PROPOSALS

Introduction

Policies

Extensions to the boundary of the conservation area

Opportunities to encourage the physical and economic revitalisation of the area

Siting and alignment

The protection and enhancement of land and buildings within and adjoining the conservation area

Mass, Scale and Design of new buildings

- *Mass and Scale*
- *Design*

Shopfronts

Prevailing traditional materials and design details

Inappropriate materials

Important Open Spaces and Views

Demolition of unlisted buildings

Provisions for specific development sites

- *North Car Park, Railway Terrace*
- *Land off Roundhouse Road, across the rail tracks from the railway station*
- *South car park, off Hulland Street*
- *Land off Wellington Street*

Provisions for other specific sites of development pressure

Other Strategy Enhancement proposals

- *Proposed tree planting, Midland Road*
- *Study for 'interchange' area in front of railway station*

Review of Conservation Area Appraisal

8. MAPS

Map 1 – Location Plan

Map 2 – Conservation Area boundary

Map 3 – Historic development

Map 4 – Panoramas and viewpoints

Map 5 – Character areas

Map 6 – Listed buildings, unlisted buildings of merit and those of townscape value only.

Map 7 – Suggested boundary extensions

9. APPENDIX – Key sources of information

OFFICER DRAFT

OFFICER DRAFT

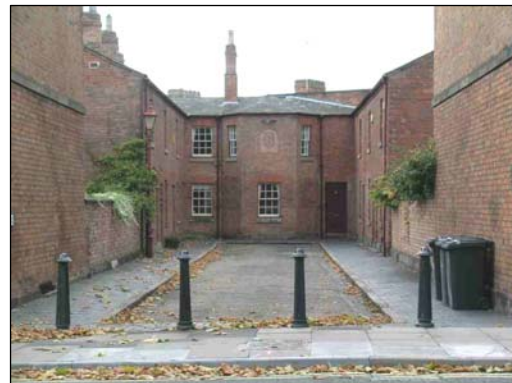
PART 1
RAILWAY CONSERVATION AREA APPRAISAL

OFFICER DRAFT

OFFICER DRAFT

1. INTRODUCTION

- 1.1 A conservation area is an area of special architectural or historic interest which is desirable to preserve or enhance. These areas are designated by the Local Planning Authority. Conservation Area Appraisals are an assessment of the features which give an area its own special character. Identification of these special qualities, within an area, is essential so that the Local Planning Authority can preserve or enhance them and carry out their planning functions. Designation of a conservation area draws peoples' attention to the area's architectural and historic interest and emphasises the need for any changes or new development, either within or adjoining the area, to be sympathetic to and respect its character.
- 1.2 Derby is a City of considerable historic interest and architectural merit with a range of streets and buildings spanning many centuries. The City Council have designated fifteen conservation areas. The City Centre and Friar Gate Conservation Areas are at the heart of the City Centre. Seven are based on aspects of Victorian Derby (Railway, Arboretum, Little Chester, Strutt's Park, Hartington Street, Highfield Cottages, and Nottingham Road). One is based on an exceptional mid twentieth century charity housing estate (Leyland's Estate). The remaining five are focused on former village centres (Darley Abbey, Mickleover, Spondon, Allestree and Markeaton).
- 1.3 The Railway Conservation Area was designated in December 1979. This designation recognizes what an important place the railway has in Derby's recent history and its development in this part of the City, which retains a great many of the early and late red brick Victorian buildings and structures which are related to the railway industry.



Views of Railway Terrace and Sheffield Place

- 1.4 This assessment of the character and appearance of the Conservation Area relates to the Conservation Area as defined at the time of carrying out this appraisal, and not to any possible future extensions. It follows the relevant guidance as set out by the English Heritage paper *Guidance on Conservation Area Appraisals* (February 2006).
- 1.5 The area was surveyed in the autumn of 2005 and early in 2006.
- 1.6 The appraisal forms a part of and informs the *City Centre Eastern Fringes Area Action Plan*, part of the Local Development Framework for Derby (date).

2 THE PLANNING POLICY CONTEXT

- 2.1 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to determine areas of special architectural or historic interest, *"the character or appearance of which it is desirable to preserve or enhance"*. These areas are called conservation areas.
- 2.2 There are legal requirements and constraints which apply within conservation areas which do not apply elsewhere. These are set out in the above Act and subsequent circulars relating to it.
- 2.3 The Act and other pieces of relevant national Government guidance, such as Planning Policy Guidance Notes 15 (Planning and the Historic Environment) and 16 (Archaeology and Planning), are also reflected in local policy which is set out in the City of Derby Local Plan and Eastern Fringes Area Action Plan, which form part of the Derby City Local Development Framework.
- 2.4 The City Council must pay special attention to the "character" and "appearance" of these areas when undertaking its planning functions. The intention is that any development either preserves or enhances the area and does not have a detrimental effect. This continuing effort to control the nature and scale of change is seen by the Council as a very positive process, contributing to the sustainability of the City.
- 2.5 The principle effect of conservation area designation is to provide additional control over development before it is undertaken. This control is in the form of planning permission and conservation area consent as follows:
 - New development is required to either preserve or enhance the character and appearance of the conservation area.
 - With the exception of certain buildings, demolition of buildings in a conservation area cannot be undertaken without permission from the Local Planning Authority. This is to retain buildings that contribute to the character of the area. An application for Conservation Area Consent must be made separately from any application for planning permission for redevelopment of the site.
 - The cladding of the outside of a house with stone, timber, tiles, or any synthetic materials will need planning permission.
 - The installation of satellite dishes is restricted in conservation areas and planning permission is usually needed.
 - House extensions and garden buildings regulations differ in conservation areas and planning permission is often needed.
 - Alterations to the roof of a house (including dormers) are restricted in conservation areas and planning permission is often needed.

In addition,

- there is also special protection for trees within conservation areas and anyone wishing to cut down, lop, top or uproot such a tree, must, with limited exceptions, give six weeks' notice to the City Council of their intention. This is to allow the authority an

opportunity to formally inspect the tree and decide in the interest of public amenity, whether it is appropriate to make a Tree Preservation Order.

- 2.6 Not all works in a conservation area require consent, but the Council's standard advice is to contact the City Council's Development Control Section (01332 255950) to check before any works are carried out.
- 2.7 A key component of the character of a conservation area derives from building types and architectural details. The cumulative effect of changes to windows, doors and roof materials can have a major adverse impact on the overall character of the area. For this reason, the City Council has made Article 4 directions in a number of other conservation areas in Derby to control such changes. In the Railway Conservation Area, this has not been undertaken, and it will be assessed as to whether it is necessary through this study. If undertaken, it would mean that certain permitted development rights would be withdrawn for a prescribed range of works materially affecting some aspects of the external appearance of houses, such as changes to windows and doors. Householders in areas affected by Article 4 directions would need to apply to the Local Planning Authority for permission to carry out such work.
- 2.8 Any internal or external alteration works to a listed building¹, including the works referred to in the paragraph above, are controlled and listed building consent is required prior to works being carried out.
- 2.9 To check whether any permissions are needed please contact the City Council's Development Control Section (01332 255950) or the Listed Buildings hotline 01332 255060 to check before any works are carried out.

¹ A 'listed building' means a building which is included in the list of listed buildings approved by the Secretary of State under The Planning (Listed Buildings and Conservation Areas) Act 1990; any object or structure fixed to the building; any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1st July 1948, shall be treated as part of the building.

1. ASSESSMENT OF SPECIAL INTEREST

Location and setting

Location and context

- 3.1 The Railway Conservation Area is located within the eastern part of the central area of the City of Derby. The location of the area can be seen in relation to the City in Map 1. The Railway Conservation Area boundary can be seen in Map 2. It is within an area of the City which was predominantly related to the Railway industry from the 1830's.
- 3.2 The City has played a key role regionally and nationally in the production of railway engines. The City's location at a central point in the country has meant that it is well placed geographically to provide this service. The conservation area boundary relates to the development and expansion of the railway industry and its associated trades, as well as housing and amenities for employees of the industry. Within the area there is a wealth of railway heritage and associated buildings, characterised by varying styles of red brick buildings from simple early Victorian to highly decorated late Victorian.
- 3.3 Historically, the site for the original railway station was chosen in 1838 by representatives of three railway companies – the Birmingham and Derby, North Midland and Midland Counties Lines – as a location for a joint station. Although this site was located outside of the town boundary into Litchurch, which was incorporated into Derby in 1877, it was the ideal situation for bringing together the three lines, on a piece of land which would be free from the risk of flood and provide plenty of open land for the station and associated buildings.
- 3.4.1 The current Conservation Area only covers part of the City of Derby which was related to the railway industry.



*View of the former
Railway Institute building*

Landscape setting /General character and plan form

- 3.5 Map 2 highlights the current conservation area boundary.
- 3.6 Looking at the broader landscape setting, Derby is located to the south and east of the Derbyshire uplands, where the last foothills of the Peak and Pennines level out into the plain of the River Trent. The City's dominant physical feature is the generally flat and open corridor of the River Derwent. It enters Derby from the north, flows through the City centre and then south eastwards to the Trent. The topography of the rest of Derby is characterised by low hills surrounding the City centre with the exception of the south east, which is generally flat. The Conservation Area is set at the south eastern edge of the city centre, within this generally flat sector of the City. Adjoining the northern end of the Conservation Area, the land falls gently but noticeably toward the river, which is here within a channel within the gentle valley setting. The river bridge, extending the Conservation Area northwards, broadly maintains the levels within the conservation area.
- 3.7 The area within the City's boundaries is largely built-up and urban. The City has assumed a generally circular form, although this form is shaped by 'green wedges' of open land that penetrate the urban area from the surrounding countryside. One of these green wedges, formed by the river corridor, touches the eastern side of the river bridge at the northern end of the conservation area.
- 3.8 Otherwise, the Conservation Area is set firmly within the City's urban area with an edge of centre / inner city location. A key determinant of its overall form is the railway line, the gentle curve of which forms the eastern boundary and beyond which lie extensive areas of industrial, business and commercial land, including Pride Park Business and Industrial Park. For the most part, the Conservation Area is fairly well differentiated within the urban landscape from adjoining areas to the west and south by the character and relatively intensive grain of development, and open car parking areas north and west of Wellington Street in the western part of the Area. Parts of the Area have characteristics in common with land and buildings at the edge of and extending from the Conservation Area, for example part of London Road that touches on the Conservation Area's south western boundary.
- 3.9 Since the conservation area was designated, the A6 Diversion Station Approach viaduct has been constructed, to ease traffic conditions on part of the original A6 alignment and part of the inner ring road and to serve the development of the Pride Park area. Lamp standards on the viaduct raise the height of the structure to that of the nearest tall buildings approximately. The viaduct is a negative feature of important views along Railway Terrace. Cutting across the railway lines, it has the effect of detaching the railway river bridge and the riverside from the remainder of the conservation area.

Summary – (to be taken forward in Management Strategy)

- *It will be important to maintain a built-up and urban character.*
- *The negative impact of the A6 Diversion Station Approach viaduct is highlighted (when entering the conservation area from the north and when viewed from Railway Terrace & Calvert St).*

Historic development and archaeology

Pre medieval

- 3.10 The City of Derby grew up at a crossing point of the River Derwent, along the ridge which forms the river's west bank, following the line of an ancient track way. Archaeological investigations have uncovered evidence of Bronze Age and Iron Age settlement within the boundaries of the City. The first major Roman presence was the establishment of a fort in the area now known as Strutt's Park, also on the west bank but north of the City Centre. Around 80AD a second area, known as 'Derventio', was settled on the opposite side of the river where Chester Green now stands. Military highways were created and the route of one, Rykniold Street, can still be traced as it runs through Derby.

Medieval

- 3.11 The centre of modern Derby probably developed out of two different Anglo Saxon settlement sites, one to the west around the Wardwick, and the other to the north, centred upon St. Alkmund's church, to which the name Northworthy has been attributed. In 874AD the Danes occupied Repton, to the south and eventually took control of Northworthy which they renamed Deoraby. It became one of the five Danish 'burghs', which included Leicester, Lincoln, Nottingham and Stamford. For several decades the Danes and Anglo-Saxons battled for control and by the time of the Norman Conquest (1066) Derby had become a sizeable town with its own mint.
- 3.12 The eastern part of the City is currently an area called Castleward (within which the Railway Conservation Area is located). Its name may have derived from the location of a medieval castle within the area, and also the name of the former estate which was later bought up in pieces and built upon. However, there is currently no conclusive evidence that a castle existed here.

