

# Station Street & Borough Road Burton upon Trent Conservation Area Appraisal July 2015



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# 1 INTRODUCTION

## Background

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- 1.1 This conservation area appraisal has been prepared by IBI Taylor Young on behalf of East Staffordshire Borough Council following a full review of the conservation area appraisals across the Borough by the Planning Advisory Service in January 2012.
- 1.2 The appraisal is undertaken in accordance with best practice guidance as prepared by English Heritage in the publication *Understanding Place: Conservation Area Designation, Appraisal and Management* (March, 2011). This is currently under review following the publication of the National Planning Policy Framework (2012).
- 1.3 The Station Street and Borough Road Conservation Area was originally designated by East Staffordshire District Council on 21st January 1999. The conservation area boundary is shown in Figure 1. This appraisal is the first review of the area since designation.
- 1.4 The conservation area includes all of Borough Road, most of Station street and a small number of buildings fronting Cross Street, Milton Street, Mosley Street and Curzon Street. It is bounded by Wellington Street to the north west.
- 1.5 This appraisal provides an assessment of the Station Street and Borough Road conservation area. It aims to analyse the historical context, built form, setting and spatial characteristics to demonstrate the special interest as a conservation area and therefore its designation, therefore ensuring its accordance with current the policy framework.

- 1.6 The appraisal identifies key positive and negative impacts, erosion of character, potential threats and considers the appropriateness of the boundary. It makes recommendations for future actions by the Council to preserve and enhance the areas significance as a conservation area.



*The Guild Hall, Station Street*



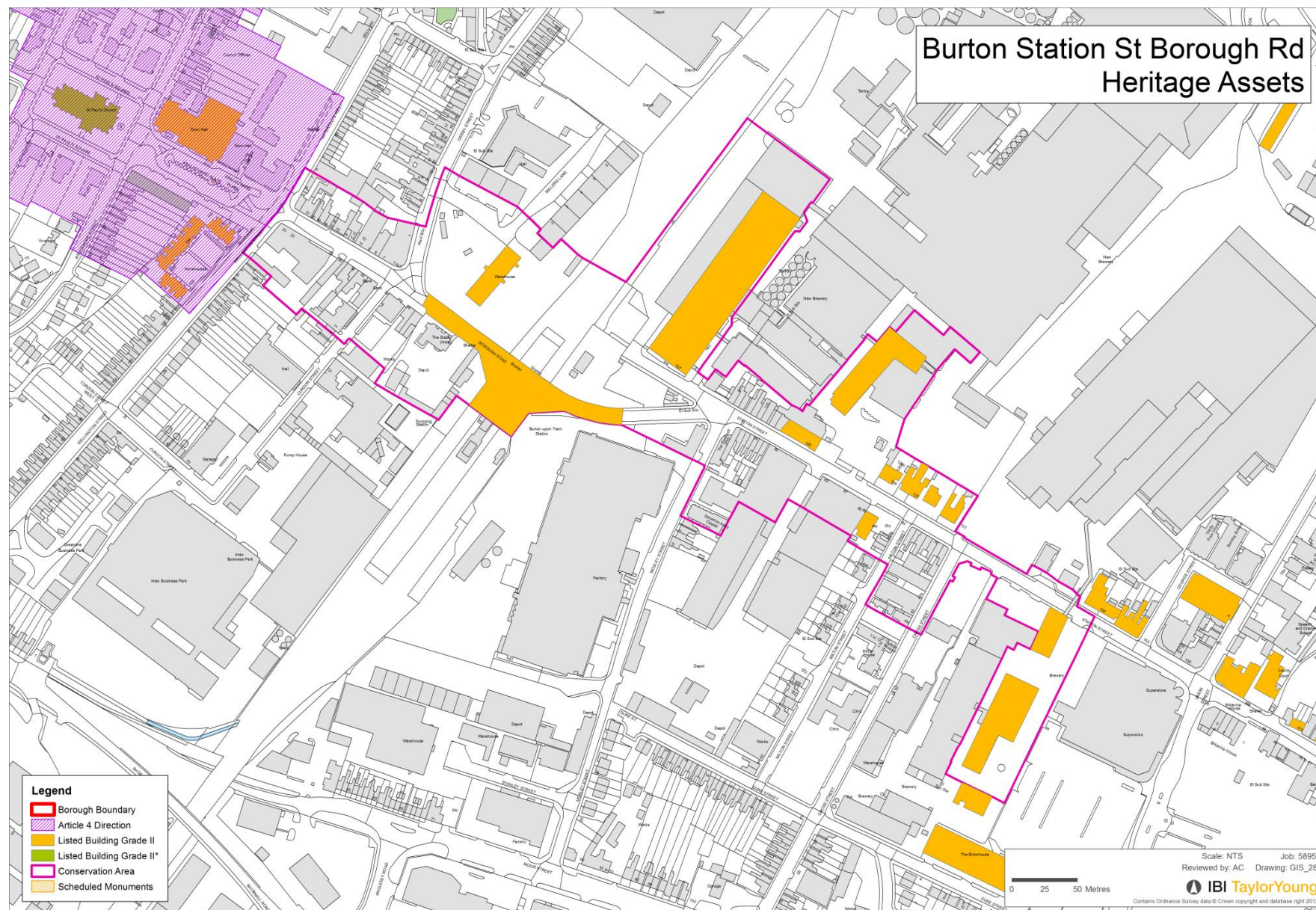


Figure 1: Heritage Assets within the Station Street & Borough Road Conservation Area, including the area boundary



## 2 PLANNING POLICY CONTEXT

### Conservation Area Designation

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- 2.1 A conservation area is an area of "special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance", as cited under Section 69 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990. Local Authorities are able to designate such areas and to use their legal powers to ensure that the areas are protected and that changes within these areas are positively managed. Designation brings with it certain controls over the demolition of buildings within the area, and gives special protection to trees within the area.
- 2.2 Further controls over minor developments may also be put in place under Article 4 of The Town and Country Planning (General Permitted Development) Order 1995 (as amended), commonly known as Article 4 Directions.
- 2.3 There is a duty on all Local Authorities to review their designated conservation areas under Section 69(2) of the Act, and Section 71 requires the formulation and publication of proposals for the preservation or enhancement of conservation areas.

### National Planning Policy

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- 2.4 The National Planning Policy Framework (NPPF) sets out the principles and policies which support the designation of conservation areas for which

local planning authorities are responsible under the Planning (Listed Buildings and Conservation Areas) Act 1990.

- 2.5 Under the NPPF there is a requirement for planning authorities to "set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment" (paragraph 126).
- 2.6 The text implies that regular review is required stating that on considering designation the area justifies such status, and that "the concept of conservation is not devalued through the designation of areas that lack special interest" (paragraph 127).
- 2.7 The NPPF is also supportive of retaining or increasing the quality of conservation areas by encouraging Local Authorities to look for "opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance" (paragraph 137).
- 2.8 The NPPF goes on to note (paragraph 138) that "not all elements of a Conservation Area will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area ... should be treated either as substantial harm under paragraph 133 or less than substantial harm under paragraph 134, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area."

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## Local Policy

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- 2.9 East Staffordshire's new Local Plan is emerging, and is covered within Policies SP25, DP5 and DP6. Presently, the NPPF provides the policy framework for the historic environment conservation.

## Designated Heritage Assets

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- 2.10 The conservation area is based very close to the town centre situated slightly to the north west as illustrated in Figure 1. This plan also shows the following designations in the Burton Station Street and Borough Road Area:
- Thirteen listings for Grade II buildings and structures. There are none of Grade II\* or Grade I status.
  - There are no Article 4 directions directly in the Station Street & Borough Road area at present, however, the area bounds the King Edward Place Conservation Area which is presently subject to an Article 4. Further recommendations are made with regards to these in Section 10.



*No. 107 Station Street & Molson Coors Brewery site*

### 3 DEFINITION OF SPECIAL INTEREST

- 3.1 Station Street and Borough Road Conservation Area is characterised by the linear corridor these streets form through an area that has been crucial to, and a central part, the historical economic growth of Burton upon Trent, being home to both the railway that dissects the area, the passenger rail station, and a number of active brewery sites that straddle the corridor.
- 3.2 The juxtaposition of the large scaled brewery building, at times tightly arranged to front the street and the smaller commercial properties that grew up around the railway station provide a distinctive character to the area that cannot be easily replicated. The homogenous materials that dominate the area, predominantly the red brick and slate roof tile, also lend the area its distinctive and attractive vernacular character.
- 3.3 The area's growth and wealth supported by the arrival of the railway and the thriving breweries was at its peak in the mid to late 19th century. The historic plans show the intensive growth of the town and the impact of the large brewery sites that dominated the town centre at this time. The buildings that line the linear corridor demonstrate the growing importance of this street within the town centre. The buildings represent a number of eclectic building styles, alongside the brewery architecture of this important period.
- 3.4 The general features that provide Station Street and Borough Road with its locally distinctive character and the special interest can be summarised as follows:

- The rapid development of Burton upon Trent following the mid 19th century arrival of the railway and influence of the breweries on the town centre.
- The cluster of statutory listed buildings and high quality buildings of local historical relevance, relating to the development of Burton's brewing industry, for which it is most famous.
- The similarly aged buildings of varied form, scale and function, ranging from large volume brewery buildings that contrast in scale with smaller shops and offices.
- The hard urban environment, enclosed by development of a notable scale, volume and footprint.
- The overriding red brick and slate primary building materials for the area, with occasional variation.
- Retention of historic details such as a number of shop frontages, fenestration and doorways.



