Derby Conservation Areas

Railway

Conservation area extended - 21 April 2009

INTRODUCTION

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.

Derby is a city of considerable historic interest and architectural merit with a range of streets and buildings spanning many centuries. In an effort 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. Seven are based on aspects of Victorian Derby (Railway, Arboretum, Little Chester, Strutts Park and Hartington Street, Highfield Cottages, Leylands Estate, Nottingham Road) and the remaining five are focused on former village centres (Darley Abbey, Mickleover, Spondon, Allestree and Markeaton). This document outlines the history and mentions some of the exceptional buildings contained within one of these areas.

There are legal requirements and constraints which apply to Conservation Areas which do not apply elsewhere and the City Council therefore must pay special attention to the 'character' and 'appearance' of these areas when exercising its planning powers. This is a positive process in which a continuing effort is being made to control the nature and scale of change.

With the exception of certain buildings, no building in a Conservation Area can be demolished without consent from the Local Authority. This is enforced to maintain 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.

There is also special protection for trees within designated 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 visual amenity, whether it is appropriate to make a Tree Preservation Order.

'The Ordnance Survey map data included within this website document is provided by Derby City Council under licence from Ordnance Survey in order to fulfil its public function to act as a planning authority. Persons viewing this mapping should contact Ordnance Survey copyright for advice where they wish to licence Ordnance Survey map data for their own use. The OS web-site can be found at www.ordsvy.gov.uk'.

Railway Conservation Area

The Railway Conservation Area, designated in December 1979, recognizes the important place the railway has in Derby's recent history and development.

Prior to 1838, Derby had developed little beyond the branch of the Derby Canal, an arm of which terminated just beyond Park Street. Traces of it can still be seen in the area. The site of the present station was then parkland but discussions were already taking place between railway entrepreneurs and Derby Corporation.

Railway Conservation Area

Between 1838 and 1840 the railways of three separate companies were constructed, meetings at an agreed site. Both the Midland Counties Railway and the Birmingham and Derby Junction Railway were opened in 1839, in June and August respectively. These were modest enterprises in comparison with the North Midland Railway which was opened to Sheffield in May 1840.

The years 1840-1843 saw the major construction of the Trijunct Station and the Midland Hotel (with stable blocks), both of which were designed by the Railway Architect Francis Thompson and built by Thomas Jackson of Pimlico.

Midland Hotel

The same period saw the construction of a "triangle" of shops, houses and a public house in Railway Terrace. The houses were occupied by 1843 and are believed to be the earliest example of purpose-built dwellings for railway workers narrowly pre-dating the renowned Swindon Railway Village.

Part of the "triangle" has since been replaced by the present Railway Institute (1894) but the majority of the houses remain, and although they were threatened with clearance under the Housing Acts in the 1970 the Derbyshire Historic Building Trust, a

charitable organization, gave the cottages a new lease of life in co-operation with the Civic Society and Derby City Council.

The year 1844 marked the formation of the Midland Railway Company from the three companies mentioned above (the arrangement of three companies sharing the station's one long platform had never worked to the satisfaction of these companies).

By 1852, the York Hotel, Rutland Inn and part of Midland Road (formerly Station Road) had been constructed, and by 1882 the remainder of Midland Road and buildings in Calvert Street had been completed. That period also saw changes made to the original station itself. The station was demolished and replaced with a modern one in the early 1980.

Railway Cottages

Though part of Midland Road has been redeveloped in this century, the area retains the major buildings of the Victorian Railway era.