Post medieval

- 3.13 A map of 1791 (figure 1) shows that the settlement of Derby had begun to expand along key routes. The area to the southeast of the settlement containing the conservation area was named Castlefields and appeared to operate as part of the agricultural hinterland of Derby. The Castlefields Estate was created by Isaac Borrow in 1674 and expanded throughout the next century. A grand house was built on the estate by 1715 with formal gardens and a deer park, bordered by fields. Castlefields is bounded by Cock Pit Hill (now the Cock Pitt car park and part of the Eagle Centre Market) to the north and London Road to the south.
- 3.14 Figure 2 shows a map dated 1819 which indicates further sporadic urban expansion of Derby to the south and southeast towards Castlefields, which by this time was being sold off in pieces for development. Eagle Street and Castle Street, London Road and Siddals Road were established and the Infirmary had by then been built. The Derby Canal had also been constructed.

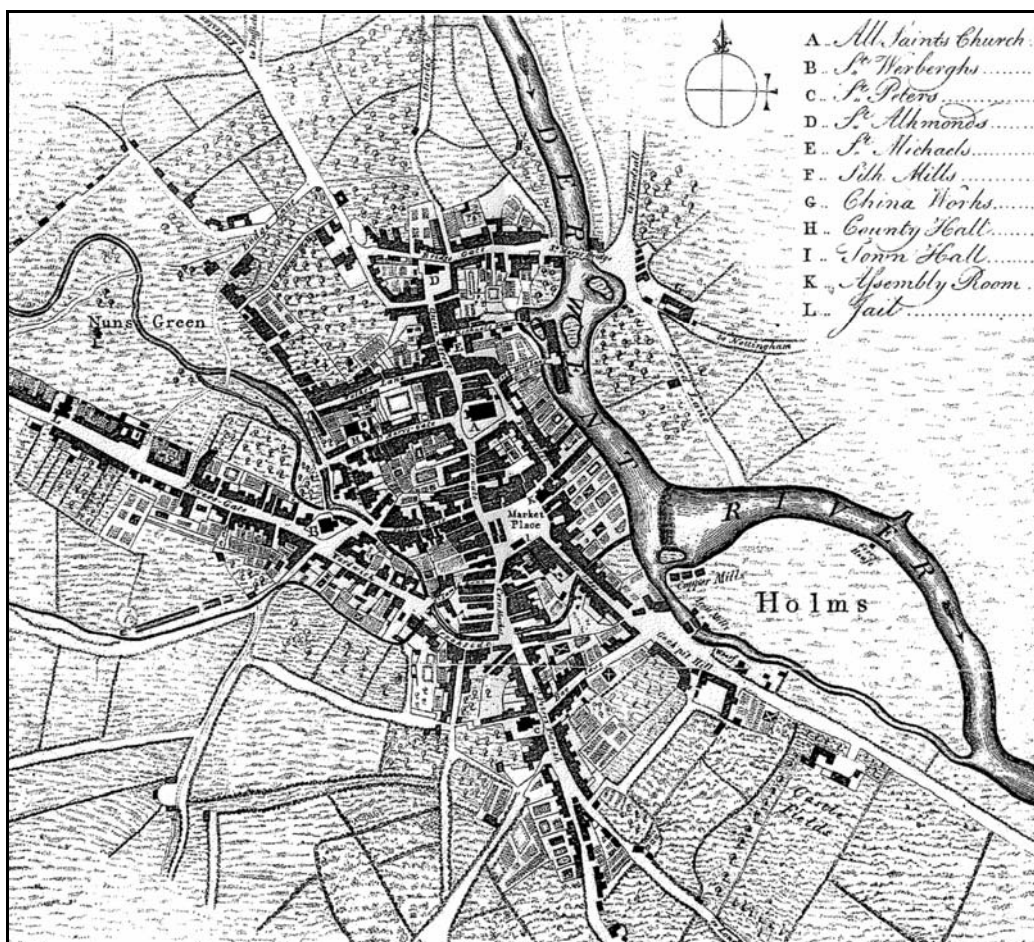


Figure 1 (above) – 1791 map



Figure 2) – 1819 map

- 3.15 Prior to 1852, Derby had developed little beyond the short branch of the Derby Canal, which ran south towards Park Street. Traces of this arm of the canal can still be seen in the area, in the remaining parapet wall between the Alexandra Inn and the Brunswick Inn, and also in the tow rope marks within one of the arches of the original railway bridge, under which the canal passed. The site of the present station was then parkland and fields, along with Castlefields House, and in fact was located within the township of Litchurch and outside the boundary of Derby.
- 3.16 Between 1838 and 1840 the railway lines of three separate companies were constructed, meeting at an agreed site within the area of Litchurch, just outside the town boundary. Castlefields was not an ideal site as it was more than a mile from the town centre of Derby, but previous locations had not turned out to be suitable because of the problems stemming from bringing together three different railway lines and also dealing with the river and landscape changes. The decision to locate the station at Castlefields came after construction of the railway lines had already begun. However, if the three lines were to come into one station, thus benefiting the economy of Derby, it would be impossible to build a station closer to the town centre. Locating the station, with its single long platform, in this site involved major earthwork construction to raise the land on the north end of the station. The Birmingham to Derby Junction Railway opened in August 1839 and the Midland Counties Railway line to Leicester opened in May 1840. These were modest enterprises in comparison with the North Midland Railway, intended to link Derby with Leeds, which was opened from Derby to Rotherham in May 1840. The final stretch of line to Leeds was opened in June of that year.
- 3.17 By May 1840 the building of the Tri-Junct Station (named this because of the joining together of the three railway lines) was complete, followed by the completion of the Midland Hotel in May 1841, both of which were designed by the significant early Victorian Railway Architect Francis Thompson and built by Thomas Jackson of Pimlico. Jackson actually privately financed the hotel himself, employing Thompson as the architect. It was only the second railway hotel built, after one at Euston Station. Midland Road (originally named Station Street) was laid out and completed in time for the opening of the station in 1840, in order to create an impressive wide carriageway to the station.
- 3.18 The same period saw the construction of a “triangle” of 4 shops, 92 houses and one public house in Railway Terrace, also designed by Francis Thompson. People began moving into the houses from November 1841 and they were fully occupied by 1843. Together they form what is believed to be one of the earliest examples of a village for railway workers, narrowly pre-dating the renowned Swindon Railway Village but following workers housing in Wolverton for the London and Birmingham Railway. The houses straddled the boundary line between Derby and Litchurch and a boundary marker can still be seen in Midland Place.
- 3.19 Part of the “triangle” has since been replaced by the present Railway Institute in 1894, but the majority of the houses remain. Although they were threatened with clearance under the Housing Acts in 1970 the Derbyshire

Historic Building Trust, a charitable organization, gave the cottages a new lease of life in conjunction with the Civic Society. The cottages were listed in November 1979.

- 3.20 Just outside the conservation area are the offices, clock tower, and distinctive surviving early polygonal roundhouse and carriage workshops of the North Midland Railway, designed by Francis Thompson. Near to these are the repair workshops of the Midland Counties Railway. All of the buildings are individually listed and were built from 1839 to 1840.
- 3.21 1844 saw the formation by Act of Parliament of the Midland Railway Company from the three companies mentioned above, due to financial pressures.
- 3.22 By 1852, the York Hotel on the corner of Midland Road and Railway Terrace, the Rutland Arms public house on Nelson Street and a few buildings lining Midland Road (formerly Station Street) had been constructed.
- 3.23 By 1855 there had been massive urban expansion in the Castleward Area. The resulting urban development took the form of a tight urban development in blocks framed by the road system. There are many buildings that were constructed around this period that can be seen in the area today.



Figure 3 – 1900 Map

- 3.24 By 1882 development lining Midland Road had been completed and during this time changes were made to the original station building itself. A map of 1900 (figure 3) indicates the infilling and the sharpening of the block structure of the area with a tight grid-like pattern of streets. There was significant expansion of the station and associated buildings, all of which were by now located within the boundary of Derby, after the area of Litchurch was incorporated into it in 1877. There appears to be a number of industrial uses surrounded by a mixture of housing, local shops and Inns.
- 3.25 Of note is the Midland Railway War Memorial on Midland Road, erected in 1921, and designed by Sir Edwin Lutyens, the renowned architect responsible for designing the Whitehall Cenotaph in London.



View of the Midland Railway Memorial and Italianate former bank on the corner of Midland Road and London Road.

- 3.26 By the 1960's there is still a tight urban grain and intensity of buildings in each block, edged by the grid-like road system. Between 1900 and 1968 the Derby canal to the north of the station became disused, as did the branch running parallel with Canal Street. Both have now been filled in and covered by modern development. Early in the century the Italianate bank at the corner of Midland Road and London Road, now occupied by Cavendish Philatelic Auctions and formerly known as the National Westminster Bank, was built. It was originally named Crompton and Evans and it was opened to provide banking services for employees of the railway industry.
- 3.27 Between 1985 and 1986 the majority of the station was demolished and replaced with a modern one. The only part of the original Francis Thompson 1840's station building not demolished was Platform 1 and 250ft of screen wall to the rear of the platform. A piece of the 1840 stone ornamentation from the original screen wall can be seen on one of the adjacent railway office buildings backing Platform 1. The first four bays of these offices are thought to date from the 1870s and the next few bays likely dating back to the 1840s. A late nineteenth century three storey office block sits to the south of these. A pediment and clock from the 1893 extended station frontage survived and located to the north of the station car park. This location is far from ideal and there is an opportunity here to make the decorated pediment, which includes representations of Wyverns, the mythical dragon-like beast adopted as Midland Railway Company's crest, a feature of the entrance to the station.



View of surviving pediment and clock from former 1893 extended station frontage

- 3.28 The current urban form, as seen in Map 2, illustrates the negative impact of erosion of the strong block structure and tight urban grain that has occurred within parts of the general area over recent years. Much of this has been a result of alterations to the road system to manage vehicle circulation, and the demolition of small scale housing and shops which resulted in an urban wasteland, eventually used as car parking areas.
- 3.29 Map 3 is a plan illustrating the key periods of the area's history and it highlights the survival of historic elements which have determined the form of the conservation area today. The map also highlights the relevance of certain buildings to spaces around them, in particular the area directly in front of the station building which historically provided a functional and visual setting for the station, and continues to do so today.
- 3.30 There are a number of sites mentioned in this section which have been highlighted upon the Sites and Monuments Record (SMR) relating to the area's railway heritage and archaeology.

Summary – (to be taken forward in Management Strategy)

- *There is a wealth of historic buildings and structures within the area and it is important to retain those of historic importance.*
- *A tight urban grain and intensity of buildings in each block within the area is important. This needs to be reinforced or reintroduced where it does not presently exist.*

Spatial Analysis

The character and interrelationship of spaces within the area

- 3.29 To the west of Railway Terrace are a number of listed buildings in a terrace which have a strong vertical emphasis due to their regular doors, vertical sliding sash windows and chimneys. The properties have a strong building line set slightly back from the pavement edge and the private space in front of the terrace is defined by railings and hedges.



View of Listed Railway Terrace

- 3.30 To the eastern side of Railway Terrace there is a car park for the station, the boundary between which is defined by a row of trees and some railings which incorporate public art related to the railway industry. The screen wall of the original station defines the car park from the platform and railway tracks.



Railway Terrace and station car park

- 3.30 The buildings within the 'triangle' of Railway Terrace, Leeds Place, Sheffield Place and Calvert Street are very much in their original form of tight and closely knit development. The area of carriageway within Sheffield Place is clearly defined as private open space and cars are restricted. There are granite setts and bollards across the entrance of Sheffield Place to restrict car access. A part of Leeds Place has been demolished which has created the

illusion of a rear elevation and private space rather than the front elevation, although this is the main entrance for many of the properties.



*View of
defined
space at
Sheffield
Place*

- 3.32 On the eastern side of Calvert Street is another listed terrace with private space defined by railings at ninety degrees to mark out car parking spaces in front of them. The more recently built buildings to the west of the street are set slightly further back from the road edge to provide a larger private space in front of them. Although these are also in a terrace form they are lacking in some of the details, such as chimneys, that give the other side of the road the very strong vertical emphasis.
- 3.33 The predominant character of Midland Place and the area opposite the station is formed by the historic buildings along these stretches of road. They have a strongly defined building line and buildings are built right up to the back of footpath, with glimpses of courtyards behind through archways. They have strong rhythm created by vertical sliding sash windows. Some of the new buildings built in this area have eroded this character as they have been built too far back from the original building line.
- 3.34 The Railway Station forecourt is an area which is very clearly public space for the use of pedestrians, cars and buses arriving and departing from the station. The space is still used for its original purpose – the delivery of people to and from the station. The area is busy and well used but despite previous attempts to establish one through signage and public art works there is no legible route defined for pedestrians to walk to the city centre.
- 3.35 The area to the east of Midland Hotel, adjacent to the office building which is all that remains of the original Victorian Station building, is an undefined space and is currently used as a taxi pick up and drop off point.