*View south east along Station Street*



## 4 LOCATION & SETTING

- 4.1 Burton upon Trent is the main conurbation within the East Staffordshire Borough . It lies on the eastern border of the district with South Derbyshire District Council within the National Forest area. It lies between 40 and 50m AOD.
- 4.2 The town straddles the River Trent which runs diagonally north east to south west through the town centre, a significant feature within the town . The Station Street and Borough Road Conservation Area lies to the west of the river corridor, where the centre of the town is also located. The railway line that serves Burton-on-Trent railway station runs in parallel to the river corridor and crosses the conservation area.
- 4.3 The area is centrally located within Burton, Derby Street, Wellington Street and Waterloo Street form part of the A5121 and provide north - south connection between the 'A' roads to the north (Horninglow Road & Horninglow Street - A511) and south (Shobnall Road - A5189).
- 4.4 The Station Street and Borough Road conservation area adjoins George Street Conservation Area that lies east along Station Street and also the King Edward Place Conservation Area that lies to the west.
- 4.5 The Station Street and Borough Road Conservation Area is linear in character; the main streets of Station Street and Borough Road run perpendicular to the railway line that cuts through the area, and the railway station forms a key node within the area. The station also forms a key point within the area as the central and connecting character area of three formed along the linear corridor. The eastern area along Station

Street, and including some frontages along Milton Street, Mosley Street, and Cross Street, form a distinct section formed around both brewery infrastructure and retail. The central station area is notable by the rising gradient of the railway bridge to cross the rail tracks, this itself forms a dominant structure. The western area is then formed by the declining gradient from the station to the bounding street of Wellington Road and Waterloo Street, and notable visual connections with the adjacent King Edward Place Conservation Area. This area also includes some frontage along Derby Street.



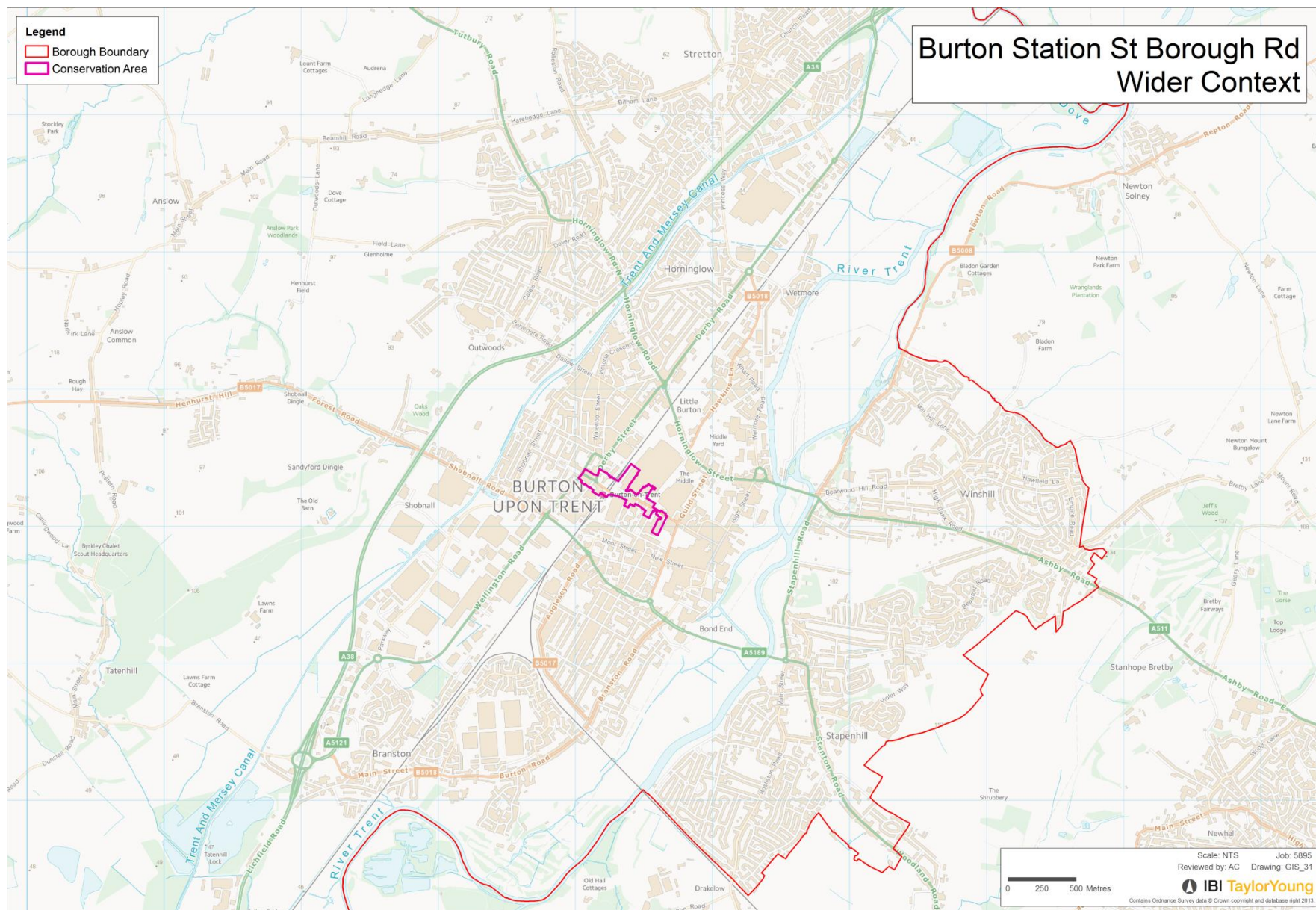
*View into King Edward Place conservation area*

- 4.6 Overall the area is dominated by a range of impressive Grade II listed red brick brewery buildings, offices and warehouses along with a few commercial properties, shops, offices and public houses all of which contribute positively to the character of the area.

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- 4.7 The setting is urban and comprises of a high volume of densely packed brewery buildings interspersed with some terraced units alongside detached buildings. The looming conditioning and fermenting vessels of the Bass New Brewery form a prominent feature of the Station Street and Borough Road conservation area and represents the backdrop for the town's brewing history.
- 4.8 In addition , there are also buildings which, although not listed, contribute positively to the character of the street scene.
- 4.9 There are a number of key views within the area, these are predominantly enclosed by the dense grain, however, the raised topography of the Grade II listed Station Bridge makes this building prominent.



*Former Station Hotel, Borough Road*





## 5 HISTORICAL DEVELOPMENT

- 5.1 Burton upon Trent (or Burton on Trent) is most commonly associated with the brewing industry, an industry that still has a large presence within the town. The rise of the brewing industry significantly increased the town's size, to accommodate this industrial growth during the mid to late 19th century.
- 5.2 There is little evidence for prehistoric activity currently known within the immediate vicinity of the Station Street and Borough Road Conservation Area. Within the wider Burton on Trent landscape the earliest identified settlement activity lies near Clay Mill, north east of Stretton where an Iron Age/Romano British farmstead was excavated in the 1960s. Other possible sites of prehistoric origin (including possible Bronze Age burial mounds or further Iron Age farmsteads) have been identified within the landscape north and south of Burton and demonstrate a potential for further, previously unrecorded remains of prehistoric date to survive across this landscape.
- 5.3 The projected course of Ryknild Street Roman road runs south-west to north-east through the north-western end of the Station Street and Borough Road Conservation Area. The presence of this major Roman routeway may have attracted Romano-British settlement to this area, although none has been identified to date. Further evidence for human activity during the early medieval period in the wider Burton area is attested by two cemeteries, both discovered during the 19th century, although little detail is known about their origins.
- 5.4 The earliest religious community is believed to have been established at Burton in the mid-7th century, possibly on Andresey Island in the Trent Valley. This site has a long association with St Modwen however it is uncertain whether such a saint actually existed. Despite this St Modwen was actively promoted by Burton Abbey during the medieval period, which had clear economic benefits for the town in the promotion of pilgrimages. It is more likely that the first ecclesiastical building at Burton was a minster church recorded in documentary sources, which itself may have its origins in the 7<sup>th</sup> century.
- 5.5 The Benedictine Abbey was founded (or re-founded) in the early 11th century by Wulfric Spot. The monastery is presumed to have been located on its later known site on the western bank of the River Trent. The placename, which it has been suggested may have originated in the 8th century, has been interpreted as 'settlement at a fortified place'. To date there is no further evidence either archaeological or documentary to elucidate what may be meant by this interpretation. However, it may relate to a settlement associated with the conjectured monastic foundation either on Andressey island or on the western bank of the River Trent.
- 5.6 The location of early settlement within the town has been suggested in the area of Bond End, with further settlement possibly situated to the north adjacent to the suggested site of a river crossing; certainly this was the site of the impressive stone built Burton Bridge which existed between at least the early 13th century and the mid-19th century. A further river crossing may have existed at Bond End from an early date; by the medieval period there was a bridge across to the island here which linked to a ferry over to