The Midland Hotel, 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, are Listed as Buildings of Special Architectural or Historic Interest.
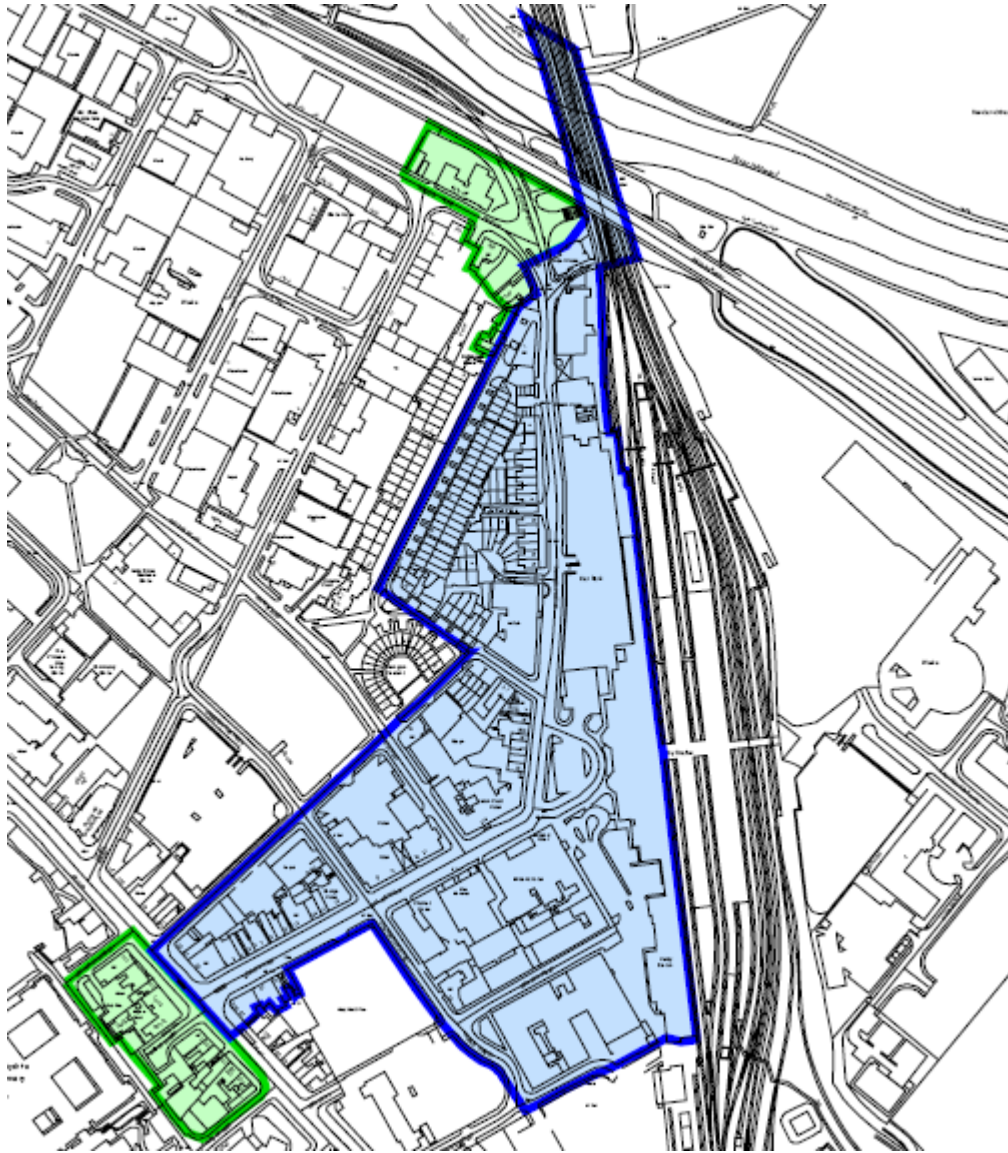
Just outside the Conservation Area are the former Engine Shed and Clock Tower of the North Midland Railway Company both of which are listed.

Also of interest is the Midland Railway War memorial on Midland Road erected in 1921 and designed by Sir Edwin Lutyens, the famous architect who also designed the Cenotaph in London.

Brunswick Inn, Railway Terrace

Railway Conservation Area