



Derby City Council

Friar Gate Conservation Area



Appraisal and Management Plan



Friar Gate Conservation Area Appraisal and Management Plan

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.” The National Planning Policy Framework (NPPF) states that “when considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest”.

This document presents a Conservation Area Appraisal for the Friar Gate 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 new Local Development Framework (LDF). Other actions relating to the Conservation Area and forming part of the management strategy and proposals for the Conservation Area should be taken forward separately, as resources allow.

This report has been prepared on behalf of Derby City Council by the Conservation Studio and amended by the City’s Conservation Officers.

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PART 1

FRIAR GATE CONSERVATION AREA APPRAISAL

PART 1 – CONSERVATION AREA APPRAISAL

FRIAR GATE CONSERVATION AREA - SUMMARY

The special character and appearance of the Friar Gate Conservation Area derives from the following features:

- Linear conservation area of historic roadside development alongside one of the ancient western exits from Derby City Centre to Ashbourne i.e. Friar Gate and Ashbourne Road;
- Friar Gate, a wide thoroughfare of medieval origin containing a pre-Conquest Church site (St Werburgh's, rebuilt and much altered) the site of a Dominican Friary now demolished and contains many high quality buildings from the 17th, 18th and 19th centuries, particularly notable for its outstanding collection of Georgian town houses;
- Ashbourne Road created as a turnpike road in the 18th century including notable 18th and 19th century properties;
- Vernon Street, an example of Regency town planning laid out in 1826-8 as part of Francis Goodwin's County Gaol scheme; St John's Terrace, an early 19th century row of streamside houses beside Markeaton Brook;
- Variety of architectural styles (Jacobean, Georgian, Regency and Victorian) reflecting the phased periods of building during the 17th, 18th and 19th century as Derby gradually expanded westwards;



Red brick and stucco characterise buildings from the early 19th century in Vernon Street (left) and late 18th century in Friar Gate (right).

- Site of former medieval market place at a widening of the road in the western end of Friar Gate now landscaped with stone paving, a tree and the (re-located) medieval Headless Cross;
- Prevalent use of local red brick, stucco and stone with slate or clay tile roof covering;
- An area containing many buildings of architectural and historic interest, a high proportion of which are listed buildings and many others which make a positive contribution to the area's historic character and appearance;

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- Key buildings: St Werburgh's Church, Friar Gate Railway Bridge, Pickford's House, Vernon Street County Gaol and six grade II* buildings of "particularly great importance to the nation's built heritage";
- A short length of Markeaton Brook, a tributary of the River Derwent, formerly a source of water for the medieval Friary and the site of water-powered mills;
- Tree-lined and grassed open space in South Street, formerly known as The Crescent, that provides a green foil to the austerity of the stone façade of the former Vernon Street County Gaol;
- Exceptionally wide pavement on the south side of Friar Gate enhanced with mature roadside London plane trees; Significant trees in the grounds of St Werburgh's Church and notable specimen trees in private rear 'gardens';



No. 93 Friar Gate is one of the few stone ashlar-faced buildings in Friar Gate. The downward fall in the road is as a result of the need to pass beneath the railway line

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1. INTRODUCTION

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.



Nineteenth century iron railings add to the area's special historic interest – Ashgate School in Ashbourne Road (left) and St. John's Terrace (right).

Derby is a city of considerable historic interest and architectural merit with a range of streets and buildings spanning many centuries. The City Council has designated sixteen conservation areas. The City Centre, Green Lane and St Peters 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).

The Friar Gate Conservation Area was Derby's first conservation area. It was designated in September 1969 and extended several times, most recently in October 1987. The primary focus of the conservation area is historic development on either side of an ancient east-west route (Friar Gate and Ashbourne Road) leading out of Derby City Centre, most notable for its Georgian buildings and roadside trees, together with a planned early 19th century development (Vernon Street and County Gaol).

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).

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This draft report was prepared by the Conservation Studio, a specialized planning and architectural practice (www.theconservationstudio.co.uk). The area was first surveyed and photographed in the autumn of 2007 and revisited and updated in February 2011 and revised in October 2012. To be concise and readable, the appraisal does not record all features of interest. The omission of a particular building, feature or space should not be taken to imply that it is of no interest.



Delicate cast iron ornament in the spandrel of the Friar Gate Bridge (1876)



Friar Gate Railway Bridge stops the eastward view along Friar Gate.

2. THE PLANNING POLICY CONTEXT

National policy

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.

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 and guidance relating to it.

The Act and other pieces of relevant national Government guidance, such as the NPPF are also reflected in local policy which is set out in the City of Derby Local Plan Review (Adopted January 2006).

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.

The principal 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;

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- 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.

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 to check before any works are carried out.



Two purpose built buildings amongst the former residences in Friar Gate: Large's Hospital (left) was rebuilt in 1880 on the site of earlier almshouses; the former Diocesan School (right) dates from c. 1840.

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 (2) directions in a number of other conservation areas in Derby to control such changes. In the Friar Gate Conservation Area, this has not been undertaken as the additional controls are applicable only to dwellinghouses.

Any internal or external alteration works to a listed building, including the works referred to in the paragraph above, are controlled and listed building consent is required prior to works being carried out.

To check whether any permissions are needed please contact the City Council's Development Control Section or the Conservation section.

Local policy

The City of Derby Local Plan Review sets out the policies that development proposals are assessed against and contains policies relating to the conservation of the historic environment.

Policies relating to conservation areas, listed buildings, scheduled monuments and world heritage sites are found in Chapter 9: Environment where there can also be found policies relating to uses within buildings of architectural or historic importance, buildings

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of local importance, unscheduled archaeological sites and historic parks and gardens. Of particular relevance to the Friar Gate Conservation Area are E18 (Conservation Areas) and E21 (Archaeology).



Friar Gate Bridge was built by Derby iron founder Andrew Handyside in 1876 for the Great Northern Railway's extension.

3. ASSESSMENT OF SPECIAL INTEREST

Location and setting

Location and context

The Friar Gate Conservation Area has a wholly urban location just east of Derby City Centre with good transport links to the City Centre and further afield. Derby is a city of nearly 246,900 people which lies on the River Derwent towards the southern end of Derbyshire. To the south there is the Trent Valley and to the north the Derbyshire Uplands and the Peak District. Together with Leicester and Nottingham, Derby is a regionally important centre that forms part of the “Three Cities” sub region of the East Midlands. It has a strong manufacturing base, with internationally known companies such as Rolls Royce within the City and the Toyota site just outside it, but also a growing service sector. There are significant concentrations of social and economic deprivation in parts of the City.

The City as a whole is surrounded by a rural area containing villages which have strong links with Derby for jobs, shopping and entertainment. Its northern and eastern boundaries are defined by green belt which separates Derby and Nottingham.



View looking south from Ashbourne Road towards Friar Gate

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The Friar Gate Conservation Area lies directly east of the City Centre Conservation Area with a contiguous boundary along Curzon Street and Cheapside. The eastern end of the conservation area is intersected by Derby's Inner Ring Road. The area of the conservation area within the ring road is defined in the Local Plan review as part of Derby's Central Area.

Proceeding westwards from the City Centre, the area is flanked to the north by a mixed use area, including modern residential developments and, to the south, by a band of mixed use regeneration opportunity along the course of the dismantled railway. Further westwards the conservation area has a more recognisably residential context with an area of terraced houses to the south and allotments and recreation grounds to the north.

Landscape setting

The Friar Gate Conservation Area is set firmly within the urban context of Derby to the west of the City Centre. The City as a whole has assumed a generally circular form, although 'green wedges' of open land stretch into the urban area from the surrounding countryside. One of these green wedges penetrates as far as the north side of Markeaton Street, just outside the conservation area. Markeaton Brook, a tributary of the Derwent, enters the City along this green wedge making a fleeting appearance in the conservation area as it passes through a northern arm of the conservation area beside St John's Church.

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 located at some distance east of the Friar Gate Conservation Area.

The Friar Gate Conservation Area lies predominantly on level ground with an almost imperceptible eastward decline towards the valley of the River Derwent. There is a similar slight decline northward towards Markeaton Brook, most apparent in Brick Street and Bridge Street. A significant feature of the conservation area's topography is the man-made dip in Friar Gate created in order to enable tall vehicles to pass under the railway bridge.



Looking East along Vernon St and north along Friar Gate shows flat landscape.

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General character and plan form

The conservation area has a generally linear form of development along Friar Gate and Ashbourne Road. The density of development decreases, and building height declines, as one moves westwards away from the City Centre.

Development falls into three patterns, roughly in accord with the period of development. St Werburgh's Church area which it has been argued was initially a separate settlement from Saxon Northworthy. The hamlet was called the Wardwick (Walda's Settlement). This was quickly subsumed into medieval Derby By the middle ages this had developed into Friar Gate between St Werburgh's Church and Ford Street which contains the site of the 13th century Friary. The density and plot sizes highlight this early origin. The second stage of development follows Friar Gate between Ford Street and Brick Street which contains the area's most notable Georgian town houses built as a result of a planned release of land following an Act of 1768; and, Ashbourne Road primarily developed in the 19th century as industrialisation extended the City's boundaries.



The Headless Cross stands in a notable widening of the western end of Friar Gate which marks the site of a medieval market place and a site for fairs.

The eastern end of the conservation area is defined by St Werburgh's Church which is out of alignment with an urban form that is otherwise characterised by buildings directly fronting the highway. Although it has been rebuilt the previous alignment was also at odds with the street. This can be explained by the church's Saxon origins showing an elliptical graveyard and its original relationship to the town and Markeaton Brook to the east. Number 3-5 Friargate are set back from the road at an angle but this reflects the need to preserve an original route direct to the church's west door, now marked by a row of bollards. There is an important group of 18th and 19th century brick buildings on Cheapside providing the enclosure to the green space of the churchyard. These repeat the medieval development pattern around the churchyard and also highlight the route of the brook (now culverted) and the line of Sadler gate bridge an important entrance into the city.

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The easternmost length of Friar Gate is characterised by continuous development of three storeys, occasionally four. There is a strong back-of-pavement building line along which premises open directly onto the pavement.

To the west of the Gas Board Offices between nos. 7 and 10 Friar Gate there is an uncharacteristic gap in the generally continuous street frontage that has been landscaped with a modern seating area and planters.

On the other side of the street, closer to Ford Street, there is a similarly uncharacteristic open space and a gap in the street frontage where The Friary is well set back from Friar Gate having been built on the site of the 13th century Friary. Two entrances leading to a short drive and a covered entrance is an unusual historic feature in this otherwise tight urban form and a positive contribution to the area's historic interest. To the rear of The Friary is Heritage Gate, an area of late 20th century development comprising large blocks of development and large areas of parking. This does not sit particularly comfortably with the general built form of the conservation area.

The north side of Friar Gate between Ford Street and Brick Street was, for the most part, a regulated 18th century development and it follows a uniform building line although some properties are set back behind small 'gardens', some of which contain a basement. Three storeys is the norm although this steps down to two storeys at the western end where the street widens.

The notable widening of the western end of Friar Gate marks the site of a medieval market place and a site for fairs. This northern side of Friar Gate is characterised by a continuous terrace-like built form broken only by the significant intrusion of the 19th century railway bridge, the entrance to Bridge Street and a former arched carriage entrance, still in use, beside no. 44 Friar Gate.

The south side of Friar Gate has a less consistent and less continuous pattern of development. There are many gaps between buildings and a less cohesive architectural character as the area contains buildings ranging from the 18th to the 20th centuries including examples of detached, semi-detached and terraced development.

Proceeding westwards, the plan form of Ashbourne Road shows a marked change from Friar Gate. Though still linear, Ashbourne Road development is characterised by variety in scale and terraced, detached and semi-detached properties side by side with massive late 20th century residential blocks. In the main these properties face the highway but no. 50 Ashbourne Road and the row of shops at the top of Brick Street are gable end on. The latter have added prominence in the streetscene because of the widening of Friar Gate.



Open Space at the Crescent on South St.