- Stapenhill. The ferry was replaced by Ferry Bridge; along with the Stapenhill Viaduct in the late 19th century.
- 5.7 Burton displays the key components of a medieval town including a planned market place and burgage plots laid out along the principle streets. Five phases of town development have been identified in the documentary record, with the earliest development being along High Street and Market Place (by the mid-12<sup>th</sup> century), followed by New Street (in the late 12<sup>th</sup> century) and Horninglow Street (in the early 13<sup>th</sup> century). The development of the outskirts occurred by the later 13<sup>th</sup> century including the widening of Wetmoor Road and the extension of High Street to the south. Cat Street (now Station Road), had been developed by the end of the 13<sup>th</sup> century.
- 5.8 The town had a significant agricultural economy during the medieval period, with open fields and common land occupying much of the area now covered by the Conservation Area, the land now occupied by the Coors Brewery site and that beyond to the north, west and south. Documentary record from the 15<sup>th</sup> century onwards reveal that the town also accommodated a diverse range of occupations outside of agriculture including those related to the building and retail trades as well as vintners and taverners associated with the towns pilgrim trade. The monastery was also an active economic generator, supplying wool and having the earliest association with brewing in Burton.
- 5.9 There appears to have been little alteration to the town plan during the 16th to mid-18th century. The exception was the site of Burton Abbey which was dissolved in 1539; the estate being granted to the Paget family. By the 17<sup>th</sup> century many of the monastic buildings had been cleared, although two properties (both listed) retain architectural elements which date to the time of the abbey (one of which had formed part of the abbey infirmary). The Abbey church was demolished in the early 18th century and replaced with the extant, but smaller, St Modwen's church. Stone from the abbey buildings was reused around the town for example in the walls along Friar's Walk, and the remains of the chapter house doorway, cloister and other architectural fragments (not all in situ) to the rear of the Market Hall.
- 5.10 *Agriculture, milling and other economic activity continued into the post-medieval period, with alabaster carving being an important industry during the early 16<sup>th</sup> century, although declining in the 17<sup>th</sup> century. Further industries such as felt and hat making were also recorded.'*
- 5.11 The commercial brewing industry grew steadily through the 17th Century and was consolidated in the 18th century at the expense of neighbouring towns such as Derby. This is largely attributed to the Trent Navigation to Burton in 1711 and the opening of the Trent and Mersey Canal in 1777 and also because of the quality of the water. The water contains a high proportion of calcium sulphate making it suitable for brewing pale ale, a sparkling ale that proved popular for both the home market and export.
- 5.12 From the 19<sup>th</sup> century the townscape was significantly altered by the arrival of the railway in 1839 and consequent growth of the brewing industry.
- 5.13 The railway proved a catalyst for industrial growth as this provided a transport system that was substantially faster and cheaper than previous options. Burton rapidly grew as a brewing town and the map of 1865 shows that in 18 years since the last survey in 1847 the area between High

Street and the railway station had been developed by the breweries intensively with associated population growth.



*Rail lines with no.107 Station Street in background*

- 5.14 Originating as small complexes at the back of medieval burgage plots, the breweries expanded in size due to economic success. Burgage plot were lost around High Street and the Bass Brewery expanded to the paddocks to the west of the High Street; this was mirrored by other brewery companies. Much of the area that accommodated the breweries has now been redeveloped, however buildings survive around the town centre, predominantly around Wetmore Road and Horninglow Street. The industry within Burton trebled in size every ten years between 1850 and 1880, in terms of output and employment, although growth slackened around 1880.

- 5.15 Across the country in this growing industry there was a limited amount of regional difference in brewery design, especially between the larger sites. Burton upon Trent's breweries were generally functional and industrial classical structures, built before trends towards greater decoration emerged. Building styles of the traditional Burton brewery were generally long facades of blank arcading, with round-headed windows and centrally-pivoting sections.
- 5.16 There was rapid housing growth commencing in the mid 19<sup>th</sup> century, but the main expansion occurred in the late 19<sup>th</sup> century with rows of terraced housing. The brewing families who made their fortunes exuded much influence over the town during the late 19<sup>th</sup> century, and many of the churches across the town centre were financed this by them.



*Malthouses in re-use on Cross Street*

- 5.17 According to the Civic Society noted that there were 31 breweries within the town by 1890 and the population had expanded to 46,000, a



significant rise from the population of 8136 that was recorded 1841 for Burton and the surrounding villages. The breweries and malthouses which had emerged in the town centre were now expanding towards the railway station and beyond.

- 5.18 After WWII there were a series of brewery mergers and with the aid of new technologies the breweries concentrated activity within fewer sites, releasing large areas of the town centre for development. This land has largely been occupied by retail uses and associated car parking. A later move in the 1960s to road haulage also had eased movement in the town centre, which previously been constrained by private rail networks for the brewing industry. Some of the current street network is formed on the rail routes.



*Molton Coors Estate to north of Station Road*

- 5.19 Whilst other parts of the town centre have been redeveloped the Station Street and Borough Road area largely retains its special character. It marks

the expansion of Burton upon Trent from High Street towards the railway throughout the 19th century and is dominated by similarly aged buildings of varied form, scale and function, ranging from large volume brewery buildings that contrast in scale with smaller shops and offices.

- 5.20 The huge Molton Coors estate continues to operate within the town centre. Within the estate that extends along Station Road, at times taking in portions of the frontage, is the Grade II listed Brewhouse in 1853 - 8 (within what is also known as 'New Brewery' site) and the Grade II listed third Bass New Brewery that was built on the south side of Station Street in 1863-4. This is the oldest remaining brewery in Burton upon Trent.
- 5.21 The Coors Estate included until recently the impressive red brick Grade II listed offices and brewhouse of the former Allsopp's New Brewery built in 1859-60 which stands beside the railway line. Now known as 107 Station Street, it was designed by architects Hunt & Stephenson of Westminster in combination with consultant engineer Robert Davidson and the firm's own engineers and was said to be the largest brewery in the world at the time. The buildings have recently been converted to offices and associated facilities. The fine Ind Coope brewhouse and water tower complex erected in 1854 - 6 with additions in 1896 is also part of the Coors estate and is one of the best remaining structures in Burton. It is also one of the first buildings to be built by a London brewer to take advantage of the good water offered in the area.
- 5.22 The associated offices and reception of Allied Breweries, are now known as the Guild Hall, and operate as a venue. Opposite this is the Grant's Building dating from 1897. This is the most impressive building not to

benefit from a statutory listing within the conservation area, and has recently been converted to residential accommodation.

- 5.23 The Middle Brewery site sits adjacent to the George Street Conservation Area and was developed for industrial- scale brewing from the 1960s onward and there have been many demolitions and alterations. Much of the New Brewery was demolished in 1984 - 5, despite its Grade II listing. However, it still retains some original buildings, although a new brewery was added in the 1960s.
- 5.24 Moving into the Station Bridge area, it is almost entirely dominated by the Grade II listed bridge over the railway built in 1881. Centrally located and seemingly part of the bridge is the station building, the third to be built in this location about 45 years ago. To the north of the bridge is the former Midland Railway Grain Warehouse No. 2 built around 1850 from red brick with the quality of detailing associated with the Midland Railway. This building was recently converted to a hotel use.



#### *Midland Railway Grain Warehouse*

- 5.25 The ramp down from the Station Bridge marks the beginning of Borough Road, an area which experienced development and re-development throughout the latter part of the 19th century connecting the station with the Town Hall and St Paul's Church.
- 5.26 Enclosed by views of St. Pauls Church, much of this area is characterised by a number of detached and terraced properties dating from around 1900. Many are shops and other commercial redbrick buildings of two and three storeys.



#### *St. Paul's Church framed in views along Borough Road*

- 5.27 The most recent new development is new housing development built to the east and rear of Grant's building on the site of a former depot, and included the conversion of the building to a residential use.
- 5.28 Large-scale brewing continues to survive around the perimeter of the conservation area, but the area appears to have been subject to a

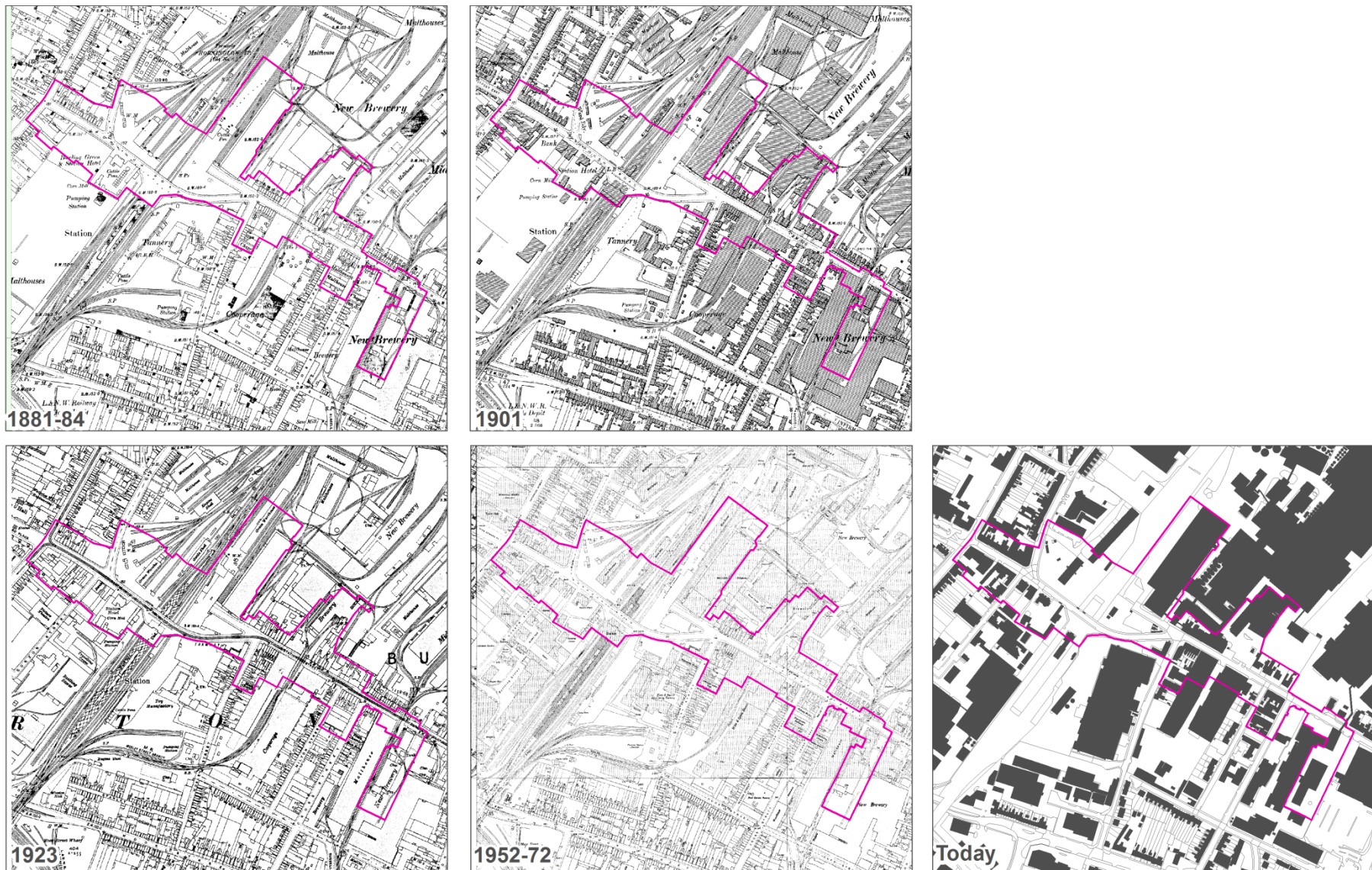
programme of redevelopment and reorganisation of breweries during the late 20<sup>th</sup> century across Burton which has resulted in the loss of some historic brewing fabric and complex plan form. However, the greatest number of historic brewery buildings, including associated industries, survive within this conservation area. The area will likely be subject to future alterations as the brewing industry evolves, given the sizeable land take by the breweries operating within and around the area.

