

FURTHER INFORMATION

If you have any queries or would like to discuss any proposals informally, please contact the Planning Department by writing to:-

The Director of Housing and Planning
Municipal Buildings
Glossop
Derbyshire
SK13 8AF
or telephoning: 0457 854361

*For guidance within the Peak National Park queries should be directed to the Peak Park Joint Planning Board.
Telephone: 0629 814321*

LEAFLETS AVAILABLE IN THIS SERIES

1. A Design Guide for Shopfronts.
2. A Design Guide for Signs.
3. Conservation Areas.
4. Listed Buildings.



Borough of High Peak

High Peak Borough Council is a member of the English Historic Towns Forum. The Forum has published more detailed guidance relating to shopfronts and advertisements, which can be obtained, for a small charge, from the Borough Council at the address above or direct from the Forum at:

English Historic Towns Forum
The Huntingdon Centre
The Vineyards
The Paragon
Bath
BA1 5NA
or telephone: Bath (0225) 469157

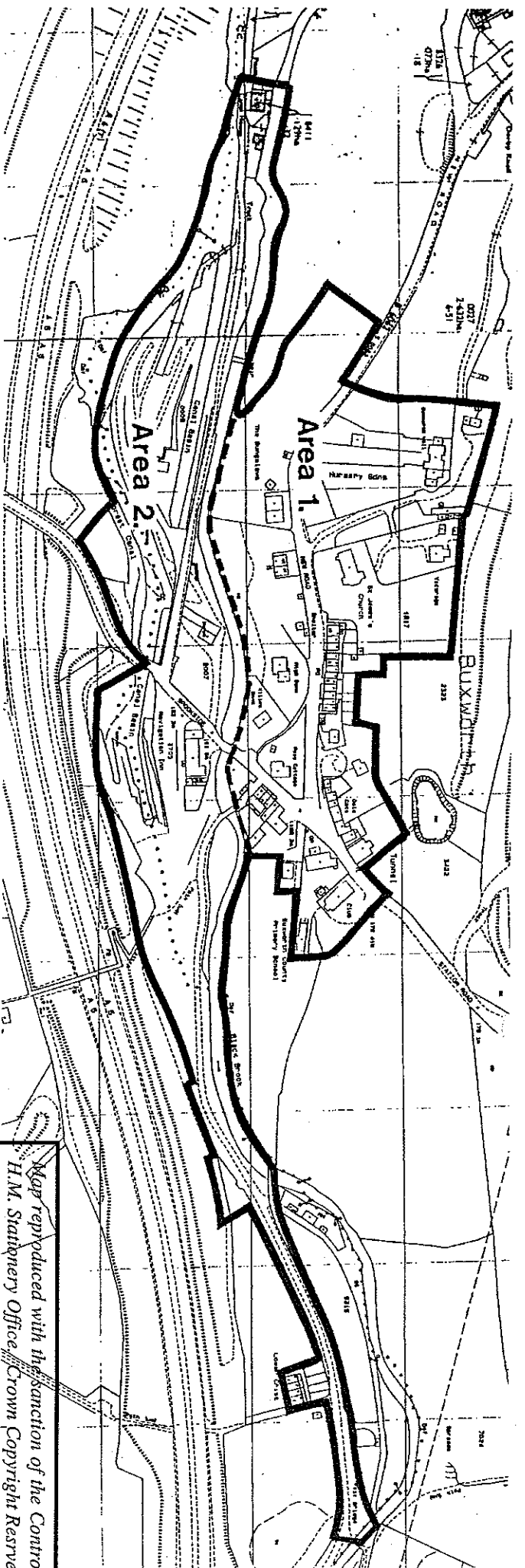


HIGH PEAK BOROUGH COUNCIL

BUXWORTH



CONSERVATION AREA



BUXWORTH CONSERVATION AREA

In designating a Conservation Area at Buxworth, the Borough Council is recognising the area's special architectural or historic character and appearance. It will aim to preserve or enhance these qualities by controlling future development within the area and applying other Conservation Area policies contained within the High Peak Local Plan.

The character and features of a Conservation Area will be defined by, the architectural style and use of buildings, the form and development of the area, building materials and the relationship of buildings to open space.