The east-west spinal route of Friar Gate and Ashbourne Road is crossed by Ford Street which has been widened and re-aligned to form part of a circular ring road as it approaches the Friar Gate junction. This re-alignment required the demolition of several historic buildings and resulted in the creation of a vacant space, now the Ford Street car park. The loss of the historic buildings, the wide break in the frontages of Friar Gate and the unremarkable architecture of Roman House beside the intersection have caused a severe lessening of the historic character and appearance of Friar Gate and the junction is a bland area of townscape dominated by traffic and traffic control measures.

A similar cross-roads at the western end of Friar Gate, where Uttoxeter Old Road and Brick Street cross the main road, carries much less traffic. It marks a distinct change in urban form between Friar Gate and Ashbourne Road and is the core of a small shopping centre.

Other side streets lead north and south from the spinal route: George Street, Bridge Street, Larges Street, Vernon Street, Fowler Street and Slater Avenue. With the exception of Vernon Street, these are secondary roads on a lesser scale to the primary main route to the City Centre. However Vernon Street is a planned early 19th century development where the buildings have been built in strict conformity with parallel building lines on either side of a wide street designed to align directly with the façade of the former County Gaol. Despite the demolition of the Gaol the relationship of street, buildings, open space and planned vista has been retained. Vernon Street is a good example of Regency town planning that provides a historically interesting contrast to the Georgian planned development of the north side of Friar Gate of 60 years earlier.

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Summary - (to be taken forward in Management Strategy)

- *The conservation area has a generally linear form of development along Friar Gate and Ashbourne Road with buildings facing, and opening directly onto, the pavement;*
- *The Friar Gate Conservation Area has a wholly urban location just east of Derby City Centre;*
- *The area is flanked to the north by a mixed use area, including modern residential developments and, to the south, by a band of mixed use regeneration opportunity along the course of the dismantled railway;*
- *The Friar Gate Conservation Area lies predominantly on level ground with an almost imperceptible eastward decline towards the valley of the River Derwent;*
- *The density of development decreases, and building height declines, as one moves westwards away from the City Centre;*



Regency style Villas adjacent to Markeaton Brook on St John's Terrace.

Historical development of the Friar Gate Conservation Area

The spine of the Friar Gate Conservation Area is Friar Gate and Ashbourne Road leading westwards out from the City Centre along an ancient route which led from Derby to Ashbourne, Leek and Buxton.

Friar Gate takes its name from the Dominican Friary (founded c. 1238) that once stood approximately on the site of today's 'The Friary' and the Heritage Gate development. The first mention under this name, as 'Freregate', is in 1332. It derives from 'frère' (brother or friar) and 'geata' (Scandinavian for 'street').

St Werburgh's Church is likely to have been of Saxon foundation. It is believed to have originated on the site from the 8th century but the earliest part of the existing building is the tower dating from the first decade of the 17th century. St Werburgh's Church takes its name from the sister of King Aethelred of Mercia. The body of the church collapsed in 1673, undermined by the flooding of Markeaton Brook. A new nave and chancel (of which only the chancel survives) was completed in 1699. The nave was taken down and replaced in 1893 and the church re-modelled to the designs of Sir Arthur Blomfield.

There were two recorded mills on Markeaton Brook in the 11th century, one known as Sheriff's Mill, and it is likely that these stimulated the expansion of Derby westward along the north east side of Friar Gate.

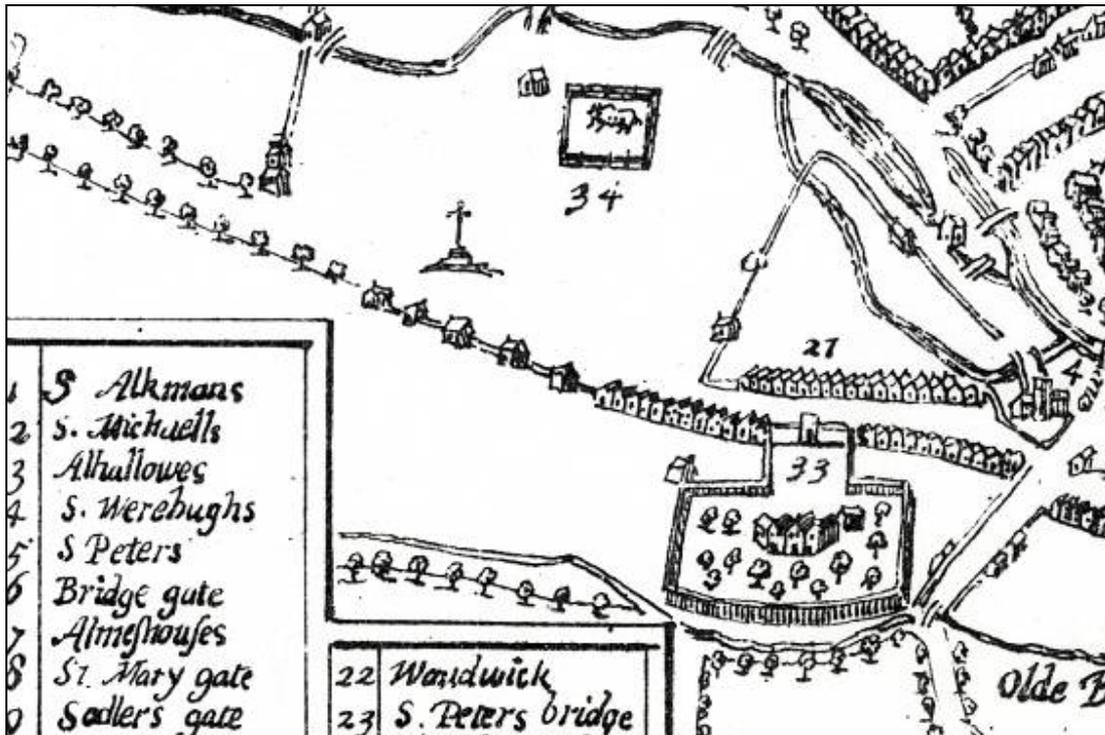
The Dominican Friary was founded c.1224-1238 on an area of about 9.25 acres on the south side of the road to Ashbourne, today's Friar Gate. The friary church was completed c. 1275 and there was also a dwelling and agricultural buildings, including barns, near the present course of Abbey Street and fish ponds formed by damming the Bramble Brook, a tributary of Markeaton Brook, near the present Monk Street. The area was eventually increased to over 16 acres extending south and west.

The Friary was dissolved in 1539 and the church and many outbuildings were sold for the materials. The site continued as a private estate, leased initially to a John Sharpe, in which a large, many gabled house was built by William Bainbrigge from whose family it passed to the Daltons and then the Cromptons. Abraham Crompton, who founded Derby's first bank in 1685, built the present house known as The Friary in 1730. It was enlarged several times before becoming a hotel in 1922.

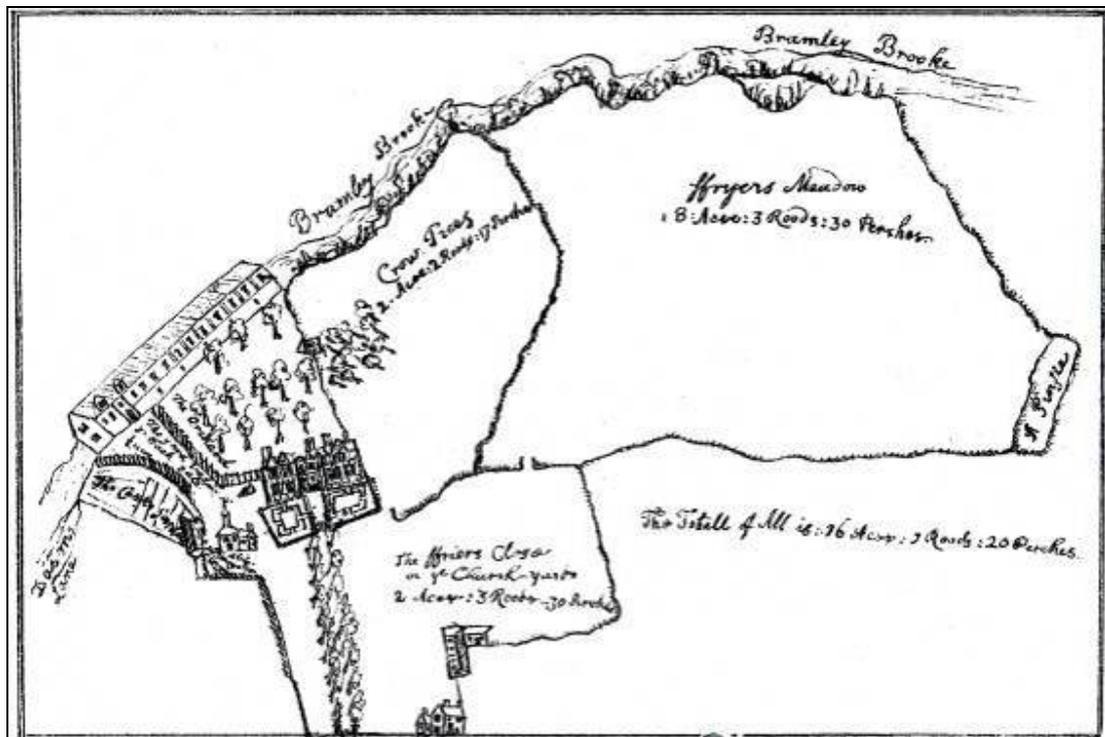
At the west end of Friar Gate stands the Headless Cross which is likely to be the one illustrated on Speed's 1610 map although it was moved here from the Arboretum to its present position in 1979. Only the topmost stone is part of the original medieval preaching cross. The widening of the street which creates the paved space in which the Cross stands is a relic of the site of a medieval cattle market.

Speed's 1610 map shows little development west of the Friary but to the north of the road leading west are marked 'The Nunrye' and 'Nunnes Grene'. 'The Nunrye' refers to the convent of St Mary de Pratis founded about 1160 as a daughter house of Darley abbey on the Abbey's land by Markeaton Brook. By 1250 it had become entirely separate endowed with King's Mead, St Werburgh's Church, Sheriff's Mill and various crofts and houses in the town. No. 126 Nuns' Street is a late medieval building thought to have been associated with the convent of St Mary de Pratis.

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Extract from John Speed's Map of Derby 1611: No. 4, to the extreme right of the image, is St. Werburgh's Church; no. 33 is The Friary.



'A map of the Fryers & the grounds belonging to in Mr Dalston time' (1733)

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'Nunnes Green' refers to an area of convent land that, following the Dissolution of the Monasteries in 1538, became a holding of the mayor and burgesses. Much of it was rented out as closes and tofts and the remainder was common land that constituted a sort of public park though much abused by the dumping of rubbish, vandals and criminals.

In 1768 an Act was passed to set up a commission to oversee the sale of land at Nun's Green from Ford Street to Brick Street, in order to raise money to improve the remainder of the green for public enjoyment. Each contract for a plot of land stipulated that any building should be limited to three storey residences, many of which were built along Friar Gate (then part of Nun's Green). The architect Joseph Pickford was involved in the purchase of at least five of these plots, one of which was the site of his own house (Pickford's House), no. 41 Friar Gate, now a museum. He acted as architect for three, possibly four, of the adjacent houses.