Sheffield Place (above)

Courtyards behind Midland Place (left)

- 3.36 The section of Midland Road nearest the station consists of medium sized hotel buildings that are located at the back of footpath. There are a number of instances where there are glimpses through into private car parks behind the hotel blocks. There is also an important open garden space to the rear of the War Memorial and Midland Hotel. Further towards London Road sits the twentieth century Royal Mail and Post Office building. It is outside of the conservation area and of totally different character. The contrast has a negative impact on the character of the conservation area due to the building's size and massing. It is a very large bulky building with little architectural merit in terms of townscape. Just beyond the Royal Mail and Post Office are buildings which are older and much more traditional in character as they have smaller plot widths. They retain a rhythm of apertures, including windows and doors.
- 3.37 It is clear that along Park Street, Carrington Street and especially Wellington Street, the character has been completely lost, as the buildings which once formed a once tightly knit urban structure have been demolished. The areas are used for car parking, mainly for the properties and hotels on Midland Road and also for staff at the Derbyshire Royal Infirmary on London Road. They are surrounded by functional and unattractive metal fencing.



Views car parks off Wellington Street

Summary – (to be taken forward in Management Strategy)

- *There is a need for new development to retain the strong vertical emphasis in any new development due to their regular doors, vertical window apertures and chimneys.*
- *New development needs to retain strong original building lines at the back of the footpath.*
- *There is a need for new development to retain and reinstate tight close knit development where appropriate.*
- *Buildings in the area are predominantly two or three storeys in height depending on their location and create a feeling of enclosure within certain streets.*
- *The high quality buildings and materials within the area should be retained.*
- *The distinctly designed bollards and lamp standards should be retained and reinstated.*
- *The Station frontage currently looks cluttered with signage, cars and buses.*
- *It is important to retain and encourage the use of traditional surface treatments that are typical of the area.*
- *It is important to define clearer routes from the Station to the City Centre by foot, car and bus.*
- *This section highlights the Royal Mail Post Office building as an inappropriate building in terms of form, scale, massing and materials which has a negative impact on the area.*
- *The use of inappropriate unattractive metal fencing.*
- *It is important to retain areas highlighted as important open space.*

Key views and vistas

- 3.38 There are a number of noteworthy views into and out of the conservation area, key vistas, landmark buildings and unfolding views as you move about the area. These are marked on Map 4. Any proposals for new development should have due regard to these.
- 3.39 A key vista which has consistently formed an important part of the identity of the conservation area is one seen when looking from the corner of London Road, down Midland Road to the railway station, which is clearly a landmark building that stops the view. Historically this was one of the most well known views in Derby, the view to the impressive original station frontage.



View down Midland Road towards the railway station

- 3.40 There is also a view along tree lined London Road itself towards the city centre which is an illustration of a quality environment. Approaching the railway station from London Road down the length of Midland Road today leads to a sharp corner where there is a sense of anticipation as one turns this corner and the view unfolds onto the station forecourt and Railway terrace. Leaving the station forecourt towards Midland Road allows this view towards London Road to unfold. The start of the pedestrian route to the city, from the station, is located in between the Merry Widows Public House and the former Midland Railway Institute, a canyon-like passageway with tall brick buildings on either side which promises small private spaces with Victorian character but instead opens up towards the newer buildings bordering Park Street.
- 3.41 From the Pride Parkway flyover on the north side of the conservation area it is possible to look down Railway Terrace towards the Midland Hotel. This view is dominated by red brick buildings and regular architectural rhythm, with the former Midland Railway Institute's corner tower with copper roof and Amber House's tall red brick gables being particularly prominent landmarks and

punctuating the lines of smaller scale buildings. The curve of the Brunswick Inn Public House, the most conspicuous corner of the triangle of cottages, leads the eyes from the Inn down the line of cottages either side.

- 3.42 The view to the Roundhouse complex just outside the conservation area (clock tower, former engine shed, former carriage shop and former railway workshop) from the railway station across the tracks, from Railway Terrace, from the station platform itself and from Pride Park (with the railway conservation area in the background) are particularly important views, in terms of the setting of the conservation area. It also illustrates that there is a strong visual link with other former railway buildings to the east of the railway tracks that are not included within the conservation area.



View from Pride Park flyover towards Midland Hotel (above left) and Distant View of the Cathedral Tower from Park Street (above right)

- 3.43 All Saints Cathedral at the top of Iron Gate is the most important landmark in the City, with its Perpendicular tower. The cathedral tower can be viewed from within the conservation area at Park Street, which is important as it assists in identifying the siting of the area in relation to the centre of the city.

Summary – (to be taken forward in Management Strategy)

- *Retain important views/vistas into, out of and within the area that are highlighted.*

Character analysis

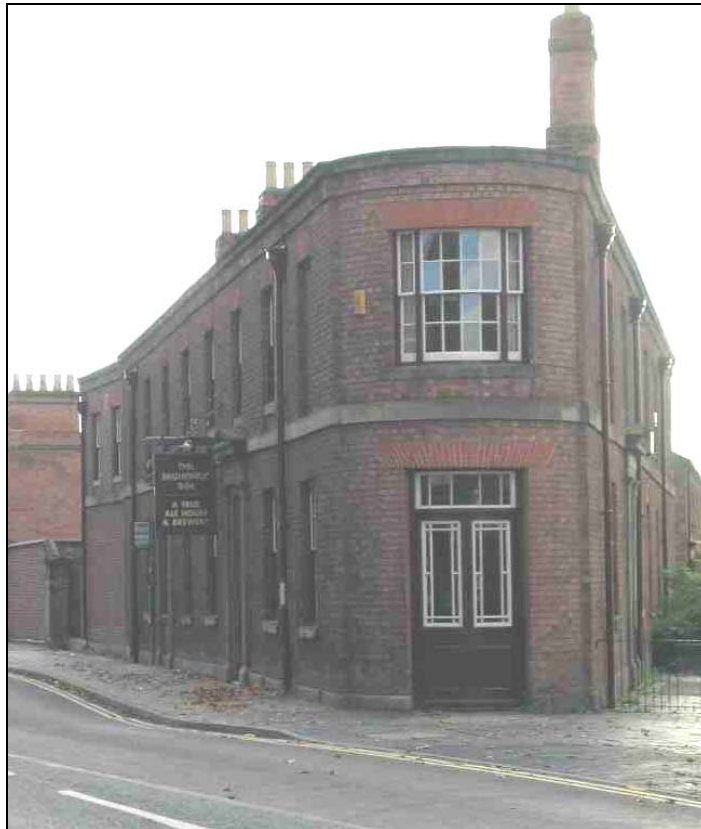
Definition of character areas

- 3.44 There are four main character areas within the Railway Conservation Area. These are defined because of use, scale of buildings, architectural detail and on the experience each area gives when one is walking or driving through it. Map 5 illustrates these character areas but we should be minded that they may overlap each other or merge gradually into each other in some cases. As you pass through each character area, the overriding character of the conservation area as a mixed use quarter of predominantly historic red brick buildings is evident.



View from Pride Park Flyover of Amber House

- 3.45 Firstly, the rail station, its associated office buildings (Amber House, Wyvern House and Midland House) and the Midland Hotel form an area characterised mainly by its continued use since the joining together of the three railways and the building of the station in 1839-40. The offices are not all in continued use but are linked by the similar architectural details and former use. The new station is primarily constructed of red brick and therefore associates itself by material with the early and late Victorian historic offices on Railway Terrace and Nelson Street and the early Victorian Midland Hotel. The mid-Victorian offices at the back of Platform 1 and across from Midland House, which were not demolished with the station in the 1980's, form a part of this area. The former Midland Railway Institute, although now used as a public house, forms a highly visual part of the space around the station and the rich terracotta detailing, a rare architectural feature in Derby, can also be seen on Amber House and Churnet House. The former workshops to the north of the conservation area, although outside the boundary, form a part of this character area.



View of the Brunswick Inn, Railway Terrace

- 3.46 This overlaps with the second areas of small scale residential buildings and the Brunswick Inn within the North Midland Railway triangle area, all built before 1852 and previously occupied by railway workers. These buildings are simple in design, but complement the later buildings in the area that tend to be more decorated and taller within the area. Also within this character area are the two-storey mid nineteenth century terrace of shops that are located across the road from the station on Railway Terrace and the Merry Widow and Victoria Inns round the corner on Midland Place. This row has been altered at ground floor level but retains some interesting architectural features with the buildings on Nelson Street, such as the corbelled eaves. Some of the more recently introduced elements including the bulky dormer window detract from the appearance of the buildings and the Conservation Area. The Victoria Inn, built before 1855, with its stone hooded windows and stone dressings, can be linked architecturally with the buildings on the north side of Midland Road and also Midland House on Nelson Street.
- 3.47 The third character area is Midland Road which is a vibrant and busy character area and includes buildings dating from the early nineteenth century through to the late twentieth century, including shops, restaurants, public houses and hotels, all benefiting from their location adjacent to the railway station. There is a sharp contrast between the south side of Midland Road, with the monolithic modern Royal Mail building (just outside the conservation area), and the north side with its small scale, largely early to mid Victorian buildings of two or three storeys, culminating in the listed grander Crown and Cushion Public House (1871) and the Swallow Hotel on either end. After the Royal Mail building on the north side are smaller scale buildings which reflect the character of the other side, including the grade II listed Winter's

Photographic Studio, purpose built in 1867. The Swallow Hotel and the Midland Hotel together frame the modern railway station and mirror some architectural features, including rusticated stone quoins. The activity around the railway station continues down Midland Road, as does the mix in ages of buildings.



View of Midland Road showing both north and south sides (above left) and view of the north side of Midland Road (above right)

- 3.48 Contrasting with this is the quiet, underused area on Wellington Street, where the rear elevations of the small brick buildings on the north side of Midland Road give way to empty spaces, sometimes occupied by parked cars. This underused area is the fourth character area and gives way to the quiet residential streets around the North Midland railway village triangle, a more inviting space with varied street furniture and pavements.



View of the rear elevations of Midland Road (above left) and view of Wellington Street, looking towards the former Midland Railway Institute (right)

Summary – (to be taken forward in Management Strategy)

- *Recognise that there are four distinct character areas within the area:*
 - *Railway Station, Offices and Midland Hotel and Workshops.*
 - *Small scale residential terraces and integrated small businesses (e.g. The Brunswick Inn).*
 - *Midland Road and its vibrant shop frontages.*
 - *Underused areas off Wellington Street used as car parks.*

Activity, prevailing and former uses within the area

- 3.49 The Railway Station and its forecourt delivering people to and from the station is a key activity for the area currently and in the past. There are former office buildings that are not currently in use, and in poor condition, to the south of the station.



The Derby Railway Station and its forecourt

There are also a number of buildings which were constructed for railway workers. Some are residential as can be seen along Calvert Street, Railway Terrace, to the north of Midland Place, Sheffield Place and Leeds Place. These were constructed by Thomas Jackson of Pimlico, London, to the designs of Francis Thompson, working for the North Midland Railway, along with the Brunswick Inn on a corner of the triangle to the north of the conservation area. He also privately funded the building of the Midland Hotel. The details of these buildings are similar in height and materials but some of the decorative details, for instance eave details and chimney designs, do differ between rows.

- 3.50 Amongst the residential buildings there are also a number of buildings which were previously, and in some cases still are, used as shops and public houses, serving a residential and visiting population. The former shops at the corner of Calvert Street and Midland Place can be clearly identified as the structure of the shop fronts have been retained, with distinctive tripartite windows, also used on the corner of the Brunswick Inn.



Former shops on the corner of Calvert Street and Midland Place

- 3.51 Within the area there are former and existing uses that have been influenced by the station being in this location, including hotels, public houses and inns.

There are a range of these seen to retain their original uses along Midland Road and Midland Place. On Railway Terrace there is also the grand former Midland Railway Institute, opened in 1894 to the design of company architect Charles Trubshaw. This was later used as the Post Office Social Club and has now been converted into a public house. This building replaced part of the original workers housing which was three storeys in height on this corner, the grandest of the terraces built by the North Midland Railway.



