

ORIGINS & DEVELOPMENT

Topography

The proposed extension lies alongside the river Derwent on an area of generally flat ground surrounded by the rising slopes of Matlock and more distant rural hillsides. This topographic situation contributes significantly to the character and setting of the area (see Figure 2).

The river Derwent is the major topographical feature in the context of the proposed extension. Its presence has shaped the development and character of the area and influenced all aspects of its utilisation through time. The presence of a strategic river crossing point around Matlock Bridge has been instrumental to the development of the area.

The surrounding hill slopes provide a clearly defined visual context in which the proposed extension is situated. The hill slopes to the north, south / southeast and west are particularly dominant although views to the east are less constrained by the slopes. The development of Matlock on the hillsides to the north / northeast has reinforced the presence of the slopes in these views.

Historical Development

The Domesday Book of 1086-89 records two entries relevant to Matlock - Meslach and Mestesford. The former seems to relate to the village of Matlock, now known as Old Matlock, whilst the latter, it is believed, refers to the ford that crossed the river Derwent possibly at the location of the current Matlock Bridge. Old Matlock was established some distance to the southeast of the river crossing whilst the proposed extension area was not developed until much later, probably due the constraints on settlement posed by flooding.

Mid 19th Century

The earliest detailed map of the proposed extension area is an 1848-49 map produced by Joseph Gratton Timberfield of Chesterfield (see Figure 3). This shows a nucleated settlement at Old Matlock and Matlock Green with Matlock Bridge lying to the west. The map clearly shows the road from Bakewell running towards the bridge along a road identified as The Causeway, now known as Causeway Lane. It is likely that The Causeway was raised above the flood plain, perhaps by way of an earthen bank, to enable safe passage between the bridge and the village.

The map shows limited development in the vicinity of the bridge with the focus lying to the south of the river on raised ground in the current Matlock Bridge Conservation Area. Very little built development is shown on the north side of the river although some

buildings (shops) had been developed at the north western end of Hall Leys but these were demolished in the mid-1920s. The Causeway remained completely undeveloped probably due to its propensity to flood.

Late 19th Century

The first edition Ordnance Survey (OS) map was published in 1880 (see Figure 4). It shows that the shops on Crown Square at the north western end of Hall Leys remained the only buildings; trees are shown on the corners of Bank Road and along the river indicating that these areas remained undeveloped. Similarly The Causeway and Hall Leys remained undeveloped.

The second edition OS map published in 1899 (see Figure 5) indicates that considerable development activity had occurred in the period from 1880 with further buildings being developed on each corner of Crown Square. This phase of development can be attributed to the growth of hydropathic establishments throughout Matlock and in particular Smedley's Hydropathic Establishment on Matlock Bank. Visitors would arrive at Matlock Railway Station near Dale Road to the south of the river. They would then cross the bridge to Crown Square from where a cable tram would transport them up to Matlock Bank.

The cable tramway running between Crown Square and Smedley Street in Matlock Bank was opened in 1893 and it is said to have been the steepest tramway in the world. The single line tramway featured passing places and went straight up Bank Road, formerly known as Dob Lane. It is understood that the tram was based upon those in San Francisco after a local man, John Smith, had visited there. The tram served to transport visitors to the hydropathic establishments of Matlock Bank including Smedley's. Although his hydropathic establishment benefited from the tram, John Smedley declined to finance it and instead it was funded by Sir George Newnes of Matlock Bath.

The introduction of the tram system created a focus and passing trade at Crown Square, which stimulated economic development and the provision of facilities such as hotels and inns e.g. the Crown Hotel and the Railway Inn on Bakewell Road. This period also saw the beginnings of the development of Hall Leys Park with the implementation of the Broad Walk, a promenade created when the Council bought the strip of land alongside the river in 1898, and the laying out of a football pitch.

KEY



Matlock Contour Line



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Conservation Area Appraisal

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Topographical Situation

SCALE

N15

DRAWN

S.J.L.