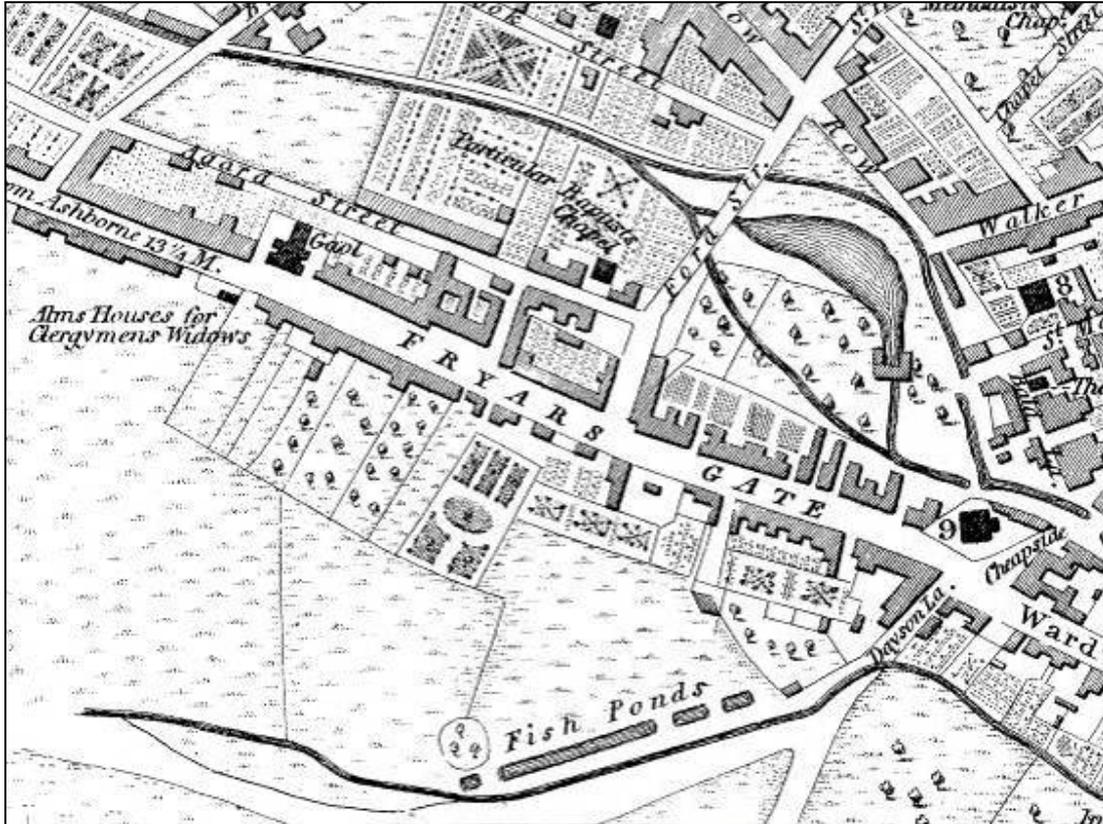
A further Act of 1792 released the remainder of the land for sale in order to raise money to pave and macadamise the town's streets and to improve street lighting. This time the plots had no enforceable restrictions limiting the type of building and they were taken up by businessmen who erected mills and workers' housing (the 'West End', now mostly demolished and outside today's Friar Gate Conservation Area). Agard Street, named after a wealthy corn-merchant was laid out following the Act in the 1790s from Ford Street to Bridge Street along the northern edge of the 1768 plots, the land between it and Markeaton Brook being let for the erection of mills. Construction of Bridge Street followed in 1793.

From 1792, once the redevelopment behind Friar Gate had got underway, little happened to alter the street pattern of today's conservation area until Vernon Street and South Street were laid out as part of Francis Goodwin's 1820s scheme for a new County Gaol – the earlier gaol had occupied a site in Friar Gate since 1757. His ambitious scheme laid out Vernon Street as a sort of triumphal avenue from Friar Gate leading directly to the façade of the new gaol. South Street ran across the façade, bisecting an elliptical open space at the south end of Vernon Street, once known as The Crescent. The land in front of the Gaol was used for public executions until 1862. Francis Goodwin was also responsible for St John's Church in Bridge Street. St John's Terrace was built at about the same time, possibly by the same contractor as built the Church.

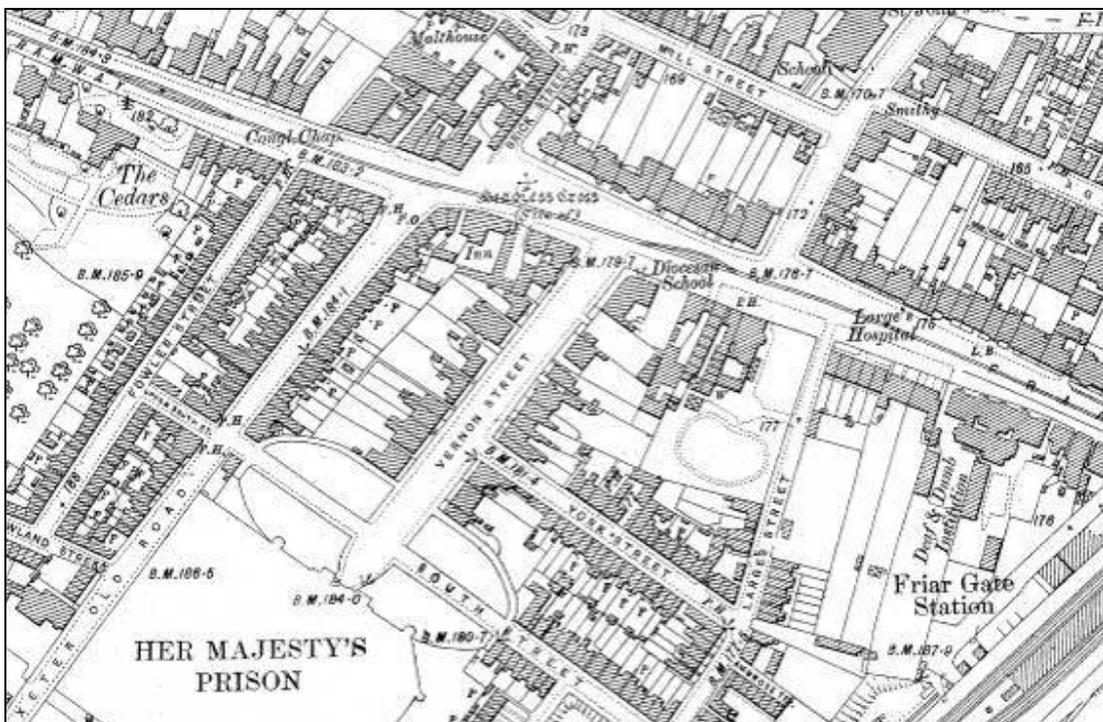
Friar Gate witnessed Reform Bill riots in 1831, an event which is commemorated by a public artwork comprised of stoneware heads around the base of some of the plane trees in Friar Gate. In c.1840 the Gaol in Vernon Gate was strengthened with twin 'Martello towers' to deter further rioters. The interior of the Gaol was demolished in 1928, leaving only the façade. The building became a greyhound stadium until being re-developed as offices in the 1990s.

The development of Friar Gate continued through the 19th century but the Derby Board of Health Map of 1852 shows little development in Ashbourne Road west of Fowler Street or the Georgian House Hotel. The former gaol was demolished and replaced by the impressive nos. 47-51 Friar Gate c.1830. No. 93 Friar Gate was built c1845 and is the last remaining building associated with the Royal School for the Deaf (demolished 1973); a Diocesan School was added on the south side in 1841.

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Extract from J. Roper's map of 1806



Extract from Ordnance Survey First Edition map 1882, revised 1899

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Momentous change was caused by the introduction of a railway line across the street in 1878. The line belonged to the Great Northern Railway (GNR) who wanted a route which would link Uttoxeter, Derby and Nottingham to the Erewash valley. The Company was also keen to have a prestigious town centre station and in order to access the station the line crossed Friar Gate on a bridge made by Derby iron founder Andrew Handyside. The bridge was embellished with the stag from Borough's badge in the spandrels in an attempt to placate local residents' opposition to the railway.

Derby's first horse-drawn tram service was started in March 1880. In the mid 1880s the tramway company's stables and sheds were located on the west side of the GNR's viaduct off Friar Gate, the horses being stabled beneath the arches. The last horse-drawn tram ran along Friar Gate in 1907.

The last quarter of the 19th century saw further purpose-built buildings constructed in Friar Gate and Ashbourne Road: a group of five almshouses known as Large's Hospital was rebuilt in Friar Gate 1880 for the benefit of clergy widows, in 1877 the rear of no. 10 Friar Gate was opened as a Turkish Bath, Ashgate Primary School in Ashbourne Road has a date stone of 1879, the Royal Deaf and Dumb Institution was built in 1894, offices for the East Midlands Gas Board were built in Friar Gate in 1899 – the first building in Derby designed with a steel frame.

As linear development proceeded westwards along the road to Ashbourne, so too did development proceed piecemeal along Ashbourne Road. As the land was not made available in planned lots following the afore mentioned Acts of 1767 and 1792, development along Ashbourne Road is less architecturally cohesive and less dense than in Friar Gate. Two pre-1850 historic buildings are of note: No. 35 Ashbourne Road (The Cedars) is a large mid 18th century red brick house once approached by a drive, hence its deep set-back from the road; the Georgian House Hotel is an early 19th century building contemporary with Vernon Street.

Two breweries were established in Ashbourne Road. The Ashbourne Road Brewery was set up in 1848 by Thomas Eyre and the 'Old Brewery' on the opposite (north) side of Ashbourne Road was established in c.1830 by John Porter.

Development along the spinal route of the Friar Gate and Ashbourne Road clearly shows the gradual east to west linear development of the route from the 17th century in Friar Gate to the 19th century in Ashbourne Road.

The most significant change to the historic environment in the first half of the 20th century was the widening of Ford Street in 1936 which caused the demolition of 18th century houses at the Friar Gate junction. In 1904 there was a further lowering of the road surface under the railway bridge to accommodate overhead electrified trolley wires.

Post-1950 the conservation area (designated in 1987) has undergone several changes. The Friar Gate railway station closed in 1964 and the railway line was closed in 1968. Handyside's bridge faced threat of destruction in 1971 but it is now a grade II listed building. Nos. 114/5 Friar Gate were demolished in 1964, one of the oldest surviving structures in the street. Only four other pre-1800 buildings remain east of Ford Street.

During the last 40 years, several buildings have been demolished and their sites re-developed, for example the Unitarian Chapel of 1697 (now Roman House, part of

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Heritage Gate) and the Royal School for the Blind (now Friar Gate Court) in Friar Gate, the Railway Orphanage (now Derby University) in Ashbourne Road. The University of Derby was created in 1992 and the conservation area and its immediate environs e.g. Agard Street has become a place of student accommodation. Despite these changes Friar Gate remains as a testament to the prosperity of Derby in the 18th century and justifies designation as conservation area.

Archaeology

Archaeological remains, whether above-ground structures or buried deposits, contribute to the conservation area's sense of place and are an important part of Derby's heritage. Details of known remains can be found in the Derby City Sites and Monuments Record (SMR), a record of all known archaeological and historic sites. There are no Scheduled Monuments within the conservation area but many unscheduled remains are also of national or local significance and should be protected from loss or damage wherever possible. There are 22 entries in the SMR within the Friar Gate Conservation Area. These include the site of the 12th century priory of Benedictine nuns, the site of the Dominican Friary, small items such as late 19th century cast iron bollards by St Werburgh's Church and cast iron street sign in Brick Street together with several buildings that are also statutorily listed.

A small eastern part of the conservation area lies within an area identified in the City of Derby Local Plan Review as an 'archaeological alert area'. This includes St Werburgh's Church and environs and Friar Gate as far as George Street. Archaeological alert areas are defined as "those areas which current research suggests are of high archaeological potential".

Summary - (to be taken forward in Management Strategy)

- *The conservation area contains 22 entries in the Sites and Monuments Record;*
- *The area contains buildings and structures dating primarily from the post-medieval period with a prevalence of building stock from the 18th and 19th centuries*
- *Part of the conservation area lies within an area of high archaeological potential;*

Character analysis

Definition of character areas

The Friar Gate Conservation Area can be divided into four character areas, connected by a similarity of history, use or architectural character. The character areas are defined broadly and may overlap.

The four character areas are:

1. East Friar Gate
2. West Friar Gate
3. Ashbourne Road
4. Vernon Street and South Street, Bridge Street and St John's Terrace

1 East Friar Gate contains some grand buildings the building line with a building line to the pavement and contains a greater mix of periods, styles and qualities of architecture than west Friar Gate. Overall this gives an urban feel city centre feel. The medieval character of Derby can in particular be appreciated at St Werburghs churchyard with the 3 and 4 storey brick shops, public house and flats of Cheapside enclosing part of the churchyard in a similar manner to St Peters.