*The former Midland Railway Institute
(1894) - now
The Waterfall public House*

- 3.52 Although just outside the conservation area, but having a negative impact on its character at this location, is the Royal Mail building on Midland Road and Carrington Street. The use of this area by Royal Mail is a response to the close proximity to railway links.
- 3.53 All of the above uses have had an impact on the plan form and building type in this area, from the tight terraced residential streets to the slightly larger plan of the Inns to the much larger plan forms of the industrial buildings, ranging in age as the need for various building types and the draw of industries benefiting from the railway station increased.
- 3.54 There are many buildings within the conservation area that have continued with their original uses. The buildings along Railway Terrace, Sheffield Place, Leeds Place, those to the eastern side of Calvert Street, to the northern side of Midland Place are in residential use. The Brunswick Inn was reinstated as a public house when it and the cottages were restored. Midland House on Nelson Street, built in 1872-3, was built by the Midland Railway and is still used as offices.

Summary – (to be taken forward in Management Strategy)

- *This section highlights that the predominant existing and former use of the buildings, spaces and are connected to the railway. Many continue in their original uses.*

The architectural and historic qualities of the buildings

- 3.55 Many of the buildings within the conservation area are listed. Map 6 shows the statutorily listed buildings within and immediately adjacent to the conservation area boundary. The list below are those listed buildings currently within the conservation area:

The Midland Railway Memorial is grade II* listed and dated 1921.

The following are grade II listed buildings:

- The Midland Hotel, which is said to be the oldest surviving purpose built railway hotel (built in 1842);
- The houses in Calvert Street (formerly North Street), Midland Place and Railway Terrace (the initial letters of which formed NMR of the North Midland Railway) together with houses in Leeds Place and Sheffield Place (built in 1842).
- The Brunswick Inn (built in 1842);
- The Locomotive Sports Club on Calvert Street (built in 1842);
- The Crown and Cushion Public House (built in 1871);
- Winters Photographic Studio (built in 1867).



View of the Midland Hotel (grade II listed) - above left

Midland Railway War Memorial, Midland Road (grade II listed) – above right*

Summary – (to be taken forward in Management Strategy)

- *There are 11 listed building entries covering 67 individual principal buildings (excluding curtilage buildings).*

Unlisted buildings of merit and those of townscape value

- 3.56 There are a number of buildings and structures within the Conservation Area, that although they are not statutorily listed that contribute to the character or appearance of the conservation area. This can be in terms of the buildings historic or architectural value or their contribution to the townscape.

Please see Map 6 which highlights and distinguishes between those unlisted buildings of merit and those buildings that are of townscape value. We will now look at the definition for each.

Unlisted buildings of merit

Buildings can be assessed as unlisted buildings of merit if the building contributes to the character or appearance of the conservation area and therefore if any of the following questions apply:

- Is the building of a particular architect of regional or local note?
- If the building has qualities of age, style, materials or any other characteristics which reflect those of at least a substantial number of buildings in the conservation area?
- Does it relate by age, materials or in any other historically significant way to adjacent listed buildings, and contribute positively to their setting?
- Does it have significant historical association with established features such as road layout, burgage plots, a town park, or a landscape feature?
- Is it a historic building and does it reflect the traditional functional character of, or former uses within, the area?
- Has it significant historical associations with local people or past events?
- It is a historic building and does its use contribute to the character or appearance of the conservation area?

(Questions based on guidance within 'Guidance on conservation area appraisals' 2006 by English Heritage, Planning Advisory Service, Office of the Deputy Prime Minister, Department of Culture Media and Sport,)

Unlisted buildings of merit contribute to the area historically or architecturally should be retained in the light of any development proposals. This includes the former London and Midland Region Railway Building of Nelson Street (1872-3), National Westminster Bank on London Road (1923), the Former Midland Railway Institute (1894) and the Pediment and clock from the former Station building frontage extension (1893 and moved 1980's), both on Railway Terrace.



The Former Midland Railway Institute (1894)

- 3.57 Railway structures that are significant in themselves include the arched stone railway bridge, referred to as the five arches bridge, over the River Derwent to the north-east of Railway Terrace (north of Amber House). This carries the railway over the River Derwent
- 3.58 The predominant architectural styles are simply designed early Victorian red brick buildings with stone dressings and highly subdivided sash windows, later Victorian terraces with corbelled eaves, flat arches and stone lintels and string courses, and the late Victorian offices and institute with Arts and Crafts influence, evidenced by the highly decorated terracotta details and the very tall six over two sash windows. Some of the twentieth century buildings continue with this theme particularly the terracotta and faience, including the 1938 Sir Robert Peel Public House (rebuilt on site of an 1851 public house and latterly used as a railwaymen's club) on Park Road and the later European Hotel on Midland Road, which utilises terracotta-effect window surrounds and ground floor cladding. A significant unifying architectural element throughout the conservation area is the use of stone hooded windows and doors, on residences, offices, inns and shops, including the NMR cottages, the Victoria Inn, the shops on the north side of Midland Road and Midland House offices on Nelson Street.
- 3.59 Wyvern House is very early in date, shown on the 1852 map, although extended later in the century on more than one occasion. Midland House on Nelson Street, built in two stages, was designed by the Midland Railway staff architect, John Holloway Sanders. The others range from residential buildings, shops, public houses and institute for railway workers, stables for the horses used for working on the railway, hotels for visitors who travelled on the railway, and associated railway industry buildings. Amber House, Churnet House and the former Midland Railway Institute, which share some similar late nineteenth century Arts and Crafts architectural styles together represent this period of building within the conservation area and are all striking in height and detailing.
- 3.60 All of the small scale Victorian buildings, especially those built before 1852 such as the Victoria Inn which shares architectural features with the listed railway cottages, form a significant part of the character of the conservation area. With the selection of this site in 1838 for the Tri-Junct railway station came the rapid building of residences, shops and inns serving travellers and employees of the railways and if these buildings were to be further eroded the loss of this Victorian character would be extremely harmful to the conservation area.

Buildings that contribute to townscape quality only

- 3.61 There are a number of buildings that although are not of architectural or historic interest that do contribute to the character of the area in terms of their townscape value e.g. size, scale, massing, height, building line etc. These include the Aston Court Hotel which due to its size, scale and building line contributes positively to the conservation area in townscape terms only.

Summary – (to be taken forward in Management Strategy)

- *The appraisal identifies that there are a number of unlisted buildings of merit that are of historic or architectural interest. This is due to their special local interest and the positive contribution that they make to the character or appearance of the conservation area. Those identified should be protected and the local planning authority will generally resist demolition and redevelopment proposals which would have a detrimental effect on the appearance or setting of an identified building of merit.*

There are a number of questions that can be used to establish whether certain buildings are unlisted buildings of merit and contribute to the character or appearance of the conservation area. These are outlined in the section and are based on questions in the English Heritage, Planning Advisory Service, Office of the Deputy Prime Minister, Department of Culture Media and Sport, 'Guidance on conservation area appraisals' 2006). If buildings meet one of the above criteria they are therefore protected and there is a presumption to retain them.

- *If the building is identified as contributing to the conservation area in townscape terms only then although there is a presumption for retention there may be scope for redevelopment. Any new development should preserve or enhance the character or appearance of the conservation area. Thus, any new development should have the same or better qualities of the existing building in townscape terms.*

Local details

- 3.63 Tripartite vertical sliding sash windows are a particular feature within the conservation area, utilised on offices, shops and inns. This feature can be seen on the Brunswick Inn, the shop front at the corner of Calvert Street and Midland Place, Midland House, Wyvern House.



Examples of Tripartite vertical sliding sash windows

- 3.64 Sliding sash windows are predominantly 6 panes over 6 panes, on the railway cottages and shops on Midland Road, although there are some examples of 8 over 8 sliding sash windows, including the Victoria Inn.



Example of a 6 over 6 vertical sliding sash window and a beaded four panelled door with stone door case.

Many properties have four beaded panelled timber doors, some with classical hooded stone door cases or door cases surmounted by a pediment. The railway cottages have doors painted 'Midland Red', which was the colour agreed at the time of the restoration by the Derbyshire Historic Buildings Trust. The door cases, along with hooded windows with stone architraves, recur often within the conservation area. Cottages on Midland Road, the Brunswick Inn, cottages on Railway Terrace, the Swallow Hotel, the Victoria Inn and Midland House all have this detail.

- 3.65 Two buildings in the area have metal windows facing the street: the small industrial building on Nelson Street has a 12 pane cast iron window and the Sir Robert Peel Public House has decorated steel casement windows.

Windows often have plain stone sills when not surrounded by stone architraves, and the most common arch above is a gauged rubbed brick flat arch. This occurs in the listed cottages and the small industrial building on Nelson Street. Other properties have stone flat arches, some of the shops on Midland Road. Some of the later Victorian buildings, such as Amber House and the former Midland Railway Institute, have round headed windows with segmental brick arches and terracotta keystones.

- 3.66 Eaves details range from timber corbelled eaves on the shops and Merry Widow Inn located opposite the railway station to dog tooth style terracotta dressing on Churnet House and the former Midland Railway Institute. Brick dentilled eaves occur often as well; on Midland Place this feature is repeated on one of the courses projecting at the top of the chimney stack. Chimneys with projecting brick courses are typical of most of the buildings in the area and tend to run the close to the full depth of the building, although some are clustered.



Views of brick eave detail and details to chimneys

- 3.67 Decorative cast iron grilles are dotted around the elevations of several of the industrial buildings in the area, including Wyvern House and the former Midland Railway Institute.
- 3.68 There are a range of shop fronts and signage, including timber hanging signs at the Merry Widows Public House and the Station Inn on Midland Road. Some of the shops on Midland Road have modern interpretations of Victorian timber shop fronts with panelled pilasters topped by corbels. The early Victorian shop fronts at either end of Calvert Street have been restored.

Summary – (to be taken forward in Management Strategy)

- *Retain the existing historic fabric and local details that make this area so distinct.*
- *Some characteristic traditional details are as follows:*
 - *pitched or hipped roofs with Welsh slate*
 - *Copper lined roof elements*
 - *red/orange brick construction of imperial brick sizes*
 - *Flemish brick bond*
 - *terracotta decoration, for example at Churnet House and the former Midland Railway Institute, with terracotta framing apertures or rooflines and moulded terracotta tiles with date of construction*
 - *multi-paned timber vertical sliding sash windows subdivided into 6 or eight panes of glass in each sash, or tall windows with a single pane in the bottom sash and 6 panes in the top sash*
 - *stone window and door surrounds, string courses and parapet cornices in a early Victorian, neo-classical style*
 - *hooded windows and doors reflecting the late Georgian, early Victorian neo-classical style*
 - *Timber panelled doors*
 - *Brick dentilated eaves course and projecting course on chimneys*
 - *cast iron rainwater goods, traditionally designed with half round gutters on rise and fall brackets, or leaded gutters hidden behind simple parapets*
 - *granite setts and kerbs*
 - *blue brick paving for private and public space, using very dark Staffordshire blue bricks in an imperial size*

Prevalent and traditional building materials and the public realm

- 3.69 The conservation area's predominant building materials are red/orange brick, stone dressings and Welsh slates. The most common brick bond is Flemish, and the NMR cottages are constructed of an unusual version of this basic bond.
- 3.70 Although the carriageways and some of the footpaths are covered in tarmac there are areas where granite setts remain, as in Midland Place and adjacent to the Brunswick Inn. There are also blue brick pavers as in front of the houses on Calvert Street and hatched blue brick pavers adjacent to the Brunswick Inn. There is a mix of granite and concrete kerbs throughout the conservation area.



(Left) Example of granite setts and kerbs adjacent to the Brunswick Inn
(Right) Examples of grills to cellars along Calvert Street

- 3.71 The modern street furniture and railings around the refurbished railway village triangle reflect the railway theme, including half carriage wheels at the end of the steel railings outlining the car parking spaces in front of the houses on Midland Place and Calvert Street. A pleasant seating area to the side of Brunswick Inn is occupied by benches on brick plinths topped by seating made to look like tied together railway sleepers.



Views of a typical standard lamp standard and granite setts



The lamp standards near to the listed cottages were made at the time of the restoration of the cottages in the early 1980's to the original pattern. There are also a number of original street signs that contribute to the character within the area.



Example of original street signage within the conservation area.

- 3.72 Terracotta dressings, including a highly decorated frieze at the former Midland Railway Institute and Churnet House, can be seen also at the Sir Robert Peel Public House. The European Hotel reflects this detail by incorporating terracotta-effect dressings.
- 3.73 Public Art is incorporated into functional street furniture within the conservation area, although there is one contemporary artwork at the vehicular entrance to the front of the railway station. Stainless steel bollards appear in this vicinity along with a decorated finger post in the same style as the statue at the station. The artwork railings fronting the main station car park include figures reflecting the rail industry. Bronze ingots inserted into the trail to the city centre are based on collages created by nursery children from Castle Nursery School in Copeland Street. As well as the listed Midland Railway Memorial on Midland Road, there are two memorial plaques on the rear wall of platform 1 at the station. One is dedicated to Midland Railway workers who fought in the South African Boer War and the other is a stone plaque relocated from St. Mary's Goods Wharf, a memorial to Midland Railway workers based at Little Chester who had been killed in action during the First World War.