The following provides a summary character statement for the Buxworth Conservation Area. In order to deal with an appraisal effectively the area has been further divided into two sub areas as follows:

AREA 1: NEW RD/BROOKSIDE

This part of the Conservation Area includes most of the village of Buxworth and is situated on land rising northwards, from Black Brook to the railway embankments, affording views across Black Brook Valley to Eccles Pike.

Buxworth became established in the 17th century as an agricultural hamlet surrounding Buxworth Hall but the main period of growth occurred during the late 18th and 19th centuries as a result of the development of the Peak Forest Canal and Tramway in the Canal Basin. Buxworth Hall and

St James Church are buildings listed for their special architectural and historic interest. They are set back from the road surrounded by stone boundary walls that are important features of the Conservation Area. The 19th century terraced cottages clustered at the junction of New Road, Station Road and Brookside are typically simple in design with plain facades constructed of natural gritstone with a mixture of natural and artificial roofing materials.

AREA 2: CANAL BASIN

This area comprising the Peak Forest Canal Basin and Tramway is an open area within Black Brook Valley. It is an important recreational facility providing an opportunity to investigate the historical development of the Canal Basin. The Canal Basin is a Scheduled Ancient Monument and the remaining Wharfinger buildings are listed for their historical importance. The restoration of the Canal Basin will provide both a valuable physical and historical resource to the Conservation Area.

The above is a summary statement of the special character of the Conservation Area. A more detailed evaluation is available on request from the Borough Council.

BUXWORTH

CONSERVATION AREA CHARACTER STATEMENT

The following provides a detailed character statement for the Buxworth Conservation Area. In order to deal with the appraisal effectively the area has been further divided into 2 main sub-areas as follows:

(Refer to Plan)

Area 1 New Road/Brookside

Area 2 Canal Basin

AREA 1: New Road/Brookside

Topography and Landscape

Area 1 comprises land rising northwards from Black Brook towards the railway embankments. The land also falls gently from east to west travelling along New Road. This area includes most of the village. There are significant views across Black Brook Valley to Eccles Pike.

Phases of History

The origins of a settlement at Buxworth are believed to date back to the 13th century although there is no physical evidence of this period of development. Since then there have been two main phases of development. During the 17th century the Bugsworth estate, focused around Bugsworth Hall (built 1627), became established as an agricultural hamlet.

Later, during the late 18th and 19th century, Buxworth developed as an important terminus for quarry material travelling along the Peak Forest Canal and Tramway. The resultant growth of the village occurred north of Black Brook in Area 1.

Form of Development

The Bugsworth estate extended beyond the boundaries of the Conservation Area, although the Hall and associated outbuildings are within the Conservation Area. The Hall and converted outbuildings are set back from the road and approached off a track. The Church and Vicarage are similarly set back from the road on higher ground.

The remaining development in this area follows the line of the main road, B6062, and Brookside leading down to the Canal Basin. Terraced cottages are set back from the main road with a small forecourt garden and boundary wall. Later 20th century houses are spaced out along the south side of New Road at a much lower density.

Predominant Architecture/Notable Features

Several of the buildings within Area 1 are listed for their special architectural or historic interest. Bugsworth Hall, including its boundary wall, gates and piers is a grade II listed building dated 1627, although there have been 20th century additions and alterations. The Hall has been converted into three houses. It is constructed of coursed gritstone rubble with quoins, a blue slate roof, mullioned windows with hood mouldings. The orientation of

the building is such that it faces northwards and its walled garden area leads down to New Road. The boundary wall is a prominent feature on New Road. Whilst the Hall is effectively concealed from view.

St. James CE Church, built 1874, is also a grade II listed building built of random gritstone rubble with ashlar gritstone dressings and a blue slate roof with fish scale banding and a terracotta ridge. The elevated position of this building, surrounded by the cemetery and mature trees, is an important feature of this part of the Conservation Area.

There are several groups of terraced cottages situated along Station Road, New Road and Brookside. The terrace on Station Road is distinctive as it fronts immediately onto and mirrors the curve of the road. The terraces on New Road and Brookside differ in that they are set back from the road with small forecourt gardens. The terrace at Brookside, including the former Co-op building, is distinctive as a two storey building to the front and 3 storeys to the rear.