City Centre East Friar Gate (left) and the enclosed St Werburghs Churchyard (right)

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2 The West Friar Gate element of the conservation area is a tightly knit grand entrance to the city of Derby. It contains many of the city's finest Georgian Town houses of 3 storeys in both brick and ashler all with high quality detailing and finishes. Coupled with the housing the width of the street, avenue of trees and forms of enclosure through walls and railings create a setting to highlight some of the best 18th and 19th century architecture the city has to offer. With regards to the service lanes to the rear Mill St has maintained the character of gardens with low brick mews style buildings. Unfortunately due to its closer proximity to the city centre Agard St has a very mixed character with infill development and gap sites within the gardens to the rear which has disrupted the original character.



Fine Georgian town houses in West Friar Gate

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3The Ashbourne Road element has a suburban centre feel with a mixture of building heights, types and plot layouts from the tightly packed Victorian 2 and 3 storey brick buildings at Uttoxeter Old Road/ Brick Lane to the more imposing 19th century villas flanking the western approach.



Ashbourne Road looking South shows mixture of types, styles and layouts.

4 Vernon St and South St contain a high quality example of regency planning showing the evolution of development and thoughts on housing between the 18th and early 19th century. The villas are rendered, detached and contain small front gardens as well as land to the rear. These flank a wide avenue which leads up to the grand focus of the crescent and the substantial city goal whose stark stonework forms an imposing classical terminus to the street. This is softened by the proportions and space between the residential and the institutional building. In contrast Bridge Street contains brick terraced town houses of however St John's Church and St Johns Terrace reflect the style of Vernon Gate.



Regency terrace at Vernon Gate looking west.

Summary – (to be taken forward in Management Strategy)

This appraisal identifies four distinct character areas within the conservation area:

- *East Friar Gate*
- *West Friar Gate*
- *Ashbourne Road*
- *Vernon Street, South Street, Bridge Street and St John's Terrace*

Spatial Analysis

The character and inter-relationship of spaces within the area

This urban conservation area contains few public open spaces. As previously noted, the conservation area has a primarily linear form, tightly knit at its eastern end and with the exception of the few notable open spaces such as St Werburgh's churchyard and the 'crescent' south of Vernon Street. At the headless cross there is a substantial area of open space although this is dominated by traffic. To the rear of the town houses the gardens has lead to undeveloped private space. However, this relationship of house to garden has been eroded by the intrusion of modern rear infill development and conversion of garden to car parking in particular to Agard St.



Open Space at St Werburgh's Church

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In Friar Gate west of Ford Street there remains significantly more open space to the rear of the main thoroughfare on the north side than on the south side but much of this is tarmac'd and used for car parking. Former gardens on the south side have been redeveloped more intensively than on the north side and development is more tightly knit.

Front gardens can be found throughout the conservation area in different shapes and sizes except in East Friar Gate where properties have all been built to the building line. Where front gardens exist elsewhere, they in general small to provide a setting for the town houses except in Ashbourne Road where 19th century dwellings are more set back. Notable exceptions to the generally small front gardens are The Friary in Friar Gate and no. 35 Ashbourne Road whose former garden is now used for car parking.

Ashbourne Road, being further from the City Centre and therefore under less pressure for development and parking, has a more spacious atmosphere than development to the east especially on its north side.

Summary – (to be taken forward in Management Strategy)

- *The urban conservation area contains few public open spaces;*
- *The conservation area has a primarily linear form, tightly knit at its eastern end;*
- *The former relationship of house to rear garden has been eroded by the intrusion of modern rear infill development and conversion of garden areas to car parking. We will not support development which results in the loss of open space within these areas.*
- *Ashbourne Road has a more spacious atmosphere than development in the east of the conservation area.*
- *The oldest buildings in the conservation area are generally to be found of Friar Gate east of Ford Street*
- *There is a need for new development to retain the strong vertical emphasis in any new development;*
- *New development needs to retain strong original building lines at the back of the pedestrian footpath where appropriate*
- *New development should retain and reinstate tight close knit development where appropriate;*
- *Buildings in the area are predominantly between two and four storeys in height depending on their location.*
- *Detailing is most important and should be of a high quality and relate to their context..*

Focal areas and buildings of landmark quality

The Friar Gate Conservation Area is enlivened by a number of buildings and features which attract attention, provide a focus for views and give the area a distinctive sense of place. The most obvious and notable focal building in the area is the Friar Gate Railway Bridge which dominates the eastern end of the conservation area and is an iconic feature within the area. Its ornamental cast iron detailing is a distinctive feature within this linear and level conservation area.

The generally flat urban townscape of the Friar Gate Conservation Area means that there are few changes in level to give prominence to specific buildings or sites. The most notable changes in level are the dip in Friar Gate to enable tall vehicles to pass beneath the railway bridge and the descent towards Markeaton Brook at Bridge St/ Brick Lane. This being the case, it is the design and mass of a building and its location within the area's street pattern that gives it landmark quality and a focus for the eye – the railway bridge being a good example.

Focal buildings in the conservation area are marked on the Townscape Appraisal Map. They divide into two types: those that have prominence through their location (e.g. Friar Gate Hotel seen along Slater Street or the Wheel Buildings (1881) at the junction of Friar Gate and Uttoxeter Old Road) and those whose presence derives from a deliberate architectural design and are embellished with a tall feature to give the building status (e.g. the tower of St Werburgh's Church and the bell tower of Ashgate Primary School).



The tall brick bell tower of Ashgate Primary School provides a focus for views in the vicinity.

Views and vistas

The most significant views within, into and out of the conservation area are marked on the Townscape Appraisal Map. The view down Vernon Street to the façade of the former Gaol is a planned vista that, despite demolition of the Gaol, still remains a

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pleasing sight. Looking back, northwards up Vernon Street, the three storey red brick façade of no. 65 Friar Gate (Friar Gate House School) stops the view with a fine piece of Georgian building although, unlike the vista to the Gaol, this view was not intentional as the building pre-dates the construction of Vernon Street.

There are ever-changing oblique views of roadside buildings especially the row of Georgian buildings on the north side of Friar Gate. These views are enhanced by the unusually wide carriageway in Friar Gate and the greater width at the site of the former market place where stands the Headless Cross.

Summary – (to be taken forward in Management Strategy)

- *Views and vistas make a positive contribution to the character and appearance of the conservation area;*
- *Important views into and out of the conservation area, key vistas, landmark buildings and unfolding views have been identified and illustrated on the accompanying Townscape Appraisal map and should be retained;*
- *The level topography of the area does not lend itself to extraordinary views but there are ever-changing oblique views of roadside buildings;*
- *Retention of the former Gaol's façade has retained the planned vista along Vernon Street;*
- *The Friar Gate Railway Bridge is an iconic feature of the area, prominent in views up and down the western end of Friar Gate. Its repair and restoration is to be encouraged.*

Activity, prevailing and former uses within the area

This linear conservation area extends westwards from the verge of Derby's commercial and business core into the City's suburbs. Historically the route of Friar Gate and Ashbourne Road acted as the main western approach to the centre of Derby and it still performs that role today – hence the continuous flow of daytime traffic and complex traffic signals at the Ford Street, Bridge Street and Brick Street junctions.

The eastern and western extremities of the conservation area are marked by a church (St Werburgh's Church) and a school (Ashgate Primary School) respectively and along the route in between can be found a variety of uses and activities ranging from predominantly commercial, professional and retail uses in the east to predominantly residential and educational uses in the west.

The east end of Friar Gate has much in common, in terms of use, with Wardwick although the extra distance from the City Centre gives the Friar Gate area a distinctive identity and it is noted for its bars and restaurants, many of which are accommodated in converted historic buildings. This area contains some late 20th century office blocks.

The length of Friar Gate between Ford Street and Brick Street, which once was primarily residential and renowned for its 18th century town houses, has undergone profound changes in the 20th century, perhaps initiated by the arrival of the railway in the 19th century. First, the former houses have been converted to non-residential uses and, second, some 18th and 19th century developments have been demolished and re-developed with office and residential blocks thereby replacing the area's original

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residential use, albeit with flats and not large family dwellings. Vernon Street has undergone a similar change in that many former dwellings have been converted to non-residential use or sub-divided into flats.

An area of shops and businesses around the intersection of Friar Gate/Ashbourne Road and Brick Street Street/Uttoxeter Old Road contains a range of local shopping facilities including a supermarket, small convenience stores and cafes that serve the surrounding residential areas and offices. This area is recognized as a 'neighbourhood centre' in the City of Derby Local Plan Review.

Continuing westwards along Ashbourne Road commercial, retail and business uses decline and the area becomes more noticeably residential in character with significant student accommodation and educational uses, notably Ashgate Primary School and Derby University. An anomaly within the conservation area is a small area of existing business/industrial use on Ashbourne Road on the site of a former brewery.



Local shopping facilities at the west end of Friar Gate (left) and a casino located within a late 19th century office building at the east end of Friar Gate.

Summary – (to be taken forward in Management Strategy)

- *Predominant uses within the conservation area are retail, professional, business, educational and residential;*
- *The Friar Gate and Ashbourne Road route carries a high level of traffic, being a main western approach road to the City;*
- *The eastern end of the conservation area, east of Ford Street, is notable for a high proportion of bars and restaurants;*
- *Former town houses in Friar Gate between Ford Street and Brick Street and in Vernon Street have been converted to non-residential uses, others have been sub-divided into flats;*
- *The conservation area contains a neighbourhood shopping centre at the junction of Friar Gate and Ashbourne Road;*
- *Many historic buildings are no longer in the use for which they were designed;*
- *An isolated business/industrial use exists to the north of Ashbourne Road*
- *The Friar Gate Conservation Area contains part of the Derby University campus i.e. student accommodation.*

Listed buildings

There are 77 listed buildings within the conservation area, of which one is listed grade I and seven are grade II*. Government guidance is that grade I and II* buildings are of particularly great importance to the nation's built heritage and that their significance will generally be beyond dispute. The Townscape Appraisal Map shows the statutorily listed buildings within the conservation area boundary.

The grade I listed building is:

No. 41 Friar Gate (Pickford's House):

This house was built as a family home in 1769 by the architect Joseph Pickford on one of the plots liberated by the 1768 Improvement Act. Joseph Pickford (1734-1782) came from a family of stonemasons and builders. He undertook a number of important architectural projects in the Midlands including a prestigious new factory and hall for Josiah Wedgwood near Stoke on Trent. No 41 Friar Gate is a three storey 5 bay red brick town house with a fine central doorcase. It now houses the Pickford's House Museum of Georgian Life and Costume.



Pickford's House, no 41 Friar Gate was built in 1769 by the architect Joseph Pickford on one of the plots of land made available by the 1768 Improvement Act.

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The grade II* listed buildings are:

No. 42 Friar Gate and Nos. 43/44 Friar Gate:

Joseph Pickford may have been involved in the purchase of the plots for these two houses following the 1768 Improvement Act and may also have acted as architect. They are both outstanding examples of Georgian house building of the 1770s. No 42 has 5 bays with the central bay breaking forward and a central stone doorcase with traceried fanlight. Nos. 43/44 has two Venetian windows at ground floor and a central doorway with Roman Doric pilasters.

Nos. 47-51 Friar Gate:

This is one building with a long 11 bay symmetrical façade with a pedimented central three bays breaking forward. Windows to ground and first floor have cornices, the centre having alternate triangular and segmental pediments. Uncharacteristically in Friar Gate the building is faced with ashlar stone. It was designed and built by Thomas Cooper of Derby and its cellars were formerly basement cells of the County Gaol until the gaol's demolition c. 1830.

No. 99 Friar Gate and No. 27 Friar Gate:

These are fine 18th century town houses of three storeys. They display typical features of Georgian architecture: sash windows, moulded stone cornice, classical doorcase with engaged columns, traceried fanlight and six-panelled door. To the left of the front of no. 99 is a rusticated coach arch.

The Friary Hotel, Friar Gate:

Currently a hotel, this building is built on the site of the Dominican Friary. It was built in 1731 for a local banker, Samuel Crompton, and is notable for its mid 18th century panelled rooms, plaster ornament and fine timber staircase.



The Friary, built in 1731 on the site of the Dominican Friary.

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Church of St John the Evangelist, Bridge Street:
Designed in 1828 by Francis Goodwin who was also responsible for the design of the County Gaol in South Street, this Commissioners' Church is built in stone in an Early English Gothic style.



Unlisted buildings/structures of merit

There are a number of buildings and structures within the conservation area that, although they are not statutorily listed, nevertheless contribute to the character or appearance of the conservation area. This can be in terms of a building's individual historic or architectural value or its contribution to the townscape.



