

APPENDIX 1 - HISTORIC DEVELOPMENT OF AREAS

Part 1

- **HIGHER BUXTON - Market Place, High Street, Church Street, South Street, West Road, Chapel Street, Fountain Street, St. James Street, St. James Terrace & Hartington Road**

see Central Phase Plan

- **THE WYE VALLEY - The Crescent and The Slopes, The Baths & The Pavilion Gardens**

see Central Phase Plan

Part 2

- **SPRING GARDENS**

see Hardwick Phase Plan

- **THE PARK (Buxton Park & Devonshire Park)**

see The Park Phase Plan

Part 3

- **HARDWICK - Hardwick Mount, Hardwick Square & Holker Road**

see Hardwick Phase Plan

- **POOLE'S CAVERN, GREEN LANE & BUXTON COLLEGE**

see College Phase Plan

eventually developed, a secondary access road was provided at the back of the buildings, known as Back Lane, but now known as South Street. The origins of South Street can be spotted as a short tongue of road on the 1631 plan. By 1631 there had been some piecemeal enclosure of the land and the common land between the open field and the market place had been enclosed.



1774 Enclosure map of Buxton (re-drawn)

Despite the large size of the market place, it was not a large settlement, as indicated by the lack of depth for the house plots and the small size of the parish church (St. Anne's). By comparison with Fairfield just to the north, in 1670 Buxton had 19 "hearths" and Fairfield had 54 "hearths" (ref. Hearth Tax Returns).

Scarsdale Place includes an L-shaped block that can be seen on the Enclosure map of 1774 and is probably mid 18th century in origin, although extensively redeveloped.

The north end of the market place is dominated by the Town Hall, built in

1889. The building replaced the 1857 market hall, which burnt down in a fire. To its west stands The Kings Head. This originated in 1725 as The Manse to the first chapel in Buxton (Protestant Dissenters – later Presbyterians). The chapel sat at its rear (demolished and replaced with Nos.1 & 2 Hall Bank). In time the trustees leased the manse as an inn, to draw on much-needed income. The current pub dates from the second half of the 19th century, although it has the same footprint as the original 1725 house.

The west side of the market place has an interesting evolution. At the northern end, the row of tall shops (Eagle Parade - 1890) replaced a long row of two-storey shops and the grammar school (known as Buxton College). The grammar school was founded in 1647 but is believed to have been originally located near the church. The school moved around the town from 1817, first to St. Anne's Church, which was redundant at the time,



Pl. 17 - Engraving of the Market Place circa 1854. In the distance stands the four-storey White Hart, to the right is The Eagle - the main landmarks in the market place at this date



Pl. 18 - Market Place circa 1880. The grammar school (1840) is the single-storey Gothic building in the centre. Most of these buildings were demolished to make way for Eagle Parade.

then to the market place in 1840 (where it was recorded in the Tithe Award - 1848) then to the junction of Market Street and South Street in 1867, and then it was resurrected on a new site in 1881 off Green Lane, to the south of the town.

Between Eagle Parade and Chapel Street are several important buildings that are important to the history of the town. The Eagle stands out as a four-storey building, with a later three-storey addition to its south. The Eagle replaced an earlier inn on the same site (The Eagle & Child) and was built by the Devonshire Estate in 1760. It was one of the first buildings in Buxton to be redeveloped by the 5th Duke to cater for the spa visitors.

The low buildings that are set back behind the building frontage of The Eagle were formerly a range of stables built to serve the inn, but converted after several manifestations into Kwik Save supermarket. The difference in scale and relationship between the tall four and five-storey buildings around the market place and the small buildings is important as it reveals the significance of the original hotels and inns in the history of the town. Another hotel, The White Hart, which was not owned by the Devonshire Estate, used to stand on the opposite side of the market place, and was 4 storeys high. It dominated the east side of the market place. This building was reduced in height, adapted, and converted into houses, before eventually it became a large shop. The original building is now disguised within 10-13 Scarsdale Place. The poor condition of the stonework and the classical portico are indicative of its 18th century origins.



Rear of 14 High Street - stonework of an earlier phase is evident behind the main building

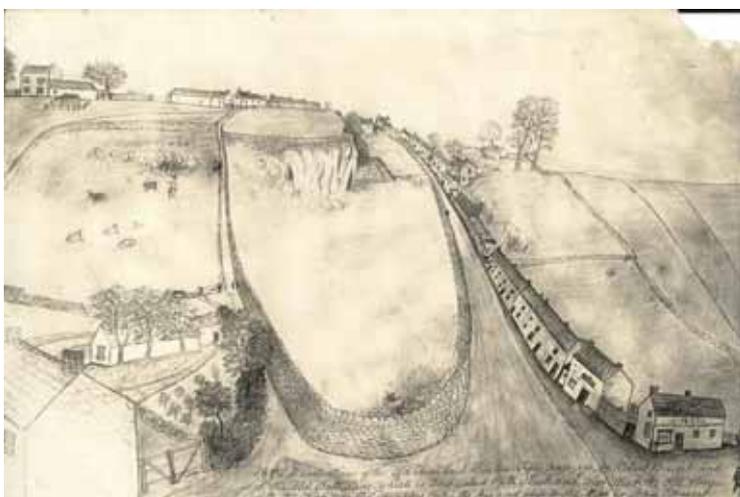
Further along the west side of High Street, between Nos. 2 and 30, there are glimpses of older buildings at the back of the site and a number have been re-fronted (14, The

Queen's Head and 26). The Tithe Award also reveals that the properties that fronted the road were largely in different ownership and use from those at the back of the plot. The original frontage was set further back, and properties running along the current building alignment were established during the late 18th century and encroached into the road.



Pl. 19 - 1848 Tithe Map of Buxton

High Street widens at its southern end and the buildings at the bottom of High Street were once even more splayed out, framing the entrance to the street before it climbed to the market place. This was much more pronounced in 1631, but gradually buildings have encroached onto the High Street, so that the small group formed by 42-64 High Street and 2-18 West Road have filled in the gap between the church and the former village green.



Pl. 20 - 1894 pencil drawing - recollecting West Road

In 1631 only three roads met at this junction – High Street, West Road and London Road. Green Lane was formally created as a turnpike in 1765 and Dale Road was cut through at the end of the 19th century. Once the bottom of High Street would have overlooked a village green with a pond (Dog Leach pond) on the far side of the junction. This was described as The Green in the 14th century. By the mid 19th century a tollhouse was sitting at the crossroads – known as “Buxton Bar”.



Pl. 21 - 1854 engraving of London Road and the bottom of High Street. The buildings following High Street are mainly two-storey. The main landmark is the three-storey terrace on West Road

The rapid change within Higher Buxton in the demand for lodgings in the mid 19th century and the change in scale of development from the traditional two-storey cottages to three-storey development are best seen in places like the terrace 39-41 Bath Road. The original two storey terraces cottages (dating from the second quarter of the 19th century) were raised to three storeys and bays were added at the same time (in the second half of the 19th century), probably quickly capitalising on the opportunity to offer lodgings. Only No. 41 still stands unaltered, escaping this transition.

The Devonshire Estate owned a large proportion of the land on the west side of the market place. Following the construction of the Wesleyan Methodist Chapel on the west side of the market place in 1849, the streets between High Street and Broad Walk were laid out in quick succession, between 1860 and 1880, offering a wide range of accommodation – small artisan cottages, on St. James Terrace, Torr Street and St. James Street, and large villas along Hartington Road.



41 Bath Road - sandwiched between its three-storey neighbours

Historic Development of THE WYE VALLEY

The Crescent and The Slopes

Perhaps more than any other part of Buxton the area surrounding The Crescent and The Natural Baths has been subjected to the most intense development and redevelopment over a sustained period. Extensive research has been carried out by Mike Langham and Colin Wells and a full account of its development is published in their book "A History of the Baths at Buxton" (1997).

The site of The Crescent and the Natural Baths had of course been developed with Roman baths, probably a series of three baths, as found at other sites (Frigidarium, Tepidarium & Calidaria) but their appearance and precise location is not known.

The earliest recorded evidence of the appearance of the Wye valley is from the 1631 William Senior map of Buxton. It shows very little within the valley, but clearly marked are the Hall and the Well. The earliest recorded pictorial depiction of The Hall is that on John Speed's map of Derbyshire, of 1610. A later illustration of 1725 (William Stukeley) shows a view of the area from the north side of the valley. By this time there had been some development at the Hall. Cornelius White, the landlord of the Hall, had created drains between the baths and the River Wye to enable the baths to be drained and washed out with fresh water and to maintain a constant temperature in the baths. He also built a bath for the poor, more apartments, new stables adjoining the Hall, gardens & a bowling green.

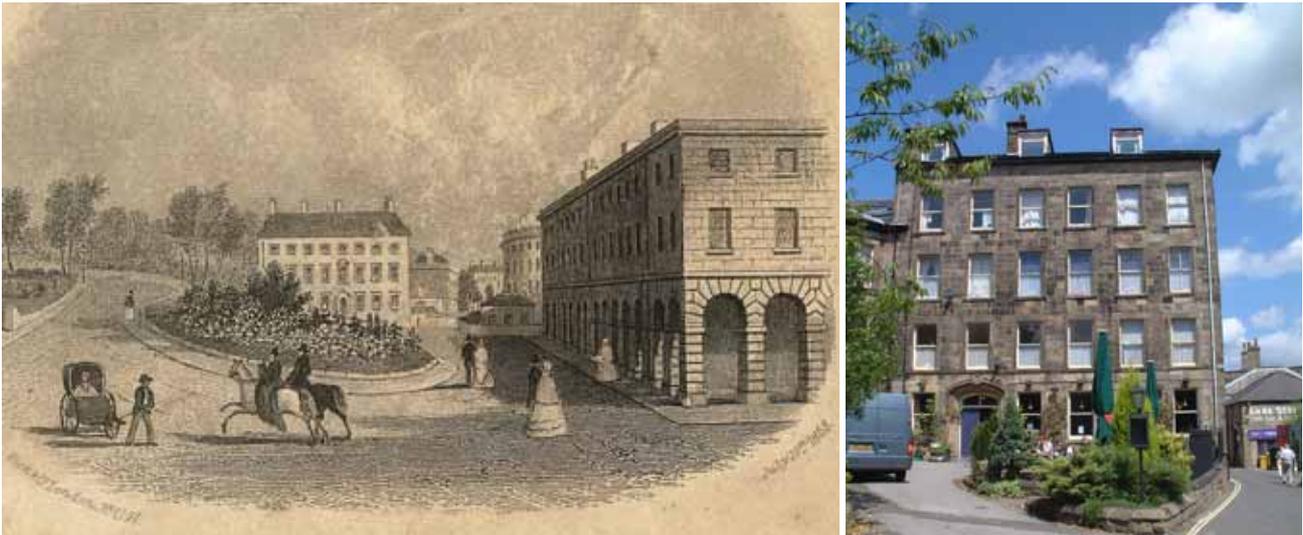


To the south of the River Wye was "St. Ann's Cliff", so called presumably because it was a prominent limestone outcrop. It was undeveloped and remains open parkland to this day on a steep slope, with gently moulded contours. Late 18th century pictorial depictions of this area show only oblique views of smooth lawns, with few paths, surrounded by a tall wall. The site was renamed The Terrace in 1818 and later in the 19th century The Slopes. The Tithe map shows that the upper half of the area was largely covered in trees, but that the lower half, with its series of semi-circular paths, and short flights of steps, was quite open.



When in 1780 John Carr started to build the resplendent Crescent, he had to knock down the old public well (St. Anne's Well) and divert a large section of the River Wye into a culvert.