- 5.29 The Historic Environment Record for the Station Street and Borough Road Conservation Area is attached at Appendix II; this comprises mapping of the Historic Landscape Character, a map of interests recorded and an associated summary table of the records.



Figure 3: Historical Development in Burton upon Trent - 1841





Figures 4 - 8: Historical Development in Burton upon Trent from 1881 - present day

## 6 TRADITIONAL SHOPFRONTS

- 6.1 The shopfront should always be considered as an intrinsic part of the overall appearance of the building and should appear to be naturally related to its host building and the upper floors above. Attractive historic shopfronts attract visitor and customer interest and therefore has economic as well as aesthetic value.
- 6.2 The elements of the shopfront should be considered including plinths, string courses, friezes, differing window heights and detailed fascias and cornices. Materials, finishes and design details include colour shades should be carefully considered.
- 6.3 Corporate shopfronts and advertising should not detract from the integrity of a historic shopfront and any modifications should reflect the local character, identity and distinctiveness of the conservation area and integrate to existing historic shopfronts. Any historic fittings such as ironmongery should be retained and repaired if necessary.
- 6.4 Any alterations to a shopfront may require Listed Building Consent or planning permission.



*Historic shopfront at Station Street*



## 7 TOWNSCAPE ASSESSMENT

### Station Street

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- 7.1 This area marks the expansion of Burton upon Trent from High Street towards the railway throughout the 19th Century. This character area of the conservation area is flat and linear. Large volume brewery buildings contrast in scale with smaller shops and offices.
- 7.2 There are a number of buildings which contribute positively to the character of the area.
- 7.3 No.107 Station Street comprises the Grade II listed former offices and brewhouse of what was the Allsops New Brewery, built in 1859 - 60. They are of red brick with stone dressing and a Welsh slate roof which is largely invisible behind parapets. The offices face Station Street with the long brewhouse range to the rear flanking the railway. The offices were originally single storey with basement a further storey was added in a similar style and materials. In 1887 Alfred Barnard remarked, 'these buildings were fine specimens of brick constructed edifices, are of handsome elevation and have a greater capacity than those of any other single brewery in England.'
- 7.4 The building marks the north western tip of the Station Street character area and on the north elevation it is set within a largely vacant site, and the front elevation onto Station Street faces the rising arches of Station Bridge. The original route of Station Street ran directly to the station, prior to the construction of Station Bridge. Borough Road was then extended to include the railway crossing.



*No.107 Station Street*

- 7.5 Development on the south eastern elevation is outside of the conservation area and comprises less attractive brewery buildings. Fronting Station Street, however, is an attractive terrace (No.111 -119 inclusive) of late Victorian shops benefitting from largely intact shop fronts including decorative pilasters, stallrisers and tiled recesses. The block is two and a half storeys with timber and render panelled upper floor, and brick and stone first storey with intact large wooden framed windows and contributes positively to the area.
- 7.6 The terrace is terminated by the attractive two storey stucco no. 120 Station Street, Grade II listed as the former offices and reception of Allied Breweries, this is now known as the Guild Hall. Built in 1865 this two

storey building is an imposing addition. It is detailed with arched windows and transoms springing from slender iron moulded colonettes and is complemented by the adjacent terrace.



*The Guild Hall, 120 Station Street*

- 7.7 Nos. 94 - 100 Station Street were built at a similar date, and whilst less grand in comparison to No.111-119 that they sit opposite and have characteristics in common such as recessed doorways, and a number of retained features.
- 7.8 The curved frontage of the Roebuck public house provides an interesting feature wrapping the corner with Mosley Street where in the neighbouring plot a former Primitive Methodist Chapel, built in 1878, survives , transferred to Salvation Army in 1946. Now vacant.



*Roebuck Inn at corner of Station Street & Mosley Street*

- 7.9 Opposite the entrance to the Guildhall is an area of recent housing (Grants Yard) on the site of a former depot. This extends along the Station Street frontage and to the rear of the refurbished Grant's building built in 1897. The housing has attempted to replicate features of the retained Grant's building and whilst of no particular merit ,it does not generally detract from the intrinsic nature and character of the area. Grant's building itself is an imposing and eclectically styled building with ornamental brickwork, a dutch gable and slate roof. The exterior has been sensitively refurbished as part of the Grants Yard development. It is an impressive building but does not benefit from the protection of a statutory listing.





*Grant's building, Station Street*

- 7.10 The northern side of Station Street is open at this point, comprising surface car parking that is heavily screened by a line of trees in summer months, however, whilst providing a more attractive street edge they screen views of the Grade II listed Brewhouse at Ind Coope Burton Brewery (now Molson Coors) situated on the north side of Station Street back from the road. Built in 1856, this red brick three storey building in with a Welsh slate roof and features a distinctive tower of approximately 5 storeys in height.
- 7.11 Adjacent to Grants Building is the Devonshire Arms public house which dates from the early 19th century and is likely to be the oldest building now in the street. This is a characterful two storey building with engraved stucco, plain lintels, wood pilaster, a door case with plain rectangular barlight and coped parapet. The building is set back from the street frontage and so is hidden in longer street views.

- 7.12 A pair of terraces are within the area on Milton Street, these have received unsympathetic alterations with features such render, uPVC windows, the removal of a doorway, low grade boundary treatments and outbuilding additions, impacting negatively on the area.



*Milton Street terraces*

- 7.13 A further two storey terrace of late Victorian shop units (no. 76 - 82 evens) fronts Station Street. These like their counterparts elsewhere have largely intact shop fronts including decorative pilasters, stallrisers and tiled recesses. Whilst the colour scheme for some units maybe colourful the fabric is intact and well maintained. Behind these a couple of former malshouses extend between Milton Street and Cross Street , dating from the late 19th Century, these are now in use as commercial space and retail.



*No. 76 - 82 (evens) Stations Street*

- 7.14 Opposite on the northern side of the street, an early 19th century row of semi detached and detached domestic proportioned buildings; these are all Grade II listed, and are set back from the frontage within landscaped settings. The domestic architecture is of significant contrast to the brewery buildings that surround this grouping.
- 7.15 At the corner of Station Street and Cross Street a car park for the New Bass Brewery complex is located; this is not within the area. This does not in itself detract from the character of the conservation area but neither does it add to it. Some measures might be appropriate here to enhance this part of Station Street/ Cross Street to enclose the area and contribute to the townscape.
- 7.16 Further down the street towards the town centre on the south side is part of the complex known as the New Bass Brewery, but now forms part of the Molson Coors complex. Built in 1864 - 65 this large brick building of two,

three and four storeys stretches back from the street. This building typifies the individual style of Burton upon Trent breweries with its shallow full height arcade recesses containing the windows which are of sash or pivot type. The building is very significant within the streetscene, the overhead conveyor linking the site with its northern counterpart, providing a prominent visual reminder of the ongoing industrial processes within the area.



*New Bass Brewery site, Station Street*

### **Station Bridge**

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- 7.17 This elevated area is almost entirely dominated by the bridge over the railway. Built in 1881 this Grade II listed cast iron bridge with brick flanking walls replaced a level crossing and has three broad segmented arches flanked by one narrow one on each side.

- 7.18 The high sides of the bridge are constructed from Staffordshire Blue engineering brick, and create a canyonised feeling for bridge users. The elevation of the bridge, however, does enable longer views over Burton.



*Station Bridge*

- 7.19 To the south of the bridge is a very large footplate for functional factory building that whilst not in the conservation area, does have a negative impact upon the setting.
- 7.20 Centrally located and seemingly part of the bridge is the station building, the third to be built in this location. This building is approximately 45 years old and built of bricks and flat roofed. It holds no architectural quality and would benefit from enhancement. The area in front of the station is used as a surface car park, this is a further unattractive addition to this already characterless space.