Examples of two unlisted buildings of merit: a three storey corner building at the junction of Friar Gate and Uttoxeter Old Road, dated 1881 (left) and no. 16a South Street, a characteristically Edwardian building.

Buildings have been assessed as unlisted buildings of merit if the building contributes to the character or appearance of the conservation area and if any of the following criteria are met:

- Is the building the work 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 the 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 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?
- Does it have significant historic association with established features such as the road layout, burgage plots, a town park, or a landscape feature?
- Does the building have landmark quality, or contribute to the quality of recognisable spaces, including exteriors or open spaces with a complex of public buildings?
- Does it reflect the traditional functional character of, or former uses within, the area?
- Has it significant historic associations with local people or past events?
- Does its use contribute to the character or appearance of the conservation area?
- If a structure associated with a designed landscape within the conservation area, such as a significant wall, terracing or a minor garden building, is it of identifiable importance to the historic design?

These criteria are based on guidance within 'Guidance on Conservation Area Appraisals' (English Heritage, 2006). In English Heritage's view, any one of these characteristics could provide the basis for considering that a building makes a positive contribution to the special interest of a conservation area, provided that its historic form and values have not been seriously eroded by unsympathetic alteration.

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Unlisted buildings of merit are marked on the accompanying townscape appraisal map. In such a complex urban area it has not been possible to identify every building and the omission of a particular building should not necessarily be taken to imply that it is of no interest.

Unlisted buildings of merit that contribute to the area historically or architecturally should be retained in the light of any development proposals. A large proportion of the unlisted buildings within the conservation area are considered to have met one or more of the above criteria.

Given that the majority of historic buildings in Friar Gate are already listed, unlisted buildings of merit are to be found mainly in Ashbourne Road including nos. 40, 50 and 52 which are 19th century dwellings. The Brick and Tile Public House in Brick Street which has 17th origins (much altered) and The Mile Public House, formerly The Garrick, in Friar Gate are also identified as positive buildings.

Summary – (to be taken forward in Management Strategy)

- *There are 77 listed building entries within the City Centre Conservation Area including one grade I and seven grade II*;*
- *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.*
- *Unlisted buildings of merit have been identified with regard to criteria in English Heritage's '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.*

The architectural and historic qualities of the buildings

The conservation area is noted for its 18th century Georgian buildings but other periods and styles are well represented, of particular note are exemplars of Regency house-building in Vernon Street.

The oldest parts of St Werburgh's Church, despite its Saxon (c. 700 A.D.) origins, are the stone tower of 1601 and the Baroque chancel of 1699. The rest of the church was rebuilt in 1893-4 by Sir Arthur Blomfield in a 15th century style. Unfortunately there are no extant remains of either the Dominican Friary (The Friary stands on the site) or the Benedictine Nunnery that once stood in Nun's Green north of the conservation area. Although 126 Nuns St would appear to have been built at around the time of the reformation so may have some connection with the Nunnery. There are however some remaining interesting examples of seventeenth century building in Friar Gate east of Ford Street notably nos. 11, 16/17, 18 and 114a/115 Friar Gate.

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Nos. 11 and 18 are much restored timber-framed two-storey buildings with distinctive twin gables that are characteristic of the period. No. 11 retains ceiling beams and much of original character inside. In contrast, no. 16/17 is a fine red brick three storey 17th century building with stone dressings and four gables with one window in each. There are modern shop fronts at ground floor but the building's three storeys and rhythmic row of eight windows at first and second floor give it a commanding presence in the streetscene.



Nos. 16 and 17 Friar Gate (left) and no. 18 Friar Gate (right) both date from the 17th century. The former, being built of brick, is most likely a later building than its timber-framed neighbour.

The oldest buildings in the area are generally to be found close to the City Centre because the western expansion of the City along Friar Gate did not take place until the 18th century on the formerly open space of Nun's Green. However, there are still two notable pre-18th century structures remaining in the western part of the conservation area: The Headless Cross and no. 126 Nuns' Street.

The Headless Cross is probably medieval but expert opinion is that only the top stone is authentic. During 800 years it has been moved on several occasions, most recently from the Arboretum in 1979. No. 126 Nuns' Street probably dates from before the Dissolution of the Convent of King's Mead, to which it belonged, in 1536. It was restored in 1994/5.

Eighteenth century Georgian-style town houses are the most prevalent architectural characteristic of the conservation area exemplified by the row of red brick buildings on the north side of Friar Gate between Ford Street and Bridge Street, nearly all of which are statutorily listed. The key design features of Georgian architecture were proportion, symmetry and order inspired by Greek or Roman Classicism – and many of Friar Gate's houses reflect these characteristics.

No. 41 Friar Gate, built by the local architect Joseph Pickford in 1769, and nos. 42, 43 and 44 are elegant examples of Georgian architecture which displays many of the style's common characteristics. They are described above ('Listed Building').

Vernon Street and, to a lesser extent, St John's Terrace were built in the prevalent 'Regency' architectural style of the early 19th century. Regency residences typically are stucco-faced and built as terraces or crescents but in Vernon Street most of the houses are detached 'villas' although nos. 7 to 10 and nos. 14 to 17 are terraced. Elegant

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wrought iron balconies and porches were a feature of this style but only no. 13 retains a cast iron trellis porch. The front gardens of the houses would once have been bounded by iron railings but none remain. Rectangular fanlights and 6-panelled doors are common. The houses are typically two storeys, set back from the pavement along a well defined building line, with a symmetrical composition of three bays and a central door usually framed by two columns or a Tuscan column porch. Low pitch hipped roofs with wide overhanging eaves and gable end brick chimney stacks are the norm. St John's Terrace is a lower status development and is characterised by narrower frontage and a regular rhythm of two storey bay windows.



The former County Gaol in South Street and St John's Terrace off Bridge Street date from the 1830s and are contemporary with the stucco fronted houses in Vernon Street.

The former County Gaol (1830) in South Street and the Church of St John (1828) in Bridge Street date from the same period and are the work of Francis Goodwin, architect, the former has a harsh classical façade as befits a prison, the latter is in an early English Gothic style with a low-lying castellated exterior and it has been suggested that it was intended as a miniature pastiche of the Chapel of King's College, Cambridge.

Nineteenth century architecture is best represented by purpose-built buildings: Diocesan School, Friar Gate (c.1840), Ashgate Primary School (1879), Large's Hospital (founded 1716, rebuilt 1880), Former Offices of East Midlands Gas Board (1889) and the Railway Bridge (1876).

Summary – (to be taken forward in Management Strategy)

- *St Werburgh's Church has Saxon origins but was largely rebuilt in 1893-4;*
- *The Headless Cross has medieval origins (in part);*
- *The conservation area contains five notable 17th century buildings, four of which stand in eastern Friar Gate;*
- *The conservation area is notable for Georgian town houses in Friar Gate and the Regency development of Vernon Street and the County Gaol (c1830);*
- *Nineteenth century architecture is best represented by purpose-built buildings e.g. two schools, almshouses, gas board offices and an ornate railway bridge.*

Prevalent and traditional building materials

The most prevalent historic building materials in the conservation area are walls of brick, stone and stucco under roofs of clay tile or slate.

With the exception of St Werburgh's Church, the area's earliest surviving buildings have timber-frames, for example nos. 11 and 18 Friar Gate. It is likely that no. 126 Nuns' Street was timber-framed and that the lower part of the walls were later rebuilt in brick with stone dressings. Other timber-framed buildings that once stood close to the City Centre have been demolished and replaced thereby giving greater significance to the few that remain. No. 18 Friar Gate and no. 16/17 Friar Gate, standing side by side, well illustrate the contrast between early 17th century timber-framing and late 17th century brickwork and the transition from one material to the other.

Brick was much favoured in the 18th century and is therefore commonplace in much of Friar Gate. Clay could be sourced locally and reasonably cheaply and brick construction was far more durable than the timber constructions which were the norm until the end of the 17th century. Brick-making techniques were improving in the 18th century and because much of Friar Gate was developed in the 18th century there are many examples of high quality Georgian brickwork, almost exclusively laid in Flemish bond. Red is the most common colour of brick with slight variety in texture and tone as can be seen by comparing, say, no 41 Friar Gate with no. 46 Friar Gate. Ashgate Primary School in Ashbourne Road has bands of contrasting blue brick and the railway embankment beside Friar Gate Railway Bridge is constructed with blue engineering bricks. However, the lasting visual impression of Friar Gate is one of fine brickwork in varying shades of red.

The use of brick continues along Ashbourne Road but the less dense form of development and drop in overall building height lessens its visual impact and, unfortunately, some brick facades have been painted or rendered, almost always to the detriment of the building's appearance.

Stucco is traditionally a lime-based render applied to the exterior of buildings. It was popular in the early 19th century and became a characteristic feature of the Regency style especially in towns such as Leamington Spa, Hastings and Cheltenham. Stucco is a particular feature of Vernon Street and St John's Terrace, both developments of the 1820s. Buildings in both streets have characteristic white painted stucco facades and low pitched Welsh slate roofs.

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Eighteenth century buildings on the north side of Friar Gate using brick and stone.

Until Derby began to feel the benefits of improvements in transport (i.e. toll roads, canal and railway), local stone was used only for religious or judicial buildings e.g. St Werburgh's Church. Even after stone became more easily transportable it was used sparingly in the conservation area most notably for the County Gaol, Church of St John and, in a residential context, at no. 66 Friar Gate, no. 93 Friar Gate and nos. 47-51 Friar Gate although these houses are only faced with stone – the side elevation of no. 93 are ostensibly red brick. The ground floor of no. 93 Friar Gate is rusticated i.e. stonework comprised of large blocks of masonry separated by wide recessed joints. The abutments of the railway bridge in Friar Gate are built with rusticated stonework which adds grandeur to the structure especially viewed against the blue brickwork of the flanking wall.

Ashlar stonework is the name given to smooth cut or dressed blocks of stone laid in regular courses, separated by very thin joints. Nos. 47-51 Friar Gate is a fine ashlar-faced terrace of five houses built on the site of the old gaol in Friar Gate.

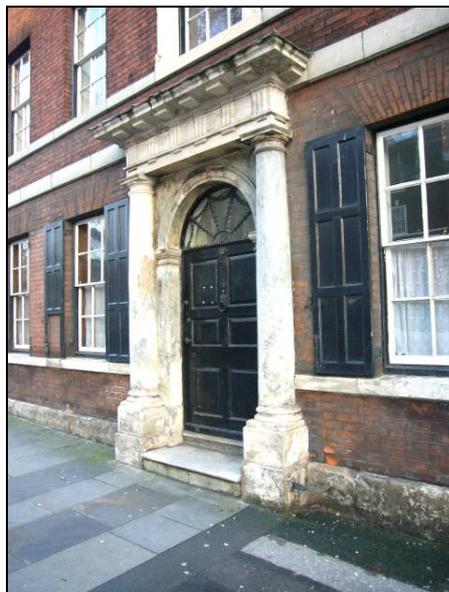
Stone was often used in combination with brick. An early instance of this is nos. 16/17 Friar Gate, a late 17th century building with stone dressings and quoins. Stone dressings are also a feature of nos. 41 and 43/44 Friar Gate. Ashlar dressings can be seen on Ashgate Primary School, a Victorian building built nearly 200 years later (1879). Many brick houses in Friar Gate have stone plinths. Curiously, nos. 59 and 60 Friar Gate has a stone course at eaves level forming a low parapet.

Taken overall, stone is not a characteristic of the conservation area but a significant feature that adds to the special interest of the area by providing a strong contrast to the prevailing use of red brick and stucco.

Historically, clay tile and slate were the most common roof materials, the latter becoming more prevalent after the start of the 19th century and a typical characteristic of the houses in Vernon Street.

Architectural details

Georgian architecture is characterised by its proportion and balance; simple mathematical ratios were used to determine the height of a window in relation to its width. "Regular" was a term of approval, implying symmetry and adherence to classical rules, lack of symmetry was felt as a flaw. Regularity of housefronts along a street was a desirable feature of Georgian town planning but this was not achieved in Friar Gate despite an occasional uniformity of plot width. Georgian designs usually lay within the Classical orders of architecture and employed a decorative vocabulary derived from ancient Rome or Greece.