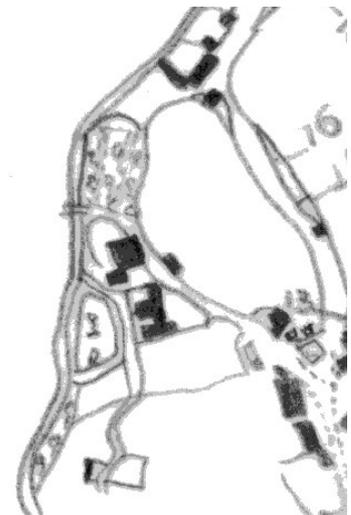
At this time there were already a few buildings in the valley; the old Hall, much extended since it was built in the 16th century and in essence the same building that we see today, with a mid 19th century two-storey extension to the north (Old Hall Hotel) and the George Hotel, on the north side of the river, probably built in the 1770s. It was originally three storeys and 8 bays wide, but was heightened by a full storey, reduced by two bays, and extended in the mid 19th century, when George Mansions were added.



Pl. 22 - The George Hotel from an engraving of 1853 (left) and the George Hotel now (right)

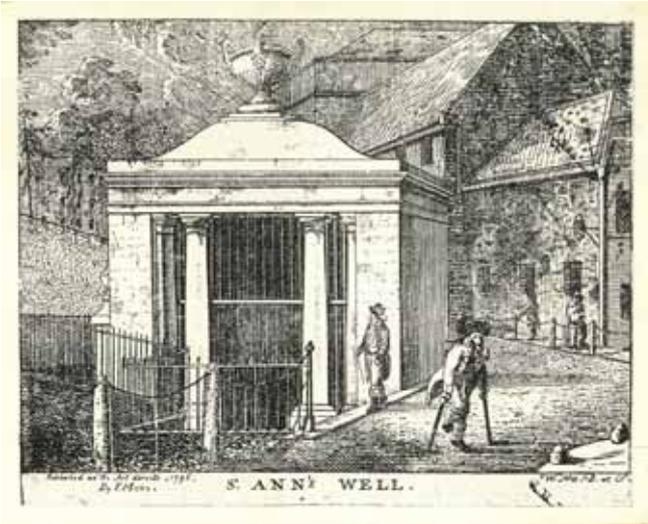
The road that ran down the hill (Hall Bank) and crossed the River Wye, on its journey to Manchester, passed behind the Hall and the Baths and in front of a large enclosed garden belonging to the Hall, called The Grove. The enclosure map of 1774, completed before the development of The Crescent, shows the layout. To the west of the Hall were a series of stables and ancillary service buildings for the Hall.

The construction of The Crescent was on a site restricted by the proximity of the River Wye, on one side, St. Ann's Cliff, on the other, and the main road running to Manchester, on the third side. The fourth side was also restricted by the location of the principal Great Bath, attached to the Old Hall, which was probably the location of the original spring source, which could not be tampered with.



In order to create the depth needed to construct the full half-circle shape of The Crescent and to have a forecourt of a size that would complement the building, the decision must have been taken early on to straddle the River Wye and to move the main road to the east, following Terrace Road down the hill and across the River on the alignment of the road that now runs past The Quadrant.

Shortly after the Crescent had been completed (1789), the terrace walks on St. Ann's Cliff were developed (1792) and Hall Bank was laid out as a series of purpose-built tenement-style lodging houses (1792-98), no doubt spurred on by the new found privacy and pleasant outlook along that section of road. This was formalised by the architect Wyattville in 1818, when the terraced walks were developed further, classical urns was added, and the park was renamed The Terraces.



As part of the facilities developed by the Duke of Devonshire a Great Stables was envisaged, which was also designed by John Carr, and was located on the north side of the River Wye, on the rising land, along with an L-shaped range of carriage buildings. It was built between 1785 and 1789.

By the early 19th century there was increasing demand for lodgings to serve the new facilities and the Devonshire Estate commissioned the architects John White and Son to draw up proposals for other buildings; purpose-built lodging houses were established by the Devonshire Estate in 1806, and laid out as The Square, and the back of The Crescent was re-organised. Behind The Crescent, and overlooking the Great Stables, was a range of buildings referred to as the "Promenade Room" in the Tithe Award of 1848. This is now the Court House, part of the buildings adapted in the early 19th century by John White.

Pls. 23 & 24 (top)- St. Ann's Well has seen many incarnations. Two views of John Carr's building (top) and the well today (above)

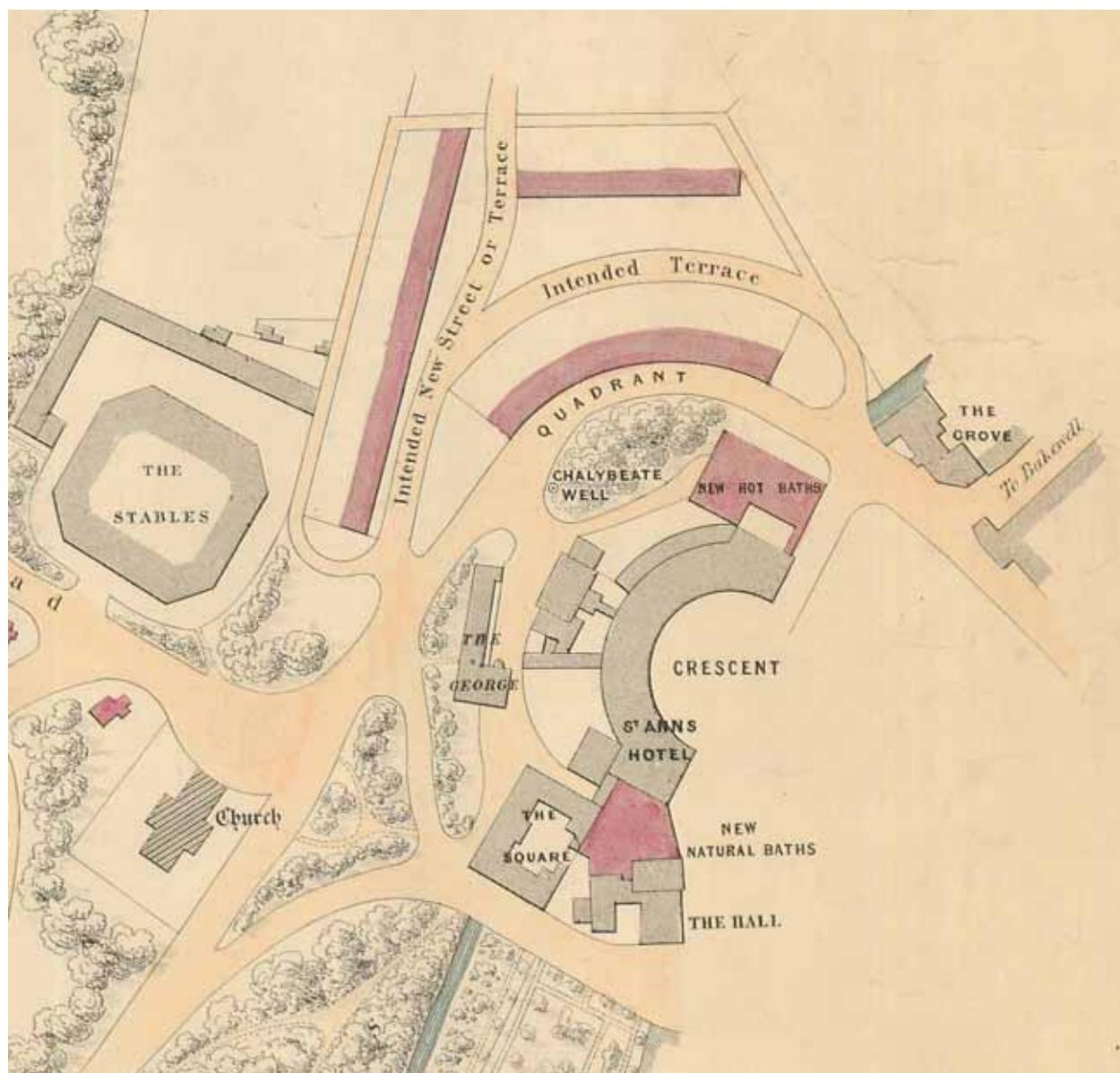
The provision of so many extended facilities in Buxton meant that the local parish church, off High Street, was too small to cater for the needs of the visitors and the increasing residential population servicing the spa. As part of their plan, John White and Son designed a new

church - St. John's Church – on a greenfield site to the north of the River Wye (1812). It would have been very prominent as the only building on a largely open site without tree cover and was laid out so that the east elevation, with its open portico, was in direct alignment with the new road, a prominent landmark building.

The Baths

The Natural Baths, at the west end of the Crescent, supplied by the main spring source, has remained in the same location over hundreds of years. The baths took on many different forms over the years, and were added to, with separate facilities for both sexes. The main bath of the late 18th century (The Gentleman's First Class Swimming Pool) was originally located within the facilities accessed from the Old Hall Hotel, and was probably the site where Mary Queen of Scots took the waters undisturbed. With the construction of The Crescent, the bath facilities were extended by four additional baths. During the 19th century Charity Baths were added within the Natural Baths. The external appearance that we see today is mainly the reconstructed baths of 1853, with some minor modifications. The main foyer and waiting lounge has been absorbed into the Tourist Information Centre but the main part of the baths is not open to the public or currently in use.

On the east side of The Crescent, the hot baths were first developed in 1818. The building was a low-key affair, its appearance is unrecorded (the plan illustrated on the Tithe map – plot 157).



Pl. 25 - Joseph Paxton's plan of Buxton 1852. The pink coloured buildings are proposed.

In 1851 it was decided to redevelop both the Natural Baths and the Hot Baths; both buildings were designed by Henry Currey and both used the flat roof ridge and furrow type of glazing developed by Paxton. The Natural Baths look almost the same today. The building designed by John Carr for St. Anne's Well was demolished and the urn was placed on the front portico of The Great Stables. The public well facility was incorporated into the Natural Baths.

The Hot Baths were constructed in mainly cast-iron and glass. In 1864 the Hot Bath Colonnade was developed as a series of shops approached from Grove Parade. In 1900 this building was remodelled, the cast-iron arcades were removed and the elevations were re-fronted in ashlar with arcading from the local Nithen quarry. In 1909 an arcade, an elegant cast-iron canopy, was added around the building (of which only the east side survives). The Hot Baths eventually closed to the public in 1963, and were left redundant for many years before being redeveloped as a shopping arcade – Cavendish Arcade – when a new barrel-vaulted, stained glass roof was erected in 1985.

Joseph Paxton's plan of Buxton of 1852 shows that he envisaged The Quadrant as part of the new layout on the north side of the Wye valley. Indeed his plan for The Quadrant was taken up and was developed between 1853 and 1864.

Hall Bank was developed further circa 1858 and the estate constructed a new back road to serve the properties.

In 1876 a set of Charity Hot Baths were established on a new site, off George Street. By 1882 there were complaints of overcrowding in the Natural Baths and a conflict between paying visitors and charity patients. Robert Rippon Duke suggested that a Well Room for charity patients be erected on George Street, adjoining the new Charity Hot Baths. The building still stands today, with the inscription "Devonshire Hospital Drinking Well AD 1882". In response to further over-crowding at St. Anne's Well within the Natural Baths, a Pump Room was built in 1894. It stands opposite The Crescent and was built on a clear site.