*Views east from Station Bridge, the brewery silos a significant feature within the view*

- 7.21 To the north of the bridge is the former Midland Railway Grain Warehouse No.2 built around 1850. This is a three storey building of red brick with the quality of detailing associated with the Midland Railway. Attractive features of the building include the 11 bays with round-headed ground floor windows with finely gauged brick arches. Also of note are the two weather boarded, gabled two storey grain hoists that face the railway and a similar one facing the yard to the north. The building has recently been sensitively renovated, although can no longer be accessed by the elevated connection from Station Bridge.

## Borough Road

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- 7.22 Much of this area experienced development and redevelopment throughout the latter part of the 19th Century connecting the Station with the Town Hall and St Pauls Church. This is a very strong relationship given the visual connection between the Borough Road area and the King Edward Place Conservation Area due to the declining topography towards Wellington Street and Waterloo Street.
- 7.23 The first building viewed looking north west on leaving the station is the Station Hotel. This late 19th century red brick building with clay tile roof is double fronted with bay windows either side of the main entrance which is set back from the road behind a cobbled drive which makes a positive contribution to the character of the area.



*No. 37 - 38 Borough Road*

- 7.24 The three storey red brick buildings of no. 37-38 has a dutch gable is individual in character. Whilst on the main building the original wooden sashes are still in place, on the east facing elevation the side extension has had uPVC units fitted. This small grouping is completed by the part two, part one storey former Bank which again is different in character. Here a projecting single storey front with stone details and balustrading sits tightly on the corner with Curzon Street.
- 7.25 Further down Borough Road two and three storey buildings frame a view towards the Town Hall. The street is characterised by shops and other commercial properties. Nos 32 & 35 are two storey with gabled frontage, detailed with timber and render. Whilst No. 35 has retained the original ground floor frontage, no. 32 has unfortunately been insensitively treated with a lower grade shop frontage. Consistent treatment at first floor unifies this building and importantly the original sash windows are still in place. No.s 30 - 31 is a red brick two storey building with an imposing facade and central parapeted gable. At ground floor level less prominent decorative stone pilasters frame low grade shop frontages. No.29 is a single storey low grade building.
- 7.26 Moving further towards the Town Hall area No.s 22 - 23 lies at the junction of Waterloo Street and Borough Street and has a good example of a late Victorian shopfront. The building was constructed in 1867 in red brick, with stone carved headers, and a hipped slate roof. The building has been extended and rebuilt in places, the single storey flat roofed extension to no. 22 Borough Road is basic, and whilst a rhythm is retained through the openings, it is a poor addition to this characterful area.





*Historic shop frontage intact at No.22 - 23 Borough Road*



*No.18 - 21 Borough Road*

- 7.27 On the opposite side road, No.9 Waterloo Street and No.s 18 - 21 Borough Road are typical, well proportioned Victorian architecture with little change from original condition, however, all have been insensitively treated at ground floor with the shop frontage replacements. The remainder of this block No. 1 - 16 are an interesting grouping of eclectic architecture styles. Nos 13 - 16 (inclusive) are similar in style with small upper floors windows and timber and render detailing. No.s 10 & 11 are less interesting and typify the late 19th century style. No.s 1 - 9 have an early 20th Century classical style; stone faced with, with a flat roof and decorative parapet wall with ballustrade detail. No 7 is of particular interest with a recessed doorway and mosaic floor set within the original shop front.



*No.7 Borough Road*

## Positive Contributors to the Conservation Area

7.28 The following buildings are also identified as making a positive contribution to the conservation area, although not designated assets.

- No. 76 - 82 (even) Station Street  
An attractive terrace of shop units with intact heritage shop frontages



Grant's Building, Station Street  
Recently converted to residential use, this is a former industrial building of particular merit with dutch gables and terracotta detailing



- Nos 111-119 Station Street  
An attractive terrace of late Victorian shop units with intact heritage shop frontages in close proximity to the railway station



- The Roebuck Inn  
A rounded building frontage



- The Station Hotel, Borough Road  
An double bay fronted domestic scale former hotel comprising red brick and stone. Currently vacant



- No.s 32 & 35 Borough Road  
Prominent building within streetscene, but unsympathetic shop frontage on one unit



- The Former Bank, Borough Road  
Site of former bank, unit now in retail use



- No.s 1-9 Borough Road  
Single and double storey stone fronted commercial units





- No.22 -23  
Borough  
Road  
Intact late  
Victorian  
shop front



### Negative Detractors

There are no buildings within the conservation area boundary that are considered to detract from the conservation area quality, with the exception of the modern single storey extension that wraps the listed Brewhouse building on Station Street and the treatment of shop frontages on a number of the higher quality buildings.

- 7.29 The development that bounds the conservation area also a concern to the impact that has been had cumulatively on the area. The area's history is set within the industrialisation of the town, the architecture of earlier periods of development is grand and a reflection of the ambition at the time, more contemporary additions are by enlarge, utilitarian, functional and disappointing.
- 7.30 The development to the rear of the Station Hotel is also a concern. Whilst the scale and design of the development is appropriate, the execution and

build quality is of a poor standard, with facades looking tired or unfinished, especially those fronting Curzon Street.

- 7.31 The quality of the hard landscaping within the area would benefit from improvement, for example the use of tarmacadum. The station concourse area is a particularly ineffective and unattractive space for pedestrians, and would present a negative first impression of an overall attractive area.

- Poor quality shop front at the Guild Street and Station Street junction



- Vacancy of shopfronts. The development of the Burton Technology College at the Town Hall annexe may bring greater footfall which will help bring new tenants to these shops through greater footfall.



- The recent development behind the Station Hotel is of a good scale but the build quality is poor