Probably the most prominent buildings in the area are the former Primitive Methodist Tabernacle, now converted to residential use, the Buxworth Primary School and Clubhouse. These three buildings are situated in a prominent position at the entrance to the Conservation Area. The Church, by virtue of its height and juxtaposition to the road is the dominant building of this group.

Building Materials

The building materials used within the area are predominantly coursed squared and random rubble gritstone with dressed stone to window cills and door heads. There is a mixture of roofing materials including stone, blue and artificial slate.

Open Space

The density of development around the junction of Station Road, New Road and Brookside is quite high with few breaks in the built development. Within Area 1 there is little open space except for the areas surrounding the detached buildings south of New Road, the Church and Bugsworth Hall. Whilst essentially private areas, well landscaped with mature trees they make an important contribution to the wider Conservation Area.

Assessment of Threat

The character of the Conservation Area faces principal threats from minor alterations that are carried out to individual properties, under Permitted Development rights. The loss of original joinery styles is regrettable. The retention of original roofing materials would be desirable. Residential conversions of former commercial buildings has resulted in almost the entire village becoming residential. The loss of community facilities such as the Post Office, Co-op and Public House is a regrettable trend that is unlikely to be reversed.

Concise Statement

This part of the Conservation Area includes most of the village of Buxworth and is situated on land rising northwards, from Black Brook to the railway embankments, affording views across Black Brook Valley to Eccles Pike.

Buxworth became established in the 17th century as an agricultural hamlet surrounding Bugsworth Hall but the main period of growth occurred during the late 18th and 19th centuries as a result of the development of the Peak Forest Canal and Tramway in the Canal Basin.

Bugsworth Hall and St. James Church are buildings listed for their special architectural and historic interest. They are set back from the road surrounded by stone boundary walls that are important features of the Conservation Area. The 19th century terraced cottages clustered at the junction of New Road, Station Road and Brookside are typically simple in design with plain facades constructed of natural gritstone with a mixture of natural and artificial roofing materials.

AREA 2

Topography and Landscape

Area 2, south of Black Brook, extends along the valley to include the Peak Forest Canal and Tramway serving the Bugsworth Canal Basin. The Canal Basin situated within the valley bottom is surrounded on all sides by land rising upwards both to the main village of Buxworth and on the south side to the A6 By-pass.

There are mature trees lining the river bank and a belt of tree planting along the embankment of the A6 by-pass.

Phases of History

Bugsworth Canal Basin, designed by the engineer Outram, built in 1797 was the largest canal-tramway transshipment port built on the British narrow canal system. The associated growth of wharfs, warehousing, tracks and lime kilns was focused around the Canal Basin. The level of activity at the Canal Basin peaked during the 1880's. By 1925 the Tramway had closed and the Canal Basin became redundant. Most of the industrial buildings have been lost. The only remaining buildings of historic significance are the Wharfingers House, Office and Stables at the far west of the Conservation Area. These buildings are listed.

The Canal Basin was designated as a Scheduled Ancient Monument in 1977.

Since 1968 the Inland Waterways Protection Society have campaigned for the restoration of the Canal Basin.

Predominant Architecture/Notable Features

There are few buildings within this area. The Wharfinger buildings built 1800 are listed for their historical significance to the Peak Forest Canal.

The Navigation Inn at the crossroads of the Tramway and the road, leading to Silk Hill, is a complex of buildings which have grown in line with the changing use of the building from farmhouse to shop to Public House. There have been many alterations reflecting the changing pattern of uses, although the main building, fronting the road, has retained its sash windows and stone slate roof.

Lower Grist Cottages, at the far eastern end of the Conservation Area, is a terrace of four late 19th century cottages with plain facades. Unsympathetic

porch extensions and garages to the front of the properties detract from their appearance.

The most notable features of this area are the dry docks and canal wharfs which have silted up and become overgrown. Extensive works to repair the retaining walls and bridge crossings have been carried out. In their repaired state these features contrast sharply with the overgrown dry basins.

Building Materials

The buildings have been constructed in natural gritstone with a mixture of blue and stone slate roofs. The boundary walls and retaining walls within the canal basin are a mixture of dry stone walls and mortared random stone walls. Gritstone setts have been used on the bridge walkways and yorkstone flags as coping details to the walls.

