



DERBY CITY COUNCIL

## RAILWAY CONSERVATION AREA *Appraisal* OFFICER DRAFT REPORT



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.

## **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 – 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*’. 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*

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

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## **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](http://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.

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**PART 1**  
**RAILWAY CONSERVATION AREA APPRAISAL**

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 features is essential so that the Local Planning Authority can preserve or enhance them within the administration of its planning functions. Designation of a conservation area draws peoples' attention to its 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. To conserve important elements of our built heritage, the City Council have designated fifteen such areas. The City Centre and Friar Gate Conservation Areas are at the heart of the City Centre. Six 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.
- 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* (September 2005).
- 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.

## **1. 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 exercising its planning powers. The intention is that any development either preserves or enhances 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 effects of conservation area designation is to provide additional control over development in the following ways:
- 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 prior consent from the Local Planning Authority. This is to retain some of the more ordinary buildings that, nevertheless, contribute a great deal 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.
  - The installation of satellite dishes, without planning permission, is restricted in conservation areas.
  - House extensions and garden buildings regulations differ in conservation areas.
  - Alterations to the roof of a house (including dormers) are restricted in conservation areas.

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 to control such changes. In the Railway Conservation Area, this has not been undertaken, and 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 alteration works to listed buildings, including the works referred to in the paragraph above, are controlled and listed building consent is required prior to works being carried out.

## **2. 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. 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 The current Conservation Area only covers part of the city of Derby which was related to the railway industry.

#### Landscape setting /General character and plan form



- 3.5 Map 2 highlights the current conservation area boundary. 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.
- 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. Limited building constraints have meant that Derby has assumed a generally circular form, although this form is shaped by 'green wedges' of open land that penetrate the built-up 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 built-up 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 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 about that of the nearest tall buildings. 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.

## ***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 trackway. 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 but by the time of the Norman Conquest (1066) Derby had become a sizeable town with its own mint.
- 3.12 Within 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.

- 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.