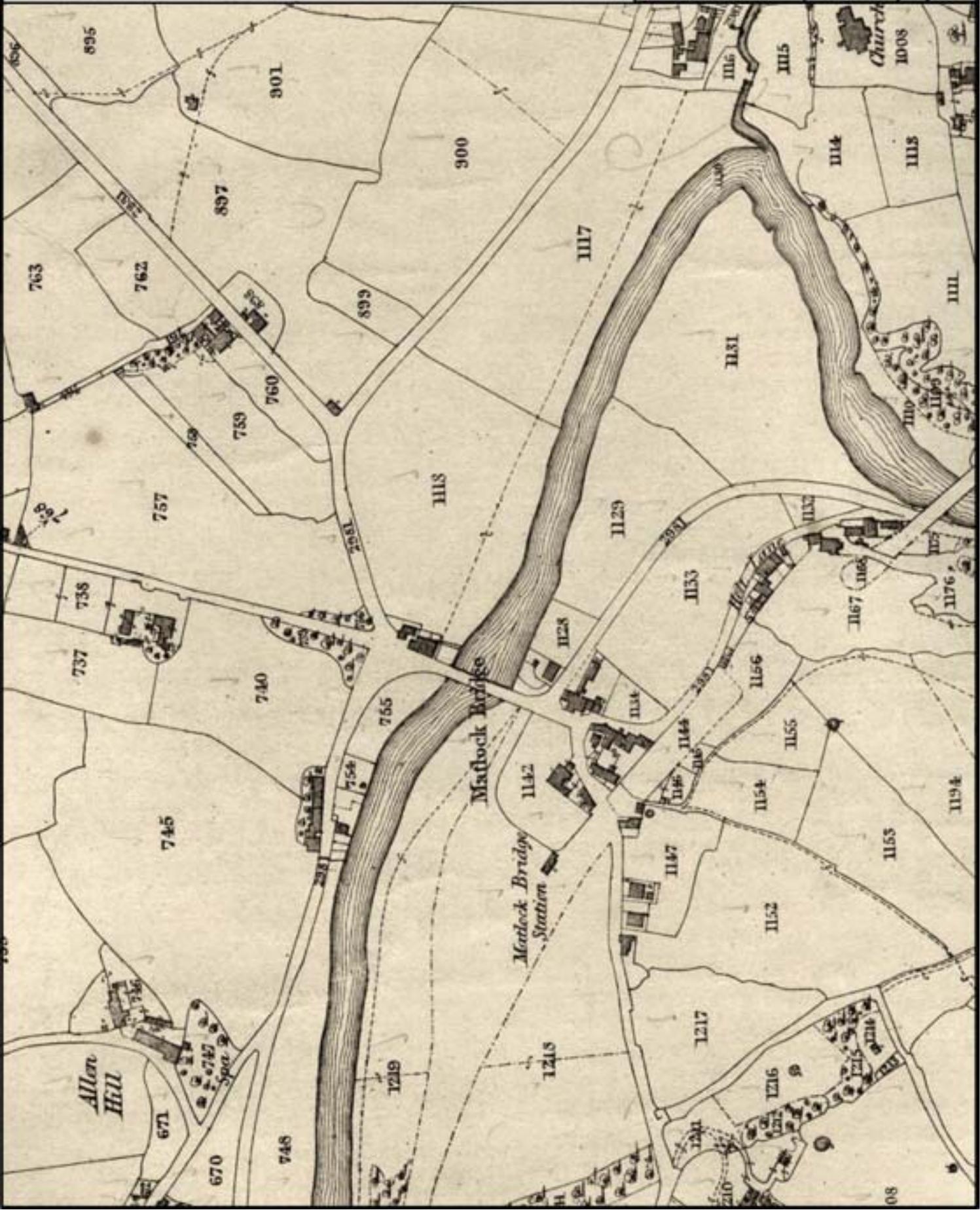
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Figure 2





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Conservation Area Appraisal

DRAWING TITLE

1848-49 map produced by
 Joseph Gratton Timberfield
 of Chesterfield

SCALE

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DRAWN

S.J.L.