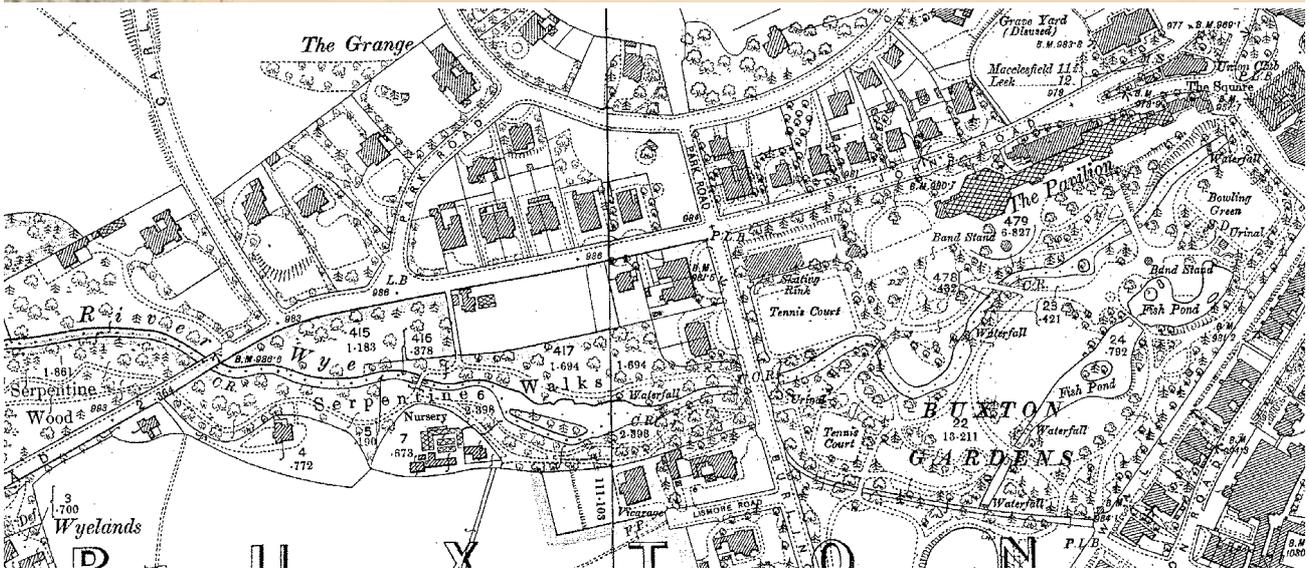
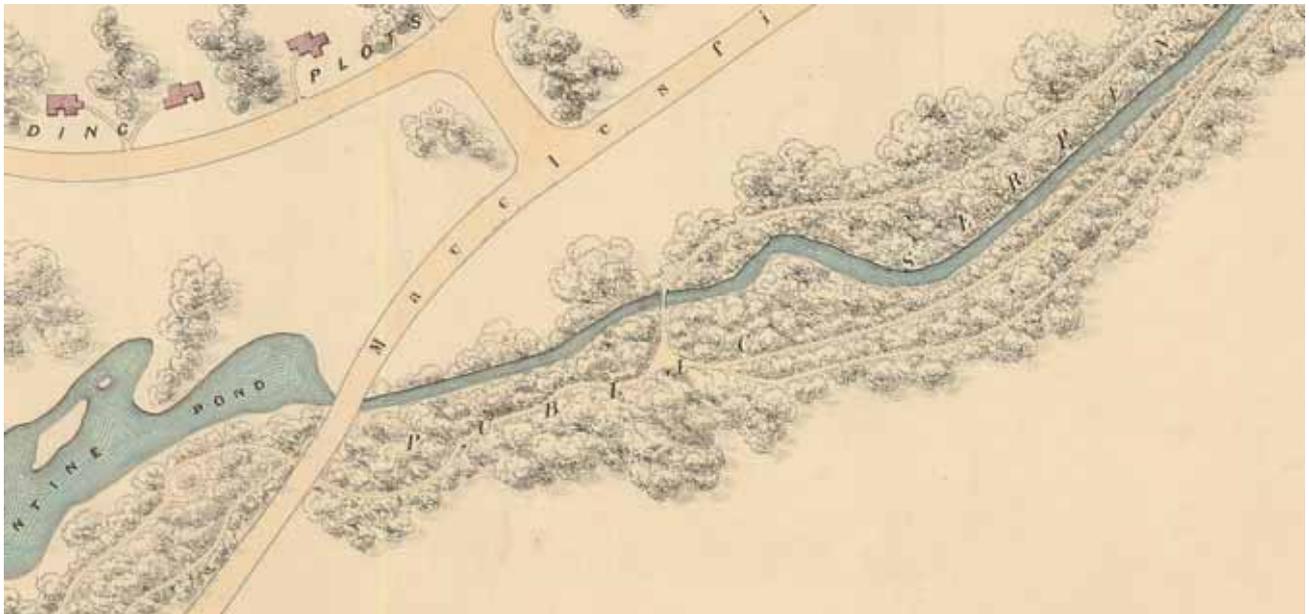
The Natural Baths had been converted to the town's public swimming pools in 1954, but this use ceased in 1972, when the new purpose-built Spa Pool was opened at the end of Pavilion Gardens.

The Pavilion Gardens

In the early 19th century the Old Hall gardens had shrunk to an area located between the hall stables and the River Wye and on the southern perimeter of the site were a series of fishponds. The design of these gardens is recorded in plan form on the Buxton Tithe map of 1848 (plot 29). To the north is the River Wye, thickly planted with trees and shrubs, and a series of walks on either side of the river, with paths connecting the two sides of the river by four bridges. To the south of the river is a separate series of watercourses, as well as the fishponds, fed by a separate tributary of the Wye.

The origins of the walks alongside the river appear to be in the early part of the 19th century, and there are a number of engravings that illustrate these walks. Although it is not documented, it seems clear from the evidence in engravings, descriptive accounts, and the subsequent map of 1852, that Joseph Paxton had been heavily involved in the adaptation and embellishment of these walks from at least as early as 1838, and it is likely that the name Serpentine Walks can be attributed to him. He was also responsible for

adapting some of the fishponds and creating several fountains on the south side of the River Wye, in an area larger than that shown on the Tithe map. Eventually The Hall gardens were swept away when the whole of the Pavilion Gardens were developed from 1870 and the fishponds were adapted into the formalised ponds we see today.

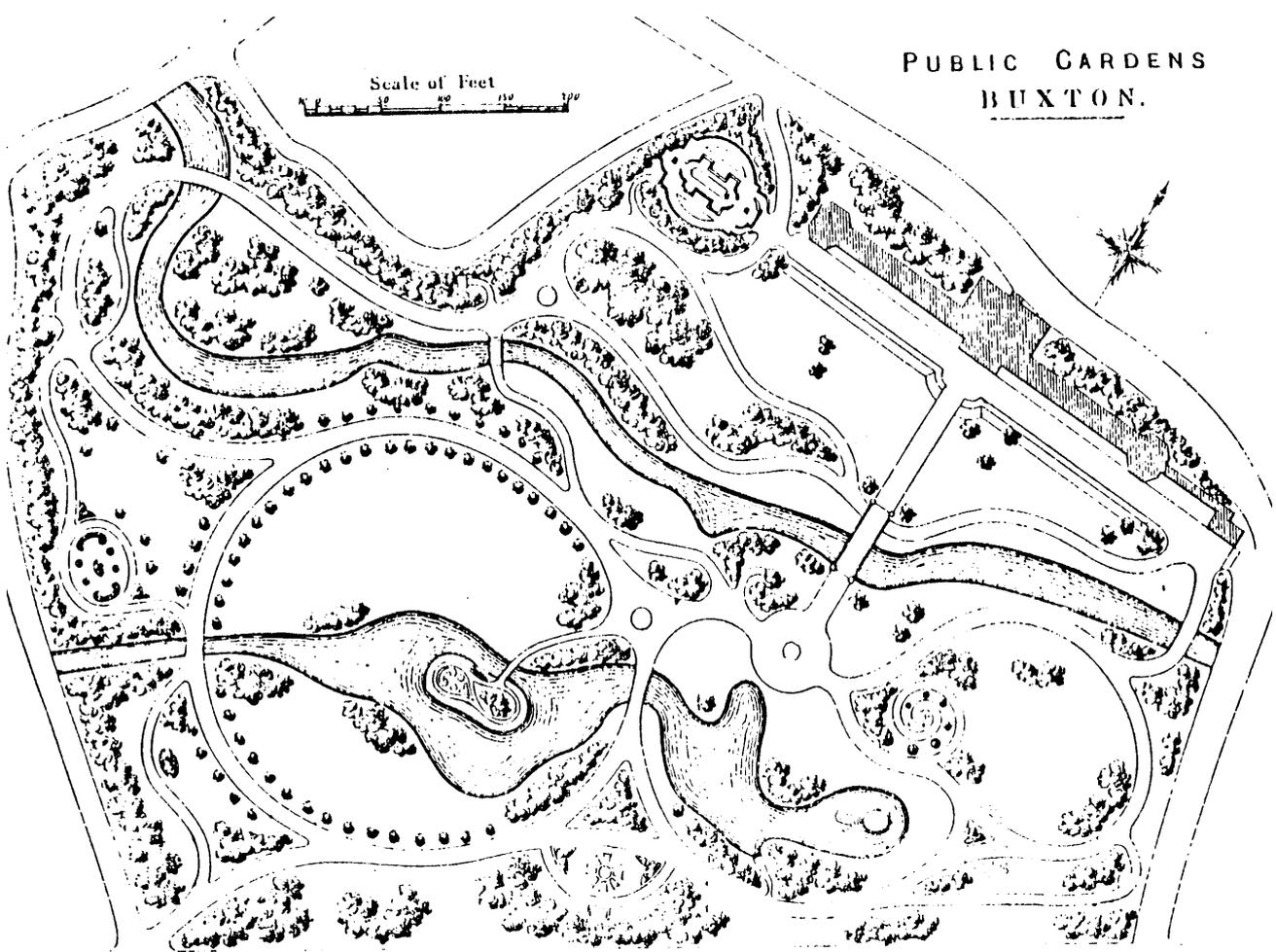


Serpentine Walks (top) from the 1852 Paxton plan, & extract from second edition Ordnance Survey map of 1897 (above)

Broad Walk now sits on the southern side of this area overlooking Pavilion Gardens. The hall stables and several other additions had occupied the site at the east end of Broad Walk but these were largely obsolete by the 1850s. Broad Walk was built to overlook the original Serpentine Walks and the drive measures 30 feet wide, designed to enable large numbers of people to promenade comfortably between the Old Hall Hotel and the Tonic Bath. It was laid out between 1861 and 1876 and the first villas were at the east end – then called Cavendish Terrace. An engraving of Broad Walk circa 1871 shows how important this view had become looking south across the Wye valley from St. John’s Road (then called Macclesfield Road).

In the late 1860s, in an effort to increase the attractions for visitors to Buxton spa, the Duke of Devonshire agreed to bear half the cost of a Winter Garden. In all, 15 acres of land were handed over by the Estate to a separate company, The Buxton Improvements Company, established in 1870 to promote the “prosperity of the place by laying out the Gardens and erecting the Pavilion for concerts and balls”. The whole design for the site and the Winter Garden was undertaken by Edward Milner and became known as “Buxton Gardens”. Milner had been apprenticed to Paxton before studying horticulture in Paris at the Jardin des Plantes. By the time he came to Buxton in 1870, he was the Curator of the Sydenham Crystal Palace and had worked with Paxton on a number of public parks. The style adopted by Milner is known as “gardenesque”, which incorporated highly decorative, often circular, flowerbeds designed to display the individuality of exotic plants, and a picturesque layout designed to emphasise exotic, non-native trees. The Buxton Gardens were formally opened in August 1871. The park was completely enclosed by railings, and had seven formal entrances. Milner’s design shows that the original park extended just over mid-way along Broad Walk, roughly as far as the current alignment of Fountain Street.

Edward Milner’s set piece was the Winter Gardens, designed to accommodate people for walking in all weathers. The Pavilion had two long wings with end miniature pavilions and a central hall. The symmetrical, long narrow form was echoed by the layout of the outside promenade.



