

Worcester & Birmingham Canal Conservation Area

Draft Character Appraisal and Conservation Management Plan

June 2019



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Please note this is a draft version of the Beoley Conservation Area Character Appraisal and no public consultation has been carried out on the document. Any comments or queries should be sent to the Strategic Planning Team, Bromsgrove District Council, Parkside, Market Street, Bromsgrove, B60 or email conservation@bromsgrove.gov.uk

1.0 Introduction

- 1.1** The purpose of a Conservation Area character appraisal is to identify the factors and features which make an area special, based on an in-depth assessment of an area's buildings, spaces, evolution and sense of place. This is the first step in developing a management plan for the continued preservation and enhancement of a conservation area. An appraisal evaluates the positive, neutral and negative features of the area and suggests opportunities for improvement. It is not unusual for the boundary of a conservation area to fluctuate over time as the area evolves, and an assessment of the current and potential boundaries is normally part of the appraisal process.
- 1.2** The Worcester and Birmingham Canal Conservation Area (W&BC CA) was designated in June 1987 by Bromsgrove District Council.
- 1.3** The appraisal of the Worcester and Birmingham Canal Conservation Area was carried out in accordance with the most recent guidance from Historic England, the Historic England Advice Note 1, Second Edition (HEAN1), Conservation Area Designation, Appraisal and Management (February 2019).
- 1.4** The Bromsgrove Plan review and forthcoming call for sites as part of this Review will identify possible development sites, some of which may be within the setting of the W&BC CA. Any sites within the setting of the CA will need to be viewed in the context of this appraisal and management plan, which will be one of the pieces of evidence which will help inform the consideration of which sites can come forward for development.
- 1.5** During a future public consultation phase, the draft Appraisal will be made available on the Council's website and at the Customer Service Centre at Parkside to ensure that it reaches a wide audience. There will also be a small exhibition at a local venue to explain the purpose of the document and collect any comments from residents.

2.0 Planning Policy Framework

Conservation area designation introduces controls over the ways owners can alter or develop their properties. The controls in conservation areas include the following;

- The requirement in legislation and national planning policies to preserve and/or enhance - The current primary legislation governing Listed Buildings and Conservation Areas is the Planning (Listed Buildings and Conservation Areas) Act 1990. This legislation includes certain statutory duties which the Council, as Local Planning Authority, must uphold. s69(1) of the Act requires Local Planning Authorities to designate any areas which they consider to be of special architectural or historic interest as Conservation Areas, and under s69(2) to review such designations from time to time. The Council has a further duty under s71 (1) to formulate and prepare proposals for the preservation and enhancement of its Conservation Areas from time to time. When assessing applications for development within designated conservation areas, the Local Planning Authority must pay special regard to the desirability of preserving or enhancing the character or appearance of the Conservation Area, under s72(1) of the Act. This does not mean that development will necessarily be opposed, only that it should not be detrimental to the special interest of the wider Conservation Area. The National Planning Policy Framework (NPPF) introduced in 2012, has replaced previous Government guidance, and is supported by further guidance in the National Planning Policy Guidance document (NPPG). The NPPF does, however maintain the importance placed on conserving and enhancing the Historic Environment as well as providing advice for conservation areas. Specific advice on the historic environment is found in Section 16, although references to the historic environment appear throughout the document.
- Local planning policies which pay special attention to the desirability of preserving or enhancing the character or appearance of the area - The Bromsgrove District Plan (adopted in January 2017) contains a series of specific policies relating to the historic environment (see Appendix 4). These policies help guide the Local Planning Authority when assessing planning applications, to ensure that new developments and alterations preserve or enhance the character or appearance of Conservation Areas.
- Control over demolition of unlisted buildings- Planning Permission is required for the total or substantial demolition of any building over 115m³ in size, the demolition of a boundary wall over 1m in height next to the highway or 2m elsewhere and the removal of any agricultural building constructed before 1914. There is a general presumption against the loss of buildings which make a positive contribution to the character or appearance of the Conservation Area.
- Control over works to trees. An owner must submit a formal notification of works to the Council six weeks before starting work. This gives the Council the opportunity to place a Tree Preservation Order (TPO) on the site protecting any notable trees from unsuitable works.
- Fewer types of advertisements which can be displayed with deemed consent

- Restriction on the types of development which can be carried out without the need for planning permission (permitted development rights), these include the enlargement of a dwelling house, the rendering of properties, and the installation of antennae and satellite dishes.

3.0 Summary of Special Interest

The special interest of a Conservation Area is defined by more than its appearance and includes the atmosphere, texture, sense of place and setting as well as more obvious qualities such as groups of historic buildings.

Notable buildings and the spaces between buildings set an overall context for an area, but a designated Conservation Area should be more than just a collection of attractive buildings.

- The W&B Canal Conservation Area covers the W&B Canal from the Southern Portal of the Tardebigge Tunnel to Bridge 41 at Astwood Lane. For most of its length it covers just the Canal and towpath. It expands out at various points to incorporate canal related development, in addition to the historic hamlet at Stoke Prior.
- In the context of the Midlands the W & B Canal is of considerable architectural, historic and scenic interest. The influence of canals was phenomenal, completely revolutionising industrial transportation.
- The Canal was important in connecting the Black Country and its coal deposits with Worcester and the River Severn, as well as enhancing more local trading.
- The W & B Canal is an example of a heroic canal, cutting through the landscape rather than going around obstacles. The Tardebigge Tunnel cutting through the bedrock, and the Tardebigge Flight descending 220 feet through 30 locks, the longest number of locks in so short a distance in the country, illustrate this.



A section of the Tardebigge Flight

- Many of the original features of the Canal including wharves, warehouses and associated buildings, bridges, locks and lock keepers cottages, have been retained. Buildings at both Tardebigge and Stoke Wharves are still in canal related uses. The lock cottages and other residential buildings, despite now being privately owned, are still legible as canal related infrastructure, having not been subjected to major alterations.



Tardebigge Wharf

- A high proportion of the canal related structures are listed, including the locks in the Tardebigge Flight, bridges and canal related buildings, underlying their historic and architectural importance.



Southern portal

- The Canal's long sinuous form cuts a swathe through the rural environment, notably the stretch from Tardebigge to Stoke Wharf which has changed little since it was constructed at the beginning of the 19th century. The suburbs of Birmingham including Selly Oak and Kings Norton and the Worcester end of the Canal would have been equally rural at the time of construction but have changed beyond recognition unlike this stretch of the Canal. Parts of Bromsgrove are visible at certain points, but despite the expansion of the town, in long views it remains visually separated by countryside.



Rural setting to the canal

- The curving course of the Canal adds significant visual interest and provides constantly changing vistas, including at certain points views of Bromsgrove, especially the spire of St Johns in the distance. There is however a high degree of rural separation of the town from the Canal. There are also views up to St Bartholomew's.

- Canalside trees and hedgerow form boundaries along the canal especially on the towpath side resulting in an enclosed setting to the canal in places. The lack of traffic noise, and the sounds of running water and birdsong reinforce the rural setting.



An enclosed section of the Canal

- The Inaugural meeting of The Inland Waterways Association, founded by LTC Rolt (author of *Narrowboat*), Charles Hadfield and Robert Aickman was held on board *Cressy*, Rolt's narrowboat while it was berthed at Tardebigge. The IWA played a major role in saving the canal network in this country.



Memorial of the Inaugural meeting of the IWA at Tardebigge

- The use of the canal today is largely for leisure purposes, including, walking, cycling, fishing, in addition to boating. It is a well-used leisure resource. It is easily accessible with access points from all the road bridges and various footpaths onto the towpath.

4.0 Assessment of Special Interest

4.1 General Character, Location and Uses

LOCATION MAP TO BE INSERTED

The Worcester and Birmingham Canal runs for 30 miles from Worcester Bar (Gas Street Basin, Birmingham) where it joins the Birmingham Canal Navigations, to Diglis Basin, Worcester, where it joins the River Severn. The W&B Canal CA, within Bromsgrove District, runs from Tardebigge New Wharf and the southern portal to the Tardebigge Tunnel, to the south of the B4184, Alcester Road, Tardebigge, North/NorthEast of St Bartholomew's, Tardebigge, in a roughly south westerly direction through Tardebigge, Stoke Pound, Stoke Prior, where there is a kink to the north, before heading south west again to Stoke Wharf, on to Stoke Works until it reaches the border with Wychavon at Astwood Lane. From here it continues to Hanbury Wharf and the junction with the Droitwich Canal before heading to Worcester and Diglis Basin. The CA covers a distance of approximately 4.5 miles. The stretch of the Canal through Wychavon and then through Worcester to the River Severn, also fall within two separate Conservation Areas within in these districts