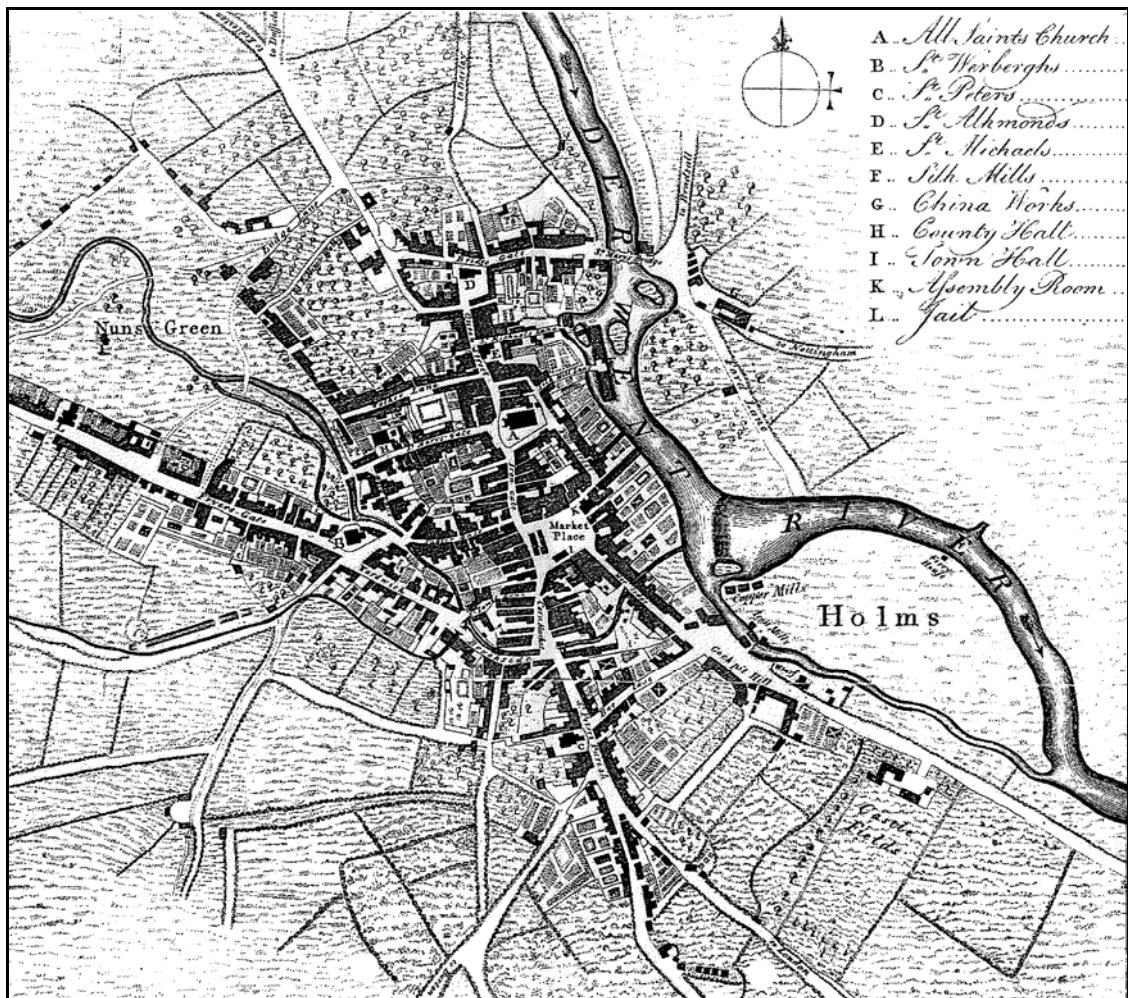