Classical doorcases and typically Georgian fanlights in Friar Gate.

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The most common Georgian town-house designs in Friar Gate are of three storeys. Each contract for a plot released under the 1768 Act stipulated that purchasers were to: "...erect, build or cause to be erected...one or more dwelling houses handsome in front towards the publick street not less than three storeys high decently sasht...".

Square or rectangular in plan, the houses invariably have a central entrance hall and the ground floor is raised above the pavement to admit more light into the basement. (The basement of nos. 47 to 51 contains original cells from the time when it was the site of the Friar Gate City Gaol).

Entrance doors are typically approached by a flight of stone steps. The doorway is usually arched, with a fanlight to let more light into the inside hallway, and is usually the only part of the exterior with any elaboration.

The basement was used to house the kitchen, servant's rooms and the cellars; the ground floor usually contained the dining room and a sitting room; the first floor accommodated a drawing room at the front, whilst the rest of the house was taken up with bedrooms; the attic was reserved for servants.

The windows of the first floor, where the main living rooms were placed, are generally taller than the upper windows, invariably twice as high as they are wide. As the eighteenth century progressed the sash window bars became progressively more slender and the window reveals were set back and plastered and painted white, to emphasise the regularity of the design.

Windows and door joinery was invariably timber although this has occasionally been replaced with uPVC or aluminium to the detriment of historic character and appearance.

Summary – (to be taken forward in Management Strategy)

- *The appraisal identifies that the prevalent building materials are red brick, stucco and stone;*
- *Predominant historic roofing materials are slate and clay tile;*
- *There is a wealth of existing traditional building materials found in the area and these high quality building materials should be retained;*
- *The use of high quality traditional materials should be encouraged in new developments;*
- *Many examples of the typical architectural features of Georgian and Regency house building are present.*

Local details – features that contribute to local distinctiveness

In addition to the numerous architectural details and embellishments found on the area's historic buildings, there are a number of local features which add to the area's distinct identity and help to create a sense of place:



Cast iron posts by William Abell of Markeaton beside St Werburgh's Church (left) and an electrical transformer box of 1893 (right).

Shopfronts: There are a number of historic shopfronts that make a positive contribution to the townscape and enhance the building in which they are located. Of particular note are the shopfronts around the junction of Friar Gate and Ashbourne Road which have survived much more intact than those closer to the City Centre. Wheel Buildings, dated 1881, is a three storey development that turns the corner of Friar Gate and Uttoxeter Old Road. Timber shopfronts on its ground floor remain relatively unaltered.

Historic street furniture: There are a number of surviving items of historic street furniture. Iron railings (formerly to the north of the Railway Orphanage) in Ashbourne Road are grade II listed and others are of historic note e.g. the railings at Ashgate Primary School and St John's Terrace. Replica railings can be found outside no. 41 Friar Gate Pickford's House. Iron bollards are a feature of the area; those at St Werburgh's Church are historic. Cast iron name signs are common throughout the area and contribute to a local sense of place.

Public art makes a major contribution to the visual quality and character of Friar Gate. There are two artworks by Timothy Clapcott, installed in 2000 as part of the Sustrans development of the National Cycle Network. Stoneware heads 'planted' at the base of London plane trees are linked with the 1831 Reform Bill riots and crowds at Derby, some of these are now damaged (February 2011). Cast iron slabs, which include the 'Signing' Hands, were created as part of a community programme with the Royal School for the Deaf and Blind and are situated adjacent to the former school site on Friar Gate. Another item comprises a bench on which is illustrated the history of the area.

Historic street surfaces

The area retains small areas of historic street paving. These are either stone setts paving the way to a carriage entrance, for example at no. 44 Friar Gate or 15 South Street, or larger areas of setts at the side or rear of former industrial properties, for example beside no. 52 Ashbourne Road or opposite no. 4 George Street. There is an extensive area of setts beside the abutments of the railway bridge in Friar Gate. Paths

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to the rear of nos. 2 to 8 Cheapside are paved with red and blue brick but this is an isolated instance of brick paving. The pavements of Friar Gate are paved with York stone slabs, some of which were installed as part of a Townscape Heritage Initiative project and some as part of connecting Derby. Old tramlines can be seen on the west side of Friar Gate Bridge beside Pickford's House.



Floorscape: Historic stone paving (left) and a modern public artwork comprising stoneware heads around a tree in Friar Gate.

The public realm

Items in the public realm within the conservation area (i.e. the area around and between buildings such as streets and public open spaces) are primarily modern. The high level of traffic passing through the conservation area, particularly west of Ford Street, has required a plethora of road signs and other traffic measures such as traffic lights, pedestrian islands and metal barriers, and these, though necessary, cannot be said to enhance the historic character or appearance of the area. Street lighting columns are modern and functional and, like the modern bus shelters, have a neutral effect on the area.

Most of the northern pavement of Friar Gate is paved with stone which provides an appropriate setting for the almost continuous row of listed buildings. More recently, much of Friar Gate east of the Ford Street road junction has been paved with York stone drawn from a palette of high quality materials and details in an approved Public Realm Strategy which sets out a strategy for the design and delivery of a high quality co-ordinated public realm. Elsewhere tarmac or concrete block paving is the norm. The drop between pavement and road resulting from the creation of a dip under the railway bridge is kerbed with stone and old stone steps onto the road still remain. Metal bollards are either historic e.g. close to St Werburgh's Church or modern e.g. those beside The Greyhound Inn painted to match the colour of the adjacent bus shelter.

The area around the Headless Cross has been sensitively landscaped with stone paving and a tree. A similar but enclosed space between nos. 7 and 10 Friar Gate has been landscaped with a rectangular brick planter and an area bounded by low brick walls and railings although the function of the enclosed space is unclear.

Amidst the numerous modern electricity cabinets, bus shelters and light columns, two small items of street furniture are of special note: (1) the red telephone kiosk adjacent to the railway bridge is grade II listed, a 'K6' type designed by Sir Giles Gilbert Scott 1935;

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(2) the green electrical transformer box in Friar Gate dates from 1893 and is included in the Sites and Monuments Register, like the railway bridge it bears the borough 'buck in the park' emblem.

Summary – (to be taken forward in Management Strategy)

- *The appraisal notes that the area contains numerous local features that add to the area's distinct identity and help to create a sense of place. The most notable categories are historic street furniture, historic street surfaces of stone paving, building materials (brick, stone) works of public art and historic shopfronts;*
- *It is highly desirable that these features which form part of the special interest of the area are retained;*
- *The public realm is predominantly modern;*
- *Traditional surfacing such as granite setts, granite and stone kerbs are found in the area and should be retained.*
- *We would encourage the reinstatement of appropriate railings and boundary treatments.*



Roadside trees are a notable and positive feature of the area: South Street (left) and Friar Gate (right)

Open spaces, green areas and trees

The principal open spaces within the conservation area are identified on the accompanying Townscape Appraisal Map. The most significant spaces that make a positive contribution to the conservation area are the churchyards of St Werburgh's Church and St John's Church and the grassed crescent areas at the south end of Vernon Street. The open space in Vernon Street is the only major planned open space. It is part of the early 19th century development of Vernon Street and Gaol and was originally designed as an ellipse bisected by South Street and Vernon Street but the southern half is now used for car parking thereby diluting this planned landscape. Two small formal spaces exist at the eastern end of Friar Gate and at its western end there is a widening of the road signifying where there was once a medieval market. This has been paved with York stone and is enhanced by a tree beside the Headless Cross. Friar Gate has an unusually wide pavement on its south side. The width of the pavement enables good views of the fine three-storey Georgian architecture on the north side and, in the light of the high level of traffic, is a welcome walkway for pedestrians well removed from the road.

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The space between opposing built development on either side of Friar Gate west of Ford Street is exceptionally wide due to this unusually wide pavement on the south side. Vernon Street too is exceptionally wide in comparison to other side streets.

Being an urban area there are few green spaces. Each of the aforementioned open spaces has a green ambience and is enhanced by trees, especially Vernon Street. The trees in St Werburgh's churchyard provide a semi-rural setting to what is a distinctly urban church. In addition, Friar Gate's south side contains an avenue of London plane trees, some of which were planted in 1869 following public subscriptions. These roadside trees are one of the key features of the conservation area whose green foliage in summer contrasts well with the red brick of the adjacent 18th century buildings.

Most former back gardens have been re-developed or are used for parking but there still remain a number of mature trees and hedges which help to soften their urban surroundings. A short length of Markeaton Brook passes through the conservation area alongside which there stands greenery and the brook is a haven for wildlife. The brook was the source of water for the 13th century Friary that stood within the conservation area and a source of power for local mills outside the conservation area (now demolished).

Summary – (to be taken forward in Management Strategy)

- *The significant public open spaces are St Werburgh's churchyard, the crescent south of Vernon Street, St Johns Churchyard and the area around the Headless Cross;*
- *The south side of Friar Gate has an unusually wide pavement contributing to a street of great width and spaciousness;*
- *The appraisal highlights and identifies green space/areas that provide some relief within the highly built-up area. These should be protected and enhanced:*
 - *The crescent south of Vernon Street;*
 - *The streamside of Markeaton Brook;*
 - *St Werburgh's and St John's churchyards;*
 - *Rear gardens.*
- *Visually important tree groups are located in St Werburgh's churchyard, St John's churchyard and Vernon Street*
 - *Roadside London plane trees make a positive contribution to the conservation area along the south side of Friar Gate .*

The extent of loss, intrusion or damage (negative factors)

This section identifies what might be called the 'negative' factors within the conservation area i.e. those sites, structures or ongoing activity that detracts from the area's special historic interest:

- Opportunity sites

Opportunity sites are those sites which offer potential for beneficial change. They are sites or areas which presently appear to lack a positive use and detract from the special interest of the conservation. These are:

1. Though not within the Friar Gate Conservation Area, development of the Friar Gate Goods Yard site immediately south-west of the railway bridge will have an impact on the conservation area and should be considered as a site which offers potential for beneficial change. Ideally, development of this site would re-open links between the road level and the level of the former railway tracks.

2. Friar Gate Railway Bridge is a Derby Landmark, it is no longer in use and in a poor state of repair. Opportunity exists for the development of the brick arches and provision of linkage to the Goods yard site (see item 2 above).

3. An area of trees and brambles to the north of St Werburgh's Church directly abutting the Bold Lane multi-storey car park is neglected, unkempt and in need of management;

4. A rectangular plot of un-used land in Slater Avenue to the rear of no. 51 Ashbourne Road is out of keeping with adjacent development



Open space between St. Werburgh's Church and Bold Lane multi-storey car park (right).

- Negative buildings

The design of some 20th century developments fails to preserve or enhance the predominantly 18th and 19th century appearance of the conservation area. These are:

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1. Nos. 25/27 and 29/31 Ashbourne Road (currently Formula One Autocentre and Blockbusters) are uncompromisingly modern system-built 1970s buildings whose scale, design and materials are out of character with the conservation area.
2. The electricity sub-station by St Werburgh's Church;
3. No 73 a Friar Gate is a low, flat-roofed two storey building that fails to preserve or enhance the conservation area;
4. Though outside the conservation area, Bold Lane multi-storey car park has an adverse impact on the setting of St Werburgh's Church and its churchyard.



Negatives: uncompromisingly modern buildings in Ashbourne Road are out of keeping with the historic appearance of the conservation area (left); unkempt former front garden in Ashbourne Road (right).

- Inappropriate shopfronts and signage

The conservation area contains a number of poorly designed shopfronts with little regard for the host building and the streetscene especially in east Friar Gate. Examples of poor design include over-deep fascias that are out of scale and out of proportion with the shopfront, garish colours and lettering that detract from the appearance of a historic building and large areas of ground floor glazing that do not harmonise with upper floors.

At the time of writing (February 2011), the frontages of buildings in east Friar Gate have been restored and repaired through a building repair grant scheme which is designed to promote conservation-led regeneration. Others will follow. For example, the shopfront of no. 10 Friar Gate (Spice Lounge) has been enhanced by the authentic re-instatement of despoiled and missing architectural features.