Open Space

The Canal Basin is an important area of open space providing the opportunity to combine interpretative historical association with the physical recreational facilities of the walkways around the Canal Basin. The old tramway route to Whitehough, along the Black Brook Valley, is intersected by footpaths with footbridges crossing the Black Brook.

Assessment of Threat

The Canal Basin and its restoration in an historically and visually sympathetic way is the key to securing the future of this area. As the area is a Scheduled Ancient Monument the detailing of any work proposed is controllable. Similarly the listed Wharfinger buildings should be protected from any unsympathetic alterations.

Concise Statement 2

Area 2 comprising the Peak Forest Canal Basin and Tramway is an open area within Black Brook Valley. It is an important recreational facility providing an opportunity to investigate the historical development of the Canal Basin. The Canal Basin is a Scheduled Ancient Monument and the remaining Wharfinger buildings are listed for their historical importance. The restoration of the Canal Basin will provide both a valuable physical and historical resource to the Conservation Area.

Please note that this character assessment is based on an initial site inspection together with some background research. It is not intended to be an exhaustive study but will be added to, and possibly amended, in the light of any further information which comes to light.

The exclusion of any reference to a particular aspect of the Conservation Area should not be taken to mean that it is not considered important.

Buxworth

Conservation Area Statement (Summary)

In designating a Conservation Area at Buxworth, the Borough Council is recognising the area's special architectural or historic character and appearance. It will aim to preserve or enhance these qualities by controlling future development within the area and applying other Conservation Area policies contained within the High Peak Local Plan.

The character and features of each area will be defined by, the architectural style and use of buildings, the form and development of the area, building materials and the relationship of buildings to open space.

The following provides a summary of the detailed Character Statement for the Buxworth Conservation Area. In order to deal with an appraisal effectively the area has been further divided into two main sub areas as follows:-

Area 1: New Road/Brookside

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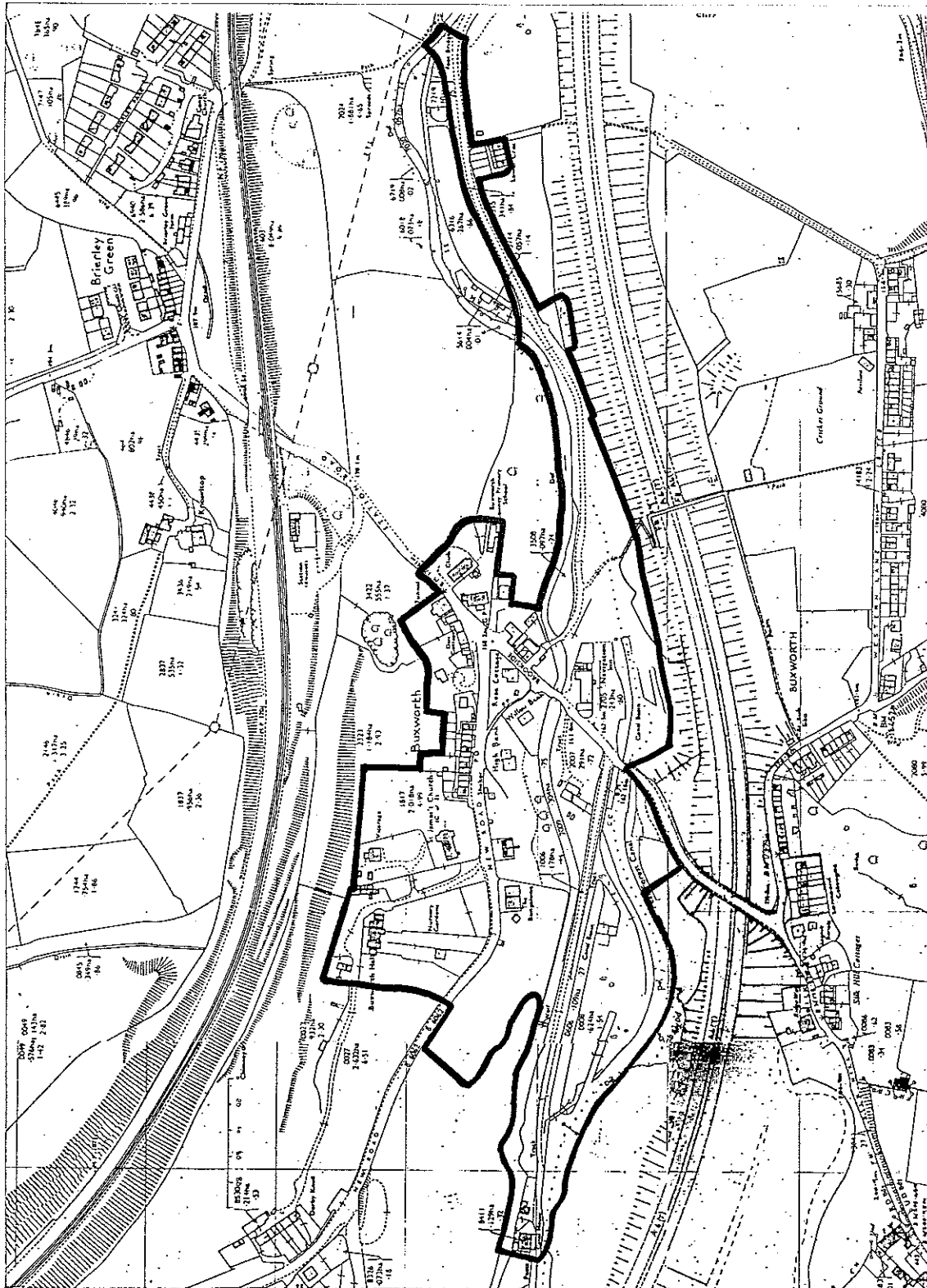
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The above is a summary statement of the special character of the Conservation Area. A more detailed evaluation is available on request from the Borough Council.