Milner Design for the Public Gardens – from “The Art & Practice of Landscape Gardening, 1890”

The structure of Paxton's Serpentine Walks to the south of the new winter gardens was retained with its richly ornamented shrubberies and cascades, and several of his rustic bridges. The area of Serpentine Walks which survives to the west of Burlington Road was given to the town later in 1888 and is largely as originally laid out by Paxton. The 1864 Kelly's Directory says that the Serpentine Walks had been recently extended.

Milner's design was published in 1890 and is useful for comparison with later maps. The first edition Ordnance Survey map of 1879 shows the gardens as laid out. The second edition map, however, shows the extent to which the gardens had been altered by 1900.

The historic development of the Pavilion Gardens is thoroughly described in the report produced by Parklands Consortium 1996 "Grounds Development Plan Volume 1". This reveals that the structure of the original layout created alongside the River Wye by Paxton survives substantially as he laid it out. Much of this was retained when it was extended and embellished with more exotic planting as part of Edward Milner's design for the whole of the Pavilion Gardens in 1870.

The gardens were gradually altered over time to accommodate the changing needs of the visitor in Buxton. After the construction of Burlington Road, the spare infill plot between Pavilion Gardens and Burlington Road was taken into the public park and was developed by Adam Hogg (Head Gardener to the Chatsworth Estate) & Robert Rippon Duke.

In 1875 The Octagon (*The Octagonal*) concert hall was built, designed by Robert Rippon Duke. W. R Bryden also added some buildings; the Playhouse Theatre, built in 1889, which fronted St. John's Road and a Moorish refreshment kiosk, built in 1899 overlooking the Wye, which was demolished in 1977.

By the 1880s Buxton was being mocked in contemporary cartoons with images of bath chairs and invalid visitors. The Local Board and the Estate attempted to replace the old image as a place dominated by convalescents and sick people riding about in bath chairs with a new image of an energetic and healthy resort. The gardens changed from somewhere to stroll gently to a place where active pursuits were encouraged. The roller-skating rink was introduced in 1875. By 1889 there were 18 gravel and grass tennis courts and a Bowling Green opposite the Old Hall Hotel. By 1900 there were two bandstands in the park and croquet lawns. Although the "season" had run historically from the beginning of March to the end of October, from 1880 to 1900 considerable efforts were made to encourage visitors in the winter. During the winter the Upper Lake was lowered to 12-18 inches to accommodate curling and ice-skating. The climax of the development of this area of Buxton was the construction of the Opera House, commissioned by the Buxton Gardens Company in 1901, which opened in 1903.

The alterations to the park over the years nibbled away at Milner's design. By 1930 the lower lake had shrunk, the rose garden had been removed, the promenade terrace had been widened and the Dutch garden was replaced by The Octagon concert hall. The central hall of the Winter Garden was destroyed by fire in 1983, but was rebuilt to blend in with the surviving structure. By 1990 much of his original circulation pattern, planting, web of vistas and his water features had been eroded. In 1997 a lottery grant was awarded under the Urban Parks Programme, which enabled the restoration of the perimeter railings, lakes, planting, designed views and some of the park buildings.

Historic Development of SPRING GARDENS

Spring Gardens runs along the route of the 1759 turnpike (and pre-existing route) from Sheffield and was an important route into Buxton, with a bridge crossing the River Wye (removed when the river was culverted). Originally the road was called Tideswell Lane (1773), the Sheffield Road (1847), and was also known variously in the 19th century as Town Street and Bakewell Road. The name Spring Gardens appears to have been first coined in the 1830s, as the name for the whole street, although it had been the original name given to a row of properties that had separate detached gardens (or allotments) running between the back street (Wye Street) and the River Wye.



Buxton Enclosure map 1774 (re-drawn)

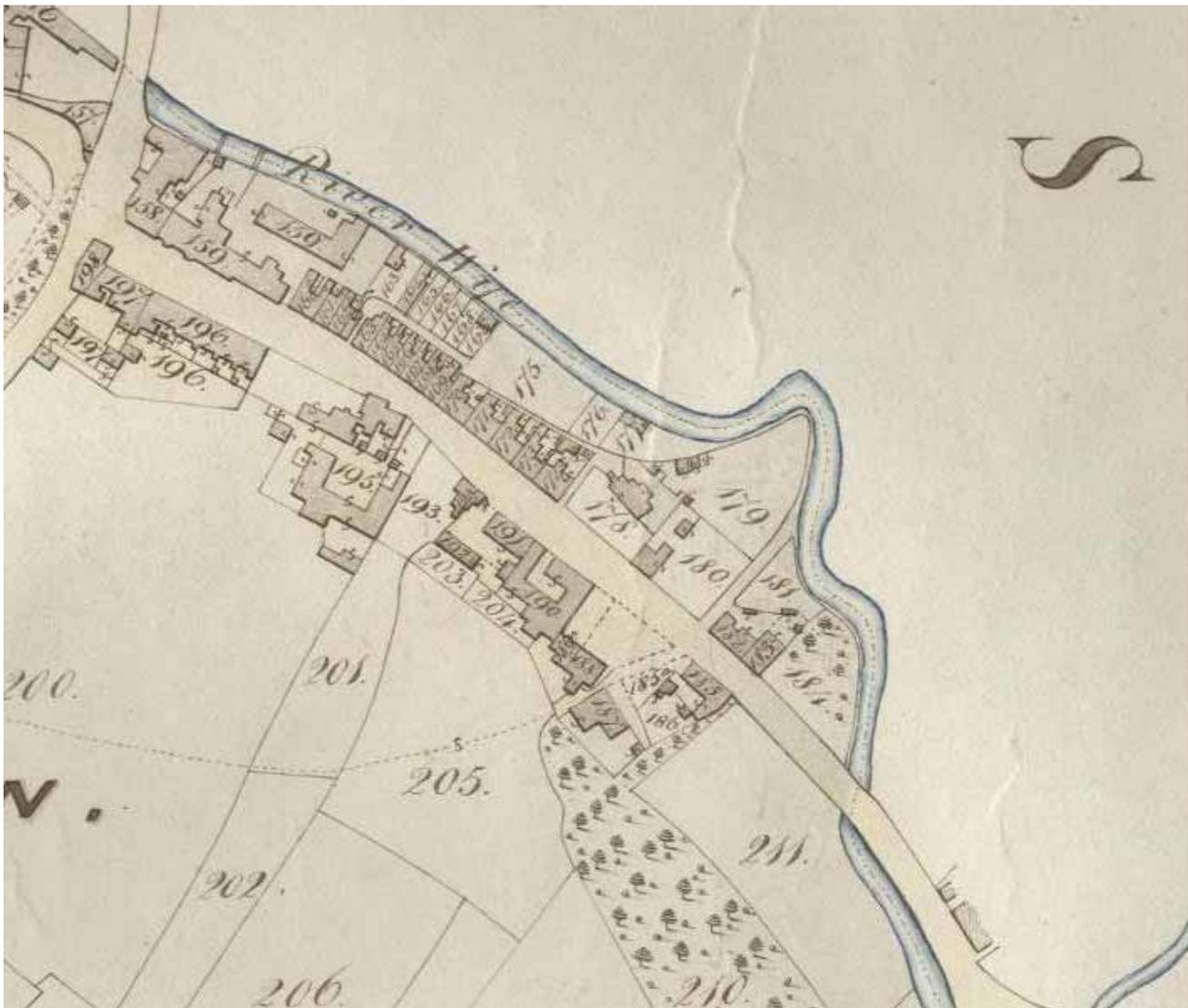
The earliest recorded building on this street was the inn known as The Shakespeare Inn (1711), on the south side of the road, which can be seen on the Tithe map (plot 195 - demolished in the 1920s). It had heavily faceted elevations, indicating several phases of growth and was the only building to project into the street, although Lawson's Wine Vaults (demolished in 1876) also projected at the corner of Terrace Road and Spring Gardens.

This part of the conservation area first started to be developed in the late 18th century to serve the new spa and still has some survivors from this date and the early 19th century. The 1774 Enclosure map shows that there was little development on this street. What there was, seems to be concentrated at the west end. The Grove Hotel, or its predecessor the Grove Coffee House, was evident and there were a number of new enclosures on the south side of the street (Tithe map plots 17-21). These represent the current front building line running along Spring Gardens. There

are only two buildings shown at this time, on the south side. One appears to have been an early encroachment, probably The Shakespeare Inn. The other is not identifiable.

The enclosure map shows the northern street alignment to be more-or-less the same as it is today, with a few buildings scattered along this side. Several detached buildings at the east end may have been houses. Several large houses with generous gardens appear on the later Tithe map (e.g. plots 178 & 179). The character of the street has changed and it is now entirely given over to commercial premises - the houses on the north side were removed in the mid 19th century.

Longden Court & The White Lion (both listed) date from the latter part of the 18th century, although neither appear on the Enclosure map of 1774. Longden Court was probably built as a lodging block, rather like the tenements found in parts of Scotland, with access to upper lodgings from external flights of steps. It is described in the Tithe Award (1848) as chambers with six occupants, rather than one or two houses.



Extract from Buxton Tithe map (1848)

The 1848 Tithe map shows the north side of Spring Gardens almost fully developed as narrow frontage, terraced buildings with outbuildings and gardens running down to the river, which acted as a control on development to the north. The line of the conservation area now runs along the rear of the frontage buildings. These buildings seem to have been private residences, small boarding houses and shops. The River Wye had formed the boundary between the parish of Buxton and the parish of Fairfield. It was of some use, serving a few industrial processes, such as the steam laundry, but for the most part the buildings and residents looked away from the River. The frontage to the south side was less fully built up and had a greater proportion of inns, stabling and workshops servicing the spa. There were always a large number of addresses within the trade directories (from 1821 onwards) offering lodgings. It was not until the last quarter of the 19th century that this function began to die out – probably due to the construction of large hotels elsewhere in the town to cater for the better off, with the poorer taking advantage of the improved rail connections to make day trips.

By the time of the first ordnance survey map (1879) the River Wye was running behind the properties on Spring Gardens but was separated from them by an access road. There was one area, which seems to have provided public access to the river frontage, which is now covered by the end of New Wye Street.

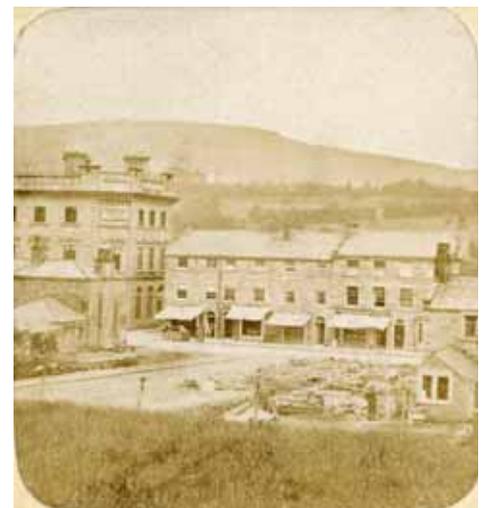


Buxton Tithe map (1848) – with areas in private ownership (i.e. non Devonshire Estate) superimposed in pink with red outline

The main building form that has survived from the Tithe map is the two-storey terrace that dates from the first quarter of the 19th century. These rows included the terrace originally called “Spring Gardens” of which numbers 37, 39, 43 & 45 are fragments. These each have a narrow single-bay frontage and occupy a deep plot. The second row, which has wider frontages, includes Nos. 53, 59 & 61, The Milton Head, and 65-69. Neither of these rows was owned by the Devonshire estate, which is probably the main reason that they have survived to this day. They have been heavily altered and appear to have been all built in stone, although only fragments remain.