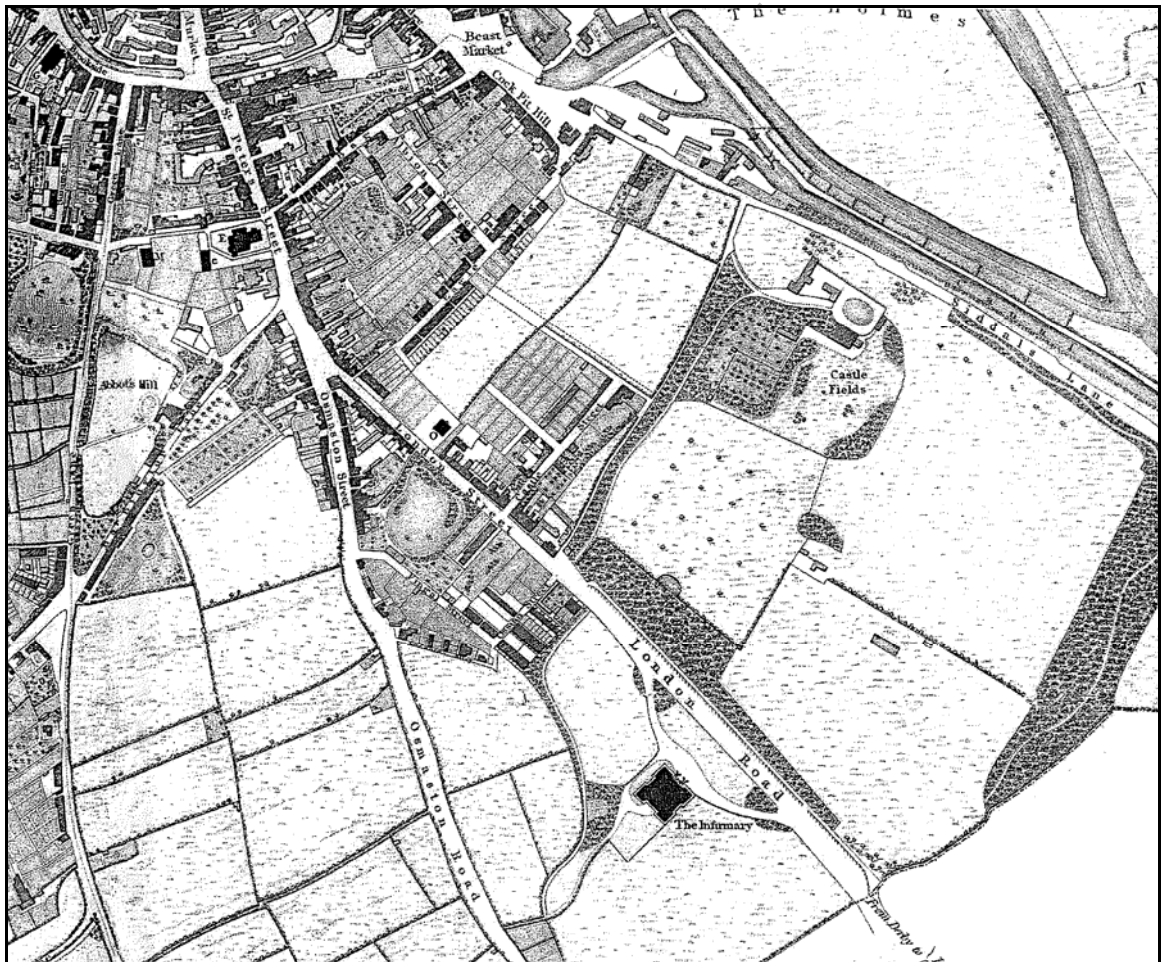