The visual appearance of the conservation area suffers from some garish advertisements including banners and A-boards which may not be authorized.

- Loss of architectural detail

Many of the unlisted, and some of the listed, buildings in the conservation have been adversely affected by the use of inappropriate modern materials or the replacement of original timber sash windows with uPVC or aluminium, the alteration to original glazing

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pattern or window openings, the loss of original timber front doors and the painting of historic brickwork.

The following alterations pose a threat to the special character of the area:

- Loss of original timber windows and doors;
- Alterations to window/door openings;
- Removal of “redundant” chimney stacks;
- Painting of brickwork or application of render;

- Vacant premises

There are a small number of vacant ground floor premises within the area and evidence of unoccupied first and second floors. Lack of use can lead to neglect and disrepair and vacancy ground floor shops are unsightly.



Negatives: parapet in need of repair at nos. 30/31 Friar Gate (left); insensitively blocked doorway in Ashbourne Road (right).

- Lack of routine building maintenance and repair

The general condition of the area is good but there is evidence of the neglect of routine maintenance and repair of some buildings, especially above ground floor. Key pointers to poor maintenance are blocked gutters leading to an excess of water flowing down the face of brick-or stonework, plant growth behind parapets and gutters and peeling paintwork. Whilst not a major cause for concern, ongoing neglect can lead to serious disrepair.

Friar Gate Railway Bridge (grade II) is in need of maintenance and repair. It is currently (February 2011) covered in netting to prevent debris falling on the footpath and road. St Werburgh's is vacant and in danger of deteriorating.

- Traffic noise

The linear route of Friar Gate and Ashbourne Road is a major route into and out of the city centre and suffers from a high level of traffic noise.

- Litter and graffiti

Walls and street furniture have suffered from graffiti. Markeaton Brook contains items of rubbish. Both graffiti and litter, whilst not a major cause for concern, spoil the appearance of the area.

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Summary – (to be taken forward in Management Strategy)

- *The following factors have a negative impact on the special historic interest of the conservation area:*
 - *Development opportunity sites*
 - *Modern buildings out of keeping with historic environment;*
 - *Inappropriate shopfronts and signage*
 - *Loss of architectural detail*
 - *Vacant premises*
 - *Lack of routine building maintenance and repair*
- *Traffic noise*
- *Graffiti and litter*
- *Poor quality pavement repair*

Problems, pressures and the capacity for change

The table below identifies specific problems and pressures and capacity for change. Many of the problems and pressures are as a result of the unabated adverse influence of the 'negatives' identified in the previous section.

Problem/pressure	Capacity for change
Effect of new development	<i>Preparation of site specific design briefs</i>
Continuing loss of historic features	<i>Effective enforcement and monitoring. Reinstatement through grant funding Reinstatement through grant funding</i>
Vacant premises	<i>Liaison with owners to encourage upkeep and adaptive reuse.</i>
Inappropriate signage and shopfronts	<i>Formal adoption of guidance on appropriate signage and shopfront design.</i>
Lack of routine maintenance	<i>Promotion of 'a stitch in time' measures within the area</i>
Tree management	<i>Prepare a tree management strategy</i>
Unauthorised works e.g. banners	<i>Effective monitoring and enforcement</i>

4. LOCAL GENERIC GUIDANCE

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.

It would also be beneficial to the area to undertake the following guides. The Council has prepared guidance, in particular for the design of new shopfronts and advertisements:

- General guide for owners and occupiers located in conservation areas about the implications of conservation area status and owner/occupier responsibilities;
- General guide for owners and occupiers of listed buildings;
- Guidance and advice regarding building maintenance and repair;
- Specific guidance on care and repair of historic windows and doors;
- Generic design guidance on new shopfronts, security measures and advertisements for owners and occupiers.

Summary – (to be taken forward in Management Strategy)

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

- *General guide for owners and occupiers located in conservation areas about the implications of conservation area status and owner/occupier responsibilities;*
- *General guide for owners and occupiers of listed buildings;*
- *Guidance and advice regarding building maintenance and repair;*
- *Specific guidance on care and repair of historic windows and doors.;*
- *Generic design guidance on new shopfronts, security measures and advertisements for owners and occupiers.*



Detailing ironwork in Vernon st.

5. SUMMARY OF ISSUES

The following table highlights the main issues identified in this study.

<p>Landscape setting/general character and plan form</p> <ul style="list-style-type: none">• <i>The conservation area has a generally linear form of development along Friar Gate and Ashbourne Road with buildings facing, and opening directly onto, the pavement;</i>• <i>The Friar Gate Conservation Area has a wholly urban location just east of Derby City Centre;</i>• <i>The area is flanked to the north by a mixed use area, including modern residential developments and, to the south, by a band of mixed use regeneration opportunity along the course of the dismantled railway;</i>• <i>The Friar Gate Conservation Area lies predominantly on level ground with an almost imperceptible eastward decline towards the valley of the River Derwent;</i>• <i>The density of development decreases, and building height declines, as one moves westwards away from the City Centre;</i>• <i>St Werburgh's Church and St John's Church and Ashgate Primary School are the significant examples of large public buildings set within landscaped grounds.</i>
<p>Archaeology</p> <ul style="list-style-type: none">• <i>The conservation area contains 22 entries in the Sites and Monuments Record;</i>• <i>The area contains buildings and structures dating primarily from the post-medieval period with a prevalence of building stock from the 18th and 19th centuries</i>• <i>Part of the conservation area lies within an area of high archaeological potential;</i>
<p>Character and inter-relationship of spaces within the area</p> <ul style="list-style-type: none">• <i>The urban conservation area contains few public open spaces;</i>• <i>The conservation area has a primarily linear form, tightly knit at its eastern end;</i>• <i>The former relationship of house to rear garden has been severely eroded by the intrusion of modern rear infill development and conversion of garden areas to car parking;</i>• <i>Front gardens are not a particular feature of the area except in Vernon Street;</i>• <i>Ashbourne Road has a more spacious atmosphere than development in the east of the conservation area.</i>• <i>The oldest buildings in the conservation area are generally to be found in the area east of Ford Street</i>• <i>There is a need for new development to retain the strong vertical emphasis in any new development;</i>• <i>New development needs to retain strong original building lines at the back of the pedestrian footpath;</i>• <i>New development should retain and reinstate tight close knit development where appropriate;</i>• <i>Buildings in the area are predominantly between two and four storeys in height depending on their location.</i>

Key views and vistas

- Views and vistas make a positive contribution to the character and appearance of the conservation area;
- Important views into and out of the conservation area, key vistas, landmark buildings and unfolding views have been identified and illustrated on the accompanying Townscape Appraisal map and should be retained;
- The level topography of the area does not lend itself to views but there are ever-changing oblique views of roadside buildings;
- Retention of the former Gaol's façade has retained the planned vista along Vernon Street;
- The Friar Gate Railway Bridge is an iconic feature of the area, prominent in views up and down the western end of Friar Gate. Its restoration is to be encouraged

Definition of character areas

This appraisal identifies four distinct character areas within the conservation area:

- East Friar Gate
- West Friar Gate
- Ashbourne Road
- Vernon Street and South Street, Bridge Street and St John's Terrace

Activities and uses within the area

- Predominant uses within the conservation area are retail, professional, business, educational and residential;
- The Friar Gate and Ashbourne Road route carries a high level of traffic, being a main western approach road to the City;
- The eastern end of the conservation area, east of Ford Street, is notable for a high proportion of bars and restaurants;
- Former town houses in Friar Gate between Ford Street and Brick Street and in Vernon Street have been converted to non-residential uses, others have been subdivided into flats;
- The conservation area contains a neighbourhood shopping centre at the junction of Friar Gate and Ashbourne Road;
- Many historic buildings are no longer in the use for which they were designed;
- An isolated business/industrial use exists to the north of Ashbourne Road
- The Friar Gate Conservation Area contains part of the Derby University campus i.e. student accommodation.

Listed buildings and unlisted buildings of merit

- There are 77 listed building entries within the City Centre Conservation Area including one grade I and seven grade II*;
- 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.
- Unlisted buildings of merit have been identified with regard to criteria in the English Heritage's '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.

Architectural character

- St Werburgh's Church has Saxon origins but was largely rebuilt in 1893-4;
- The Headless Cross has medieval origins (in part);
- The conservation area contains five notable 17th century buildings, four of which stand in eastern Friar Gate;
- The conservation area is notable for Georgian town houses in Friar Gate and the Regency development of Vernon Street and the County Gaol (c1830);
- Nineteenth century architecture is best represented by purpose-built buildings e.g. two schools, almshouses, gas board offices and an ornate railway bridge.

Prevalent building materials and details

- The appraisal identifies that the prevalent building materials are red brick, stucco and stone;
- Predominant historic roofing materials are slate and clay tile;
- There is a wealth of existing traditional building materials found in the area and these high quality building materials should be retained;
- The use of high quality traditional materials should be encouraged in new developments;
- Many examples of the typical architectural features of Georgian and Regency house building are present.
- We would encourage the reinstatement of appropriate Boundary treatments.

Local details and local distinctiveness

- *The appraisal notes that the area contains numerous local features that add to the area's distinct identity and help to create a sense of place. The most notable categories are historic street furniture, historic street surfaces of stone paving, setts and bricks, works of public art and historic shopfronts;*
- *It is highly desirable that these features which form part of the special interest of the area are retained;*
- *The public realm is predominantly modern;*
- *Traditional surfacing such as granite setts, granite and stone kerbs are found in the area and should be retained.*

Public open spaces, greenery and trees

Summary – (to be taken forward in Management Strategy)

- *The only significant public open spaces are St Werburgh's churchyard, St John's Churchyard, the crescent south of Vernon Street and the area around the Headless Cross;*
- *The south side of Friar Gate has an unusually wide pavement contributing to a street of great width and spaciousness;*
- *The appraisal highlights and identifies green space/areas that provide some relief within the highly built-up area. These should be protected and enhanced:*
 - *The crescent south of Vernon Street;*
 - *The streamside of Markeaton Brook;*
 - *St Werburgh's and St John's churchyards;*
 - *Rear gardens.*
- *Visually important tree groups are located in St Werburgh's churchyard, St John's churchyard and Vernon Street*
- *Roadside London plane trees make a positive contribution to the conservation area along the south side of Friar Gate .*
- *We would encourage the reinstatement of appropriate boundary features*

The extent of loss, intrusion or damage

- *The following factors have a negative impact on the special historic interest of the conservation area:*
 - *Development opportunity sites*
 - *Modern buildings out of keeping with historic environment;*
 - *Inappropriate shopfronts and signage*
 - *Loss of architectural detail*
 - *Vacant premises*
 - *Lack of routine building maintenance and repair*
- *Traffic noise*
- *Graffiti and litter*
- *Poor quality pavement repair*

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<i>Problem/pressure</i>	<i>Capacity for change</i>
Effect of new development	Preparation of site specific design briefs
Continuing loss of historic features	<i>Effective enforcement and monitoring. Reinstatement through grant funding</i>
Vacant premises	<i>Liaison with owners to encourage upkeep and adaptive reuse.</i>
Inappropriate signage and shopfronts	<i>Formal adoption of guidance on appropriate signage and shopfront design.</i>
Lack of routine maintenance	<i>Promotion of 'a stitch in time' measures within the area</i>
Tree management	Prepare a tree management strategy
Unauthorised works e.g. banners	<i>Effective monitoring and enforcement</i>

Potential scope for boundary change

The following areas are recommended for subtraction/deletion from the conservation area boundary, as seen on the Townscape Appraisal Map. These areas are:

- A. *James Close, south of Vernon Gate;*
- B. *An area south of Friar Gate comprising the southern part of St James' Court, Friar Gate Court and parts of Larges Street, York Street and Ambrose Terrace.*

Local generic guidance

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

- *General guide for owners and occupiers located in conservation areas about the implications of conservation area status and owner/occupier responsibilities;*
- *General guide for owners and occupiers of listed buildings;*
- *Guidance and advice regarding building maintenance and repair;*
- *Specific guidance on care and repair of historic windows and doors.;*
- *Generic design guidance on new shopfronts, security measures and advertisements for owners and occupiers.*

PART 2

FRIAR GATE CONSERVATION AREA MANAGEMENT STRATEGY

7. MANAGEMENT STRATEGY AND PROPOSALS

INTRODUCTION

The Derby Friar Gate 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.