This area retained and intensified its commercial and retail character throughout the 19th century, individual parts being reworked, particularly the areas of workshops and stabling to the south and the gardens outside the CA to the north. At the

eastern end of Spring Gardens the area was successively developed. Small scale buildings shown fronting the road in 1848 had been removed by 1879, to be replaced by semi-detached villas (now demolished) fronting onto Sylvan Park, with smaller buildings to the south, which may have been workshops or similar. By 1922 these had been replaced by a “Picture theatre” (Job Centre site) and garage (Club site). Post war realignment of the road has seen the disappearance of the villas.



View of Spring Gardens from Bridge Street (left). The building on the right was replaced by the Co-op. Right - Winster Place & “Spring Gardens” - the row, looking from Hardwick Mount. The three-storey terrace was replaced by the current entrance into The Spring Gardens Shopping Centre (images - BMAG)

The two largest blocks to be constructed were built by the Devonshire Estate and express the commercial confidence within Buxton during the mid 19th century. They are The Royal Hotel (Winster Place – built in 1852), now Nos. 5-17 Spring Gardens, and Nos. 10-28

Spring Gardens (built 1878). These are buildings of exceptional quality, three high storeys plus attics, and have a marked difference in scale from the majority of the buildings on the street.



Pls. 26 & 27 - Spring Gardens - the west end of the street circa 1880 (above). The same view (left), about 20 years later circa 1900, with cast iron canopies running along the north side of the street

During the early part of the 20th century several important and high quality commercial buildings were constructed on Spring Gardens. These include the Boots building of

1906, which is still occupied by Boots, and the Timothy Whites & Taylors building of 1902 (The Amusement Arcade - Nos. 55-57 Spring Gardens). These buildings are similar in design, incorporating high shopfronts and arched first floor windows, serving a first floor retail floorspace. The Boots building, however, is built from buff terracotta, and the

building is similar in detail to the recently restored Boots building in Nottingham. By the 1920s and 30s, the influence of Art Deco and the post war problems in obtaining high quality materials and labour led to much more dilute architecture and simple forms of buildings, such as the 1934 Co-op building (Nos. 97-103) and Nos. 34-42 Spring Gardens. The buildings are of limited historic interest – Marks & Spencer (47-51 Spring Gardens) is the best, but does not share the exuberance of the highest quality buildings in Buxton.



Pl. 28 - View of the centre of Spring Gardens (circa 1890)

Gradually, over time, the unusual building alignments, detached buildings, gardens and quirks, have been ironed out, and the street now has an almost uniformly flat frontage, and has lost some of its historic charm as a result. The preservation of the relationship between the main street and the back yards, such as Longden Court, Nall's Yard and the frontage to The White Lion is, therefore, all the more important as this provides evidence of the original deep pattern of development along the southern frontage, with access between inns and their

stables and yards, and is a relic of the lodging and coaching inn history.

Historic Development of THE PARK (BUXTON PARK & DEVONSHIRE PARK)

Development of The Park first started with the preparation of a plan by Joseph Paxton for the Duke of Devonshire in 1852. Until then, there was very little development within this part of Buxton. The Park historically lay within Fairfield parish, which lies to the north of the River Wye, rather than Buxton township. The 1842 Tithe map for Fairfield shows existing roads along the lines of St John's Road, Manchester Road, from St John's Church to Nithen End, and Corbar Road. By this date St John's Church had been built, but otherwise, apart from a few scattered cottages, the area to the north and west was woods and the central area was fields, probably laid out during early enclosure of the commons and waste.

The woods and quarry to the north acted as geographic control on development and Gadley Lane, which marks the boundary with the neighbouring parish of Fernilee, may have done the same to the west. By 1852 all the land appears to have been in the ownership of the Devonshire estate.

The conservation area known as The Park can be divided into two distinct parts –

- (1) the area covered by Paxton's ideas for "Buxton Park" including the north side of Corbar Road, and
- (2) the smaller area to the east of Manchester Road, later known as "Devonshire Park", and largely laid out by the Duke's surveyor and architect Robert Rippon Duke and bounded by a section of the south side of Corbar Road, the north side of Manchester Road as far as the junction with Corbar Road, and the new roads - Marlborough Road and Devonshire Road.



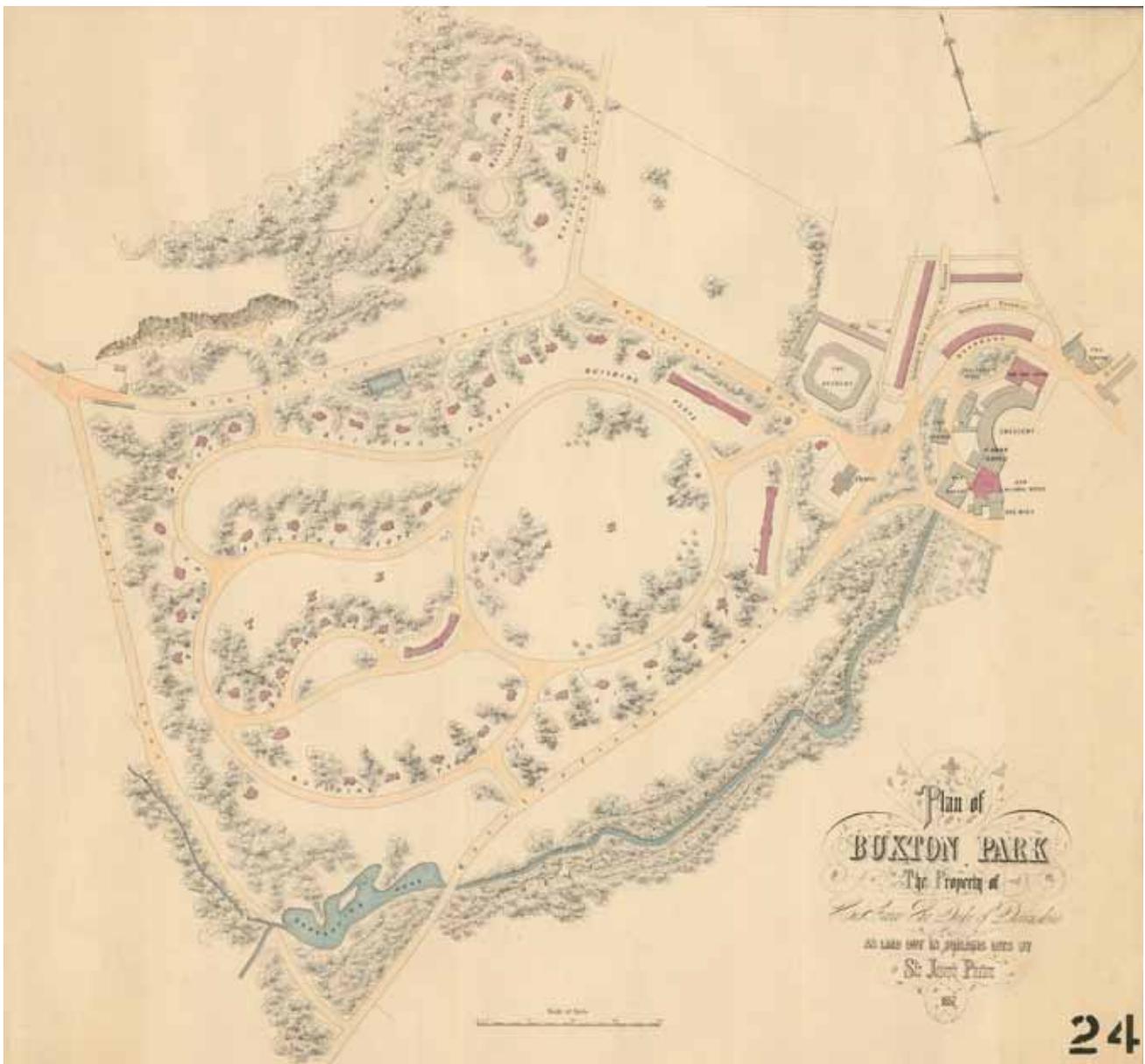
In 1852 Joseph Paxton produced a scheme for "Buxton Park" bounded by St John's Road to the south and Manchester Road to the north and east. Paxton was the Duke's Head Gardener and by this time a close companion and friend. By the 1840s he appears to have already developed the Serpentine Walks along the route of the River Wye and adapted The Slopes opposite The Crescent.

Paxton had first become involved with the design of public parks in 1842, when he was invited by a wealthy industrialist, Richard Yates, to prepare a design for 97 acres of land in Liverpool as a speculative development. This became known as "Prince's Park". Forty acres were to be set out as a park, with the remainder set aside for exclusive housing in the form of terraces and single villas. The park was originally created for the benefit of the residents, not the public.

The origins of public parks were inherently linked with the problems of overcrowding in industrial towns and cities. In 1833 a Select Committee on Public Walks had been appointed, which led to several large public parks being developed within London. There was a local example of the success of this concept - Loudon's public park in Derby, The Arboretum, which opened in 1840.

At Liverpool, Paxton practised with wide and narrow walks and the creation of different

designed spaces. He had already developed ideas about subscription gardens for large towns in one of his horticultural magazines. He adopted the use of formal flowerbeds in his design for Prince's Park, close to the houses, and in the central space added a "serpentine" lake with walks around its edge and narrow paths winding through plantations of shrubs. A carriage drive looped around the perimeter, which had a footpath on the external side only. There were four short entrance drives leading into the main perimeter carriage drive. The large central area was a wide, open expanse of grass parkland, with stands of trees grouped around the edge, some located at the end of each short section of drive, to terminate the view. Trees were native hardwoods, tall firs and pines and some exotic varieties. Large mature trees were transported to the site to create an immediate mature effect. The result of this layout – the snaking drive and planting in clumps - was to create continual interest and a variety of short views, with no long-range views that showed the full extent of the park at any one time. It was intended to deceive the eye and give the illusion of a semi-rural landscape. In the event, the plots of land for building sold far slower than expected and most of the proposed terraces were never built.



Pl. 29 - Joseph Paxton's plan of Buxton Park (1852)

In many ways the concepts were a natural extension of the ideas of Humphrey Repton in creating a soft, floriferous and intimate relationship between each house and its garden and the extension of views into the wider park, but in his parks Paxton developed these ideas of planting for a mass audience, rather than a private family estate.

In 1843 Paxton was approached to create a new public park at Birkenhead. The intention was that 125 acres would be set aside for public parkland and that 60 acres of land would be sold for private residential development and the proceeds from the sale of the building plots would be sufficient to recoup all the costs incurred by the purchase of the land and the construction of the park. The plan was similar to Prince's Park but with a much larger area of parkland and seven lodges provided at the entrances. Groups of trees were planted on raised mounds, just as Loudon had done at Derby Arboretum. Formal bedding was provided around the edges to link the houses on the perimeter. The edges of the drive were defined by open metal fencing and planting. At Birkenhead Paxton was asked, at the request of the Birkenhead Improvement Commission, to revise his original plan and to divide the land into smaller and less expensive parcels.

Taken as a whole, with the Serpentine Walks along the River Wye, and the Serpentine Pond planned on his 1852 drawing, Buxton Park was quite similar to his previous two parks. The parkland environment was intended to raise the value of the residential plots. However, the plots at Buxton were much larger. Paxton does not appear to have learnt from his previous experiences over plot sizes and Buxton Park failed to stimulate the interest anticipated. For over 20 years the site sat largely empty of houses and was used principally as a leisure carriage drive and for public walks. The cricket ground was laid out in 1853. There was a similar cricket ground at Birkenhead Park.