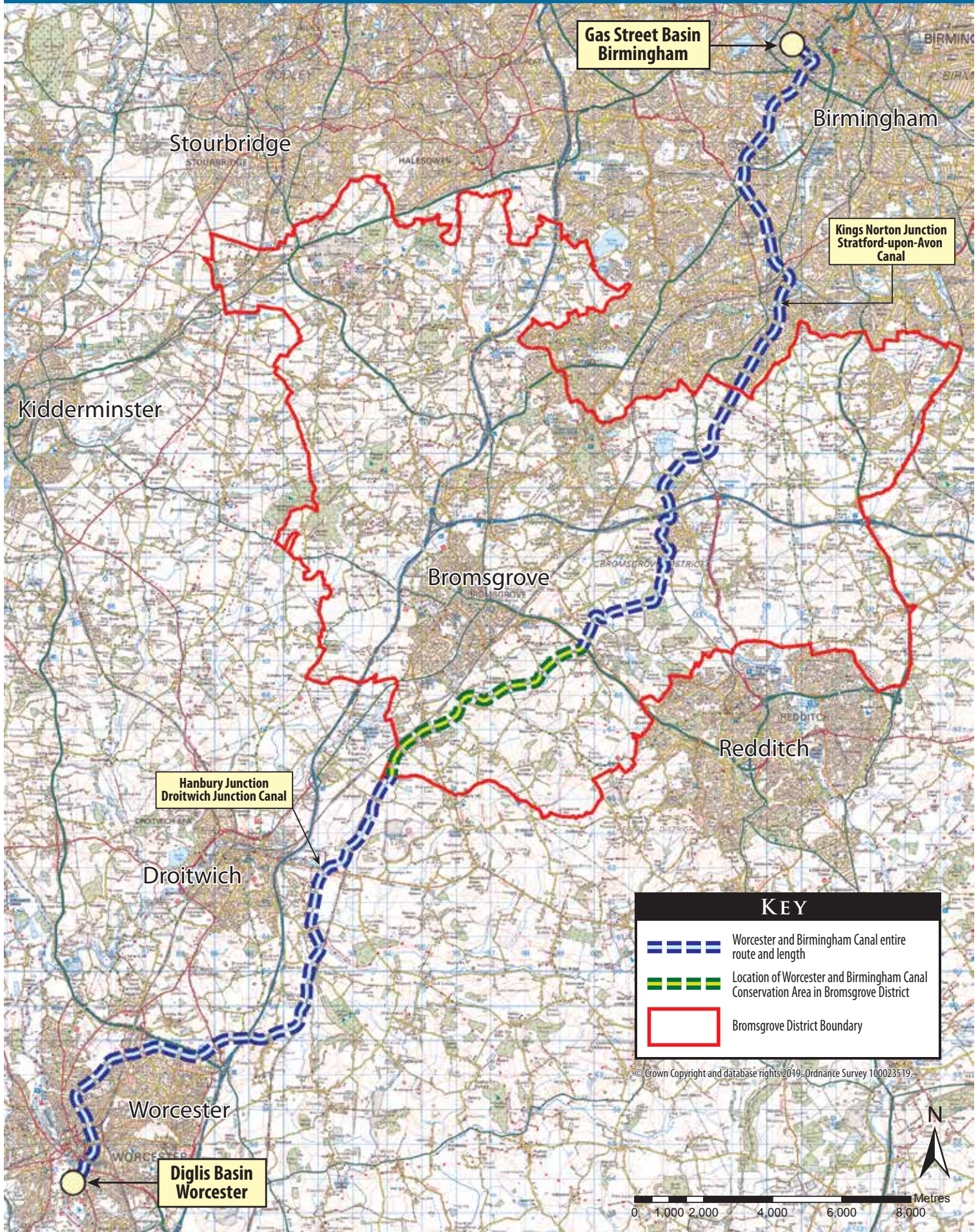
For much of its course through Bromsgrove District the Canal travels through the Worcestershire countryside. The width of the Conservation Area for most of its length it is the width of the Canal and the towpath on the easterly/southerly bank. There are several points, however where it expands out to incorporate buildings and other sites and spaces connected with the Canal. Travelling from the northern end of the Conservation Area these include; the Tardebigge Basin on the north side; the Old Engine House on the east side with a small area of land on the north side; the reservoir, to the east; Halfway House to the south with a small area which covered a wharf on the north side; an area along Copyholt Lane between Lock 29 and where the road crosses Bridge 45 adjacent to Top Lock Cottage; Stoke Wharf on the north side; and Stoke Works.



Tardebigge Basin

WORCESTER AND BIRMINGHAM CANAL

MAP SHOWING LOCATION OF CONSERVATION AREA WITHIN BROMSGROVE DISTRICT, INCLUDING ENTIRE ROUTE AND LENGTH





The Reservoir



Stoke Pound



Stoke Wharf



Properties along the Stoke Works stretch of the Canal

The setting of the CA is predominantly rural with some distant views of parts of Bromsgrove and occasionally the spire of St John's, but with countryside in between. At other times long views are prevented by the hedgerows and trees, giving a strong sense of enclosure. This is particularly true on the upper parts of the Canal where views to the east/south of countryside are largely obscured by hedgerow.



Restricted views as a result of trees and hedgerows

The stretch between Stoke Wharf and Bridge 42 is more built up and developed with business and industrial units. Historically this area had a number of industrial works, most notably the John Corbett Salt Works. Despite this development the countryside never feels far away.

South of this stretch is the settlement of Stoke Works, a largely residential area, linear in character which runs along the road adjacent to the Canal. The backdrop, however, is rural and the development gradually peters out into fields and open countryside once again.



The more industrial/commercial section of the Canal at Stoke Wharf



Stoke Works

Within the Conservation Area the main uses are predominantly residential or related to the Canal. This includes the C&RT maintenance depot at Tardebigge Basin as well as boat maintenance businesses, three public houses (the Queens Head, The Navigation Inn and Boat and Railway), The Black Prince Canal Boat holiday business at Stoke Wharf together with some light industrial uses at this yard. There is a more commercial section between Stoke Wharf at Hanbury Road and Weston Hall Road, and the site of the old John Corbett Salt Works, now in the process of being redeveloped for housing.



Lock keepers cottage, Stoke Pound



Holiday business at Stoke Wharf



Navigation Inn, Stoke Wharf

4.2 Historic Development and Archaeology

The W&B Canal was constructed to provide a faster route between the Birmingham Canal System and the River Severn than could be achieved by the Staffordshire and Worcestershire Canal, at the time. It cut 30 miles off the alternative route and also avoided the need to navigate a stretch of the River Severn above Worcester.

The Act of Parliament for its construction was granted, after the third attempt, in June 1791. The route was initially surveyed in 1789 by the engineer John Snape who intended to provide a broad canal (i.e. a canal built for boats 4.2 metres (14 feet) wide. In the event financial pressure and the practicalities of joining with the narrow Dudley and Stratford canals meant that a narrow canal (i.e. a canal built for boats 2.1 metres (7 feet) wide and 22 metres (72 feet) long) was constructed. All bridges and tunnels, however, were built broad.

Construction started at the Birmingham end early in 1792 and it was five years before the 8.8 mile section to Hopwood was completed, which finally opened in March 1797. Due to debt and financial irregularities this northern summit level remained the only section constructed until 1805. By this date sufficient capital had been raised to allow the next section, to what became known as Tardebigge Old Wharf, to be constructed, including the Shortwood Tunnel (613 yards long), under the supervision of the engineer, Thomas Cartwright. This section was opened in March 1807 and for four years the "Old Wharf", on the west side of the canal, was the terminus with a substantial public wharf that included a public house (The Navigation Inn), a machine house and accommodation and stabling.

As a result of the success of this early stretch of the Canal, the Committee decided to continue southwards. The original plan designed by the Engineer John Snape had been to avoid tunnelling at Tardebigge, by turning westwards and going around the higher ground. Snape's successor, Thomas Cartwright, decided instead to tunnel through to Tardebigge.

Tunnelling through rather than going round, makes the W&B a good example of a canal in the 'Heroic' style. Such canals emerged between 1790 and 1820, and contrasted with the earlier Pioneering canals. The latter went along with nature, rather than against it. The characteristics of heroic canals included direct routes, deep cuttings, huge embankments, locks in groups or flights and the use of new technology. The tunnel at Tardebigge and the Flight of locks to the south were examples of this heroic construction.



Southern portal

The construction of the tunnel began in early 1809 and the tunnel was driven through 580 yards of solid rock. It was brick lined at either end, and at some points in between, with three thicknesses of brickwork. Bricks were obtained locally from the Company's brickyard in Dial House Meadow on Mr Webster's farm off London Lane at Tardebigge. The portal is stone faced, presumably the same source as the warehouse, Mr Field's quarry, just off nearby Dusthouse Lane. The tunnel was completed in late 1810 but no traffic passed through it until the New Wharf was completed the following year.

To the south of New Wharf the land gently drops away, and there was considerable concern regarding the cost of constructing numerous locks to deal with this and reach Worcester. There was also the added cost of pumping sufficient water up from the River Severn to operate the locks, which would have required engine houses and reservoirs at strategic places. A way of avoiding this was to construct a lift which would require considerably less water. John Woodhouse, another engineer, was appointed in 1809 to specifically design a vertical boat lift at Tardebigge. A lift was constructed and trialled, however there were concerns regarding safety. It was then confirmed that not as much water was required for locks as initially thought, and it was decided to pursue the construction of locks. The lift was replaced by the first of a flight of 30 locks, the longest in Britain, dropping the level of the Canal some 220 feet over a distance of 2 miles to Stoke Prior.



Lock 58, the first lock in the Tardebigge Flight

John Woodhouse the resident engineer won the contract for the construction of the 5 mile stretch from Tardebigge to Hanbury , and was replaced as engineer by William Crossley. Crossley had previously worked on the Rochdale Canal, which opened in 1804. The Worcester and Birmingham Canal finally reached Worcester in December 1815.



Bottom Lock at Diglis Basin, Worcester

Pickfords, the house removals firms, started a fly-boat service when the Canal opened and traffic built up steadily encouraged by reduced tolls. Fly-boats were the express craft of the waterways. They ran non-stop, day and night delivering important and perishable goods. They were manned by four man crews, working 24 hours a day, changing horses on the move, running to strict timetables, working around the clock covering the waterway network. They had priority over all other traffic, except during the era of passenger packets when they took precedence.