Summary – (to be taken forward in Management Strategy)

- *The appraisal identifies that there is a wealth of existing traditional building materials found in the area such as red/orange brick, stone dressings and Welsh Slates. These should be retained.*
- *The use of high quality traditional materials should be encouraged in new developments.*
- *Traditional surfacing such as granite setts, granite and stone kerbs are found in the area and should be retained.*
- *Distinctive Lamp standards, bollards, surfacing and signage should be retained and reintroduced where lost.*

Greenery and green spaces

- 3.74 As this is an urban location there are far fewer green areas in comparison to other areas within the City. However, there are tree lined routes and small areas of greenery are mainly in the form of dwelling house gardens. These areas, however, provide essential nesting space for birds and habitation for invertebrates, especially in the ivy covered walls and the hedges within the triangular railway village. There are many cherry trees located in seating areas in Wellington Street and next to the Brunswick Inn, and in gardens, which provide colour when blooming and enhance the character of the conservation area.



Views of areas of greenery within the conservation area.

There is one 'False Acacia' tree which is protected by a Tree Preservation Order, within the garden of 28 Midland Road. These small gardens can be glimpsed from Wellington Street and include many evergreen plants, thus contributing to the street scene year-round. Other green areas or vistas of particular note within the conservation area include:

- The mature London Plane trees lining Railway Terrace on the boundary of the main station car park opposite the former Midland Railway Institute and the listed railway houses, which help to create a formal avenue with the Midland Hotel framed at the end;
 - The landscaped garden to the rear of the Midland Hotel, just behind the Midland Railway Memorial, which includes a weeping willow, cherries, poplars and roses;
 - Pockets of greenery on Wellington Street, to the rear of the shops on Midland Road and the European Hotel, which include cherry trees and berberis shrubs and which provide perching posts and nesting habitats for birds;
 - The gardens within the triangle of railway cottages which can be seen behind brick walls and iron railings from the blue brick footpath leading through the centre. Within this footpath are planted cherry trees, rowan and white beam;
 - Areas of herbaceous greenery fronting the cottages, privet hedges in Leeds Place and shining honeysuckle hedges on Railway Terrace.
- 3.75 The River Derwent is hidden (due to the engineering works to raise the land at this end to accommodate the railway lines) down a bank from the views within the conservation area, and the canal and its branch are now gone. However,

the proximity of the river is an important part of the history of the conservation area as it frames part of the north eastern boundary and was one of the constraints which led to this choice of location for the railway station. A short walk down from Amber House leads to the riverbank with its undisturbed natural setting.



View of Plane Trees along Railway Terrace.

Summary – (to be taken forward in Management Strategy)

- *The appraisal highlights and identifies visually important trees and green space/areas that provide some relief within the highly built-up area and should be protected. These include the following;*
 - *One Tree Preservation Order- 'False Acacia' tree, within the garden of 28 Midland Road;*
 - *Areas of greenery are in the form of very small areas of landscaping or dwelling house gardens;*
 - *London Plane trees lining Railway Terrace;*
 - *The landscaped garden to the rear of the Midland Hotel, just behind the Midland Railway Memorial;*
 - *Small pockets of greenery on Wellington Street, to the rear of the shops on Midland Road and the European Hotel;*
 - *The gardens within the triangle of railway cottages which can be seen behind brick walls and iron railings from the blue brick footpath leading through the centre;*
 - *Areas of herbaceous greenery fronting the cottages, privet hedges in Leeds Place and 'shining honeysuckle' hedges on Railway Terrace.*

The extent of loss, intrusion or damage

- 3.76 Numerous smaller building units creating a tightly knit urban form have been replaced with the large incongruous negative form of the Royal Mail and Post Office building on Midland Road. Although just outside the conservation area it does have a negative impact on the area itself as it towers over the road. It is inappropriate in terms of size, scale, design, and the materials used for construction do not reflect the surrounding area.



View of the Post Office Building, Midland Road

- 3.77 Car park areas off Wellington Street (both inside and just outside the Conservation Area), some of which are located within the rear boundaries of the properties front Midland Road, comprise an under used space. The lack of any development forming a building line within this area means that the character has been affected and damaged by this. This was formerly a very densely built area characterised by terraced housing, which was cleared in the 1960's. Many of these areas are enclosed by ugly metal fencing.



View of car parks illustrating that lack of development can have a negative impact on the area.

- 3.78 The railway station forecourt gives the impression of a cluttered space and has a lack of cohesion.



View to show the Railway station forecourt and the lack of legible route to the City centre

- 3.79 Shop fronts, signage and the ways in which signs are illuminated could be improved to business properties along Midland Road and Railway Terrace, as could a curtailing of fly posting which just adds to the clutter of advertisement. Clutter is also an issue in Wellington Street because of the bins located outside the properties without any screening.
- 3.80 Generally some of the surfaces within the area are poorly covered with tarmac and could be substantially improved with the use of Yorkstone and further granite setts and kerbs.
- 3.81 The negative impact on the gradual replacement of original historic windows with inappropriate replacements, such as those constructed of UPVC or of inappropriate design details, can greatly alter the appearance of buildings and an area. This has been undertaken in, for example, flats or shops, which do not have permitted development rights as dwelling houses do. Development can therefore be controlled through normal planning procedures and some damage has been caused by unauthorised development. There are few dwelling houses within the conservation area which are not listed, and therefore have a greater level of control, and therefore it is not considered necessary to make an Article 4 Direction.
- 3.82 There is a lack of basic maintenance on some of the buildings within the area. Re-painting window frames and facades, for instance, could improve the character. However, there are buildings, such as the attached laundry building to Midland Hotel and the former offices to the original station building which are in poor condition. They are in much need of repair and adaptive reuse.

Summary – (to be taken forward in Management Strategy)

- *Although just outside the Conservation Area this section highlights the negative impact made by post office building due to inappropriate size, scale, massing, design and materials used for construction.*

Cont'd

- *The loss of built form has meant large open underused car park areas off Wellington Street which are detrimental to the character of the area. Built form should be encouraged upon these areas.*
- *The negative effect of ugly utilitarian metal fencing on the appearance of the area. More appropriate fencing should be used within the area.*
- *Although the Station forecourt is a very important open space it does look cluttered. This is detrimental to the character of the area and could be enhanced by less clutter.*
- *There are inappropriate shop fronts, signage and methods of illumination to shops along Midland Road. This could be improved through a guide for owner/occupiers and as a development control tool.*
- *There is evidence of fly-posting in the area, which has a negative effect on the appearance of the area.*
- *There has been a loss of traditional surfaces such as granite setts and kerbs.*
- *There has been a loss of original traditional windows and inappropriate replacements of inappropriate materials (e.g. upvc).*
- *There is evidence of buildings of quality in poor condition in the area.*

OFFICER

Neutral areas

- 3.83 There are some areas of new development within the conservation area which neither enhance nor detract from its character. For instance, the new extension for car parking to the rear of the Midland Hotel, facing Nelson Street, can be viewed as a neutral element in the street scene as it is built of red brick and generally blends in. It can be said to be neutral as it neither preserves nor enhances the character or appearance of the area.



View of Calvert Street.

- 3.83 The same can be said of the new housing development along Calvert Street which is opposite the listed terrace, and just outside the conservation area boundary. These properties are very bland and an opportunity has been missed to erect well-designed buildings which creatively include features of the buildings in the conservation area and utilise the space in front to create an attractive street scene. This clearly illustrates the need for chimneys and rhythm created by fenestration in the design of new buildings.

Summary – (to be taken forward in Management Strategy)

The following has a neutral impact on the character or appearance of the conservation area:

- *Car park extension to the Midland Hotel.*
- *New housing along Calvert Street (although there was a missed opportunity to improve design by the addition of more rhythm created by fenestration and chimneys.*

General condition

3.84 The overall general condition of the area can be said to be poor. However, there are certain buildings within the area that are well cared for. The economic vitality of the area is in need of improvement. There is a real need for the physical condition of many of the historic buildings to be improved. New development can be actively encouraged to enhance the economic vitality of the area where it causes no harm to the character and appearance of the Conservation Area. The areas of particular concern are as follows:

- Former station office buildings to the south of the existing station building which are in a poor state of repair and are unused.
- Curtilage building to Midland Hotel, including the former laundry. This is currently not in use.
- It can be noted that some of the residential and many of the business properties, in the area, would benefit from repairs and general maintenance being undertaken.

Summary – (to be taken forward in Management Strategy)

The general condition of the area is poor to fair. There are disused buildings in a poor condition which are vacant such as the former station offices (to the south of the existing station) and the former laundry building to the rear of the Midland Hotel. Some buildings in use are in need of repairs and general maintenance.

Problems, pressures and the capacity for change

- 3.85 Within the Railway conservation area there are a number of threats to the character of the conservation area. This is predominantly caused by the gradual erosion of historic features within the area as well as the existing areas of clearance and empty buildings. Within the development sites, there is an opportunity for new development which is sensitive and preserves or enhances the character of the conservation area. However, the loss of any feature which contributes to the Victorian character of the area would be harmful, and this is therefore a factor that has to be taken into account in the light of development proposals.
- 3.86 Inappropriate signage and replacement windows which erode the special interest of the area are a particular problem along Midland Road. There is also a need to look at the design of shop fronts within the area. Some could benefit substantially from the insertion of new well designed new shopfronts whilst taking note and incorporating any historic shop front elements that remain.
- 3.87 There are clearly two buildings of quality that are in a poor state of repair and not in use in the area. These have been mentioned in the previous section. There is also a general lack of maintenance of many of the historic buildings in the conservation area.

There is little legibility of pedestrian routes to the city centre.

Some of the private spaces for cars in front of the Calvert Street listed buildings look to be in need of maintenance and possible resurfacing.

Summary – (to be taken forward in Management Strategy)

The following table highlights the problems and pressures in the area as well as the capacity for change that should be considered/undertaken within the area.

<i>Problem/pressure</i>	<i>Capacity for change</i>
<i>Erosion of historic features</i>	<ul style="list-style-type: none">• <i>Effective enforcement and monitoring.</i>• <i>Reinstatement through grant funding</i>
<i>Areas of clearance currently used for car parks</i>	<ul style="list-style-type: none">• <i>Development on car park areas.</i>• <i>Consider the possible construction of a new multi-storey car park?</i>
<i>Empty buildings in poor condition</i>	<ul style="list-style-type: none">• <i>Liaise with owners to encourage upkeep and adaptive reuse.</i>
<i>Inappropriate signage and shopfronts</i>	<ul style="list-style-type: none">• <i>Undertake guidance on appropriate signage and shopfront design.</i>
<i>Lack of maintenance</i>	<ul style="list-style-type: none">• <i>Promote 'a stitch in time' measures within the area</i>
<i>Unauthorised replacement windows</i>	<ul style="list-style-type: none">• <i>Effective monitoring and enforcement should eradicate this.</i>
<i>Routes by foot, car and bus from Station to City Centre are illegible and unclear.</i>	<ul style="list-style-type: none">• <i>Clear signage and clear route through to the City Centre could address this.</i>

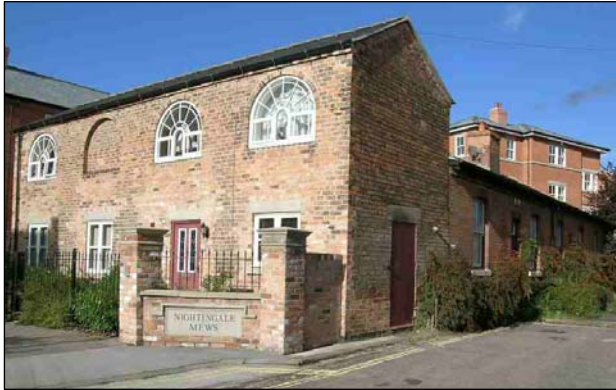
PROTENTIAL SCOPE FOR BOUNDARY CHANGES

- 4.1 This appraisal of the conservation area identifies that there is scope for extension to the current area. This extension would include buildings that would complement the overall Victorian character and have strong railway associations. It also includes areas that contribute and provide a setting for the conservation area itself. These potential extensions can be seen in Map 7. Of particular importance are the listed railway workshops and offices located in a triangular piece of land to the northeast of the station, bordered by Pride Parkway to the north, the station platforms to the west and accessed from the southeast by Roundhouse Road from Pride Park. These workshops were built by two of the three different companies before they merged into the Midland Railway Company. The North Midland Company employed the same architect, Francis Thompson, who designed the Tri-Junct station and the railway village, to design their part of the complex. This complex includes the distinctive round shape of the polygonal Engine House and office clock tower. The area of land adjacent to the roundhouse complex is included for its contribution to the setting of the complex. It is not an area included as an area of important open space but if developed upon sensitivity to the character of the conservation area and setting of listed buildings is needed.