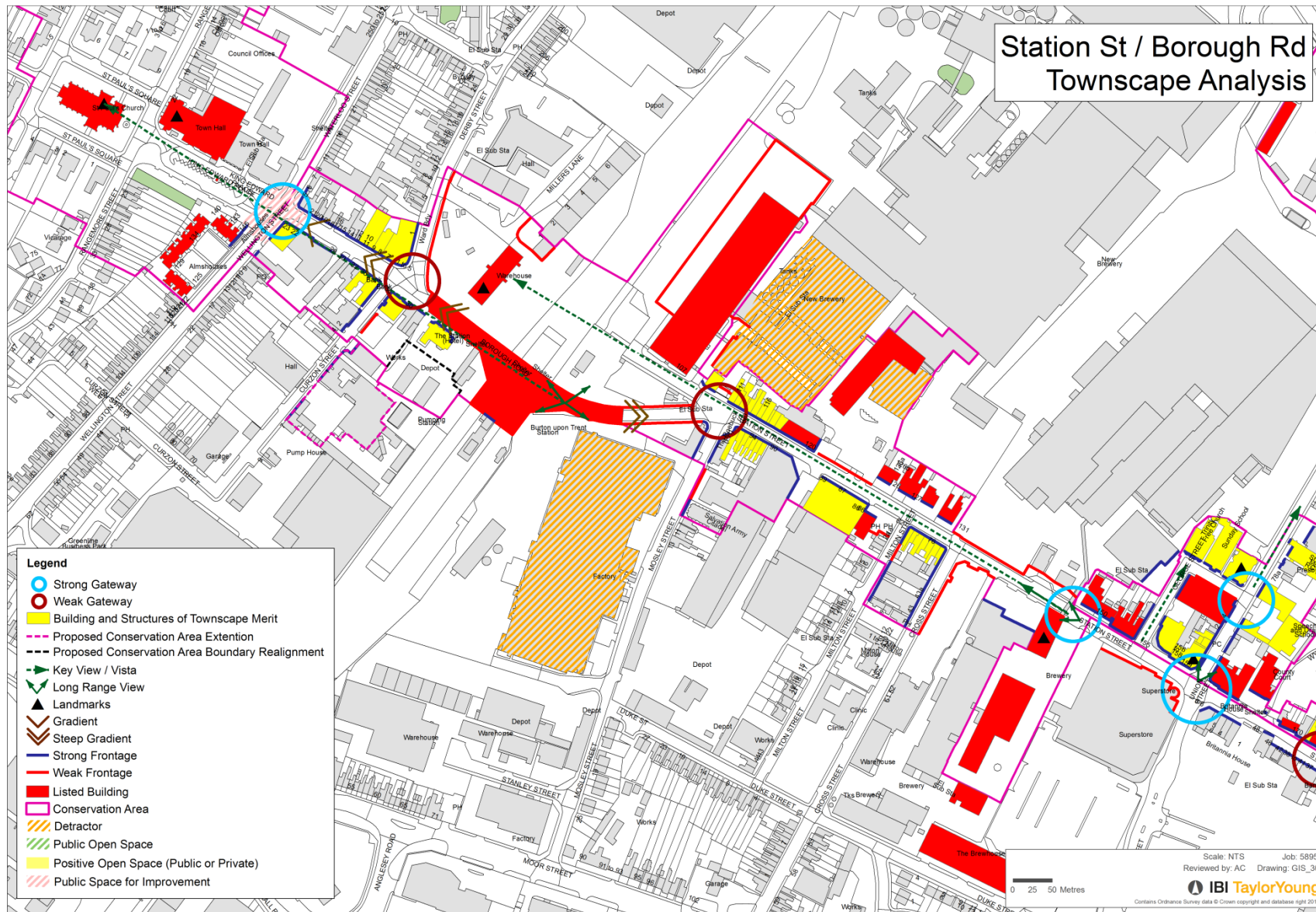


Figure 9: Station Street & Borough Road Townscape Analysis

## 8 LANDSCAPE & PUBLIC REALM ASSESSMENT

- 8.1 Being located in the heart of the towns industrial area there is little public space, nor soft landscaping (greenery) within the area. Much of the development is back of pavement, with some gaps where the evolving brewery sites have influenced the streetscape such as where sidings were cleared or where buildings have been cleared and/or redeveloped, resulting in areas of surface car parking along the pavement edge.
- 8.2 Station Street is predominantly straight lined with granite kerbs and the footpaths are surfaced with tarmac. Where the buildings are set back from the pavement edge, the space in many places has been attractively soft landscaped with shrubs and trees, such as at nos 126 - 131 Station Street and more recently at Grants Yard. The planting helps to define the street where there is no building also enhance the domestic setting of such buildings.
- 8.3 Where the surface car parks border the street the boundaries are treated with trees and low level shrubs, lessening the impact of these large sites.
- 8.4 There is little street furniture of historic interest, although there are plaques marking the route of the Borough Trail, one of a series of heritage walks around the town centre. Also of note is the overhead conveyor that passes between the New Brewery and the modern buildings on the north side of Station Street.
- 8.5 The character of the Station Bridge is one of two levels. The bridge creates a canyon effect at the upper level, the high Staffordshire blue brick walls enclosing a busy road which dominates this space. Below the bridge arches are used as workshops which creates a more industrial space. The former station gate posts at the end of Station Street survive now making the entrance to the yard leading to workshops but much of the space between the bridge and no. 107 Station Street remains under used, with an operational surface car park dominating.
- 8.6 The wide granite kerbs continue from Station Street and the pavement is laid with concrete pavers. The area of station car parking could be much improved in terms of providing an arrival space for Burton, as at present this does not contribute to creating a positive character within the area.
- 8.7 Within the Borough Road area and following this street to the junction with Wellington and Waterloo Streets the tight grain of the buildings encloses views of St. Pauls Church to the, and the Town Hall clock tower.
- 8.8 The character of the street is influenced by the one way system that passes through this part of Borough Road and there is a cluttered appearance resulting from the road signs, traffic lights and traffic island.
- 8.9 As with Station Street, wide granite kerbs still exist and outside Nos 22-23 the footpath widens considerably where the road layout joins Waterloo Street. Behind the tarmac footpath the Station Hotel forecourt is laid with granite setts. In front of no. 37-38 and the former Lloyds Bank the same area has York stone paving, although a line of bollards demarcates the public and private space boundaries and clutters the space.

## 9 HERITAGE ASSETS

### Designated Heritage Assets

- 9.1 The following buildings and structures benefit from statutory status as designated heritage assets. They are all Grade II listed buildings.



*Bass New Brewery; gate piers are visible in front of main building*

- BASS NEW BREWERY, STATION ROAD (GRADE II) 1864-65  
A large red brick brewery complex ranged in 2 and 3 storeys along the sides of a deep and narrow rectangular yard. The 4 story block to the centre contains the brewhouse. At the north end of the yard on the 1st floor of the side ranges are galleried cast iron water tanks carried on cast iron columns. The eastern range contains one of the last 2 traditional 'Union' lines for natural fermentation in Burton and thus the original internal plan.

- GATE PIERS AT CENTRAL YARD ENTRANCE OF BASS NEW BREWERY, STATION ROAD (GRADE II)  
C19 Tall, octagonal, corniced ashlar piers with large ball finials. Ornate cast iron gates with dog rails at eastern yard entrance.
- 126 AND 126A, STATION STREET (GRADE II) Circa 1840  
Red brick; 2 storeys. Ground storey has later C19 canted bay window on right- hand side, and altered doorway.
- 127 and 128 (GRADE II)  
Circa 1840, domestic scale, red brick, 3 storeys.



*No.127 - 131 Station Street*

- 129, STATION STREET (GRADE II) Circa 1840  
Red brick; 2 storeys; later bay roof on left of ground storey.



- 130 AND 131, STATION STREET (GRADE II) Circa 1840  
Red brick; 2 storey. No 131 has canted bay window to ground storey and 4 windowed return side with stuccoed pilaster doorcase with cornice hood.
- DEVONSHIRE ARMS PUBLIC HOUSE, 86, STATION STREET (GRADE II)  
Early C19. 2 Storeys; 3 later C19 sash windows with plain lintels.



*No.127 - 131 Station Street*

- BREWHOUSE AT IND COOPE BURTON BREWERY, STATION STREET (GRADE II) C1856, with 1896 addition and later alterations.  
Red brick with slate roof. End range facing Offices of Ind Coope Burton Brewery is the addition of 1896. Brewhouse extends from rear joined by a linking bay. Presumed fermenting house to left; taller brewhouse to right. Tower had water tank on top of 5 storeys.



*The Brewhouse, Station Street*

- OFFICES AT RECEPTION SUITE OF ALLIED BREWERIES (UK) LIMITED, 120, STATION STREET (GRADE II)  
Built 1865. 2 storeys. Left hand bay set back at 1st storey behind parapet and with 2 arched windows.
- STATION BRIDGE AND FLANKING WALLS, STATION STREET (GRADE II)  
Dated MR 1881  
Road bridge over railway. Cast iron bridge; brick flanking walls. Wide bridge carried on 4 rows of 14 cast iron round columns. Station above is a C20 replacement

- OFFICES AND BREWHOUSE OF FORMER ALLSOPPS NEW BREWERY AT IND COOPE BURTON BREWERY, STATION STREET (GRADE II)  
1859-60 Offices and model brewery. Red brick with stone dressings. Offices face Station Street with long brewhouse range to rear flanking the railway. Brewery building extending from rear, return elevation.



*Offices & Brewhouse of Former Allsops New Brewery - No107 Station Street*

- FORMER MIDLAND RAILWAY GRAIN WAREHOUSE NUMBER 2, DERBY STREET (GRADE II)  
Circa 1880-90 former grain warehouse 3 storeys and basement built of red brick with the quality of detailing and restrained architectural dressing associated with the Midland Railway.



*Midland Railway Grain Warehouse*

## Buildings and Structures of Townscape Merit

- 9.2 These are buildings that make a positive local contribution to the character of the conservation area.

- **The Grant's Building, Station Street**



- No. 76 - 82 (even), Station Street



- The Station Hotel, Borough Road



- No.s 111-119 Station Street



- The Former Bank, Borough Road



- **No.s 32 & 35  
Borough Road**



- **No.s 1 - 9 Borough  
Road**





## 10 CAPACITY TO ACCOMMODATE CHANGE

- 10.1 Within the core of the conservation area there are limited opportunities for significant change, at present, although a number of sites are underutilised. In recent times a number of buildings formerly associated with the areas rich heritage and significance, such as the Grain Warehouse, No.107 Station Street and the Grant's Building have been found new uses and as the brewing industry within the area continues to modernise and evolve it is likely further pressures may be placed upon the area, however much of the later built development within the brewery sites has little architectural merit therefore it will be a case of managing change as when appropriate.
- 10.2 In the shorter terms it is important that the areas character is maintained, this perhaps presents the greatest threat in terms of the potential for lots of smaller interventions, for example, alteration and extension of existing buildings; that could have significant effect on the integrity of the area. It therefore important that this change is managed appropriately.
- 10.3 There are a number of vacant buildings within the conservation area that if in use would assist in reinforcing the conservation area status, and strengthen interest in the area. These tend to be smaller units at present, given recent activity securing the future of a number of important heritage buildings. The areas of vacant site, such as around the Grain Warehouse and No.107 Station Street could accommodate development of appropriate scale to ensure that the setting of the buildings is not affected. The Grain Warehouse for example plays an important role in terminating

views along Station Street therefore development to the east of the building should be discouraged.



*Surface car park adjacent to No.107 Station Street*



*Vacancy within a heritage shop fronted unit*

## 11 MANAGEMENT RECOMMENDATION

- 11.1 For the most part the built form that makes up the conservation area is intact and in its grouping retains its notable special character and therefore the designation is considered appropriate and effective. The listed buildings all seem to be in good condition visually / externally and alterations have by and large been sensitive. The non -designated heritage assets are also in good condition and many have retained their original features .
- 11.2 There is a very strong relationship given the visual connection between the Borough Road area and the King Edward Place Conservation Area, d. and there is a potential argument for the King Edward Place Conservation Areas to be enlarged with the addition of the Borough Road character area from the Station Street and Borough Road Conservation Area.
- 11.3 The main detractors within the area are unsympathetic shop frontages, as seen on the units particularly within the Borough Road area. It therefore could be appropriate to develop shop design guidance to ensure that this is addressed in the future. It is also noted that there are a number of intact non -designated heritage assets, including good shop front examples, which would benefit from the protection of an Article 4 Direction.
- 11.4 It is recommended that the authority consider applying Article 4 directions to the list of the buildings highlighted as contributing to townscape merit (See Section 8) or as making a positive contribution to the Conservation Area (Section 6) to as to protect their future contribution to the special character of the area.
- 11.5 There are a couple of amendments suggested with regards to the extension of the Conservation Area as illustrated on the map contained at Figure 9. These include a proposed extension to include a grouping of buildings on Curzon Street that have a strong association with the railway development. A further exclusion is suggested within the vicinity of the Grain Warehouse where development sits partially over the boundary. It behind also includes a considered re-alignment to exclude recent development behind the Station Hotel. Whilst the scale and design of the development is appropriate, the execution and build quality is of a poor standard, with facades looking tired or unfinished, especially those fronting Curzon Street.