POLICIES

The City of Derby Local Plan Review 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 Planning Vision Statement within The City of Derby Local Plan Review (adopted 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".

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.

The policies most relevant to the historic environment within the Friar Gate Conservation Area are E18: Conservation Areas and E21 Archaeology. These policies outline the City Council's commitment to the historic environment and acknowledges their statutory duty.

Policies E 18 is quoted in full below and the text that follows provides further detail on how these policies can be implemented in the light of the conservation area appraisal.

Policy 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.

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. 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.

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. 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.

MANAGEMENT PLAN

Extensions to the boundary of the conservation area

A review of conservation area boundaries was undertaken as part of the survey work to prepare the conservation area appraisal contained in Part 1 of this document. The appraisal concludes that there is potential for the subtraction/deletion of discrete areas currently included within the conservation area

It is recommended that the following two areas are considered for deletion from the Derby Friar Gate Conservation Area:

- A. James Close, south of Vernon Gate:
- B. An area south of Friar Gate comprising the southern part of St James' Court, Friar Gate Court and parts of Larges Street, York Street and Ambrose Terrace:

Photographs and a brief justification for inclusion can be found in Section 4 of the Derby Friar Gate Conservation Area Appraisal. The areas are identified on the accompanying townscape appraisal map.

Preserving or enhancing the special character of the Conservation Area.

The conservation area appraisal has examined the area's special architectural and historic interest and identified specific landmark buildings, key views and vistas,

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important public open spaces and unlisted buildings of merit that contribute to the special interest of the area. These have been illustrated on the accompanying townscape appraisal map.

The special character/interest of the Conservation Area has been looked at in depth under the headings Location and Setting, Historic Development and Archaeology, Spatial Analysis and Character Analysis.

The appraisal, by defining the special interest of the conservation area, will help development control officers, developers, designers and the public at large assess whether a proposed development would, or would not, preserve or enhance the character or appearance of the area.

Development proposals which affect the Friar Gate Conservation Area should be judged on their effect on the area's character and appearance as identified in the Friar Gate Conservation Area Appraisal together with relevant policies and other materials considerations.

Opportunities to encourage the physical and economic revitalisation of the Conservation Area.

There are many opportunities within the area to encourage the physical and economic revitalisation of the area. These have been identified in the appraisal under the headings, 'the extent of loss, intrusion or damage' and 'problems, pressures and capacity for change'. This includes the following: developing opportunity sites, ameliorating the effects of 'negative' buildings, replacement of inappropriate shopfronts, restoring architectural detail, finding appropriate uses for vacant premises and encouraging routine building maintenance and repair. It should however be noted that physical and economic revitalisation can be effected by positive enhancement as much as rectifying negative aspects.

It is essential that any proposed works fully consider the special historic environment of the conservation area as identified in the appraisal.

Ensuring 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

In the conservation area, where the quality of the general environment is already acknowledged by designation, the Council should insist on good quality schemes which respond positively to their historic setting.

Development should conform to the criteria set out in the City of Derby Local Plan Review and other relevant national or regional guidance or policies.

The following guidance will apply to most schemes, including the creation of parking areas, extensions to existing properties and new houses or commercial buildings. It is based on central government advice, contained in the NPPF.

All development must respond to its immediate environment, its "context", in terms of scale, density, form, materials and detailing. Applicants for planning permission must

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therefore provide a “Design and Access Statement”, to justify the design decisions that have been made as the scheme was developed and to show how the building relates to its context.

The following are general principles which should be adopted for all development in all parts of the conservation area:

Urban grain.

The “urban grain” is the pattern of the arrangement and size of buildings and their plots. It is an important part of the character of the Conservation Area and should be protected. Proposals for new development must include a detailed analysis of the locality and demonstrate that there is a full appreciation of the local townscape and how it has developed, including prevailing building forms, materials and plot ratios and plot sizes.

Scale and density.

Scale is the combination of a building’s height and bulk when related to its surroundings. The scale of any development should respect surrounding development. The applicant must provide accurate elevations of the surrounding buildings, showing how the new development will relate to them.

Density is the amount of development (measured in terms of floor space or number of housing units) related to the site area it occupies. In practice, it is the combination of density with layout, landscaping and other factors which determines the quality and “feel” of new developments. Within the Conservation Area, a careful balance must be sought between the sensitivity of the environment and the requirements of the developer. In taking account of existing densities within the conservation area, care must be taken to ensure sites are not overdeveloped. Developments which have a detrimental effect on the character of the conservation area should be resisted. It is especially important to consider how the conservation area has developed over time and to recognise the differences in building form which can be attributed to different periods.

Height

Generally, the height of new development should match adjoining buildings, allowing for the inevitable variations in height and bulk which are present. Building height in the Friar Gate Conservation Area range from two to four storeys. The Friar Gate Conservation Area Appraisal has noted that key landmark buildings with tall embellishments are a feature of the conservation area. New development should not exceed the height of these or block significant views.

The Council has prepared a tall buildings strategy for Derby City Centre that expands on CABE and English Heritage tall building guidance and identifies within Derby City Centre areas of ‘restraint’ and areas of ‘potential’ for tall buildings.

Massing

Massing is the combination of the scale of the development, its layout and its site coverage. For larger schemes, poor massing and over-intensive development leads to the creation of over-shadowed areas, with poor quality spaces between the buildings.

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These create a threatening environment for pedestrians and reduce the opportunities for good quality landscaping.

Appearance, materials and detailing

The emphasis in any new development or proposed alteration must always be on the need to provide a high quality of design. Consideration of scale, density, height and massing may be used to set out the basic form of the new building(s), including roof shape, roof pitch, height, depth of plan and, most importantly, the relationship of the new buildings to existing surrounding buildings and to the street.

Once this basic framework has been established and the general form and siting of the building agreed, the actual appearance of any new building may be either traditional or modern, providing some opportunities for a good designer to experiment with new materials and details. However, in view of the special historic interest of the conservation area it should be noted that a traditional approach is more likely to be in harmony with its surroundings. In all cases, a design statement should be submitted.

Where a more traditional approach is appropriate, the Council should expect new buildings which are designed in a traditional form within the conservation area to be detailed in a manner appropriate to the historic setting. The inclusion of small decorative details can add interest and a sense of place but must be based on local precedent and used correctly. Windows should be timber, painted not stained. Their design should reflect traditional local styles, usually simple side-hung casements or vertically sliding sashes. If windows are to be double glazed, then these must be carefully designed. Avoidance of glazing bars can assist in achieving a satisfactory solution. Consideration should be given to alternative ways of complying with Building Regulations if traditional windows are to be used.

Key design principles:

All new development should seek to:

- Achieve continuity in street frontage building lines set on the back edge of the pavement where appropriate.
- Maintain the historic pattern of development by respecting the historic grain associated with historic plots and the historic morphology of development in the immediate area;
- Complement the human scale, height and massing of historic development in the immediate streetscape and the wider conservation area;
- Reflect the proportion of solid to void found in the elevations of traditional buildings and employ robust detailing, avoiding fussy or gimmicky use of applied features or detailing;
- Respect the historic hierarchy of development and detailing between principal and secondary street frontages and within plots between frontage and rear elevations;

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- Conceal any parking or servicing areas behind built frontages of appropriate scale;
- Reinforce local identity by the use of the traditional materials used in the conservation area;
- Re-use traditional buildings which contribute to townscape quality.
- Retain and enhance green spaces including gardens.

Shopfronts and advertising

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 alterations to shopfronts that would result in the loss of the traditional elements or proportions.

When considering the replacement of a shopfront, the following guidelines should normally be followed:

- New shopfronts should be built from timber and painted
- New shopfronts should follow the traditional relationship of pilaster, fascia, and moulded cornice above a stallriser and glass window
- The use of uPVC or other modern materials should be avoided

The Conservation Area contains some commercial premises with shopfronts incorporating elements of earlier fabric. The appearance of many of these properties has been compromised by badly designed shopfronts. The most common problems are bad proportions such as over-deep fascias, use of garish colours, use of plastic lettering, poor quality, modern lighting.

The following principles should be followed when considering a new or altered shopfront:

- New shopfronts should be built from timber and painted.
- The use of uPVC or other modern materials should be resisted.
- New shopfronts should adhere to published design guidance.
- Traditional shopfronts are usually preferred although in some cases a modern, good quality alternative might be acceptable.

If roller shutters are to be provided, they should fit neatly between existing features, with open lattice grilles rather than solid shutters. Ideally, these shutters should be positioned internally, to avoid the flat, feature-less appearance of external shutters. Another alternative is a concertina type of shutter, which slides sideways rather than vertically. These can be used to protect recessed doorways. All such shutters should be painted or colour finished to match the decoration of the rest of the shopfront.

Simple fabric roller blinds are another traditional feature which should be encouraged, as opposed to the modern plastic canopies, which are too reflective and detract from the historic character of the building.

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The Council should ensure that all advertisement proposals relating to shops respect the character and appearance of the conservation area, in terms of siting, number, colours, materials and form of illumination.

Prevailing traditional materials and design details

In order to ensure that proposals will either preserve or enhance the special historic interest of the conservation area, proposals will be expected to reflect the prevailing local architectural details and materials.

The traditional materials and architectural detailing used within the area are an important component of the area's character and are appropriate to be used within new developments or extensions (depending on location within the conservation area and the building's immediate context). The use of such details and materials should be discussed in the accompanying Design and Access Statement to each planning application.

Demolition of unlisted buildings of merit

The appraisal has identified a number of unlisted buildings of merit which it is considered make a *positive* contribution to the character and appearance of the conservation area, and these are marked on the Townscape Appraisal map that accompanies the appraisal.

There should be a general presumption in favour of retaining all unlisted buildings of merit. The Council should also consider very carefully all applications to alter or extend such buildings.

For buildings identified as 'unlisted buildings of merit', any application for demolition should be accompanied by a reasoned justification (similar to that required for a listed building) stating why the building should be demolished. The Council will expect the applicant to demonstrate that:

- The building is beyond economic repair
- The building has been offered on the open market
- If vacant, alternative uses have been sought

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.

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.

Enforcement and Monitoring

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.

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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. Ideally, 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 limited resources to proceed on this basis.

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.

Regular monitoring of the condition of the buildings in the conservation area is desirable. Where a listed building is threatened by a lack of maintenance or repair, the Council does have powers to force the owner to take action. These powers include Urgent Works and Repairs Notices, allowing the Council to carry out the works themselves if necessary and to recover the costs from the owner.

The Council also has powers to secure the preservation of unlisted buildings in the Conservation Area by using Urgent Works Notices in a similar way to listed buildings, although in this case, the Secretary of State's permission is required. This applies where a building is important for maintaining the character and appearance of the area so all buildings which have been identified as 'unlisted buildings of merit' in the conservation area appraisal will be eligible. The Council may carry out such works as a necessary in default and recover the costs incurred from the owners.

It is also important to monitor the area to assess whether a Section 215 Notice is needed to be served for particularly untidy areas of land.

Review

As recommended by English Heritage, this document should ideally be reviewed every five years from the date of its formal adoption. It will need to be assessed in the light of the emerging Local Development Framework and government policy generally. A review should include the following:

- A survey of the conservation area including a full photographic survey to aid possible enforcement action;
- An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;
- The production of a short report detailing the findings of the survey and any necessary action;
- Publicity and advertising.

It is possible that this review could be carried out by the local community under the guidance of a heritage consultant or the City Council. This would enable the local

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community to become more involved with the process and would raise public consciousness of the issues, including the problems associated with enforcement.

7. APPENDIX

Selected Bibliography – Key Sources of Information

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

Parkin,S and Holden, D. *Derby-Picture the Past*, Tempus 2005

Pickford's House Museum

Rogers, F. *Derby –Old and New*, Derbyshire Countryside Ltd, 1996

Derbyshire Historic Buildings Trust website: www.derbyshirehistoricbuildings.org.uk

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

Planning (Listed Buildings and Conservation Areas) Act 1990

National Planning Policy Framework 2012

The City of Derby Local Plan Review, Adopted 2006

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

31.10.12