Views of the listed railway workshops, roundhouse and associated buildings

- 4.2 There are a few Victorian buildings, some related to the railways, to the north of the conservation area near the arched bridge, which are located at the junction of Siddals Road and Station Approach and include the Alexandra Inn Public House (1872) and the former Midland Railway enginemen's lodging house (1872) across from the Alexandra (which, like Midland House on Nelson Street, was designed by staff architect John Holloway Sanders). Also of importance are the stables dating from the 1840s, located across Calvert Street from the Brunswick Inn.



*View of the former stables
located to the north of Calvert
Street*

The same is true of a possible extension south of the disused office buildings adjacent to the station, another triangular piece of land directly behind Midland House and accessed by Hulland Street via London Road. This piece of land has been included as there are a number of small traditional buildings located alongside the railway line and the area is included as it provides a setting of the large industrial building on its northern edge. This land has not been included as an important piece of open space but any development upon the area needs to be sensitive to the character of the conservation area.

- 4.3 Finally, as Midland Road was laid out to create a vista towards the station when departing and towards London Road when arriving in Derby, it would be beneficial to include those buildings of interest on London Road which contribute to the streetscene in relation to the Railway Conservation Area. This would include a small rectangle of land at the end of Midland Road, incorporating the former Salvation Army Hostel and the grade II listed Carlton Hotel.

Summary – (to be taken forward in Management Strategy)

The following areas are identified for inclusion within the extended conservation area boundary, as seen on Map 7. The areas that have potential for inclusion are:

- *The piece of land directly behind Midland House on the southeast corner of the conservation area, south of the disused office buildings adjacent to the station, and accessed by Hulland Street via London Road;*
- *Buildings on London Road opposite the junction with Midland Road, especially the listed and locally listed buildings and those visible from within the conservation area along Midland Road;*
- *Victorian buildings to the north of the conservation area near the arched bridge, which are located at the junction of Siddal's Road and Station Approach and include the Alexandra Inn;*
- *Listed railway workshops and offices, including the grade II* listed Roundhouse, located in a triangular piece of land to the northeast of the station, bordered by Pride Parkway to the north, the station platforms to the west and accessed from the southeast by Roundhouse Road from Pride Park.*

4. LOCAL GENERIC GUIDANCE

- 5.1 The management strategy for the conservation area is being developed, and details of this will follow the appraisal. This policy guidance will reflect the need to preserve or enhance the special character of the conservation area when considering new development. This document will therefore be published.
- 5.2 It would also be beneficial to the area to undertake the following **guides**:
- General guide for owners and occupiers located in conservation areas.
 - General guide for owners and occupiers in connection with listed buildings.
 - They may also find useful area specific guidance on windows and doors useful.
- 5.3 There is a need for site specific **design guidance** for certain key sites the conservation area. These could include the following:
- Design guidance for the following sites within (or just outside) the conservation area:
 - Car park sites off Wellington Street.
 - North Car Park, Railway Terrace
 - Land off Roundhouse Road, across the rail tracks from the railway station
 - South Car Park, off Hulland Street
 - Land off Wellington Street
- This guidance should cover the siting, size, mass/scale and materials for new development to make sure that it relates to the existing buildings within the conservation area.
- There are a number of shop fronts within the conservation area and there looks to be a need for generic design guidance on new shopfronts, security measures and advertisements for owners and occupiers.

Summary – (to be taken forward in Management Strategy)

The area would benefit from the following policy and design guidance documents:

- *General **guide** for owners and occupiers located in conservation areas.*
- *General **guide** for owners and occupiers in connection with listed buildings.*
- *Specific **guidance** on windows and doors would be useful.*
- ***Design guidance** for the sites within (or just outside) the conservation area: Car park sites off Wellington Street, North Car Park, Railway Terrace, Land off Roundhouse Road, across the rail tracks from the railway station, South Car Park, off Hulland Street, Land off Wellington Street. This guidance should cover the siting, size, mass/scale and materials for new development to make sure that it relates to the existing buildings within the conservation area.*
- *generic design guidance on new shopfronts, security measures and advertisements for owners and occupiers.*

5. SUMMARY OF ISSUES

- 6.1 The Railway Conservation Area represents a very important part of not only Derby's, but the nation's railway history. Its special character comes from the development of this particular part of the city in the early nineteenth century as a place to build, travel on and serve the early railway industry. The area includes and housing and small business premises, works buildings and hotels for the railways. Thanks to the use by the North Midland Railway company of a single architect and contractor there is an architectural coherence to the area, even with the loss of the original station. The simple red brick early Victorian buildings complement the decorated late Victorian buildings, and their association with the railway industry either as dwelling houses, shops, offices, inns or hotels together form a historically and architecturally important part of the City of Derby.

The following table highlight the main issues highlighted in this study.

ISSUES
<i>Landscape setting/general character and plan form</i> <ul style="list-style-type: none"><i>It will be important to maintain a built-up and urban character.</i><i>The negative impact of the A6 Diversion Station Approach viaduct is highlighted (when entering the conservation area from the north and when viewed from Railway Terrace & Calvert St).</i>
<i>Historic Development and Archaeology</i> <ul style="list-style-type: none"><i>There is a wealth of historic buildings and structures within the area and it is important to retain those of historic importance.</i><i>A tight urban grain and intensity of buildings in each block within the area is important. This needs to be reinforced or reintroduced where it does not presently exist.</i>
<i>The character and interrelationship of spaces within the area</i> <ul style="list-style-type: none"><i>There is a need for new development to retain the strong vertical emphasis in any new development due to their regular doors, vertical window apertures and chimneys.</i><i>New development needs to retain strong original building lines at the back of the footpath.</i><i>There is a need for new development to retain and reinstate tight close knit development where appropriate.</i><i>Buildings in the area are predominantly two or three storeys in height depending on their location and create a feeling of enclosure within certain streets.</i><i>The high quality buildings and materials within the area should be retained.</i><i>The distinctly designed bollards and lamp standards should be retained and reinstated.</i><i>The Station frontage currently looks cluttered with signage, cars and buses.</i><i>It is important to retain and encourage the use of traditional surface treatments that are typical of the area.</i>

- *It is important to define clearer routes from the Station to the City Centre by foot, car and bus.*
- *This section highlights the Royal Mail Post Office building as an inappropriate building in terms of form, scale, massing and materials which has a negative impact on the area.*
- *The use of inappropriate unattractive metal fencing.*
- *It is important to retain areas highlighted as important open space.*

Key views and vistas

- *Retain important views/vistas into, out of and within the area that are highlighted.*

Definition of character areas

- *Recognise that there are four distinct character areas within the area:*
 - *Railway Station, Offices and Midland Hotel and Workshops.*
 - *Small scale residential terraces and integrated small businesses (e.g. The Brunswick Inn).*
 - *Midland Road and its vibrant shop frontages.*
 - *Underused areas off Wellington Street used as car parks.*

Activity, prevailing and former uses within the area

- *This section highlights that the predominant existing and former use of the buildings, spaces and are connected to the railway. Many continue in their original uses.*

The Architectural and Historic qualities of the buildings

- *There are 11 listed building entries covering 67 individual principal buildings (excluding curtilage buildings).*

Unlisted buildings/structures of merit

- *The appraisal identifies that there are a number of unlisted buildings that are of historic or architectural interest. This is due to their special local interest and/or the positive contribution that they make to the character or appearance of the conservation area. Those identified should be protected and the local planning authority will generally resist development proposals which would have a detrimental effect on the appearance or setting of an identified building of merit.*
- *There are a number of questions that can be used to establish whether certain buildings are unlisted buildings of merit and contribute to the character or appearance of the conservation area. These are as follows:*
 - *Is the building of a particular architect of regional or local note?*
 - *Has it qualities of age, style, materials or any other characteristics which reflect those of at least a substantial number of buildings in the conservation area?*
 - *Does it relate by age, materials or in any other historically*

<p><i>significant way to adjacent listed buildings, and contribute positively to their setting?</i></p> <ul style="list-style-type: none"> ○ <i>Does it individually, or as part of a group, serve as a reminder of the gradual development of the settlement in which it stands, or of an earlier phase of growth?</i> ○ <i>Does it have significant historical association with established features such as road layout, burgage plots, a town park, or a landscape feature?</i> ○ <i>Does the building have a landmark quality, or contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?</i> ○ <i>Does it reflect the traditional functional character of, or former uses within the area?</i> ○ <i>Has it significant historical associations with local people or past events?</i> ○ <i>Does its use contribute to the character or appearance of the conservation area?</i> <ul style="list-style-type: none"> • <i>If the building is identified as contributing to the conservation area in townscape terms only then despite being protected there may be scope for redevelopment. Any new development should preserve or enhance the character or appearance of the conservation area. Thus, any new development should have the same or better qualities of the existing building in townscape terms.</i> • <i>The Royal Mail Post Office building, although outside the conservation area, is a negative influence on the character of the conservation area. Therefore the design of new development should not have regard to it.</i> 	<p>Local Details</p> <ul style="list-style-type: none"> • <i>Retain the existing historic fabric and local details that make this area so distinct. There are some characteristic traditional details found within the area and these are within the Local Details section (pages 36 – 38).</i>
<p>Prevalent and traditional building materials and the public realm</p> <ul style="list-style-type: none"> • <i>The appraisal identifies that there is a wealth of existing traditional building materials found in the area such as red/orange brick, stone dressings and Welsh Slates. These should be retained.</i> • <i>The use of high quality traditional materials should be encouraged in new developments.</i> • <i>Traditional surfacing such as granite setts, granite and stone kerbs are found in the area and should be retained.</i> • <i>Distinctive Lamp standards, bollards, surfacing and signage should be retained and reintroduced where lost.</i> 	<p>Greenery and green spaces</p> <ul style="list-style-type: none"> • <i>The appraisal highlights and identifies visually important trees and green space/areas that provide some relief within the highly</i>

built-up area and should be protected. These include the following;

- One Tree Preservation Order- 'False Acacia' tree, within the garden of 28 Midland Road;*
- Areas of greenery are in the form of very small areas of landscaping or dwelling house gardens;*
- London Plane trees lining Railway Terrace;*
- The landscaped garden to the rear of the Midland Hotel, just behind the Midland Railway Memorial;*
- Small pockets of greenery on Wellington Street, to the rear of the shops on Midland Road and the European Hotel;*
- The gardens within the triangle of railway cottages which can be seen behind brick walls and iron railings from the blue brick footpath leading through the centre;*
- Areas of herbaceous greenery fronting the cottages, privet hedges in Leeds Place and 'shining honeysuckle' hedges on Railway Terrace.*

The extent of loss, intrusion or damage

- Although just outside the conservation area this section highlights the negative impact made by Royal Mail post office building due to inappropriate size, scale, massing, design and materials used for construction.*
- The loss of built form has meant large open underused car park areas off Wellington Street which are detrimental to the character of the area. Built form should be encouraged upon these areas.*
- The negative effect of ugly utilitarian metal fencing on the appearance of the area. More appropriate fencing should be used within the area.*
- Although the Station forecourt is a very important open space it does look cluttered. This is detrimental to the character of the area and could be enhanced by less clutter.*
- There are inappropriate shop fronts, signage and methods of illumination to shops along Midland Road. This could be improved through a guide for owner/occupiers and as a development control tool.*
- There is evidence of fly-posting in the area, which has a negative effect on the appearance of the area.*
- There has been a loss of traditional surfaces such as granite setts and kerbs.*
- There has been a loss of original traditional windows and inappropriate replacements of inappropriate materials (e.g. upvc).*
- There is evidence of buildings of quality in poor condition in the area.*

Neutral Areas

The following can be said to have a neutral impact on the character

or appearance of the conservation area:

- Car park extension to the Midland Hotel.
- New housing along Calvert Street (although there was a missed opportunity to improve design by the addition of more rhythm created by fenestration and chimneys).