Figure 1 – 1791 map

- 3.16 Between 1838 and 1840 the railway lines of three separate companies were constructed, meeting at an agreed site within the Township 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.



*Figure 2 – 1819 map*

- 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 (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, clocktower, 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 are individually listed and were built from 1839 to 1840.



Figure 3 – 1855 map

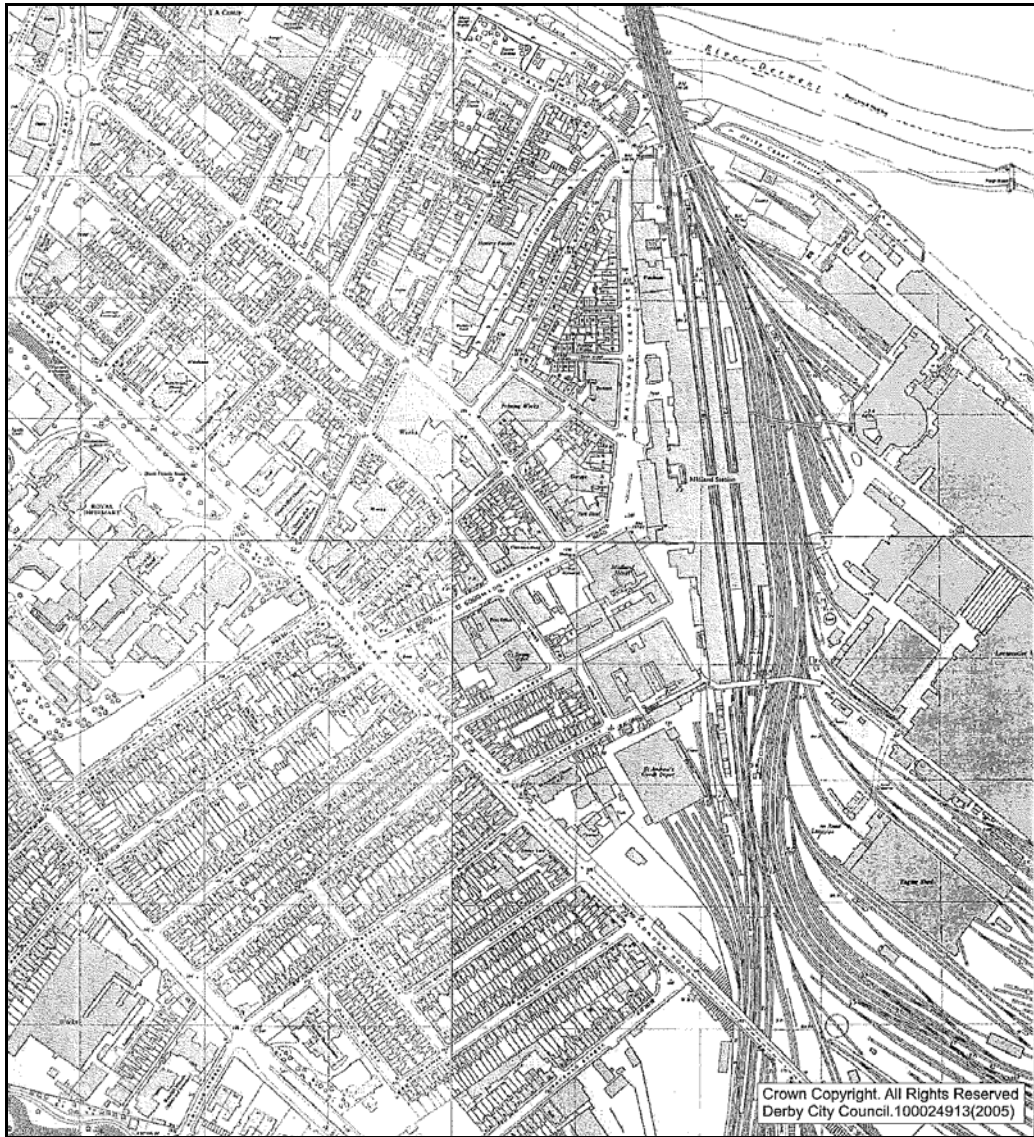
- 3.21 1844 saw the formation by Act of Parliament of the Midland Railway Company from the three companies mentioned above, due to financial pressures.
- 3.22 By 1852, the York Hotel on the corner of Midland Road and Railway Terrace, the Rutland Arms public house on Nelson Street and a few buildings lining Midland Road (formerly Station Street) had been constructed.
- 3.23 The map of 1855 (figure 3) identifies massive urban expansion in the Castleward Area. A noticeable addition after the 1819 map is the construction of Derby railway lines and station, which, together with the canal which was opened in 1796, were the catalyst for the growth of Derby's industrial economy. The resulting urban development took the form of a tight urban block structure. There are many buildings that were constructed around this period that survive today.
- 3.24 By 1882 the remainder of development lining Midland Road had been completed. That period also saw changes made to the original station building itself. A map of 1900 (figure 4) indicates the infilling and the sharpening of the block structure of the area with a tight grid iron 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 township 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.





Figure 4 – 1900 map

- 3.25 A map of 1968 (figure 5) still indicates a tight urban grain with a perimeter block structure. 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 locally listed 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. Also of interest 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.



*Figure 5 – 1968 map*

- 3.26 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 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, with the next few bays most 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 frontage survived and sits on one end 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.
- 3.27 The current urban form as seen in Map 2 illustrates the erosion of the strong block structure and the 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.

- 3.28 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.

### ***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.
- 3.30 To the eastern side of Railway Terrace there is a car park for the station, the boundary of which is defined by a row of trees and some railings which incorporate public art related to the railway industry.
- 3.31 The buildings within the 'triangle' of Railway Terrace, Leeds Place, Sheffield Place and Calvert Street are very tight and closely knit development. The area of carriageway within Sheffield Place is clearly defined as private 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.



*Railway Terrace with station car park on right*

- 3.32 To the east 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 with 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 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 tightly defined building line 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.



*Courtyards behind Midland Place*



*Sheffield Place*

- 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. 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 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.