DATE

13.10.06

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Figure 3



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Conservation Area Appraisal

DRAWING TITLE

1880 1st edition
 Ordnance Survey Map

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Figure 4



View down Broadwalk in Hall Leys Park

In the 1890s there were discussions regarding the need for a wider bridge to be able to cope with the increasing road traffic. A new bridge was proposed which would have involved the demolition of the existing, however, a decision was taken to double the width of the existing bridge. This work was undertaken in 1903-4.

Early 20th Century up to 1930s

The third edition OS map was published in 1922 (see Figure 6). Whilst Dale Road to the south of the river continued to be the commercial centre of Matlock, notable developments had occurred within and around the proposed extension area including the cinema on the north side of Causeway Lane and Post Office on Bank Road.

Following the First World War, Matlock entered a period of decline due to falling attendance at the hydropathic establishments. A number of hydropathic establishments closed as a result. This had a knock-on effect on the prosperity of Matlock and consequently little development or modernisation occurred within the proposed extension area.



Former Tram Shelter

The cable tram, which had provided access to the hydropathic establishments, ceased operating in 1927. The tram shelter that stood in Crown Square was subsequently moved into Hall Leys Park. Also around this time, the shops forming the south eastern boundary of Crown Square, known as Park Head, were demolished.

Nevertheless, land was still available for development to the north of the river and there is evidence of a diversification in the layout of Matlock. A notable example of this just outside of the proposed extension area is the Lido on Imperial Road. This opened in 1938 and provided open-air swimming facilities. It was enclosed circa 1972 and now provides indoor facilities. Furthermore, a bus depot and station on Bakewell Road ensured that there was access to alternative means of transport to the railway.



Bus Depot on Bakewell Road

This period is notable for the development of Hall Leys Park. This area was, until the late 1890s, an area of pasture (“lea” – pasture, grazing land). As mentioned above, its development began in the late 1890s with the council’s purchase of some of the fields beside the river Derwent. The remainder of the fields were purchased in 1908 for the purposes of providing a formal park which opened in 1911. Historically the park featured ornamental trees and shrubs, formalised geometric pathways, facilities for outdoor sports and more passive recreation.



Hall Leys Park



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Conservation Area Appraisal

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1922 3rd edition
 Ordnance Survey Map

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Figure 6

This formal theme continued in 1914 with the construction of the bandstand at the centre, a Design No. 25 from the Lion Foundry of Kirkintilloch, and the relocation of the tram shelter into the park following the closure of the cable tramway in 1927. Tennis courts and a playground were added in the 1920s, whilst the boating lake was opened in 1935.



Bandstand in Hall Leys Park

Post WWII up to late 20th Century

Post war, development activity continued to focus on the north side of the river where land was more available and consequently the commercial focal point of Matlock moved across the river to the northern side. Growth in car ownership and the closure of the Buxton-Derby railway line through Matlock in 1968 supported a shift in focus in commercial activity.

The ‘baby boomer’ years saw the modern era arrive in Matlock in the shape of modern shop units on Causeway Lane (outside of the proposed extension area) that met with contemporary retailer requirements. Starting with the Woolworths store in 1954, a plantation of evergreens then made way for the development of more retail units, known as Firs Parade, in the 1960s.



Woolworths - Firs Parade

Development opportunities lessened in the 1970s through to the 1980s and comprised only infill sites, mainly on Bank Road and the north side of Causeway Lane. The most notable of these commenced in 1983 with the redevelopment and expansion of the bus station on Bakewell Road to provide a new bus station and supermarket.



Supermarket & Bus Station, Bakewell Road

In 2004-2005 Hall Leys Park underwent a comprehensive restoration and enhancement project that restored its distinctive historic character and supplied new facilities for visitors and residents. This programme has significantly enhanced the character and quality of the park.



Northern end of Hall Leys Park



Leisure activities in Hall Leys Park