General Condition

The general condition of the area is poor to fair. There are disused buildings in a poor condition which are vacant such as the former station offices (to the south of the existing station) and the former laundry building to the rear of the Midland Hotel. Some buildings in use are in need of repairs and general maintenance.

Problems, pressures and the capacity for change

The following table highlights the problems and pressures in the area as well as the capacity for change that should be considered/undertaken within the area.

Problem/pressure	Capacity for change
Erosion of historic features	<ul style="list-style-type: none"> • Effective enforcement and monitoring. • Reinstatement through grant funding
Areas of clearance currently used for car parks	<ul style="list-style-type: none"> • Development on car park areas. • Consider the possible construction of a new multi-storey car park?
Empty buildings in poor condition	<ul style="list-style-type: none"> • Liaise with owners to encourage upkeep and adaptive reuse.
Inappropriate signage and shopfronts	<ul style="list-style-type: none"> • Undertake guidance on appropriate signage and shopfront design.
Lack of maintenance	<ul style="list-style-type: none"> • Promote 'a stitch in time' measures within the area
Unauthorised replacement windows	<ul style="list-style-type: none"> • Effective monitoring and enforcement should eradicate this.
Routes by foot, car and bus from Station to City Centre are illegible and unclear.	<ul style="list-style-type: none"> • Clear signage and clear route through to the City Centre could address this.

Potential scope for boundary changes

The following areas are identified for inclusion within the extended conservation area boundary, as seen on Map 7. The areas that have potential for inclusion are:

- Piece of land directly behind Midland House on the southeast corner of the conservation area, south of the disused office buildings adjacent to the station, and accessed by Hulland Street via London Road;
- Buildings on London Road opposite the junction with Midland

Road, especially the listed and locally listed buildings and those visible from within the conservation area along Midland Road;

- Victorian buildings to the north of the conservation area near the arched bridge, which are located at the junction of Siddal's Road and Station Approach and include the Alexandra Inn;
- Listed railway workshops and offices, including the grade II* listed Roundhouse, located in a triangular piece of land to the northeast of the station, bordered by Pride Parkway to the north, the station platforms to the west and accessed from the southeast by Roundhouse Road from Pride Park.

Local Generic Guidance

It is clear that as an outcome of the issues raised (above) that there is a need for policy guidance and design guidance for owners, occupiers, landowners, businesses and developers.

The area would benefit from the following policy and design guidance documents:

- General **guide** for owners and occupiers located in conservation areas.
- General **guide** for owners and occupiers in connection with listed buildings.
- Specific **guidance** on windows and doors would be useful for owners and occupiers.
- **Design guidance** for the sites within (or just outside) the conservation area: Car park sites off Wellington Street, North Car Park, Railway Terrace, Land off Roundhouse Road, across the rail tracks from the railway station, South Car Park, off Hulland Street, Land off Wellington Street. This guidance should cover the siting, size, mass/scale and materials for new development to make sure that it relates to the existing buildings within the conservation area.
- generic **design guidance** on new shopfronts, security measures and advertisements for owners and occupiers.

PART 2

RAILWAY CONSERVATION AREA MANAGEMENT STRATEGY

OFFICER DRAFT

OFFICER DRAFT

7. MANAGEMENT STRATEGY AND PROPOSALS

INTRODUCTION

- 7.1 The Railway Conservation Area Appraisal and Management Strategy should be looked at within a context of the Derby City Local Plan Review and emerging Local Development Framework.

The aim of this strategy is to address issues about the management of the conservation area and puts forward the following:

- proposals for consideration for inclusion within the City Centre Eastern Fringes Area Action Plan, plus
- other proposals that are inappropriate for inclusion within a formal Area Action Plan that are to be taken forward in association with the implementation of the Area Action Plan as resources allow.

POLICIES

The City of Derby Local Plan Review (2006) and emerging Local Development Framework

- 7.2 The Planning Vision Statement, within The City of Derby Local Plan Review (January 2006), reflects wider corporate goals and the priorities of Derby City Partnership's 20:20 vision. The Vision is as follows:

The City Council will seek to ensure that development promotes the economic, social and environmental well being of Derby and contributes to improving the quality of life for its citizens.

- 7.3 The City of Derby Local Plan Review also sets out the policies that development proposals are assessed against and contains policies relating to the conservation of the historic environment. All of the policies within it are on the themes of General Development, Regeneration, City Centre, Housing, Economic Prosperity, Shopping, Environment, Leisure and Community Services, Learning and Health and Transport.

The emerging City Centre Eastern Fringes Area Action Plan (CCEFAAP) will be a Development Plan Document within the Local Development Framework. The Railway Conservation Area Appraisal will form part of the evidence base for the preparation of this plan and will help to inform its proposals and policies. .

- 7.4 The policies found in Chapter 9 – Environment of the City of Derby Local Plan Review are based upon the statutory duties relating to conservation areas, listed buildings and scheduled ancient monuments. They also provide policies relating to uses within buildings of architectural or historic importance, buildings of local importance, unscheduled archaeological sites and historic parks and gardens.

This document provides further detail on how policy E18 on Conservation Areas should be implemented based on the contents of the appraisal.

Policy E18

7.5

E18 Conservation Areas

The City Council is committed to the preservation and enhancement of areas of special architectural or historic interest and will continue to review the boundaries of existing conservation areas and designate new ones. The City Council will take into account the special architectural or historic interest of the area concerned, the character and appearance of which it is desirable to preserve or enhance. Assessments will include specific local factors and any unlisted buildings which contribute to the special interest of the area.

This policy outlines the City Council's commitment to the historic environment and acknowledging their statutory duty. The review of conservation area boundaries has taken place in Part 1 of the Appraisal. This identifies the need to extend the current boundary of the conservation area.

Extensions to the boundary of the conservation area

7.6 The appraisal of the conservation area has drawn attention to the case for extending the conservation area boundary to incorporate additional land and buildings in the immediate vicinity of the established boundary. The buildings form part of, or directly relate to, Derby's railway heritage. The areas, proposed to be included, have such a direct visual relationship to the conservation area that it will have significant implications for the setting of the conservation area. These areas for boundary extension are;

- the triangular piece of land directly behind Midland House on the southeast corner of the conservation area, south of the disused office buildings adjacent to the station, and accessed by Hulland Street via London Road;
- buildings on London Road opposite the junction with Midland Road, especially the listed and locally listed buildings and those visible from within the conservation area along Midland Road;
- Victorian buildings to the north of the conservation area near the arched bridge, which are located at the junction of Siddals Road and Station Approach and include the Alexandra Inn;
- listed railway workshops and offices, including the Roundhouse, located in a triangular piece of land to the northeast of the station, bordered by Pride Parkway to the north, the station platforms to the west and accessed from the southeast by Roundhouse Road from Pride Park.

The protection and enhancement of land and buildings within and adjoining the Railway Conservation Area

- 7.7 Extension of the boundary of the conservation area cannot be achieved through the Area Action Plan. Formal consideration of the case for extension is a separate exercise that will be taken forward as resources allow.
- 7.8 Not all of the buildings and land to be considered for inclusion within the extended conservation area falls within the Area Action Plan's coverage. The area not included within the Area Action Plan is part of the site containing the listed railway workshops and offices including the Roundhouse located in a triangular piece of land to the northeast of the station, bordered by Pride Parkway to the north. Pending formal extension of the conservation area, the protection of this area will need to rely on the listed status of the buildings and the taking account of the impact of any proposed development on the adjoining conservation area's character.
- 7.9 The policy also states that special attention will be paid to the desirability of preserving or enhancing the character or appearance of the area. The appraisal has examined the area's special architectural and historic interest. It has also highlighted specific local factors and unlisted buildings of merit that contribute to the special interest of the area. This can be found in the Character Analysis part of Section 3 and Map 6.

Policy E18 cont'd

Within conservation areas, development proposals, including changes of use and conversions, should meet the following objectives;

- a. Preserve or enhance the special character of the Conservation Area;
- b. Encourage the physical and economic revitalisation of the Conservation Area; and
- c. Ensure that the new buildings enhance the Conservation Area in terms of the siting and alignment of the buildings, the materials used and the mass, scale and design of buildings.

Planning Permission will not be granted for development which would be detrimental to the special character of Conservation Areas, including views into and out of them.

- 7.10 The special character/interest of the Railway Conservation Area has been looked at in depth within the Railway Conservation Area Appraisal under the headings Location and Setting, Historic Development and archaeology, Spatial analysis and Character analysis. These will be looked in brief in the following sections.

Development within the conservation area, or which affects its setting, or views into and out of the area, will not be permitted unless it includes detailed plans and preserves or enhances, and otherwise harmonizes with the special character and appearance of the area. In considering how development meets the above, particular regard will be paid to the Railway Conservation Area Appraisal.

Opportunities to encourage the physical and economic revitalisation of the area.

- 7.11 There are many opportunities within the area to encourage the physical and economic revitalisation of the area. This will include the following:
- Improvement in links between the railway station and the city centre.
 - Liaison with Network rail to encourage reuse and maintenance of vacant buildings which are in a poor state of repair.
 - To encourage development on the open car park sites off Wellington Street and Carrington Street.

Siting and Alignment

- 7.12 As with all conservation areas, the general presumption is in favour of retaining buildings and other features that make a positive contribution to the character and appearance of the area. Where new development is justified, the following policy provides a broad design framework for the assessment of proposals. The area to which this policy is applied is the conservation area and the proposed areas for extension of the conservation area, all of which have a close visual relationship to the conservation area. This area is defined on Map 7.
- 7.13 When considering development proposals for new buildings in or immediately adjacent to the conservation area² development should reflect the character of the immediate part of the conservation area, in terms of siting and alignment. This is analysed in the 'Spatial Analysis' and 'Character Analysis' sections of the Appraisal. In summary, the majority of buildings have a strong building line that runs at the back of footpath and most of the buildings run along this building line. If the development proposal does not conform to those characteristics highlighted then the proposal does not make a positive contribution to the area.

² Planning Policy Guidance Note 15: paragraph 4.14

Mass, Scale and Design of new buildings

- 7.14 When assessing new development proposals the City Council should ensure that the mass, scale and design of new buildings/structures relate fully to the buildings that contribute positively to the character of the area.

Mass and Scale

- 7.15 The appraisal identifies that the buildings in the conservation area are predominantly two-storey in height with the exception of certain specific pockets within the area which have three storeys; e.g. Midland Hotel, along parts of Midland Road and to the east of Railway Terrace. Therefore, planning permission will not normally be granted for development of over three storeys in height unless there are exceptional circumstances where the proposal enhances the character and appearance of the conservation area.

The appraisal highlights that the domestic two storey terraces are regular in terms of size and frontage width. This is also the case for the two and three storey buildings, along Midland Road, accommodating shop frontages that are regular in plot width. The hotel blocks and former railway offices are much larger in terms of size, scale and massing. It is therefore essential that the immediate part of the conservation area is looked at when assessing development proposals. It is important that only those buildings which are positive in their impact on the conservation area are used when assessing development proposals.

Design

- 7.16 The design of new buildings, can be traditional or modern in approach, however they should reflect the prevalent materials as well as the size, scale and massing of buildings (that make a positive contribution to the areas character) in their immediate surroundings within the conservation area.

The appraisal highlights the design details found on many of the buildings within the area such as the regular rhythm of vertical window apertures, doors, chimneys etc. These are design details that should be found in all new development proposals.

The policy states that where Planning Permission is required and where the proposal would detrimental to the special character of the area, then it will not be granted. If the development proposal is not in keeping with the buildings immediately around it (that contribute positively to the character of the area) in terms of materials, massing, scale and design then permission will not be granted.

Shopfronts

- 7.17 The appraisal identifies that where there are original shopfront elements, such as the cornice, fascia and signage, pilasters or stallrisers that survive these should be retained. Permission should not be granted for inappropriate shopfronts that mean the loss of the traditional elements or proportions. The

size, location and relationship between these shopfront elements are important. The installation of inappropriately oversized fascia boards or omission of one of the elements outlined above will be detrimental to the character of the area. The materials used are also important and should be timber and not uPVC.

It is therefore recommended that new shopfronts, and the replacement or addition of shopfront elements, shall be designed to have all the itemised elements and be of traditional proportions that is appropriate to the building. Planning permission will not be granted for proposals that are detrimental to the character or appearance of the conservation area due to the design of the shopfront.

Prevailing traditional materials and design details

- 7.18 In order to ensure that proposals will either preserve or enhance the traditional, established character of this Victorian, railway related Conservation Area, proposals will be expected to reflect the prevailing local architectural details and materials. New development should respect the general scale and architectural rhythm of existing buildings and spaces. Design should bear a strong, positive relationship to its context.