The 1852 plan shows that the design of the open park area was smaller than either Prince's Park or Birkenhead Park. The oval parkland was not central within the area but located in the eastern half. Notably, all of the villa houses along Park Road faced into the main oval body of the park and all of the roads on the periphery had a heavily planted frontage so that there would be no immediate view of any of the houses from the perimeter of the site. A large section to the west was designed as a series of serpentine drives, which separated building plots a departure from his earlier plans. The topography of the hillside enabled these drives to be tiered, with views between the terraces removed through strategic planting on the north side behind each row of houses. A further serpentine drive was proposed off Corbar Road.

There were three entrances into The Park, each feeding the inner ring carriage drive. The plan shows the main entrance to be off Manchester Road directly opposite the Stables. Trees were placed on either side of each entrance. The main entrance appears to have been designed with a lodge at each end as well and further emphasised with two terraces set at an angle so that they would overlook the central park. A further "quadrant"-shaped terrace was proposed to the west of the oval park area. The later entrance opposite Burlington Road (now a dead-end) was only introduced when that road was created in the 1870s.

The design showed the roads to be developed on one side only, so that no house faced another. The plots were huge. There were 47 substantial detached houses, 1 pair of semi-detached houses and three terraces of multiple properties. The water reservoir on Manchester Road already existed and was created circa 1840 in association with the public water fountain on the market place. It is illustrated on the 1852 plan of The Park. The reservoir remained until quite recently. The site is now occupied by 3 modern houses.

The 1854 Robertson guidebook to Buxton shows the proposals. Only three plots had been developed at the junction of Manchester Road and Corbar Road. Also shown was Corbar Villa (later known as Corbar Hall) off Corbar Road, almost opposite, built in 1852. Robertson describes The Park as “more than a hundred acres, laid out and planted for ornamental and building grounds..”. The rest of the site appears to be undeveloped with “Building Sites” indicated by text.

It is likely that the original scheme was simply not economically feasible in the 1850s. The number of permanent residents with money to spare to afford to develop such enormous plots would have been small, particularly bearing in mind that it would be a further decade before the railway reached Buxton, bringing the town within a relatively comfortable and fast journey to Manchester and other large cities.

The 1857 Whites Directory mentions The Park. “(It).. occupies 120 acres of greensward, ...with walks and drives through it for the use of the public “. There was no mention of housing.

During the 1850s and 1860s development continued, but only slowly within the “Buxton Park” area. The Lee Wood Hotel was created in 1864, reputedly out of three properties – tellingly a year after the arrival of the railway. The building of a vicarage for St John’s (by Currey) disrupted the plans for the entrance terraces. Athelstane Villas is the only range to have the character of a terrace although this was built slightly later, c1870. Devonshire Villas may have been a planned part of the development and certainly has characteristics similar to houses at Edensor on the Duke’s Chatsworth Estate. In 1864 Devonshire Villas included at least one lodging house. This had been joined by a school (boarding and day) in 1870 and Athelstane Villas was also used as lodging houses (5 addresses).

In time, the houses were built behind a distinct building line which limited development facing both roads (marked out on a layout plan of 1877 & reproduced in Langham), and wherever possible they faced south or south-west, often with a flat expanse of lawn laid out in the forefront of the house – often a simple square or rectangle of grass. This provided the space needed to make the most of the light southerly aspect, with the tree planting largely occupying the perimeter of each plot. Paxton’s plan shows that each house had either a southerly aspect or, if this was not possible, such as those properties on the south side of Park Road, that a south-facing gap was created in the trees at the rear of the property.

“Devonshire Park”, located between Manchester Road and Corbar Road, was laid out in 1868 and developed for fashionable housing between 1870 and 1878. It was not part of Paxton’s plan for Buxton Park and was immediately successful. Individual plots were much smaller than those in The Park.

By 1878 the western half of Buxton Park was still totally undeveloped, but most of the central oval park area had already been appropriated for the cricket ground, which was there by 1853 (Langham). The most prestigious area was Corbar Road where very large houses – Corbar Hall, Northwood, Corbar Hill House had been built.

The first edition Ordnance Survey map (1879) provides a high degree of accuracy in depicting details such as trees and planting. It illustrates that the planting that was envisaged on Paxton’s plan of 1852 in the oval had been implemented. The planting opposite the main entrance drive from Manchester Road was, just as it appears at Prince’s Park, designed to block the main view through to the cricket ground and was laid

out in an arc-shaped mound, with a small structure forming a focal point in the foreground. There are turnstiles just beyond this clump still standing today, on the perimeter of the oval. There are other “tongues” of trees just within the perimeter of the cricket ground, each planted with a serpentine edge to create interest and soft naturalistic planting. The planting was quite sparing, the trees being grouped in clumps, with a belt of trees to the southern perimeter.



First edition Ordnance Survey map of 1879

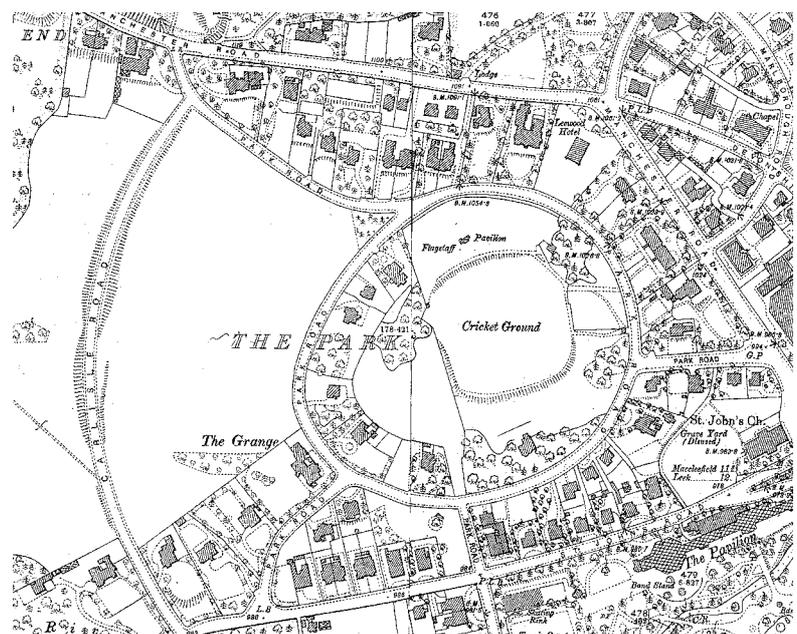
disappeared and instead Carlisle Road had been laid out in 1895 (though was still not developed at the time of the survey) as a concentric arc to the inner circular Park Road.

The OS map also shows that as a result of the slow & piecemeal nature of the development of The Park, the estate could not afford to be wedded to Paxton's layout and they had started to develop the oval green space, long before they started to develop any houses on Carlisle Road. The estate was beginning to sell off plots of land more aggressively

Almost 10 years later Buckley's 1887 map showed little change, but the 1881 Kelly's directory shows that there were a further 13 addresses within The Park offering themselves as lodging houses, together with 14 “notable” residents, emphasising the changing nature of the town as the shift from the central area to the newer areas continued.

The houses that developed along St. John's Road were built between 1873 and 1896. Although Paxton's plan did not have any houses facing the perimeter of the site, the development of the houses on St. John's Road made an irrevocable alteration to Paxton's design that set the tone for the later development of the plots. Demand for houses along this length of St. John's Road must have been in response to the new status of the Pavilion Gardens from 1870, which they front.

By the 2nd series OS survey of 1897 it can be seen how the original design had been changed. The idea of serpentine roads had



Second edition Ordnance Survey map of 1897

and as Buxton became more popular as a holiday destination and rich commuter suburb to Manchester and Stockport these were often developed by wealthy businessmen using locally and regionally known architects, e.g. Green Moor at Nithen End by Parker & Unwin.

Some of the largest houses were not viable as such even in those times, with The Grange, built sometime prior to 1879, being in use by 1899 (Kelly) as a boarding school.



Nevertheless, if 1905 is said to have been the peak of Buxton's popularity and success, the 3rd series OS of 1922 still shows the western half of the park undeveloped and as a result much of this later (often post war) development now lies outside the Conservation Area. The development of The Empire Hotel from 1901 (evident on the 3rd series map) virtually filled the whole of the space between Park Road and Carlisle Road. Its demolition in 1964 left a large hole in The Park and set the precedent for most of the modern development that we see today, although much of this lies outside the conservation area.

Third edition Ordnance Survey map of 1922



1848 Tithe map with ownership pattern overlaid (the pink area is private, the remainder is owned by the Devonshire Estate)

the Spring Gardens frontage and servicing for these and the buildings on Hardwick Street.

Hardwick Mount was an area subjected to immense development pressure. Houses laid out as pairs of semi-detached houses in the 1860s had extra houses attached to them by 1887, squeezed into wedge-shaped plots (7-12 Hardwick Mount).

Along the southern boundary of the current Hardwick Square South, the first phase of development was the construction of Buxton Board Schools elementary school, which opened in 1875 on the south side of the area later known as Hardwick Square.

The **Hardwick Square** development took place from 1877 onwards, taking the form of large middle class semi-detached villas set well back from the street in spacious gardens. From the start, many of

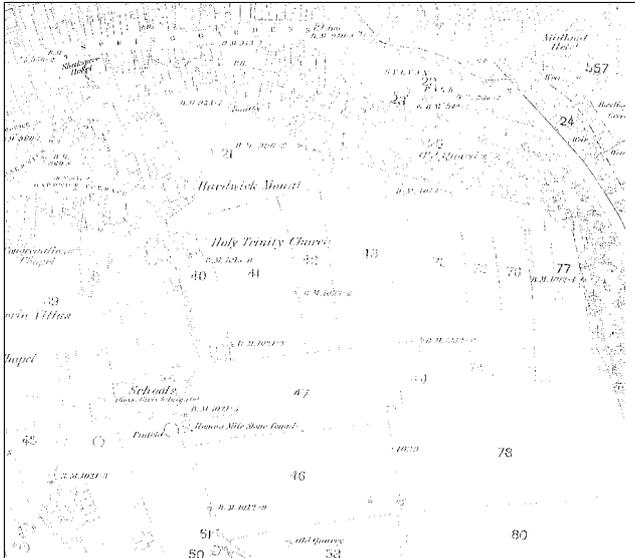
the houses were used for lodging houses – whether full time or the equivalent of seasonal B&B cannot be ascertained from the trade directories. In 1896 a church was built on Hardwick Square South for the Catholic Apostolic Church (designed by W. R. Bryden). It is now used as the Gospel Hall.



Pl. 30 - Hardwick Mount - pair of villas overlooking the green space. These were eventually demolished and replaced with Haddon Court

The final area to be developed (Silverlands, Clifton Road, Holker Road, Sylvan Cliff, Kedleston Road and Curzon Road) was bounded by the Hardwick Mount development to the west, Spring Gardens (and its developed courtyards) to the north and the valley falling

away steeply to the Wye to the east. Between 1880 and 1905 the Devonshire Estate instructed their architect Robert Rippon Duke to lay out a number of roads. These included **Silverlands**, which was laid out in 1895 as an extension of the south side of the Hardwick Square development (Langham) and had smaller semi-detached houses or short terraces, although all its residents were thought to be local “notables” in the 1899 Kelly's directory.