In the 1830s rock salt deposits were discovered at Stoke Prior and salt transportation provided an important income for the Canal.

With the railway boom of the 1840s, the Canal's revenues began to fall as more goods were transported by train. In spite of a number of proposed mergers and amalgamations with other canal companies and railway companies , by 1868 the Worcester and Birmingham Canal Company was bankrupt. A further takeover attempt by Midlands Railway was abandoned in late 1871, but in 1873 an acceptable proposal was made by the Gloucester and Berkeley Canal Company. This was confirmed by Act of Parliament the following year after which the new amalgamated company became the Sharpness New Docks and Gloucester and Birmingham Navigation Company, generally abbreviated to the Sharpness New Docks Company or SND.

Changes introduced by SND included the provision of a steam dredger in 1875 to clear out the mud that had been allowed to build up over the previous years of financial problems and neglect, and the introduction of steam tugs in

1876 to haul boats through the tunnels. Until this time, the work had been undertaken by men known as 'leggers'. Two men would lie prone on a plank across a boat, and 'walk' the boats through. The steam tugs were finally replaced by diesel powered boats in 1912.

During the Second World War all canals and railways were taken under government control. The canals were nationalised early in 1948 under the British Transport Commission: Docks and Inland Waterways Executive. The Worcester and Birmingham Canal was administered by one of the Midland Region Groups based in Gloucester. Commercial traffic continued to use the Canal until 1961, predominantly coal to the Royal Porcelain Company in Worcester and chocolate from Cadbury's factories and stores.

LTC Rolt's book 'Narrowboat', published in 1944 generated a huge amount of interest in the country's neglected canal network. Interestingly this book, which was based on a canal journey around the canals of the Midlands, but not the W&B, on the eve of the Second World War, indicates that even at this time the canals were still being used for commercial traffic, as they were throughout the war. With Charles Hadfield and Robert Aickman, Rolt formed the Inland Waterways Association in (IWA) 1946. The inaugural meeting was held at Tardebigge, where Rolt's boat Cressy had been moored during the war. The IWA fought for the preservation of and investment in Britain's Waterways system, and still does. For many years the development of canals for leisure was a struggle. Gains were made notably with the Ellesmere Canal (Llangollen) brought back to life in 1955. The British Waterways Board was set up in 1963 to run the canals as a separate entity, but it was not until the Transport Act of 1968 that the leisure value of canals was recognised and the waterways were given public money to support their use for recreation.

During the 1960s and 1970s a number of restoration projects were pursued by the IWA and local canal societies, and some schemes have acted as a catalyst for regeneration. Canals are now very much seen as places for leisure being used for walking, boating, cycling and fishing.

In 2012 the Canal and Rivers Trust (CRT) was formed with the Government passing control of the waterways to this new charity.

4.3 Architectural Interest and Built Form

Buildings and Structures of the Worcester and Birmingham Canal

4.3.1 The Canal Channel

The principal structure of the canal is the actual channel or 'cut'. The Worcester and Birmingham was excavated by hand, with workman using picks and shovels, there were no mechanical aids. The canal bed and sides were made watertight by lining or 'puddling' with a thick, clayey mixture and coarse

sand, which formed a watertight seal. Bricks were used for locks, bridges and other structures. In the case of the W&B Canal there was suitable clay for brick making at various locations along the length of the Canal, although there is evidence of bricks from brick makers in the Black Country as well. Stone was also used for the footings of bridges, copings for bridge parapets, the edging of wharves and lock sides and also the warehouse at Tardebigge. Some of this stone came from quarries at Tardebigge.

Materials used for edging of the canal pounds is variable. Originally blue bricks and possibly some stone may have been used. Some stretches of canal edging have been reinforced in places during the 20th century with galvanised profiled sheet steel to restrain the bank sides and reduce water loss. This results in a sharper edge to the some of the pounds between locks. On significant stretches of the offside the edge is so overgrown that it is impossible to see which edging material was originally used and the vegetation results in a soft edge to the canal. On the towpath side there is more of a mix of materials including concrete blocks, and at the reservoir between locks 51 and 52 the edge to the pound has recently been renewed in stone. Where edging materials has been insitu for a number of years the grass on the towpath has expanded down to the canal, partially obscuring the edging material.



Crisp stone edging to the canal



Softer edge to the canal especially on the off side

4.3.2 Locks

The W&B Canal boasts one of the deepest narrow locks on the canal system in the country. Top Lock, or Lock 58 provides a 12 feet change of level, and replaced a working boat lift. In addition this stretch of the W&B Canal includes the Tardebigge Flight, 30 locks of which Top Lock is one, the largest number of locks in so short a distance in this country. Flights allowed canals to make lengthy climbs out of valleys and are characteristic of 'herioc' canals. Top Lock and the other locks in the Tardebigge Flight are all listed Grade II. The last lock is Lock 29 at Stoke Pound, 'Bottom Lock'. There are then a further 6 locks between Stoke Pound and Stoke Wharf.



Lock 58, emptied for repairs



Bottom Lock in the Tardebigge Flight

All the locks are narrow pound locks, accommodating boats 7 feet in width. They consist of a rectangular chamber of brick, originally finished with flat stone copings, although now there is a mixture of stone, concrete and brick. Heavy wooden gates balanced by wooden beams, which act as levers, are

anchored by a collar and turning on a cast iron pin, the whole thing held in place by the water pressure. They are hand worked by paddle gear mounted on a stand in the ground nearby. The locks on this stretch of the W&B are described as narrow locks as each lock has a pair of gates at its tail and a single gate at its head.



Typical Lock

The paddle gear consists of a handworked mechanism which allows water into and out of a lock via a sluice or culvert cut into the chamber walls. Typically, a lock has ground paddles at its head gate and gate paddles on its tail gates. The gearing is mounted on an iron stand.

Underneath the wooden beams adjacent to the lock is a brick paved area mainly of red bricks, into which are set rows of raised bricks (kickers) which allow anyone opening the lock gates some grip when applying pressure against the beam. In some places the original red bricks have been replaced with concrete, in other areas modern red bricks, and the kickers are in a mixture of red and blue bricks.

All the locks have been rebuilt over the years and their demountable equipment (gates, gate fittings and paddle gear) have been renewed on numerous occasions. Currently the C&RT carry out maintenance work, including the renewal of parts work on average two to three locks a year on this stretch of the Canal. The repairs are generally like for like, although some modern materials are being introduced for elements which wear out on a regular basis. The structures and the engineering behind them have, however remained unchanged since the 18th century.

4.3.3 Bridges

The Canal when it was constructed had to accommodate existing roads and properties, and therefore along its length are road bridges as well as accommodation bridges which connected parcels of land and allowed farmers and other property owners to move livestock and access their land.



Typical Bridge, Bridge 55, with a concrete block number

The majority of bridges are constructed in red brick, generally locally made, elliptical in shape with a brick string course topped with sandstone coping stones. Blue bricks have been used on the edges of the arch adjacent to the towpath and on the off side, harder than the soft red bricks used in the bridge construction, but even so rope marks can be seen, dating from the time that boats were pulled by horses.



Rope marks on a bridge wall

All the bridges, like the locks, are numbered. Some bridges have numbers inset in concrete blocks over the archway on each side. It is believed that about 1900 a supply of these blocks were made to be inserted into the brickwork of bridges and locks being repaired or rebuilt. They can be seen below the mitre gates of a number of locks and on the arches or abutments of some of the bridges. Bridge 55 is an example.

The road bridges at Upper Gambolds Lane and Whitford Bridge Road have been modified with steel girders supporting the roads that cross them while

elements of other bridges have been rebuilt or replaced, notably the upper sections, as well as coping stones replaced with concrete blocks. The repairs are of a varying standard, but more recent repairs exhibit more thought in respect of materials, illustrating the importance attached to quality repairs by the CRT.



Bridge at Upper Gambolds

4.3.4 Towpaths and Surfaces

The towpath on the stretch of canal through the CA runs along the east/south bank and does not switch sides. There is little access to the off side of the bank, except where there are wharves and private moorings.

The towpath surfaces are generally an earth track, sometimes embedded with stones, running through grass. Along the slopes adjacent to the locks in the Tardebigge Flight, where there are noticeable changes in level, there are more stones to allow purchase when walking. Around the reservoir the path has recently been restored and a gravel dressing applied, which has weathered in well.



Towpath

4.3.5 Buildings

In addition to bridges and other infrastructure directly related to the canal itself, the development of canals also resulted in the construction of a large number of other buildings, and associated structures, to allow the canal to function, but also to take advantage of the new method of transportation. These included wharves; warehouses; maintenance depots; dry and wet docks; and living accommodation including several lock keepers cottages.

This stretch of the W&B Canal passes through a largely rural, sparsely developed area of Worcestershire so most of the buildings, even those located at the two main wharfs within the CA, Tardebigge New Wharf and Stoke Wharf, are relatively modest buildings compared with some of the large warehouses found in industrial centres. The architecture is generally simple and vernacular, using local materials. Around the wharves however there is a wider use of red and blue brick banding in the construction typical of the SND Canal Company's buildings which were constructed in the later part of the 19th century, after they took over the canal in 1873.



SND building at Tardebigge Basin

Within the CA the two main Wharf complexes were constructed adjacent to main roads, allowing for onward transportation of goods. There were also numerous smaller wharves along the canal which served farms and local brickworks. There is little evidence of these smaller wharves now.