#### 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 them.
- 3.39 A vista which has consistently formed an important part of the identity of the conservation area is that looking from the corner off London Road, down Midland Road to the railway station, a landmark building. Historically this was a townscape feature of Derby, leading the eye down to the impressive original

station frontage. 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 vista towards London Road to unfold. The pedestrian route through to the city is entered 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.



*View down Midland Road towards the railway station*

- 3.40 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.
- 3.41 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*

- 3.42 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 assists in identifying the siting of the area in relation to the centre of the city.

### ***Character analysis***

#### **Definition of character areas**

- 3.43 There are four character areas within the Railway Conservation Area which overlap each other because of use, scale and architectural detail. Map 5 illustrates how these character areas blur into each other. 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.
- 3.44 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.

- 3.45 This overlaps with the small scale residential buildings and the Brunswick Inn within the North Midland railway village triangle, as well as the terrace on Nelson Street and the Rutland Arms public house, all built before 1852 and most likely occupied by railway workers. These buildings are simple in design, but complement the later, more decorated and taller buildings in the area. Also within this character area are the two-storey mid nineteenth century shops directly across from the station on Railway Terrace and the Merry Widow and Victoria Inns. This terrace, although altered at ground floor level, shares some similar 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.



*Wellington Street, looking towards the former Midland Railway Institute*

- 3.46 Midland Road 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 north side of Midland Road, with the monolithic modern Royal Mail building, and the south 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.

- 3.47 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 gives way to the quiet residential streets around the North Midland railway village triangle, a more inviting space with varied street furniture and pavements.

Activity, prevailing and former uses within the area

- 3.48 There are 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. 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.
- 3.49 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 and end of Carrington Street 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.
- 3.50 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.
- 3.51 Although just outside the conservation area, but having an 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.

- 3.52 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.
- 3.53 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.

#### The architectural and historic qualities of the buildings

- 3.54 Though part of Midland Road has been redeveloped in the twentieth century, the area retains the major buildings of the Victorian railway era. Many of these are listed. Map 6 shows the statutorily and locally listed buildings within and adjacent to the conservation area boundary. The following are grade II and were built in 1842: The Midland Hotel, which is said to be the oldest surviving purpose built railway hotel; 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, Sheffield Place and the Brunswick Inn; the Locomotive Sports Club on Calvert Street; the Crown and Cushion Public House; and Winters Photographic Studio. The Midland Railway Memorial is grade II\* listed and dated 1921.
- 3.55 There are a number of locally listed buildings within the Conservation Area, including the former London and Midland Region Railway Building on 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.
- 3.56 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
- 3.57 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.



*Midland Railway War Memorial, Midland Road (grade II\* listed)*

#### Key unlisted buildings

- 3.58 There are also a number of historic buildings of railway significance within the area including Churnet House, Wyvern House, Amber House and Midland House which are not included on the statutory list, but contribute significantly to the character of the conservation area. 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.
- 3.59 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.

- 3.61 Particularly important, by architectural style and age, are the terraced houses and the Rutland Arms Public House on Nelson Street. This part of the area was filled with terraced houses already by 1852, most likely housing railway employees, and the pub and terraces together comprised the only significant development within this section of the railway station site by this time. Many of the small terraces have been replaced by the Post Office and Royal Mail building, the small number next to the Rutland Arms being the only residential buildings remaining on the street. These cottages were built in 1851 and slightly predate the Rutland Arms.



*Rutland Arms and terrace on Nelson Street*

- 3.62 The most significantly negative contribution to the character of the conservation area is the Post Office and Royal Mail building on Midland Road, which, although benefiting directly from the proximity of the railway station, is overly dominant in size, scale and mass and is incongruous in materials and style.

#### 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.
- 3.64 Sliding sash windows are predominantly 6 pane over 6 pane, 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. Many properties have

four 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.
- 3.66 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, including the terrace on Nelson Street and some 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.
- 3.67 Eaves details range from timber corbelled eaves on the shops and Merry Widow Inn across from 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.
- 3.68 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.
- 3.69 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.