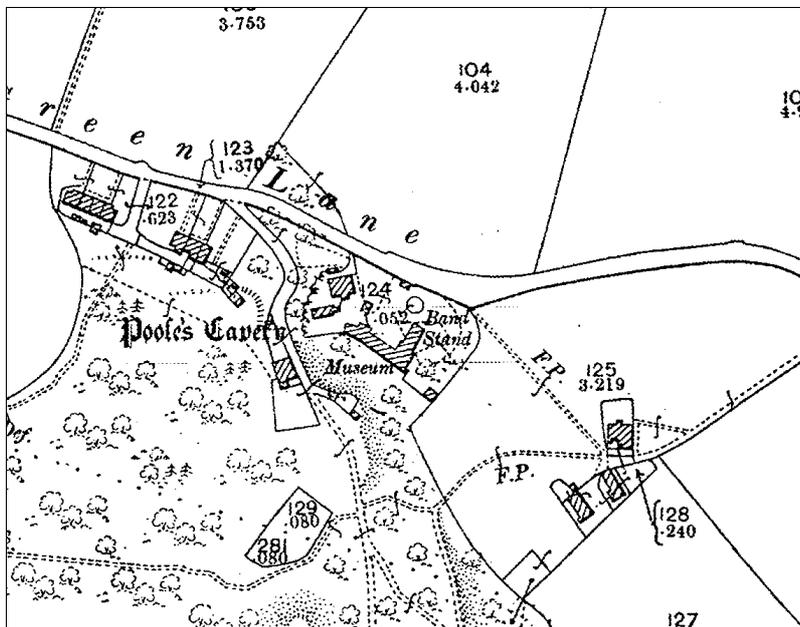
First edition Ordnance Survey map (1879) - extract of Hardwick area

Holker Road was laid out in 1897 (Langham) – Holker Hall being part of the Devonshire holdings near Barrow in Furness – presumably just after the 1897 resurvey for the 2nd series OS as it is not shown on this, published the following year in 1898. The west side was developed first, it would appear from the north, and with terraced housing giving way to larger semi-detached and detached housing to the south. The 2nd series OS shows the new Buxton & High Peak branch of the LNWR which was not officially opened until 1899 (Langham). The railway formed the new eastern boundary to development and must have been a limiting factor in the development of the adjacent land – still open fields - during its construction. This area was only slowly developed during the first half of the 20th

century, some plots still lying empty in 1938. Kedleston Road and Curzon Road were developed in the inter-war years.

Historic Development of POOLE'S CAVERN, GREEN LANE & BUXTON COLLEGE

In the extreme southern reaches of Buxton Conservation Area (College) is a small area of development built near a natural cave called **Poole's Cavern**. The cave was one of the earliest tourist sites within Buxton to be developed, reputedly visited by Mary Queen of Scots in 1580. It has a large number of spectacular formations and, despite the fact that



for a long period it was a crawl through the narrow entrance passage, it was a major tourist attraction.

Excavation in the late 20th century found a number of metal Roman artefacts indicating that it had been used as a location for metalworking.

Second edition Ordnance Survey extract - Poole's Cavern area, 1897

In 1636 it was described in verse by Thomas Hobbes in his book *De Mirabilibus Pecci Being The Wonders of the Peak in Darbyshire*:

“Wonder 7 – POOLS HOLE

“One thing remain'd, but highly worth our view,
Pool's hole, a Cave so call'd, and near us too.
Pool was a famous thief, as we are told
Equal to Cacus, and perchance as old.
Shrowded within this darksome hid retrieve
By Spoils of those he robb'd, he us'd to live,
And tow'rds his den poor travellers deceive;

.....

From Buxton near a thousand paces lay.
At bottom of the Hill to th' hollow ground
Stooping by a small vent a way is found;
More passable the further in you go.”

Another book, which was more widely read for several centuries, again mentioned Poole's Cavern as one of the Wonders of the Peak (1681, Charles Cotton “The Wonders of The Peake”). It continued to be a major draw for visitors in Buxton throughout the 18th century and was described in some detail in the Gentleman's Magazine of 1764.

The Devonshire Estate acquired the land and the site of the cave in the late 18th century and the local tenants of the land continued to run it, albeit in an ad-hoc manner, charging money for entrance and guiding. Access was difficult and involved crawling and stooping over long distances.

By 1852 the entrance to the cave had been made more obvious with the construction of a new picturesque entrance lodge (designed by Robert Rippon Duke), which still stands today although it is in separate private ownership. Poole's Cavern was opened as an official show cave by the 6th Duke of Devonshire in 1853. They employed a custodian, Frank Redfern, who made the access easier by widening and removed the need for crawling. The site was progressively developed over the next 50 years by the same family (who ran it until 1965), with a museum (to house archaeological and geological artefacts found in the caves), a bandstand, formal gardens and other attractions such as a monkey house, which still survives. Buxton and District Civic Association re-opened the cave in 1976.

Several buildings on the south side of Green Lane are set back from the road, on the route of public footpaths. They were probably built in the 17th century as encroachments onto early routes between Green Lane and the hillside at Grinlow above, established perhaps in association with the development of the limestone quarrying and lime-burning industry, rather than associated with the development of Poole's Cavern as a tourist attraction. The buildings may also be part of the hamlet of Buxton-le-Grene, which probably lay beyond the green to the south of West Road. Two houses appear in this location on the 1631 map, just beyond what appears to be the cave entrance.

The road that ran west out of Buxton from the junction of High Street and London Road is one of the earliest routes within the town. The route, which connected Buxton with Burbage, formed today by **West Road** and **Macclesfield Road**, is clearly indicated as a major road on the 1631 William Senior plan of the town. In 1759 this route was formalised

as the Macclesfield to Buxton Turnpike. It began at the intersection of London Road and West Road. West Road had clearly pockets of development along both frontages, even as early as 1631. A few 18th century cottages survive amongst later buildings but comparison with the OS maps shows that there was a large amount of demolition of the smaller cottages in the 19th century. In 1879 there were still gaps in the southern frontage.

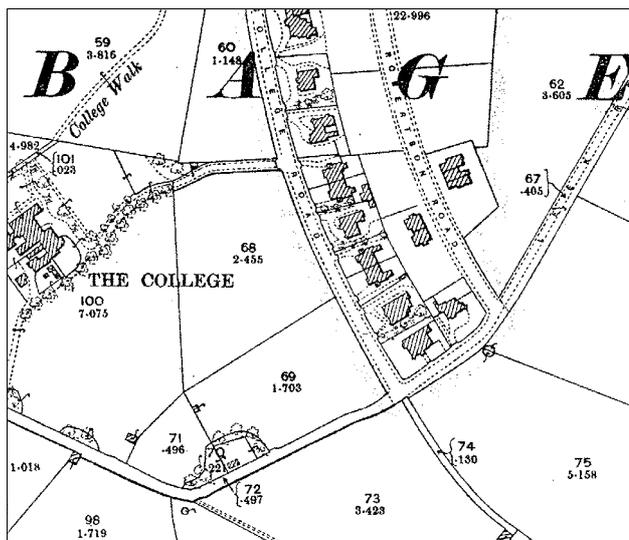


Green Lane, where it meets West Road, does not appear on the 1631 map. In fact the area immediately south of High Street is shown as a number of small crofts and some enclosed fields, beyond which lay the moor and it appears to have been partially developed at this date. The route of Green Lane is probably that shown on the 1631 map that extends from the large green as far as the Poole's Cavern cave entrance and runs at the foot of a rocky outcrop (Grinlow). It was formalised in 1765 as a turnpike long before the area was developed.

This turnpike (then called Leek Road) was designed to connect Leek with Buxton. Although the existing route along the pre-existing turnpike (to Macclesfield) was more direct a number of disputes over the use of the turnpike resulted in the creation of this alternative route. It is quite likely that the road had already existed as a direct link between the town of Buxton and the famous tourist attraction of Pool's Hole.

Given the long established presence of both Macclesfield Road and Green Lane, it seems quite natural, therefore, that eventually the land between Macclesfield Road and Green Lane should be built upon, although this area only started to be developed in the late 19th century, with the construction of Buxton Endowed School.

Buxton Endowed School (also known as Buxton College) opened on its new site just outside the built up area of Buxton in September 1881. Its southern boundary was Green Lane. The school had a long history and had moved around the town to various homes throughout the 19th century. It became a grammar school in 1923 and is now known as Buxton Community School. The original building of 1881 still stands in the centre of the site, surrounded by later development. To the south-west is a George Widdows extension, built in the early part of the 20th century, employing the latest ideas & innovations on circulation and ventilation in school building design.



Second edition Ordnance Survey extract 1897

The main approach to Buxton College was from Green Lane, until College Road was developed and then it was approached via College Road along a narrow lime avenue, which still stands. A footpath leading from the junction with West Road (College Walk) was later moved slightly further to the north and formalised as the route of Temple Road.

The sequence of development of this part of the town is as follows;

- 1881 – Buxton College built
- 1892 – College Road created & developed
- 1892-1900 – Green Lane developed
- 1894 – Spencer Road laid out
- 1897 – Robertson Road laid out
- 1899 – Temple Road laid out

The south side of Green Lane was only developed relatively recently, the western part being the first phase (pre World War I) and the southern section (Nos. 49-75), being inter-war. A large number of the houses along the eastern section of Green Lane (Nos. 17-45) are much more recent (late 20th century).

APPENDIX 2 - BUILDING DETAILS (PHOTOGRAPHS)

Boundary walls & gatepiers

- Chamfered (1-001 & 1-003) and bullnosed copings (1-002) & coursed gritstone walls (1-003, 1-004 & 1-015)
- Limestone rubble walls (1-004)
- Carved ashlar gateposts (1-005-1-016)





1-012



1-013



1-014



1-015



1-016

Gates

- Wrought iron gates (1-024 & 1-025)
- Forged steel railings & gates (1-026)



1-025



1-024



1-026

Railings

- Cast iron balusters and wrought iron railings (1-017)
- Wrought iron hooped interlocking railings (1-018)
- Wrought iron alternating hooped & spear-headed railings (1-019)
- Cast iron railings with fleur-de-lys finials (1-020 & 1-021)
- Wrought iron railings with spear-headed finials and nailhead finials (1-022)
- Hand-forged steel railings with nailhead finials (1-023)



Chimneys

- Coursed gritstone chimneys with oversailing courses in plain bands of ashlar & Victorian clay chimney pots (2-001, 2-002, 2-003)
- Decorative chimneys with engaged columns and clustered flues & unusual clay pots (2-004, 2-005, 2-006)



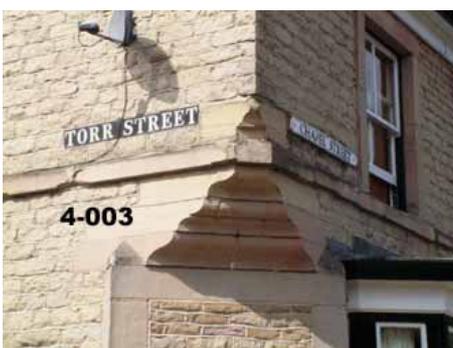
Eaves details

- Timber eaves supported by shaped timber brackets, with timber soffit (3-001, 3-002, 3-003, 3-004, 3-005)
- Timber bargeboards with trefoils (3-006), braces (3-007 & 3-008), scalloped edges (3-009), roundels



Stonework

- Corbelled corner with carved stone ashlar (4-001, 4-002, 4-003)
- Carved stone lintel, with pointed gothic arch and label stops (4-004), scalloped and shell moulding (4-005), classical cornice with Corinthian pilasters (4-006), arched lintel with roundel (4-007) & square lintel with raised semi-circular moulding and initials (4-008)



Stonework

- Carved incised names (4-009) and carved raised names (4-010)
- Punched quoins and pilasters with chisel-draughted margins (4-011)
- Raised quoins with reeded tooling (4-012)
- Stone arcade (4-013)
- Carved griffon at eaves (4-014)
- Arched windows with raised architrave & keystones (4-015)
- Shaped gable with finials (4-016)



Decorative Metalwork

- Cast iron balustrade (5-001)
- Cast iron brackets & canopy (5-002 & 5-003)
- Cast iron columns (5-004, 5-005, 5-006)
- Cast iron railings (5-007)



Doors

- Panelled doors with bolection mouldings (6-001, 6-002)
- Boarded doors (6-003)
- Semi-circular arched doorcase (6-004)