Site of the Braziers Wharf adjacent to Lock 41

The lock cottages which appear at regular intervals along the upper stretch of the Canal between locks 58 and 29, The Tardebigge Flight, have generally survived, constructed in brick, now painted white, or in one case rendered, beneath pitched slate roofs. They have a minimal amount of architectural detailing, and simple casement windows divided with horizontal glazing bars. Most of the timber windows have been replaced with upvc. They are generally located on restricted sites which have allowed little room for extension, over and above relatively early extensions to their linear form. All are now in private ownership, including one which is owned by the Landmark Trust, who have restored the property and it is now let out as a holiday cottage. There is only one lock cottage for the Stoke Prior flight located within a terrace of three canalside cottages below Whitford Bridge Road. Again modest dwellings in brick beneath pitched clay tile roofs, behind a neat brick wall, these cottages probably had sash windows originally, now replaced with upvc.



Lock Keepers cottage

A relatively early building, and on more of an industrial scale, is the Engine House, located to the south west of Bridge 55, south west of Tardebigge Wharf. It was constructed in 1823, in brick, beneath a pitched slate roof,

originally with cast iron windows. Adjacent to it, to the north east is a modest cottage likely to have been constructed for the canal workman who maintained the machinery in the Engine House. The equipment in the building was removed in the early part of the 20th century and it was converted into residential accommodation around 2010.

4.3.6 Building Materials

The buildings and other structures, including the locks, are predominantly brick. It is not unusual for brick buildings to have been painted, although it is assumed that this largely occurred in the latter half of the twentieth century, as photographs from the earlier part of the twentieth century show them unpainted. Bricks were often made locally in proximity to the Canal, although there is evidence of bricks from the Black Country. The SND buildings are characterised by the use of red and blue bricks laid in English bond. These bricks do not appear to be local. The lock cottages appear to have been constructed in English garden wall bond or a variation.

Roofs on the canal related buildings are generally slate. These do stand out in an area where roofs are generally clay tiles, but no doubt they would have arrived by canal. Non related canal buildings, notably those in Stoke Prior have the more typical clay tiles.

Stone is predominantly used for copings on bridges and around some locks. Some copings have been replaced with concrete blocks and around lock edges with blue brick copings.

4.4 Locally Important buildings

A significant number of buildings and structures within the CA including the locks in the Tardebigge Flight and a number of the bridges are included on the Statutory List. Many other canal related structures are of local importance as they are tangible evidence of the historic workings of the Canal. These would include the buildings at Tardebigge Wharf; the lock keepers cottages; the locks in the Stoke Flight; the 19th century buildings at Stoke Wharf; and the John Corbett related buildings in Stoke Works.

A list of the statutorily listed buildings and locally important buildings are provided in Appendix 3

4.5 Spatial Analysis

For the most part the CA has a long sinuous form which cuts a swathe through the rural landscape of North Worcestershire. There are two areas where it expands firstly to incorporate the reservoir at Tardebigge and then to include the hamlet of Stoke Pound.

Some stretches of the canal are lined with hedgerow and trees on both sides, creating a sense of enclosure. Other stretches are more open notably to the west/north side giving views over fields or where the topography permits long distance views of Bromsgrove and beyond to the Clee Hills and Malvern Hills.

The exception to this is the section from Stoke Wharf to Stoke Works, where the Canal passes through a more built up area with buildings close to the bank, although this is a comparatively short stretch of the Canal. Then at Stoke Works the built form is more visible on the west side of the Canal where the CA extends out to Shaw Lane. Beyond this settlement the Canal returns to the countryside, relatively level and open on both sides.

4.6 Settings and Views

The W&B Canal has an overwhelming rural setting, a setting which has changed little since it was constructed. From various points there are views of the centre of Bromsgrove, notably from the south west of Tardebigge Wharf, and around Top Lock Cottage; from the top of the embankment to the reservoir; and around Bridge 52, although views from here are primarily of the spire of St John's. Bromsgrove may be more visible now as a result of twentieth century expansion, but the spire of St John's would always have been visible. The town has however, always been and remains in the distance, separated from the canal by the intervening countryside. At no point is it contiguous.



View towards St Johns to the west of Tardebigge Wharf



Zoomed View

There are a number of sweeping long views, notably from the footpath from St Bartholomew's down to Tardebigge Basin towards the Clent Hills round to the Cleve Hills and from the lock keepers cottage at Upper Gambolds towards the Malvern Hills. Around Lock 33 there are views of the Buntsford Park Business Park, although these views are then largely obscured by intervening trees and hedgerow.



Clent Hills



Clee Hills

Views away from the Canal are obscured from many points due to the intervening trees and hedgerow, particularly on the south/easterly side of the canal, the towpath side. There are more views across countryside looking westerly between bridges 47 and 45, and to the south of Stoke Works up to Astwood Lane and the southern boundary of the CA.

There are numerous long views of the canal itself from the various bridges across the canal and from the embankment to the reservoir, which allow more of the canal to be seen than the immediate, and these views also emphasise the rural setting. Other external views also highlight the rural setting notably the view of Top Lock Cottage from Alcester Road, approaching Tardebigge from the north west and the view of the Engine House from London Lane looking north. As well as numerous views from public footpaths which run to the Canal. Obviously the views from Weston Hall Road, Bridge 42 and Hanbury Road, Bridge 44, give a contrasting view, although there is a rural approach to both bridges.



Tardebigge Flight from Bridge 51



View of Top Lock cottage and St Bartholomew's from Alcester Road

There are more open views of the Canal in Stoke Works where the road is on a level with the canal, and contrasts with the more enclosed feel of the Canal on the upper stretches of the CA.



Typical rural view

4.7 Green spaces, trees and habitat value

The Canal forms a continuous green corridor for its entire length. The towpath is formed of an earth/stone path with grass verges on either side. For most of its length there is extensive hedgerow and numerous trees running along both boundaries, particularly where the extent of the CA comprises just the Canal.

It therefore forms a haven for wildlife, and ducks, swans and a heron were all seen during the various site visits. It is assumed that the Canal is well stocked with fish, as people fishing are regularly seen, and there are numerous references to fish and eels in the Canal in reference books. Limpets have also been seen attached to disused lock gates stored on the bank.



4.8 Character Areas

4.8.1 Tardebigge Wharf to Bridge 56 (Maps 1A &1B)

The W & B CA begins its journey at Tardebigge New Wharf and the southern portal (Listed Grade II) to the Tardebigge Tunnel. As noted above the Canal terminated at Tardebigge Old Wharf until 1811. In 1809 the construction of the tunnel commenced, breaking through in 1810. Traffic started coming through in 1811 when the new wharf was constructed. This section of the Canal is dominated by the Wharf.

The Tardebigge Wharf

The Tardebigge Wharf at the north east end of the CA comprises the most dense concentration of canal related buildings in the CA. It lies on the north side of the Canal, just south of the Tardebigge Tunnel. It was constructed on land owned by Robert Henry Clive, 6th Earl of Plymouth, in 1811, to facilitate the movement of goods between Bromsgrove and Redditch. It originally comprised a purpose built basin fronting the Canal to the east, a weigh bridge set into the ground outside the Machine House to the east side of the entrance and cottages and stables facing the basin to the north. By 1814 lime burning kilns were in use close to the basin. A plan of 1828 shows a series of wharves lining the bank of the Canal between the warehouse and the basin, with the lime kilns to the north west of the basin. A large house fronted the main road to the east of the entrance, and a line of cottages ran southwards to the west of the entrance. At this time they were occupied by tenants who leased the wharves. At some point in the mid-19th century a small cottage was added to the rear of the warehouse.

By December 1830 the demand for boat lengths was so great a canal arm was added to the north east corner of the basin, to provide extra wharfage.

When the Sharpness New Dock Company(SND) took over the W&B Canal in 1873/4 the wharf became the station for the steam tug which towed boats through the Tardebigge and Shortwood Tunnels. The company built a terrace of four cottages for the tugmen and their families on the Alcester Road, north of the wharf. A plan of the wharf from 1876 shows the demolition and conversion of some cottages, opposite the canal basin to stabling. A coal shed had also been constructed against the eastern edge of the basin.

Between 1908 and 1911 the SND company maintenance department moved its stores and plant from Stoke Wharf to new buildings at Tardebigge New wharf. The buildings were constructed in the south west corner of the wharf adjacent to the canal basin. They comprised the main machine and carpenters shop, stables and fitting shop constructed in 1909 to the south west, the office was built in 1910 to the north east, and the blacksmiths shop in 1911 against the canal arm. All the buildings were constructed in blue and/or red engineering brick with slate roofs.

Around 1924 the eastern end of the 1830 canal arm was converted for use as a dry dock. In addition to the north side of the canal arm is a linear building, which was probably a purpose built timber store and mill.

The Warehouse and attached cottage

The warehouse was built for the Worcester Canal Company in 1810. It was constructed in stone from the nearby Mr Field's Quarry on Dusthouse Lane, beneath a pitched slate roof. The outside walls are approximately 2 feet thick and historic photographs show a simple building with an original window and door on the east elevation; a hoist opening at first floor level and door on the west elevation; and on the south elevation facing the Canal was a door at ground floor level with a hoist opening above. Internally there is a substantial oak queen post truss structure, with six trusses supporting the roof. Historically there was a door through to the cottage at the north.

It was originally used as a warehouse but by the end of the 19th century it was in use as a mill producing animal feed, utilising ingredients which arrived by Canal. After lying empty for a long period of time, it was converted into two residential units in 2011. This scheme has restored the building and brought it back into use, but has retained the industrial appearance of the building, with new openings kept to a minimum, the use of modern aluminium windows, and minimal landscaping.