#### Prevalent and traditional building materials and the public realm

- 3.70 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.
- 3.71 Although the carriageways and some of the footpaths are covered in tarmac there are areas where granite setts remain, as in Midland Place, and blue

brick pavers in front of the houses on Calvert Street. There is a mix of granite and concrete kerbs throughout the conservation area.

- 3.72 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. 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.



*Granite setts in Midland Place*

- 3.73 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.
- 3.74 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.

#### Greenery and green spaces

3.75 As this is an urban location there are fewer areas of greenery as there are in other areas, and many appear in small pockets either as landscaping or dwelling house gardens. These pockets, 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. 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 green 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.

3.76 The River Derwent is hidden (thanks 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 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.

#### The extent of loss, intrusion or damage

3.77 Numerous smaller building units creating a tightly knit urban form have been replaced with the large incongruous form of the Royal Mail and Post Office

building on Midland Road. It is inappropriate in terms of size, scale, design, and the materials used for construction do not reflect the surrounding area.

- 3.78 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.
- 3.79 The railway station forecourt gives the impression of a cluttered space and has a lack of cohesion. There is little legibility of pedestrian routes to the city centre.
- 3.80 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.
- 3.81 Boarded up and disused/underused properties on the corner of Carrington Street and Nelson Street are architecturally and historically important but the lack of occupation is a negative factor.
- 3.82 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. 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.
- 3.83 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.
- 3.84 Gradual replacement of original historic windows can greatly alter the appearance of buildings, and this has occurred with quite a few of the first and second floor windows above shop fronts in Midland Place and Railway Terrace where apparently unauthorised uPVC casement windows have been installed.

#### Neutral areas

- 3.85 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. However, as there are no outstanding architectural features it does not contribute to the character of the conservation area.



- 3.86 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.

#### General condition

- 3.87 The general condition of the certain elements of the area is poor. The economic vitality of the area is in need of improvement. There is a real need for certain physical condition of 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.
  - Boarded up properties on the corner of Carrington Street and Nelson Street.
  - Curtilage building to Midland Hotel, including the former laundry.
  - Many of the business properties would benefit from repairs and general maintenance being undertaken.

#### Problems, pressures and the capacity for change

- 3.88 Within the Railway conservation area there are a number of threats to the character of the conservation area, caused by gradual erosion of historic features as well as areas of clearance and empty buildings. Within these sites, there is an opportunity for sensitive change which could enhance 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 limits the capacity for change. Inappropriate signage and replacement windows which erode the special interest of the area are a particular problem along Midland Road. There is also a general lack of maintenance of many of the historic buildings in the conservation area.

## **4. SUGGESTED BOUNDARY CHANGES**

- 4.1 The appraisal of the conservation area identifies possible extensions to the conservation area which would bring in buildings that complement the overall Victorian character, with railway associations. These 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.

- 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. 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.

## **5. LOCAL GENERIC GUIDANCE**

- 5.1 A policy for change within the conservation area is to be developed, and details for this will follow the appraisal. Design guidance will reflect the need to preserve or enhance the special character of the conservation area when considering new development.
- 5.2 Following the analysis of extent of loss, intrusion or damage it is acknowledged that most negative development, such as replacement windows, 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 which should be followed up by enforcement action where possible. There are few dwelling houses within the conservation area which are not listed and therefore it is not considered necessary to make an Article 4 Direction.

## **6. 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 sits near to very early examples within the country of housing, 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 or inns together form a historically and architecturally important part of the City of Derby.



**PART 2**

**RAILWAY CONSERVATION AREA MANAGEMENT STRATEGY**

OFFICER DRAFT

## **7. MANAGEMENT STRATEGY AND PROPOSALS**

7.1 This strategy for addressing issues about the management of the conservation area puts forward:

- 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.