Windows

- Stone bay window - two-storey (6-005) with casement windows & chamfered frames & single-storey (6-008) with sash window
- Two-storey timber bay windows & sashes with Gothic glazing bars (6-007) and pointed arched sashes (6-006)
- Semi-circular arched windows with raised keystones (6-009, 6-010) and casement windows (6-011)



APPENDIX 3

Street Furniture - Main historic types

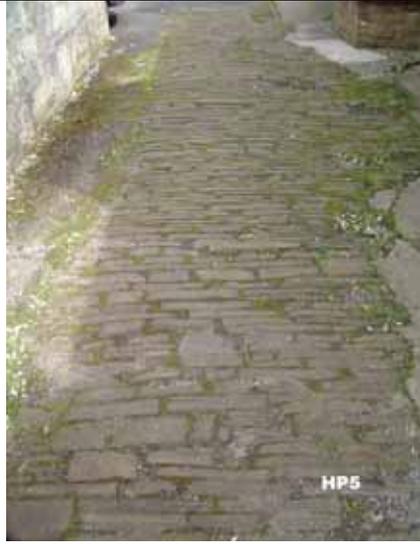
Description	Location	Photo
Railings – heavy round section cast steel handrails with cast baluster-type posts with ball finials (1920s or 30s?)	(1) Footpath leading from Hardwick Street to Hardwick Mount in front of Haddon Court (2) Footpath leading from Terrace Road to Hardwick Square West (Jacob's Ladder)	SF1 & SF2
Railings – Forged steel railings (Buxtonia Pattern) supplied by Dorothea Restoration, introduced as a replacement for the original railings in 1997	(1) Surrounding the perimeter of the Pavilion Gardens (2) In front of The George Hotel	SF3
Railings – hand-forged iron railings in an Art Deco style, introduced circa 1910 to the Serpentine Walks. The pattern was copied for the railings located over the bridges and the Pavilion Gardens – hand forged nailhead railings with decorative oval panels	(1) Serpentine Walks (original example survives on the small bridge) (2) Pavilion Gardens	1-022
Bollards – narrow tapered bollards with three paired horizontal bands and shaped baluster finials. Original bollards were introduced in the 1870s. They have been used as the basis for reproduction bollards.	(1) In front of St. John's Church, Manchester Road (24) (2) Between the west end of Broad Walk and Burlington Road (5) (3) Between the east end of Broad Walk and Hartington Road (5) (4) Between the end of Fountain Street and Broad Walk (6) (5) in front of the Old Hall Hotel (6) (6) in front of The Opera House (7)	SF4 & SF5
Bollards – cast iron bollards with date 1864 cast, fluted tapering column, surmounted by open cube	At junction of Station Approach with Station Road (7)	
Hexagonal cast iron post box (VR), 1866 Penfold design	Opposite the Opera House, at The Square	SF6
Cylindrical cast iron pillar box (VR)	In front of Five Ways Café, Green Lane	
Cylindrical cast iron pillar box (GR), George V	(1) Opposite no.2 Hardwick Mount (1) In front of no.30 Temple Road (3) Park Road (near north end of Manchester Road) (4) Junction of Green Lane & West Rd	SF7
Cylindrical cast iron pillar box (Edward VII)	On Robertson Road, in front of No.32 Green Lane	
Cylindrical cast iron pillar box (plain)	(1) in front of 2 Bath Road (2) on corner of Burlington Road & St. John's Rd	SF8
Double cast iron pillarbox (ER)	(1) in front of 12 High Street (the post office)	SF9

Description	Location	Photo
Wall-mounted cast iron letterbox (ER)	Park Road, near the junction with St. John's Road	SF10
Street name plaques - cast iron name plaque with raised letters and raised band, and cut-out border	(1) Marlborough Road (2) Bath Road (3) Torr Street (no.2) (4) South Street	SF11
Street name plaques – individual encaustic tiles of off-white on a black background, direct bedded into mortar	(1) Fountain Street (2) On 1 High Street	SF12 & SF13
Street lighting column – cast iron tapered column with fluted base, narrow tapered reeded shaft and 6-sided copper lantern (manufactured by R & J Dempster Ltd, Manchester), introduced circa 1880	(1) Broad Walk (15)	SF14 & SF15
Street lighting column – cast iron tapered fluted column and 6-sided cast black-painted lantern introduced in the late 20 th century	(1) On The Slopes (8) (2) In front of Cavendish Arcade (3) (3) The Crescent & Old Hall Hotel (8) – modern cylindrical lanterns	SF16 & SF17
Street lighting column – tall cast iron post with decorative castings, ornamental cast iron base with plaque & motto <i>Buxtona quae calidae celebrabere nominee lymphae</i> . Plain shaft and scrolled bracket with acanthus leaf and fleur-de-lys mouldings. The columns were introduced circa 1900, when electricity was introduced into Buxton, & are some of the earliest electric streetlights in the country. Original lantern was a long pendulous fitting with glass globe (replaced with Station Lamp-type lanterns).	(1) Pavilion Gardens Promenade (7) + 3 brackets fixed to buildings (2) Hall Bank, within the grounds of The Slopes (2) (3) (3) High Street (the base & shaft only - 2)	SF18 & SF19
Street lighting column - cast iron pair of columns with heavy base and acanthus leaf moulding, integral brackets with modern station lamps	In front of the Town Hall, Market Place (2)	SF20
Four-sided copper lantern (painted black) with decorative wrought iron bracket	Fixed to the corner of The Old Courthouse, George Street	SF21
Turner's Memorial – Decorative stone drinking Fountain with eight-sided Suggs lantern and wrought iron bracket, dated 1878, removed but restored in this location in 1995	Turner's Memorial at junction of The Crescent with Terrace Road & Grove Parade	



Historic Paved surfaces

Description	Location	Photograph
Large rectangular gritstone setts, laid in even courses	(1) back alley between Bath Road & St. James Street (2) Joinery Workshop (access yard) to east side of Torr Street (private land) (3) Passage to rear of Hall Bank (4) forming a gully on edge of carriageway between the Crescent and Hall Bank (5) alley to rear of Hartington & Belvedere Terrace	HP1 & HP2
Small squared gritstone setts	(1) Passage adjacent to Smithy Cottage, 18 Church Street (2) Nall's Yard, off Spring Gardens (3) Access drive into rear yard of The White Lion, Holker Road (private) (4) along north side of road, Hardwick Square North (5) in courtyard to Livery Stables, off Fairfield Road	HP3 & HP4
Thin, fissile gritstone setts, laid in narrow, even courses	In front of The Old Wheatsheaf, 8 Church St	HP5
Broad gritstone kerbs	(1) Terrace Road (2) The Crescent	HP6
Fine ashlar setts & steps	The Crescent	HP7
Paving flags – Yorkstone (modern 21 st century)	Market Place	
Paving flags under the covered arcade	The Crescent	HP8
Sawn Yorkstone paving slabs (modern 20 th century)	(1) paved space between the back of the Crescent and The Square (2) Spring Gardens – apron to buildings	HP9





KEY

-  PRE 1780
-  1780-1848
-  1848-1879
-  1879-1900
-  1900-1938
-  POST 1938



**BUXTON - CENTRAL
CONSERVATION AREA**

BUILDING PHASE PLAN

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KEY

-  PRE 1780
-  1780-1848
-  1848-1879
-  1879-1900
-  1900-1938
-  POST 1938



**BUXTON - COLLEGE
CONSERVATION AREA**

BUILDING PHASE PLAN

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KEY

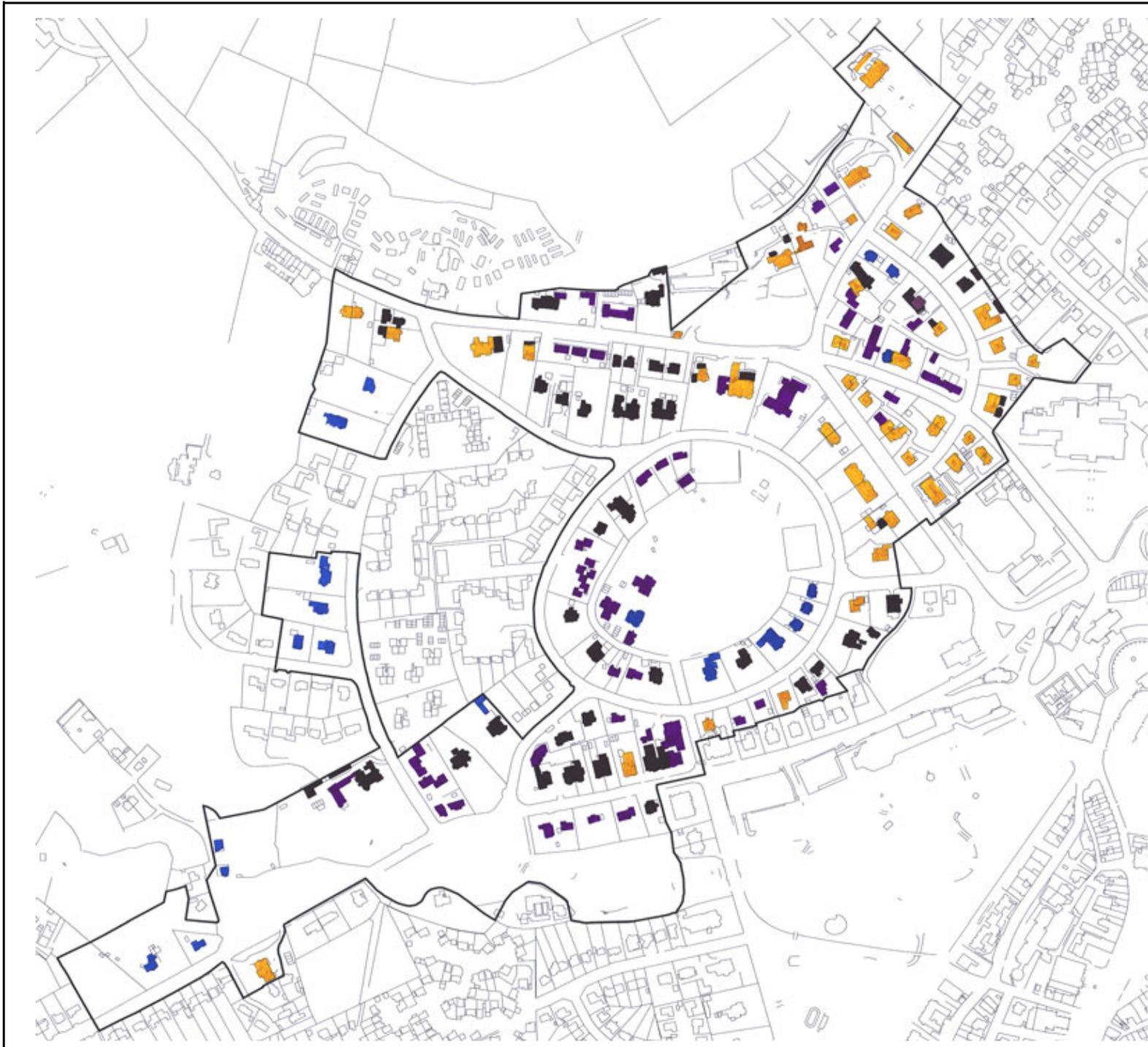
- PRE 1780
- 1780-1848
- 1848-1879
- 1879-1900
- 1900-1938
- POST 1938



**BUXTON - HARDWICK
CONSERVATION AREA**

BUILDING PHASE PLAN

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KEY

-  PRE 1780
-  1780-1848
-  1848-1879
-  1879-1900
-  1900-1938
-  POST 1938



**BUXTON - THE PARK
CONSERVATION AREA**

BUILDING PHASE PLAN

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