The attached cottage at the northern end of the warehouse appears to date from the mid-19th century, although historic maps indicate that additions appear to have come and gone over the years. It was originally constructed in brick beneath a pitched slate roof, although it was rendered at some point in the 20th century. The building had deteriorated to an almost derelict state, before it was restored as part of the scheme to convert the warehouse. It was substantially rebuilt, and left as a rendered structure.



The warehouse with the cottage to the left hand side

The Maintenance Depot buildings

These buildings were constructed early on in the 20th century when the SND moved their maintenance depot from Stoke Wharf to Tardebigge, it was taken over by British Waterways and is still used by the Canal and River Trust.

Former Carpenters' Shop, Blacksmith's Shop and Store

Single storey constructed in engineering brick, English bond with blue headers and red stretchers. The building has five bays facing the Canal with a saw tooth slate roof. The east end facing onto the yard has later 20th century doors and windows, and the stripes of red and blue brickwork are clearly visible. The original window and door voids exist on the south facing the Canal, but the sliding doors are a later addition. The artificial slate roof would appear to date from the later part of the 20th century, as photographs from the mid-20th century show northlights and a smooth roof covering, possibly corrugated iron. A plan from 1911, shows that the east end of the building was originally a carpenters workshop, with a blacksmith's workshop to the west and a store beyond. The front element facing the yard is now converted to office use.

The former Stables

Immediately to the north of the above building are the former stables. They are again constructed in English bond with blue headers and red stretchers. The east elevation, to the front, has a large modern opening, openings on the west and northern elevations have also been altered. The interior fittings have largely been lost, although the herringbone brick floor remains.

Former Fitters Shop

This is located to the north of the stables. Like the other maintenance buildings it is single storey constructed in English bond with blue headers and red stretchers, as the workshops facing the Canal. The building has a sawtooth roof to four bays facing the former canal arm, now a dry dock. The east elevation has a central wide segmented arched opening, with the original round arched metal windows on either side. There is a similar window on the west elevation, overlooking the canal basin.

The Office

The original office was constructed in 1910, in the same English bond with red and blue engineering bricks as the other depot buildings, beneath a pitched slate roof. The building was modernised and altered during the 20th century and has a large brick lean to extension to the east elevation which dates from the 1950s.



The Office

The former Blacksmith's Shop

This building dates to 1911, and is located on the north side of the depot facing the canal arm. It is a single storey building constructed in blue engineering bricks and like the other buildings, English bond, beneath a pitched slate roof. The corners of the building have rounded bricks. There is a segmental arched entrance to the yard, and round arched metal windows to the east and west facades and wider segmental arched windows facing the canal arm.

The Former Timber Store and Mill

This building is located on the north side of the Canal Arm, and was constructed between 1911 and 1927. The external timber cladding is late 20th century, but sits on a much older blue engineering brick base. It has a felted pitched roof. There are timber windows on the east, north and south elevations.

Cottages

Five cottages remain at Tardebigge Wharf, all now in private ownership, having been sold off by the then British Waterways around 2010.

The two cottages nearest the entrance to the site are both brick built but painted white/off white, beneath pitched slate roofs. The property adjacent to the entrance was the Machine House, and the weighbridge set into the ground to the front of the building, can still be seen. A property appears on the site of this house early in the 19th century. It is possible that parts of the original building was incorporated into this house. The adjacent cottage does not appear on the maps until 1876.



Wharf Cottage

Wharf Cottage would appear to be the oldest of the cottages on the site. It comprises a red brick two up two down with a basement, beneath a pitched tiled roof. It was constructed at the same time as the wharf and is possibly shown on the 1817 survey, but is clearly shown on the survey plan of 1828. There is a single storey out shute to the side (north), which dates back to the early part of the 18th century, with a rear extension shown on the 3rd Edition of the OS in 1927. The 1st Edition of the OS indicates that it was used as a post office, in addition to it being living accommodation.



The Machine House to the right

The remaining two cottages are also constructed in red brick beneath pitched tiled roofs. There were cottages on this part of the site from the early 19th century. 2 Wharf Cottages was built in the early 20th century, incorporating an older building and sitting partly on the site of a demolished house. 1 Wharf Cottages would appear to be a 19th century rebuild of possibly two of the early cottages.

Superintendents House

There was a house on this site from the early 19th century when the site was first developed. The existing house, which is painted brick beneath a pitched slate roof, was constructed around 1912/13, for the then superintendent of the depot. This is a substantial property compared to the cottages, and rather than being in a simple vernacular style has Gothic gable detailing to the first floor windows, and to the projecting single storey porch, in addition to mullion and transom windows. The property fronts the road, with the rear garden backing on to the depot.



Superintendents House

Tug Cottages

The terrace of four cottages were constructed on the main road by the SND Company in 1878 for tug operators and their families. They are constructed in brick, now painted, beneath pitched slate roofs and are of a more typical Victorian terrace design, lacking the vernacular appearance of the Wharf Cottages.

Boundary Walls

A boundary wall was constructed by the SND Company following the purchase of the land for Tug Cottages. Like their buildings it was constructed with red stretchers and blue headers, with blue brick copings. This wall would have met up with the original stone wall on the western boundary. There also appears to be the remains of a wall to the original site in the gardens of Tug Row. A similar length of the distinctive red and blue walling was constructed at the entrance to the wharf.

Southern Tunnel Portal (Listed Grade II)

The portal to the southern end of the tunnel is a stone retaining wall which extends on either side of the semi circular tunnel arch with a key stone. The parapet starts above a stone band, and the top is capped with stone of semi-circular profile, at each end is a plain pilaster. The wing wall down to the tow path has been rebuilt in a modern red brick. The coping is a mix of stone and moulded concrete blocks.

The parapet has been damaged on several occasions which has led to a number of repairs and alterations to prevent further accidents. These works

have included widening and raising the pavement and the installation of bollards. None of these works can be seen from the Canal

Plymouth House (Listed Grade II)

Opposite the entrance to the Wharf is Plymouth House. A three storey red brick building beneath a pitched slate roof. It is currently unoccupied. It was constructed originally as a public House, and known as The Plymouth Arms, in 1812 to provide refreshments and accommodation to canal users and other travellers in the area.

It is three storey, 4 bay house constructed in a locally made red brick. The windows have rubbed brick lintels with stone key stones, and there is a stone cornice, similar to the cornice on the warehouse.



Plymouth House

Plymcot (Stables to Plymouth House)

The original stables to Plymouth House are located on the opposite side of the road, backing on, but high above, the Wharf. They were constructed in the same red brick. The garden to the rear is retained by a high wall of stone with a brick upper section, which provides a backdrop to the warehouse at the Wharf. The stables are now converted to residential accommodation.



Stables to Plymouth House, now called Plymcot

The Inland Waterways Memorial

Adjacent to Lock 58, on the off side is a memorial commemorating the founding of the Inland Waterways Memorial at Tardebigge in 1946.



Permanent moorings

To the south west of Lock 58 are some permanent moorings, which has resulted in some domestic paraphernalia on the bank.

Views of Tardebigge Wharf

LTC Rolt in his book 'Inland Waterways of Britain' describes the Canal at Tardebigge as 'emerging from a tunnel to run along a hillside overlooking a great expanse of the Severn Plain backed by the Clee Hills of Shropshire'. The Wharf itself is tucked away almost in a dip below the Alcester Road and views of the Wharf are mainly from vantage points in close proximity as it is located below the Alcester Road. The main views are therefore from the road above the Wharf as one approaches the bridge from the south east, and there are partial views of some of the buildings, particularly Tug Cottages as one approaches from the north west. The footpaths from the south east which lead down from St Bartholomew's to the Canal and the Wharf allow sweeping views across the whole wharf complex with views of Bromsgrove in the distance.

The views from the Wharf itself are largely of the immediate surrounding area, and visually comprise a rural setting. Although the A448 is in close proximity to the north east it cannot be seen, however the sound of traffic is audibly intrusive. As one moves westerly along the Canal the views to the south are limited due to the topography rising relatively steeply and the hedgerow. Views to the west/ north west are more open. From opposite the canal basin there are north westerly views towards Bromsgrove in the distance, the spire of St John's Church being the most obvious landmark. The Clent Hills can be seen in the background and moving further around to the west, the Clee Hills. There is a clear separation between Bromsgrove and the rural setting of the Canal.

Top Lock Cottage forms a prominent feature in views from the Alcester Road approaching from the north west, where the cottage can be seen below the striking tower of the Church in a sparsely developed rural landscape. It is not possible to see the canal due to the topography and the buildings at the Wharf again due to the topography are not visible until one is much closer.



View to Top Lock Cottage and St Bartholomew's from Alcester Road

From Top Lock Cottage (Grade II), adjacent to Lock 58 (Grade II), the top lock in the Tardebigge Flight there are views back to Tardebigge Basin and the Tug Row Cottages on the Alcester Road. From the west end of the lock there are sweeping views of the rural setting again with the spire of St Johns in the distance. These views are filtered by the hedgerow on the northern bank of the canal along this stretch, until one reaches Bridge 56.



View to Tardebigge Wharf from Top Lock



View of the spire of St John's Bromsgrove from west of Tardebigge Basin



Zoomed shot

Bridge 56 comprises a brick built accommodation bridge, accessed from the towpath. It has an elliptical arch which spans the canal and towpath and leads down into fields on the north side. The bricks are likely to have been locally made, and the sides are topped with sandstone coping stones. In addition there is a brick string course on the outer faces. The surface of the bridge is now covered in grass and wildflowers. From the bridge there are views to the south east of the spire of St Bartholomew's rising above the canal, while to the west/north west are distant views of Bromsgrove and the spire of St John's across the intervening rural landscape, which sets this section of the canal firmly within a rural environment.