*The shop frontages should be protected to help preserve the historic character*

## 12 DESIGN GUIDANCE

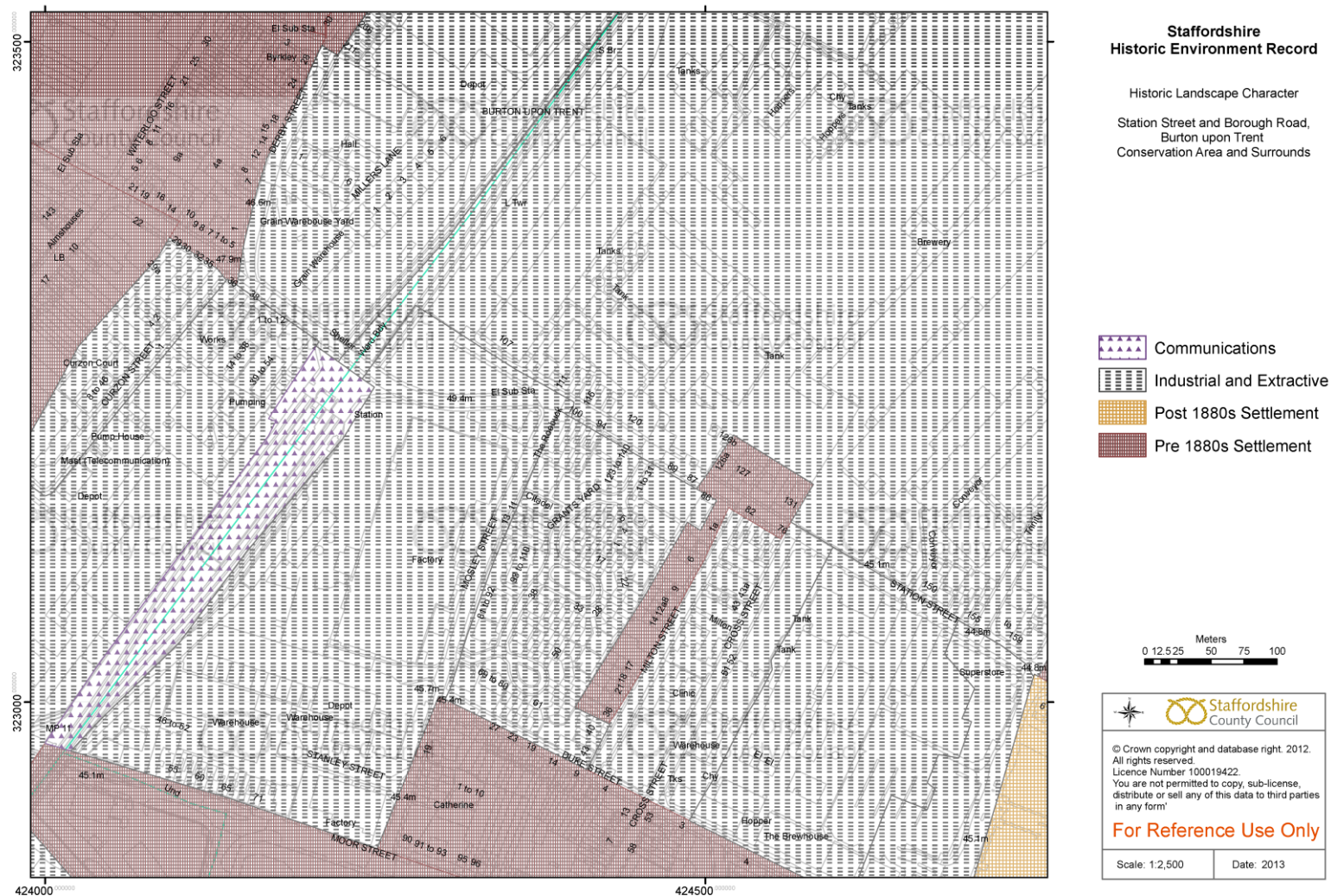
- 12.1 When considering future development within the area it is important to ensure the urban form and character is strengthened and that any development is appropriate to the context of the conservation area. Given the varied built form across the area it would be inappropriate to provide overarching guidance as this should be site specific.
- 12.2 The context for this specific assessment is set out in The East Staffordshire Design Guide Supplementary Planning Document (SPD) which provides advice to how to go about site / area analysis and how best to respond positively to context.
- 12.3 It is important to consider that innovation and contemporary forms of architecture can be accommodated within conservation areas where design quality is exceptional. Poor historical designs and pastiche style development can detract from the character of the heritage assets and wider area and should be avoided. Where traditional design principles are followed designs should be authentic and accurate.
- 12.4 Should new development be forthcoming in the areas adjoining the Conservation Area this should enhance the character of the conservation area. More guidance on design matters is contained in the East Staffordshire Design Guide SPD.



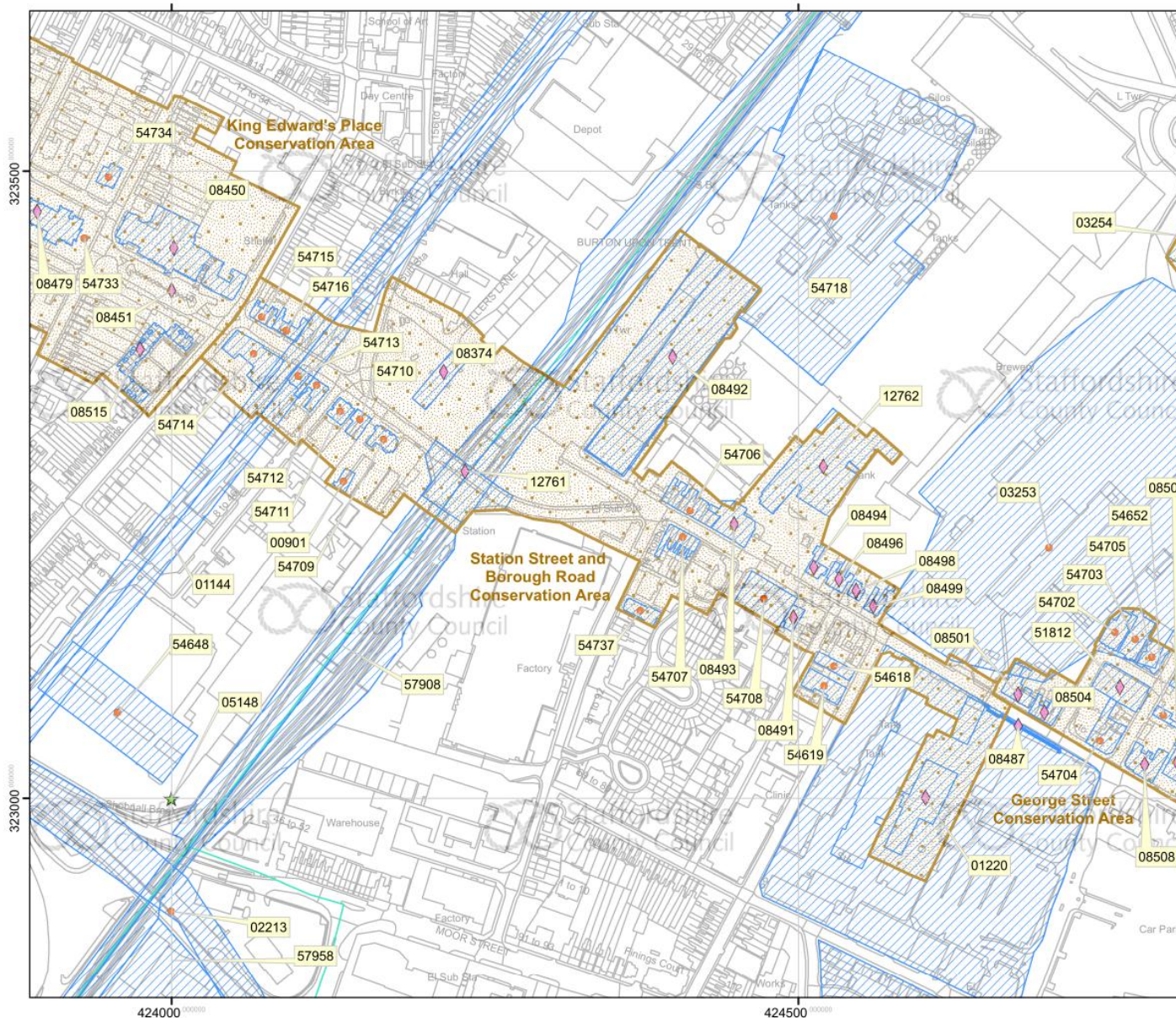
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## APPENDIX I REFERENCES & SOURCES

- Pevsner, N. (1974, reprinted 2002) The Buildings of England Staffordshire (Yale University Press, Yale)
- English Heritage (2010) Strategy for the Historic Environment - The Brewing Industry (Brewery History Society, Longland)
- Staffordshire County Council (2012) Staffordshire Extensive Urban Survey: Burton-upon-Trent Historic Character Assessment (Staffordshire County Council, Stafford)







## Staffordshire Historic Environment Record

Interests Recorded on the Staffordshire  
Historic Environment Record

Station Street and Borough Road  
Conservation Area and Surrounds

- Scheduled Monuments
- Registered Battlefields
- Registered Parks and Gardens
- Conservation Areas
- Monuments, Buildings and Structures (Polygons)
- Monuments (Cropmarks, Earthworks and Linear Features)
- Monuments, Buildings and Structures (Points)
- Monument (Location Uncertain)
- Monument (Extent Undefined)
- Listed Buildings
- Delisted Buildings
- Locally Listed Buildings
- Deer Parks
- Findsspots
- Findsspots (Portable Antiquities Scheme)
- Placename or Settlement
- Civil Parish Boundaries
- District Boundaries
- HER Consultation Area