Some characteristic traditional details are:

- pitched or hipped roofs with Welsh slate
- Copper lined roof elements
- red/orange brick construction of imperial brick sizes
- Flemish brick bond
- terracotta decoration, for example at Churnet House and the former Midland Railway Institute, with terracotta framing apertures or rooflines and moulded terracotta tiles with date of construction
- multi-paned timber vertical sliding sash windows subdivided into 6 or eight panes of glass in each sash, or tall windows with a single pane in the bottom sash and 6 panes in the top sash
- stone window and door surrounds, string courses and parapet cornices in a early Victorian, neo-classical style
- hooded windows and doors reflecting the late Georgian, early Victorian neo-classical style
- Panelled doors
- Brick dentilated eaves course and projecting course on chimneys
- cast iron rainwater goods, traditionally designed with half round gutters on rise and fall brackets, or leaded gutters hidden behind simple parapets
- granite setts and granite/stone kerbs
- blue brick paving for private and public space, using very dark Staffordshire blue bricks in an imperial size

The traditional materials and architectural detailing used within the area are an important component of the areas character and are appropriate to be used within new developments or extensions (depending on location within

the conservation area and the buildings immediate context). The use of such details and materials should be discussed in the accompanying Design and Access Statement to each planning application.

Inappropriate Materials

There has been the unfortunate loss of original materials within the area (e.g. timber windows, traditional doors and roof slates). In some cases there has been an introduction of inappropriate alternatives (e.g. uPVC windows, doors and shop fronts). These are wholly inappropriate and have been highlighted as such within the conservation area appraisal.

Important open spaces and views

7.19 The appraisal highlights a number of important open spaces. These are as follows:

- The Railway Station forecourt
- Leeds Place space delineated by bollards.
- Courtyards behind archways.
- The garden area adjacent to the War memorial and to the rear of the Midland Hotel.

The appraisal highlights a number of important views within, views into and out of the area. These are as follows and should be taken into account and retained in the light of any new development.

- Views of the Cathedral Tower from the area.
- View down Midland Road to Railway Station from London Road.
- View down Railway Terrace from Pride Park flyover.
- View to grade II* and grade II listed Roundhouse Complex buildings (to the east of the conservation area) across the tracks from the Railway Station.

Therefore, it is recommended that planning permission will not be granted for development on the important open spaces identified or that affect the important views identified, including those of important buildings.

Policy E18 cont'd

Proposals for development and applications for Conservation Area Consent will not be approved where they would result in the demolition, or substantial demolition, of buildings that make a positive contribution to the character and appearance of a conservation area.

Demolition of unlisted buildings

7.20 The appraisal identifies that many of the buildings within the conservation area are either:

- Unlisted buildings of architectural or historic interest which have merit.

- Buildings that contribute to the area in terms of townscape value only. Those unlisted buildings of architectural or historic merit should be retained and proposals for demolition and substantial demolition refused.

Policy E18 continued

Conservation Area consent will be subject to conditions or a planning obligation to ensure that demolition does not take place until a contract for a carrying out an approved detailed redevelopment scheme has been awarded.

- 7.21 It is important that demolition of a building does not occur without a proposal for appropriate redevelopment in its place. This is to avoid the occurrence of cleared or untidy sites that have a negative impact on the character and appearance of the conservation area. The car parks off Wellington Street/Carrington Street are an example of this.

Policy E18 continued

Where Conservation Area Consent is granted for the demolition of structures of historic interest, the Council will seek to ensure that provision is made for an appropriate level of building recording to take place prior to demolition.

- 7.22 In the exceptional circumstances where Conservation Area Consent is granted for the demolition of structures of interest in the conservation area recording prior to demolition is important. Any recording should be undertaken, at an appropriate level, which is outlined in English Heritage guidance.

Provisions for specific development sites

- 7.23 It is recognised that there are cleared sites with potential for building development within the Railway Conservation Area. Any new development would have to be in appropriate locations and be of the right mass, scale, siting, detailed design, materials and of high quality. Potential development sites are listed below, together with some of the specific considerations relating to the site's development.

North Car Park, Railway Terrace

The trees along the boundary of the station's North car park on Railway Terrace contribute to the character of the conservation area. Any development proposals for the car park site should ensure the retention and wellbeing of the trees and the retention of the existing decorative railings that incorporating parts of trains from couplings to buffer stops, forming a public artwork described by Midland Mainline as "a unique frontage". Any development should be in keeping with the listed terraces located opposite the site in terms of rhythm and materials. The 1893 pediment and clock from

the station extension, now placed at the end of the car park from the station entrance, is identified as an unlisted structure that is of historic interest of the conservation area and it is envisaged that it will be incorporated within any development scheme.

Land off Roundhouse Road, across the rail tracks from the railway station

The alignment, scale, massing, design detail and materials used for the construction of any building development here and its visual relationship to the listed grade II* and II railway workshops and offices, including the Roundhouse, and the open space in front of the Roundhouse will be key considerations.

South Car Park, off Hulland Street

A triangular piece of land directly behind Midland House on the southeast corner of the Conservation Area, south of the disused office buildings adjacent to the station. The future of the brick buildings on the site and associated with the railway will need careful consideration. Development on the site would need to respect the height, scale, and highly articulated façade of Midland House.

Land off Wellington Street

Space behind the buildings fronting the north side of Midland Road is currently underused. This is a particularly sensitive area, formerly occupied by small buildings sitting on small plots of land. Building heights for new buildings here should take into consideration the visibility from Midland Road over the two-storey shops and views along Wellington Street, and should not exceed three storeys, depending on the new building's precise location. Small-scale buildings are the most appropriate. There is potential here for reinstating a strong building line around the blocks defined by the regular street grid pattern.

Provisions for other specific sites of development pressure

- 7.24 At the time of preparing this conservation area appraisal, there is one additional area under pressure for development. The conclusions from the appraisal about this area are set out here in order to inform the policies to be included within the Area Action Plan. They are informed by the proposed policy for protection and enhancement of land and buildings within and adjoining the conservation area set out above.

Railway Terrace, opposite the main entrance to the railway station

On exiting the station the first view one has is of the two-storey terrace opposite. This leads to the Merry Widows public house on the corner of Midland Place that in turn abuts the Victoria Inn on Midland Place and rises to three storeys. The row of buildings on Railway Terrace is late Victorian and has lost some of its architectural character, especially at ground floor level,

due to inappropriate shopfronts, and through the addition of an over-scale flat roofed dormer. Nevertheless, these buildings make a moderate contribution to the character of the conservation area due to their age, intrinsic qualities and contribution to the street scene. As a general principle, any further loss of Victorian character within the area would be detrimental. Although they are later in date than the larger scale Swallow Hotel on the corner and the Victoria Inn on Midland Place, this simple mid Victorian terrace and public house make up an architecturally coherent group of Victorian buildings with integrated public house, a common theme in the area including the terrace on Nelson Street and the listed railway cottages. The terrace has been greatly altered, and refurbishment and reinstatement of traditional shop fronts at ground floor level and timber sliding sash windows at first floor level would help to enhance the character of the conservation area. Enhancement could involve a scheme to provide a new arched walkway through to Park Street in association with the refurbishment of the central part of the block, including removal of unsightly modern additions to the roof. The mid-nineteenth century Victoria Inn, along with the Waterfall public house (former Midland Railway Institute), frame an historic corridor leading through to the listed railway cottages on and adjoining Midland Place and Calvert Street. These two buildings contribute significantly to this particular part of the conservation area and to the identity of the conservation area as a whole, due to their architectural quality and age, and it is recommended that a policy for the preservation and enhancement of this area is included within the Area Action Plan.

Other Strategy Enhancement Proposals

Proposed street tree planting, Midland Road

- 7.25 The trees lining London Road are a major element contributing to the high visual quality of the street scene, as are those on the station side of Railway Terrace that border the North car park.
- 7.26 There is an opportunity to enhance the conservation area by continuing with this green link and planting trees of townscape quality, such as Plane trees, in a similar linear fashion along Midland Road to enhance key vistas. It is recommended that a single line of trees is planted, based on assumptions about limiting factors including the location of services.

Study for 'interchange' area in front of railway station and link to the City Centre

- 7.27 The open area, identified as important open area, in front of the railway station is used as a mini transport interchange, with stops and standing areas for taxis and buses. It has a set-down point, and short-term parking. There are landscaped areas set within the road space, with a recent 'tropical' planting treatment featuring gravel and Palm trees.
- 7.28 The character and appearance of this interchange area is important for the conservation area as a whole. It is also important as it is the first view of the

City of Derby that a visitor has of the city. Scope for change will depend partly on the highways and transportation proposals anticipated as input to the Area Action Plan. It is very important that the conservation area context of those proposals is to the fore. Articulation of a station entrance from Pride Park will provide a particular opportunity for reconsideration of this area.

- 7.29 It is proposed that a further study is prepared in association with the highways and transportation study, to provide a design context for the treatment of the area from the perspectives of townscape and conservation. It may be appropriate to make the locally listed clock and pediment of the 1893 station frontage a feature of the redesigned space. Retention of the artworks on the main trail, including the railings, two landmark sculptures, signposting and bronze footway ingots which currently enhance the area is essential. To further define the route to the City Centre by foot, car and bus has been highlighted in the appraisal as being very important.

Enforcement and Monitoring

- 7.30 An effective enforcement service is crucial to make sure that there is public confidence in the planning system and to make sure that unauthorised development does not unacceptably affect public amenity or the existing use of land or buildings.
- 7.31 To supplement this enforcement service it is recommended that the physical environment of the conservation area and key sites adjacent to the conservation area are monitored by carrying out detailed survey, including a dated photographic record. This should be done on a three yearly basis so identifying any unauthorised work before enforcement action can no longer be taken (in the case of Planning Legislation). Any previously unreported unauthorised development or work identified by the detailed survey would then be reported to the Enforcement Team so that enforcement action can be undertaken where expedient. However, at this time, there are insufficient resources to proceed on this basis.
- 7.32 It is also important to monitor the area to assess whether notices are needed to be served for particularly untidy areas of land and to consider whether there is any need of urgent works notices or repair notices being served.

Buildings in disrepair needing some positive action

The conservation area appraisal identifies buildings that are need of some positive action to ensure their repair and maintenance. Consideration is needed as to whether Urgent works notices or repairs notices should be served. There are two particular buildings that warrant early attention:

Former office buildings (south of the modern station building)



Condition

The condition of this building is poor. It has boarded up windows with no ventilation. The roof looks as if it is in a fair to poor state of repair and there is broken glass in some of the windows.

Plan of action

The building is in the ownership of Network Rail and the building is currently vacant. As a result it represents an eyesore within that part of the conservation area and is therefore detrimental to the setting of the listed Midland Hotel building.

It is recommended that discussions are undertaken with the owner to encourage adaptive reuse, and therefore repair, of the building.

Former Laundry building (attached curtilage building to the Midland Hotel located on Nelson Street).



Condition

The condition of the building is fair despite the boarded and blocked window apertures.

Plan of action

The building is in the ownership of the Midland Hotel and is part of the listed Hotel. It is currently underused.

It is recommended that discussions are undertaken with the owner and suggest repair and encourage adaptive reuse. Grant opportunities to assist the owners should be investigated.

Review of Conservation Area Appraisal

It is important to assess the impact of protection on the special character and appearance of the Railway Conservation Area brought by designation and the preparation of this Conservation Area Appraisal and Management Strategy. It is considered necessary to review it every 5 years as it is likely that development will have been undertaken in the areas highlighted in the study and the OS base will have therefore changed.

OFFICER DRAFT

APPENDIX

Selected Bibliography – Key Sources of Information

Billson, P. *Derby & the Midland Railway*. Breedon Books, 1996.

Craven, M. *Derby, an Illustrated History*. Breedon Books, 1988.

Craven, M. *Street by Street Derby*. Breedon Books, 2005.

D'Arcy, J. *A City within A City*. November 2005.

Derbyshire Industrial Archaeology: A Gazetteer of Sites, Part VII – City of Derby.
Ed. Fowkes, D. Derbyshire Archaeological Society, 2003

Higginson, M. *The Friar Gate Line*. Golden Pingle Publishing, 1989.

Derbyshire Historic Buildings Trust website:

www.derbyshirehistoricbuildings.org.uk/history

Reference is also made to the following legislation and nation and local policy guidance:

Planning (Listed Buildings and Conservation Areas) Act 1990

Planning Policy Guidance Note 15: Planning and the Historic Environment 1994

The City of Derby Local Plan Review, Adopted 2006

English Heritage *Guidance on conservation area appraisals* (2006)