4.8.2 Bridge 56 to Upper Gambolds Bridge (Bridge 51) (Maps 2A & 2B)

Beyond bridge 56 the canal becomes enclosed on both sides by hedgerow, adding to the sense of isolation which the Canal has in its rural setting. The enclosed views to the south continue until Lock 56. On the northern bank is a modern or possibly a remodelling of an older property, which jars with the canal architecture, as its size and complicated roofs and design are at odds with the simplicity of the original canal side buildings.

Bridge 55 spans the Canal at London Road, and is of similar construction to Bridge 56, although there is evidence of bricks from the Black Country being used, and is accessed from the towpath. There is a small extension to the CA on the north side of the canal to the east of the London Road, which comprises the embankment between the road, Canal, and a claypit where material was removed to make bricks. Adjacent to these workings was the location of the Frisby Brickworks, which was in operation from the end of the 19th century until the early part of the 20th century, but had disappeared by the time of the 3rd Edition of the Ordnance Survey in 1927. There is no remaining evidence of the works or its wharf.



Bridge 55

By this point on the Canal the sound of traffic which was very much in evidence around Tardebigge Wharf, from the Alcester Road and the A448, has disappeared replaced by birdsong and running water, again emphasising the rural location.

Beyond Bridge 55 on the south side of the Canal is the Engine House (Grade II), an imposing industrial building constructed in red brick, beneath a pitched slate roof, originally with a number of cast iron windows, now mostly replaced with steel replicas, unfortunately with more domestic styled openings. The building has now been converted to flats having been used as a night club and a restaurant from the 1970s after being left vacant for a number of years.



Engine House



The Cottage adjacent to the Engine House

Since the construction of the Canal there had been on going issues regarding the maintenance of water supplies to keep the Canal functioning. Various proposals were considered over the years, and there were concerns regarding the reliance on the Birmingham Canal Navigations for water at the summit. In January 1822 it was decided to construct a reservoir at Tardebigge, together with an engine to pump water up to the summit level.

The Engine House was constructed around 1823, and the engine itself was supplied by the Horseley Iron Company, to be installed in March 1823, it would have arrived by canal from the Horseley works at Tipton. Unfortunately none of the machinery remains in the Engine House. A brick culvert, 3 feet in diameter was constructed at about the same time from the Engine House to the summit level beyond top lock.

The Tardebigge Reservoir, now a dominant grass banked structure to the south east of the towpath, was constructed on the site of the claypit and brick

kilns near Dial House Farm. Bricks from here were used in constructing the Canal. By July 1823 the reservoir was considered finished, it was deepened during 1824 to increase its capacity, and the dam was strengthened after extra land was obtained from the Earl of Plymouth. The capacity was further increased during 1826 by again strengthening and raising the embankment.

Adjacent to the Engine House is the Engine House Cottage, its history is unclear but it appears to have been constructed around the same time as the Engine House, possibly to house an employee to look after the equipment. It is constructed with its side elevation facing the Canal, and there is an original opening onto the tow path. Like the Engine House it is constructed in red brick beneath a pitched slate roof. It may originally have comprised a two bay, two storey cottage with a further two storey bay at Canal end, but on a lower ground and ground floor, the first floor at this end appears to have been added later and the use of blue engineering bricks might tie this part of the building into the works carried out by the SND Company post 1873.

There are views of the Engine House and cottage, nestled into a rural setting from London Road, looking north west, where it forms a striking feature in the landscape.



View from London Road

Moving down the Canal to the south west the main section of the Tardebigge Flight commences at Lock 57. Between Locks 56 and 55, there is little hedgerow revealing views of fields beyond the Canal to the west/north west, there are still no views to the south on the towpath side as a result of the hedgerow, although the land here is agricultural. After Lock 55 views to the west/north west are again obscured by hedgerow.

At Lock 54 there is another cottage again with the end elevation facing the Canal, but positioned largely below the Canal with the first floor at towpath level. Originally known as Brick Works Cottage, but now Reservoir Cottage, it was adjacent to the site from which clay was dug to make the bricks for the Canal. Like the other buildings along the Canal it was constructed in brick beneath a pitched slate roof. The rear of the building (north east elevation) has now been rendered, with the front and the elevation fronting the Canal remaining in brick. Access to the cottage still appears to be via the towpath,

although there is a track from London Road. The Tithe Apportionment notes two lock cottages here, both owned by the Canal Company, so it may for a time have been a lock cottage.



Reservoir Cottage

Between Locks 54 and 53 there are some partial views through the trees to the landscape beyond, but again this is largely over fields to the west/northwest with no long views beyond.



View around Locks 54 and 53 to west/north west

At Lock 53 is Reservoir Lock Cottage, one of the original lock keepers cottages, and like the other constructed on a thin strip of land adjacent to the towpath, in this case with the reservoir to the rear. The property was originally constructed in brick, now rendered beneath a pitched slate roof. The windows are now upvc, although the style is similar to the originals and there is a upvc conservatory to the rear.



Reservoir Lock Cottage

Views to the west continue to be obscured between Locks 53 and 51, although there is a view to the north east back towards the spire of St Bartholomew's from Lock 52. To the south is the embankment to the reservoir, described above. From the top of the embankment, which is easily accessible, are views over the reservoir to the south and the agricultural land beyond, including glimpses of the large agricultural buildings to Patchetts Farm. Historically the car park that now lies on the west side of the Canal opposite the reservoir was the wharf use by Patchetts Farm to load and unload agricultural produce and lime based fertilisers.



Site of Patchett's Farm Wharf



Looking to the north west from the top of the embankment at the south westerly end does allow long views over the immediate rural landscape with distant views of Bromsgrove, including the spire of St Johns, and beyond. Views from Bridge 54, a small accommodation bridge located to the west of Lock 50, are obscured due to intervening hedgerow and other undergrowth.



View towards Bromsgrove from Reservoir embankment



zoomed view

From Locks 49 to 38, views to the north/north west are predominantly obscured by the hedgerow along the off side of the Canal. There are however glimpsed views of the Spire of St John's in the distance at various points including just south west of Lock 46, around Lock 44 and from Bridge 52, to the west of Lock 45, although the views from here are more to the south east of Bromsgrove, due to the topography, in the vicinity of Finstall.

Views to the south remain largely obscured to the south due to the hedgerow running alongside the towpath. Between Locks 46 and 45 is another lock keepers cottage, constructed on a sliver of land adjacent to the towpath and like the other cottages is of whitewashed brick beneath a pitched slate roof.



Lock keepers Cottage

Adjacent to the Canal and just below Lock 43 is the Halfway House. This is a more classically proportioned building constructed in brick beneath a pitched slate roof with a range of outbuildings including a 20th century addition facing the Canal. An older house was replaced by the present building in 1830, the sandstone blocks used in the cellars apparently came down the Canal from the Dusthouse Quarries. For over 130 years it was a popular venue for boatman and local people. To the rear of the house, which contained the bar and other public rooms in addition to the private accommodation, were stables and a gate onto the towpath at Lock 43. The Halfway House was purchased by the then sitting tenants, the Thompson Family in 1946 from the Plymouth Estate, when much of their estate was sold off. It was run as a farm and pub until the 1960s when following the death of the then owner it was sold and has remained a private residence since.

On the off side of the Canal between locks 41 and 42 at Upper Gambolds Lane was Halfway Wharf. It was occupied by the Bromsgrove building firm Braziers from the late 19th century until the 1920s, and was used for the unloading and storage of bricks and other building materials from canal boats, before being moved to building sites. Braziers had obtained bricks from local Bromsgrove brickworks until the end of the 19th century, but following their closure purchased bricks from companies slightly further afield, such as Alvechurch and Tardebigge where brickworks were located on the canal side. Braziers ceased to use the wharf in 1924, as by this time transporting goods by road had become much more widespread.



Lock 41 and the site of Brazier's Wharf

4.8.3 Upper Gambolds to Bottom Lock (Lock 29) (Maps 3A & 3B)

Upper Gambolds Lane crosses the canal at this point, via Bridge 51. Below the bridge and between locks 40 and 39 is Halfway Lock Cottage. This cottage has remained relatively unaltered, apart from the addition of a storeroom at the right hand end early on in its existence. There are views from around this cottage to the south over open countryside towards the Malvern Hills. Views of the cottage itself are marred by a proliferation of radio masts.



Halfway Lock cottage

The Canal runs in a roughly south westerly direction from Bridge 51. From Lock 38 to Lock 33 there are views to the west north west, but only of fields, due to the topography and rising land there are no long views beyond. Bridge 50, a small accommodation bridge, is located between Locks 36 and 35. Like the other bridges it is constructed in brick with stone copings and a brick string course. It links fields on either side of the Canal and there is no access from the canal towpath. Views of the bridge from the tow path are harmed by a huge pipe which runs across the Canal adjacent to the bridge.

As there is a relatively straight run down the Canal from Bridge 51, through seven of the Tardebigge Flight Locks, there is an impressive view of this part of the flight from the bridge which shows clearly how close the locks are and is a good indication of the engineering triumph achieved here.