Meters  
0 15 30 60 90 120

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Scale: 1:3,000	Date: 2015
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HER No	Grid Ref	Name	Description
00901	SK 2413 2325	Site of windmill, Burton upon Trent	The site of a windmill which appears to have first been built in 1811, but which may have been rebuilt by 1843. It was converted to steam power circa 1854 and was replaced by a new mill building in 1891.
01144	SK 1795 1285	Ryknild Street Roman Road	The projected course of a section of the Ryknild Street Roman road, the course of which is now largely followed by the route of the modern A38. The earthwork remains of the agger survives in places along the route and elsewhere the possible road- side ditches have been identified as cropmarks. Archaeological investigations along the route have also revealed evidence for a possible road surface in places
01220	SK 2460 2297	Bass Number 2 Brewery / Bass New Brewery	A brewery complex built between 1864 and 1865. The complex includes listed red brick buildings ranged in two and three storeys along the sides of a deep and narrow rectangular yard, with a four-storey block to the centre containing the brewhouse. It is virtually the oldest remaining brewery in the town
02213	SK 2409 2274	Trent and Mersey Canal / Bond End Canal - Burton Branch	The former course of a canal built between circa 1787 and 1793, which was disused by circa 1872. It was later filled in and the alignment used as the course of a railway, and then from 1985 as the present course of the road system
03253	SK 2473 2325	Bass Middle Brewery	The site of the Bass Middle Brewery which was constructed between 1853 and 1858. A brewhouse was demolished in 1960. The fermentation building was adapted as a chilling and conditioning plant
03254	SK 2480 2344	Joiner's Shop, Bass Brewery	A listed, three storey, 19th century joiner's shop of red brick construction which is associated with Bass's Middle Brewery
05552	SK 2458 2282	Burton General Hospital	The site of the general hospital built in 1868 and subsequently enlarged up to 1945. The hospital was demolished in 1994
08450	SK 2400 2343	Town Hall, King Edward Place	A listed late 19th century town hall of red brick construction, the original portion of which was built by Reginald Churchill for Michael Thomas Bass
08451	SK 2400 2340	Statue of Michael Arthur Bass, King Edward Place	A listed life size bronze statue of the 1st Baron Burton (Michael Arthur Bass).
08479	SK 2390 2346	Church of St Paul	A listed mid 19th century parish church, built for Michael Thomas Bass. The church is of ashlar construction and has a central tower
12762	SK 2452 2326	Brewhouse, Ind Coope Burton Brewery	A listed mid 19th century brewhouse at Ind Coope Brewery. The brewhouse building is of red brick construction with a welsh slate roof. The brewery was purchased by Ind Coope & Co in 1856 when it was being constructed for Mr Middleton and was the first brewhouse in Burton to be acquired by a firm of London brewers
12761	SK 2423 2325	Station Bridge, Burton Upon Trent	A listed late 18th century road bridge over the railway. The bridge is of cast iron, with flanking walls of brick construction (which are included in the listing), and is dated 'MR 1881'
08487	SK 2467 2305	Gate Piers and Gates, Central and Eastern Yard Entrances, Bass New Brewery	The listed early 19th century tall octagonal ashlar gate piers to the central and eastern yard entrances at Bass New Brewery. The eastern entrance also has ornate cast iron gates
08491	SK 2449 2314	Devonshire Arms Public House, 86 Station Street	A listed early 19th century Public House
08492	SK 2440 2334	Offices and Brewhouse, Former Allsopp's New Brewery	The listed mid 19th century offices and brewhouse to Samuel Allsopp's New Brewery. The brewery buildings are of red brick with Welsh slate roofs, with the offices facing Station Street and the brewhouse and the brewhouse to the rear (flanking the railway). Allsopp's New Brewery was built at a cost of £27,000 and in 1887 were described as having 'a greater capacity than those of any other single brewery in England'
08493	SK 2444 2321	120 Station Street	The listed reception and offices to Allied Breweries in Burton, built in 1865
08494	SK 2451 2318	126 and 126A, Station Street	A listed red brick two storied house dated to circa 1840
08496	SK 2453 2317	127 and 128 Station Street	A listed red brick three storied house dated to circa 1840
08498	SK 2454 2316	129 Station Street	A listed red brick two storeyed house dated to circa 1840
08499	SK 2456 2315	130 and 131 Station Street	A pair of listed red brick houses dated to circa 1840. They are of two storeys with slate roofs
08501	SK 2467 2309	150, 150a and 151 Station Street	A listed, two storey house of red brick, dating from the early to mid 19th century

HER No	Grid Ref	Name	Description
08504	SK 2469 2307	152 to 155, Station Street	A listed terrace of early 19th century roughcast houses of two storeys
08508	SK 2477 2302	Midland Hotel, Station Street	An early 19th century three storey listed hotel
08509	SK 2480 2303	County Court, Station Street	The listed County Court buildings for Burton upon Trent, which were built 1862. The three-storey building is of ashlar construction
08515	SK 2398 2334	125 to 145 Wellington Street	A listed range of late 19th century red-brick almshouses, set in three blocks around three sides of a grassed forecourt
08374	SK 2421 2333	Former Midland Railway Grain Warehouse No 2, Derby Street,	A listed late 19th century former grain warehouse associated with the Midland Railway. The 3 storey warehouse is of red brick construction and 11 bays long with arched windows on the ground floor and square windows to the upper floors
51812	SK 2475 2308	St. George's Hall / The Ritz Cinema	A hall built in 1867 for public assemblies and concerts. The hall was altered in 1887, becoming 'St. Georges Hall and Theatre'. In 1902 it was extensively rebuilt and re-opened as the 'New Theatre and Opera House'. This was closed in 1934 and the building converted to a cinema
54618	SK 2452 2310	Malthouse, Cross Street	The malthouse existed by the late 19th century
54619	SK 2452 2308	Malthouse, Cross Street	The malthouse existed by the late 19th century
54648	SK 2395 2306	Former Malthouses, Shobnall Road	Four late 19th century malthouses probably erected by the brewing company Messrs Ind and Coope
54651	SK 2481 2307	Former Board School, Guild Street	The earliest school was built by the British and Foreign Society in 1843. It was transferred to the school board in 1876 and rebuilt in 1877. The school closed in 1941
54652	SK 2479 2306	Former Board School Offices, Guild Street	The Board school offices were opened in 1877
54702	SK 2475 2313	Trinity Free Church, George Street	An earlier chapel stood on this site which had been built circa 1852 as a Methodist Reform Chapel. The chapel was rebuilt in 1860, by which time it was a United Methodist Free Chapel, to a design by Thomas Simpson of Nottingham. It is of red brick with columns and pilasters in a part classical style
54703	SK 2477 2313	Sunday School, George Street	A mid 19th century malt house was converted to a Sunday School, belonging to the George Street Methodist Chapel (PRN 54702), in 1893 by the architects Durward, Brown and Gordon of London
54704	SK 2474 2305	Former Museum and Art Gallery, Station Street/Guild Street	The former Museum and Art Gallery was built in 1915 of two and three storeys. It is segmented by stone columns and the main doorway has a bay window and a 'Palladian' style window above it. There is a carved plaque on each side
54705	SK 2478 2311	Former Liberal Club, George Street	The former Liberal Club was built in 1894 and has a mixture of architectural features. It was designed by the architects Durward, Brown and Gordon of London
54706	SK 2441 2323	111-119 Station Street	A row of late 19th century shops, which are little altered
54707	SK 2440 2320	94-100 Station Street	A terrace of properties built in the late 19th century with shops added to the front at a later date
54708	SK 2447 2315	Grant's Building, Station Street	A brewery building constructed in 1897 in an eclectic style with ornamental brickwork and dutch gable
54709	SK 2416 2328	Station Hotel, Station Road	The Station Hotel is a late 19th century property of red brick with a tile roof
54710	SK 2414 2329	37-38 Borough Road	A late 19th century three storeyed property of red brick with a dutch gable
54711	SK 2413 2330	Former Lloyds Bank, Borough Road	A late 19th century former bank
54712	SK 2411 2332	32-35 Borough Road	Early 20th century properties of two storeys with a gabled frontage
54713	SK 2410 2333	30-31 Borough Road	A late 19th century property with an imposing façade with central parapeted gable
54714	SK 2406 2335	22-23 Borough Road	A late 19th century property with an imposing façade with central parapeted gable
54715	SK 2407 2338	18-21 Borough Road	Late 19th century three-storeyed properties
54716	SK 2409 2337	12-17 Borough Road	Late 19th century shops
54718	SK 2448 2342	Site of Allsopp's New Brewery, North of Station Street	The site of a large brewery which was constructed by Allsopp & Son in 1859. One historic building (PRN 08492) survives, but other buildings may also have been incorporated into the modern brewery complex
54733	SK 2393 2344	War Memorial, St. Paul's Church	A war memorial at St. Paul's Church, Burton which comprises a timber crucifix with a bronze figure of Christ. The memorial had been erected by 1923

HER No	Grid Ref	Name	Description
54734	SK 2395 2349	Former Vicarage, 9 St Paul's Square	The original vicarage to St Paul's Church, Burton, which is built of similar stone to the church and also in a gothic style. It was given to the church by M. T. Bass in 1875
54737	SK 2437 2314	Salvation Army Citadel, Mosley Street	The chapel was originally opened in 1878 by the Primitive Methodists, but it was transferred to the Salvation Army in 1946
57908	SK 2307 1313	Midland Railway - Birmingham to Derby Branch	The course of the Birmingham and Derby line railway which opened in August 1939 to link Birmingham to the industrial areas of Yorkshire
57958	SK 2391 2270	Crown Maltings, Anglesey Road	The site of Crown Maltings, established in the late 19th century, which is suggested to be the first maltings at Burton upon Trent to be built and run by a specialist malting firm. Some of the malt houses (PRN 54722 and PRN 57957) are still extant, while the remainder have been demolished (PRN 54038 and PRN 57956) and the site redeveloped with modern warehousing



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