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HIGH PEAK LOCAL PLAN

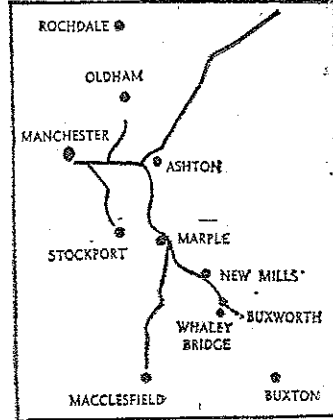


Site Reference	Site Description BUXWORTH.
Key — PROPOSED CONSERVATION AREA	Scale 0 100 North ↑

Morning Telegraph 21/5/68

Industry-backed canal scheme to go ahead

Morning Telegraph Reporter



Dotted line shows the mile-long Buxworth canal basin which is to be restored.

A £30,000 scheme providing a new route to the North for Derbyshire industries through the re-opened part of a derelict canal has been approved by the British Waterways Board. It has been drawn up by the Inland Waterways Protection Society, who claim many Derbyshire firms would be prepared to use a canal route rather than transport goods on heavily-congested roads.

The society has been given permission to restore fully the mile-long Buxworth Basin of the Peak Forest Canal, which has been disused for almost 30 years.

The canal, built in 1797, was for more than 100 years a major route to Manchester, Ashton and Rochdale when the village of Buxworth and neighbouring Peak District villages were centres of the limestone industry.

Designed by one of Derbyshire's best-known engineers, Benjamin Outram, the canal at that time linked with the Macclesfield Canal and Trent and Mersey Canal to a network of other waterways.

The society's secretary, Mrs.

Bessie Bunker, said yesterday the board's approval of the scheme could represent a major breakthrough towards the complete restoration of the entire Peak Forest Canal.

Three stages

"The board has departed completely from its usual policy of opposing our efforts to reopen canals," she went on. "Since inland waterways became nationalised this is the first stretch of a Derbyshire canal which is to be fully reclaimed rather than be made navigable merely for pleasure boats and other small craft."

At present the basin, including a dry dock and wharfs, is dry and full of silt and rubble. Restoration, which it is hoped to start later this year, will be carried out in three stages.

The board are to provide 600 tons of lining clay worth £750 for the first stage of the scheme.

Mrs. Bunker pointed out that when a survey of the canal was made a few years ago many Derbyshire firms said they would be prepared to use the canal for their goods as soon as it reopened.

PC/FF/HB/DA