View from Lock 51, looking south west

Between Locks 34 and Lock 33 the Canal bends and travels in a more north westerly direction, the land to the north also starts to level out at this point. The Grade II listed Stoke Court farmstead to the north west becomes visible as lock 33 is approached, and to the south west of Stoke Court a glimpsed view of the Buntsford Park Estate also becomes visible, although there are still fields in the foreground, confirming the impression that the built edge of Bromsgrove is still some distance away, and the Canal continues within its rural setting. The overwhelming sounds are still of birdsong and running water, rather than more urban sounds.



View towards the Stoke Farm Complex

To the south of the Canal, just past Lock 34, is a much extended cottage, which can be clearly seen on the 1840 Tithe Map suggesting that it dates back to the early part of the 19th century. The fact that it is listed as 'House

and Garden' on the Tithe Apportionment suggests that it was not a canal related building, and the landlord would appear to be a local landowner.

At lock 33 is a cantiliver bridge allowing access to the footpath beyond the offside. Views to the north west are obscured again between Locks 33 and 32, however an industrial shed is visible looking straight ahead along the Canal at Lock 32. It is however seen in the distance, visually separated from the Canal, which is seen in the foreground in its pastoral rural setting, with the next lock, a bridge and a lock keepers cottage coming into view, and forming an archetypal canal view. As one travels towards the next lock the shed disappears behind the bridge.



View from Lock 32

The lock keepers cottage between Locks 32 and 31 is a good example of this building type, having been carefully restored from a near derelict state by the Landmark Trust. Like the others further up the Canal it sits on a thin sliver of land adjacent to the towpath and this has largely determined its narrow form, being one room deep. It is constructed in painted brick beneath a pitched slate roof. The bay to the west, which was later, had to be rebuilt and has left been in unpainted brick.



Landmark Trust lock keepers cottage

Bridge 49 (Grade II) is another accommodation bridge and is of the same design as the others further up the Canal. The north west elevation is marred by large pipe attached to the structure. Beyond the bridge are clear views of the Stoke Court complex to the north, until just beyond Lock 29, where the Canal bends sharply to the south west. Lock 29 is the Bottom Lock in the Tardebigge Flight.



Bottom Lock

4.8.4 Lock 29 to Bridge 47, including the hamlet at Stoke Pound. (Maps 4A & 4B)

There are no further views towards Buntsford Park at this point, as the land rises slightly combined with intervening hedgerow. Beyond Lock 29 the Canal bends 45 degrees to the south west and the Queens Head comes into view, with the road bridge, Bridge 48 behind.

This area is now known as Stoke Pound and covers the short stretch of Canal crossed by the road bridges, 46, 47 and 48. The name is derived from a pound or enclosure for stray farm animals rather than a canal pound.

The principal landmark in this area is the Queens Head Pub adjacent to the Canal at Bridge 48. The Queen's Head was originally constructed around 1850 as two semi-detached cottages one being used as a shop and pub, with stables below, the other, known as Forge Cottage, was occupied for a number of years by a succession of blacksmiths who worked in a smithy on the canal wharf. In the 1970s the buildings were converted and extended into pub/restaurant business.



Queen's Head, Stoke Pound

The small hamlet around the junction of the Canal with Copyholt Lane and Sugarbrook Lane to the east of the Canal is also included within the Conservation Area. With the exception of one house all the buildings appear to be at the very least early 19th century with two dating back to the 17th century.



The earlier houses, The Old Barn and Tyebeams are both timber framed. The Old Barn comprises a linear building and would appear to be a converted barn with rendered panels, beneath a pitched tiled roof, set back from the road, behind a shallow front garden. The bay which currently contains the front door, still has the hinges which would have held the original barn doors.



The Old Barn

Tyebeams is a more modest structure, again partly timber framed with modern brick infill panels, but with a substantial stone and brick chimney to the front elevation. This building is set back from the road behind a garden and hedge.



Tyebeams

On the north side of the road, and at right angles to it are a pair of modest 19th century cottages, rendered beneath pitched concrete tiled roofs. The cottage furthest from the road has had a substantial extension creating a 'L' shaped building.

On the south east side of the road, to the north east of Tyebeams is a modern detached bungalow with a steeply pitched tiled roof and projecting gable to the front, set back behind a short front garden, and clearly visible from the road. The materials and design of the property, together with its spacious setting do allow it to blend in with its more historic neighbours.

To the north east of this house is a further brick built cottage with dormer windows set in a pitched tiled roof. It probably dates from the 18th century but has a substantial two storey flat roofed extension to the rear. It is set back from the road behind a short front garden and extensive planting.

There is a similar property on Sugarbrook Lane, but facing south west down Copyholt Lane, slightly larger and probably 19th century rather than 18th century. It is set back behind a short garden with a substantial hedge. A barn, of a similar age, sits on the road side and has been converted to garaging. To the east is a further early 19th century brick and tiled cottage set back from the road behind a generous garden.



Cottage Copyholt Lane

The properties are randomly located in their generous plots, interspersed with planting, giving a sense of a settlement which has developed organically over 3-400 years, typical of many rural settlements. It does however reinforce the rural setting of the Canal, passing through the countryside, past established but modest settlements.

Bridge 48 is a road bridge and carries Sugarbrook Lane over the Canal, access to the bridge can be gained from the Canal on the north east side. The bridge is similar to the accommodation bridges further up the canal, being constructed in brick, with stone copings, a brick string course and elliptical in shape. Beyond the bridge there are views to the west over open countryside which is generally level.

The Canal sweeps on in a south westerly direction towards Stoke Wharf. Lock 28 is the first lock in the Stoke Flight, a series of six locks, and is adjacent to Bridge 47, which was known as Thompsons Bridge named after Henry

Thompson who occupied the house and bridge adjacent to bridge and lock, which also contained a shop and subsequently a bakery.

4.8.5 Bridge 47 to Lock 24/Bridge 45 (Maps 5A & 5B)

Views to the west continue to be across open countryside, however looking north there are glimpses, through the trees, of a shed on the industrial park, but it is glimpsed in very much a rural context. To the west are views of the windmill at Avoncroft Museum.



Bridge 47

Beyond the Bridge the canal travels through the countryside with rural views on both sides, including views back towards the north east. There are views of houses, notably the early 20th century cottages, 4 pairs of semis which sit comfortably in the rural landscape, on Stoke Pound Lane, but this is a sparsely developed area.



Typical rural views on this stretch

Lock 27 lies immediately to the north east of Bridge 46, Whitford Bridge, which as noted above, has been rebuilt in blue brick and the road is supported

on metal girders. To the north east of the bridge is a row of cottages facing the road, and outside of the Conservation Area. Their relationship with the Canal is unclear. The 1840s Tithe Map shows a single dwelling, described in the Tithe Apportionment as a house and garden. By the 1880s the First Edition of the Ordnance Survey shows a row of cottages. Census returns from the 1880s indicate that the cottages were occupied by agricultural workers and not canal workers. These cottages are currently outside the Conservation Area, but their simple vernacular design complements the setting of the Area.



Bridge 46

To the south west of the bridge fronting the Canal are a further row of canal side cottages, different in form from the lock keepers cottages further north. The cottages form a terrace and are constructed in red brick laid in a variant of English garden wall bond, beneath pitched tiled roofs. They are positioned behind a low brick wall capped with rounded blue brick coping stones and rounded stone coping stones either side of the garden gates. The windows would have been timber casements but are now largely upvc. The cills to the first two cottages are stone, unfortunately the third cottage has had the stone cills replaced. The first floor windows have stone cills, while the ground floor windows have brick arched lintels. Historically the lock keeper for locks 23 to 28 occupied one of the cottages. All three cottages have maintained their original door cases and front doors, which give the terrace a less vernacular appearance than the other lock keeper cottages. All three were owned by the Canal Company at the time of the Tithe Map and were tenanted. From the cottages there are views across farmland to the north west/west, with views of the Clee Hills in the distance.



Canal cottages adjacent to Whitford Bridge

Beyond the cottages the Canal bends slightly more to the south west, and as Lock 26 is approached views to the west/north west and south/south west are obscured by hedgerow and trees on both sides of the Canal. Between Locks 26 and 25 breaks in the planting on the north/northwest bank allow distant views over country side in these directions, with views of isolated buildings in the distant foreground.



Rural views along this stretch of the canal

Trains are also visible on the railway line to the north/north west, which is beginning to converge with the Canal. In addition from Lock 25, looking west are the twentieth century houses on Hanbury Road, one of the few indications from the Canal that a larger settlement may be nearby, although these houses form a small group some distance from Bromsgrove.

Between Locks 25 and 24 views are again obscured by planting on both sides. There is the sound of the occasional passing train on the line to the north west in addition to the sounds of running water and birds.

Immediately to the south west of Lock 24 is bridge 45, an accommodation bridge connecting fields either side of the Canal, and is similar in design to those further up the Canal.



Bridge 45

4.8.6 Bridge 45, including Stoke Wharf to Bridge 42 including Stoke Works (Maps 6A & 6B)

Beyond the bridge the Canal widens out as one approaches Stoke Wharf. There are some permanent moorings on the north side and the Canal continues to feel enclosed at this point with trees along the north bank and along the back of the towpath. Bridge 44 has largely been rebuilt above the string course, with the addition of a twentieth century pedestrian bridge built against the original, to the east.



Approaching Stoke Wharf

Following the completion of the Canal in 1815 the decision was made to locate a maintenance depot at Stoke Wharf, Land was purchased in 1816 and maintenance buildings including a blacksmiths' shop, carpenters' workshop,

stores and a dry dock were subsequently constructed. These buildings largely ceased to be used for canal related maintenance in the 1920s following the construction of a new maintenance depot at Tardebigge between 1909 and 1911.