### ***Extensions to the boundary of the conservation area***

7.2 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 and the land has such a direct visual relationship to the built heritage that any development of it will have significant implications for the setting of that heritage. 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.

### ***Policy for protection and enhancement of land and buildings within and adjoining the Railway Conservation Area***

7.3 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. However, it is recommended that these 'extensions' are included within an area defined within the Area Action Plan to which a policy for development of land 'within and adjoining the conservation area' is applied.

- 7.4 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.
- 7.5 As with all conservation areas, the general presumption is in favour of retaining buildings and other features which make a positive contribution to the character and appearance of the area. Where new development is necessary or justified, the principles seek to provide a broad design framework for the assessment of proposals. The area to which it is proposed that these principles are applied is that within the conservation area boundary and also the proposed areas for extension of the conservation area, to which Railway Conservation Area policy is applied. This area is shown on Map 7. The proposed, draft wording of the principles is:

**Within the area defined on the Area Action Plan Proposals Map, buildings and all other built features of the area that make a significant and positive contribution to the conservation area character will be retained, and enhanced whenever opportunities allow. Where new development is desirable or acceptable in principle within the context of this policy, it should be designed to ensure that it will either preserve or enhance the character of the Victorian, railway-related conservation area. Particular attention should be paid to the local architectural details and materials prevalent in the area, including but not limited to the following:**

- pitched or hipped roofs with Welsh slate
- red/orange brick construction with imperial brick sizes to match the standard Victorian bricks
- Flemish brick bond
- terracotta decoration, taking inspiration from Churnet House and the Waterfall bar by using the terracotta to frame apertures or rooflines and adding moulded terracotta tiles with date of construction
- multi-paned 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 frames, string courses and parapet cornices in a early Victorian, classically inspired manner
- 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 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**
- **Painted timber, such as doors, windows sounds and street furniture, in maroon to reflect the North Midland Railway company's livery, as at the railway cottages.**

#### Provisions for specific development sites

7.6 It is recognised that there are cleared sites with potential for building development within the policy area described above, sites where there is interest in new development, and where new building of the right character and quality having regard to the principles above would be welcome in conservation area terms. These sites are listed below, together with 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 of proposals for the car park site should ensure the retention of the trees plus 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". The 1893 pediment and clock from the station extension, now placed at the end of the car park from the station entrance, should be incorporated within any development scheme.
- **Land off Roundhouse Road, across the rail tracks from the railway station**  
The scale and massing of any building development here and its visual relationship to the listed railway workshops and offices including the Roundhouse plus 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 should not exceed three or four 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

7.7 At the time of preparing this conservation area appraisal, there are two additional areas under pressure for development. The conclusions from the appraisal about those areas 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 one of the first views is of the two-storey terrace opposite, leading to the Merry Widows public house on the corner of Midland Place that in turn abuts the Victoria Inn on Midland Place, rising 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 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 late 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 retention of both buildings and enhancement of this area is included within the Area Action Plan.

- **Building group at corner of Nelson Street and Carrington Street**

One of the earliest areas of development following the establishment of the Tri-Junct railway station was on Nelson Street. Cottages here would have been occupied by railway employees and there is a small section remaining that, along with the Rutland Arms public house

attached, were built before 1852. Together these buildings make a significant contribution towards the character of the conservation area. It is recommended that a policy for the retention and enhancement of these buildings is included within the Area Action Plan.

### ***Proposed street tree planting, Midland Road***

- 7.8 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.
- 7.9 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***

- 7.10 The open area in front of the railway station is used as a mini transport interchange, with stops and standing areas for taxis and buses, 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.
- 7.11 The character and appearance of this interchange area is important for the conservation area as a whole. 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.
- 7.12 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.

## APPENDIX

### Selected Bibliography – Key Sources of Information

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

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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](http://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

The City of Derby Local Plan, 1998

English Heritage Guidance *Conservation area appraisals* (1997): revised text version  
reissued as *Guidance on conservation area appraisals* (September 1995)