A number of the buildings are extant. Opposite Lock 23, Bottom Lock in the Stoke Flight, the first house now known as Wharf Cottage was originally the Weighbridge House and Toll Office. It is a double fronted building constructed in brick beneath a pitched tiled roof. The adjacent property, now divided in two comprises Wharf House and Bottom Lock, was probably constructed as a house by a James Hammond an early tenant of the wharf, and now comprises a rendered property beneath a pitched slate roof. Both properties at times combined their residential use with a grocery store use.



Wharf Cottage adjacent to Bottom Lock, originally Weighbridge House and toll office

Directly fronting the Canal is a two storey brick built building beneath a pitched slate roof, now used as the office for Black Prince Holidays. This was one of the original wharf buildings and is clearly shown on the 1840 Tithe Map, but would appear to have been considerably altered. To the rear of this building and to the north east of the houses are some modern workshop buildings sitting more or less on the foot print of some much older workshops, and the Tithe Map apportionment does refer to further warehouses and wharves in this area. At the entrance to the Wharf at the north east end, on the canal, is a small triangular shaped basin, which dates back to the construction of the Canal. Beyond this to the east is a poly tunnel like modern canal maintenance building built against the northern bank. During the winter months this wharf is full of narrow boats owned by the holiday company.



Stoke Wharf



Facing north east along the Canal just beyond Bridge 44, is an imposing symmetrical double fronted building, a regency box with a hipped roof, overlooking both the Canal and the Wharf. Originally constructed in brick, with a stucco front, imitating ashlar stone, beneath a hipped slate roof with sash windows, it has now been rendered on all sides, the roof replaced with synthetic slates and the windows replaced with upvc. Its original grandeur is still apparent. Bridge House, as it was known, was constructed in the later part of the 19th century for W F Hobrough by the SND Company when he was appointed as Engineer of the W&B and Droitwich Canals.



Bridge House

Along the Hanbury Road, the five houses of Navigation Row were built in 1849 for canal employees, usually a lock keeper and maintenance men and their families. Although simple workers cottages, constructed in brick beneath pitched slate roofs, interest has been added with the use of red headers and blue brick stretchers in the Flemish bond brick work; each house is separated

from its neighbour by a small projecting blue brick pilaster; and there is a small gothic niche with the date stone of 1849. Unfortunately the original windows and doors have been replaced with upvc copies and chimneys have been rebuilt.



Navigation Row

To the north of the cottages is the Navigation Inn, which dates back to the early 19th century, and is clearly visible on the 1840 Tithe Map. The building is a substantial, two storey, double fronted property, rendered, beneath a pitched slate roof. There are sash windows to the first floor front, with bay windows to the ground floor which may be later additions. To the south of the building are the remains of the extensive stabling. To the north, but outside the Conservation Area, is the extensive carpark, necessary for a business of this kind, but it does little to contribute to the setting of the Conservation Area.



Navigation Inn

To the rear of Bridge House but outside of the Conservation Area on the north side of the Canal are a series of buildings which are 19th century in origin, although they have been much altered over the 20th century, they have remained in a variety of light industrial uses. The 1840s Tithe Map indicates that there were a number of Canal Company buildings here including, stables offices, as well as a blacksmiths, carpenters yard and stores. The original uses of the building are no longer clear.

The area around Stoke Wharf is self-contained with no distant views out of the vicinity largely due to the built form to the north /west and south west. A screen of trees hinders views to the south east and heading away to the south along Hanbury Road. There are views back along the canal to the east, where it bends away slightly further to the east. There are glimpses of passing trains as the line runs to the north east of the Navigation Inn.



View along Hanbury Road looking north west at Bridge 44



View from Bridge 44 looking eastwards along the canal

In comparison to further up the Canal, to the north east, there is a significant amount of traffic noise, as well as the sound of passing trains, although these are comparatively quiet and not as intrusive as the road traffic. The sound of traffic diminishes quickly to a distant hum not far away from the road bridge, at the far end of the wharf heading north easterly.

Beyond the Hanbury Road the Canal continues in a south westerly direction, however the setting changes noticeably, from a rural area to one comprising business units and light industry. To the north are the units described above, and to the south is a business park/light industry estate. The industrial buildings to the north have existed since the construction of the Canal, although they were significantly smaller in scale throughout the 19th century. The Canal uses were relocated to Tardebigge in the 1920s and it is likely that the buildings were altered and extended after this time. The south side of the Canal only began to be developed in the 1950s, original as an engineering works which has now been replaced with relatively modern, but architecturally undistinguished B1 units.



The more commercial setting of the canal to the north west of Bridge 44

The north side does remind us of the industrial past of some aspects of canal life, although within the C A as a whole these pockets were relatively small. There were however, wharves distributed along the canal at regular intervals in the 19th century and early 20th century, but most have disappeared altogether.

Where the Canal bends marginally in a south south/westerly direction development peters out on the north side, with a late 20th century building, residential in appearance with a warehouse unit behind. Views are then obscured in a westerly direction on the far bank by hedgerow and rough planting. This reinstates the sense of a rural setting again in this direction.

The B1 use buildings continue on the south east until Bridge 43. This comprises a modern concrete bridge constructed to the east of the brick abutments to the original bridge. Historically the original bridge was an accommodation bridge which probably connected fields, although by the mid-19th century was connecting the John Corbett Salt Works which was located on either side of the Canal from this point until Bridge 42 at Weston Hall Road.



The reinstatement of the rural setting on the north west bank

The John Corbett Salt Works was located on both sides of the Canal, the salt industry having developed from the early 19th century. It made use of the Canal and later the railway for the transportation of salt as well as coal and building materials for use in the works. Salt extraction at the site ceased in the mid-20th century and the buildings were gradually redeveloped to make way for the subsequent use of the site for latex production. While in the ownership of ICI it was known as the Polymer Latex site. Unfortunately there are no buildings on the site relating back to the John Corbett Salt works, although the brine reservoir to the east and the remains of the freshwater reservoir remain, neither fall within the boundary of the Conservation Area. The only remnants within the Conservation Area, are where the towpath forms a bridge over the remains of the Canal Arm which accessed the site. The bridge was constructed in brick with sandstone coping stones, with deep grooves where ropes which were used to pull the barges have cut in. The remains of the original setts were partially extant until relatively recently on the top section of the bridge. They have regrettably been removed by Barratts, who are developing the neighbouring site for housing. The canal arm itself has recently been blocked off, as part of the redevelopment of this site by Barretts. The north west side of the Canal has retained its industrial uses, but now in modern units.



The canal arm bridge at the old Salt works site with the setts to the left before their removal, and the rope marks to the right.

The setting of this stretch of the Canal contrasts with the run to the north/east and that beyond Stoke Works, with the rural aspect replaced by more built form. This area has an industrial past compared to the remainder of the Canal within the CA. 19th century images show an extensive industrial complex on both sides of the Canal at Stoke Works. This development is however surrounded by fields, and to the east side of the Canal there was an area of market gardens between the towpath and the works itself, at the Weston Hall Road end. The industry was solely here due to the existence of salt deposits. This industrial use has continued, less intensely on the west side of the Canal and has become more of a business park further up near to Stoke Wharf, as industry has dwindled in this area, reflecting the wider British economy and industrial sector. Interestingly the Stoke Works Site, which started with the John Corbett empire gave way to a 20th century industrial plant has now been replaced by a 21st century housing estate. This site is nearing completion (2019) and comprises non-descript brick and render houses with pitched concrete tiled roofs, typical of the mass housebuilders.



Commercial buildings opposite the Salt Works site, on the north west side of the canal

4.8.7 Bridge 42 to Astwood Lane (Maps 7A & 7B)

The area around the junction of Shaw Lane and Weston Hall Road is known as Stoke Works, as the village grew up following the creation and development of the salt works on both sides of the Canal north of Shaw Lane/Weston Hall Road bridge, Bridge 42.

John Corbett was responsible for the construction of workers cottages and other buildings, including a Methodist chapel and school. With the exception of the school and Jubilee Terrace the buildings have now been demolished. From Weston Hall Road the Canal which has been turning progressively in a more south westerly direction, is almost running in a southerly direction. Also from this point it runs parallel with Shaw Lane, and the CA extends across Shaw Lane to incorporate the school building, which has now been converted to several residential units. The school was constructed in 1871-2 to designs by Matthew Bohill, in a pale red brick, beneath steeply pitched slate roofs. At the southern end was a two storey teacher's house.



The school now converted to residential

In addition the CA, from Weston Hall Road also includes the land on the north west side between the Canal and Shaw Road. In terms of structures this includes The Boat and Railway Inn and adjacent house, originally a shop. The Boat and Railway Inn was constructed around the 1820s to serve both boatmen and the workers at the salt works. It has survived in almost the same form although the adjacent corner shop is now Bridge Cottage.



The Boat and Railway, Stoke Works

On the west side of Shaw Lane, south of the old school building, is a development of modern housing which dates to the final quarter of the 20th century and replaced Sagebury Terrace, the workers cottages constructed by John Corbett. The CA has a more suburban feel at this point as a result of this modern housing, although the development only extends as far as the railway which continues to be almost parallel with the Canal and 100m away. To the east there are views over open countryside, so despite the suburban outlook on the west side of the canal, there is still a sense of being on the edge of the settlement, and the setting of the Canal is predominantly rural again.

As the Canal continues southwards there are a further two properties on the west bank. One, at right angles to the canal is clearly 19th century, and is noted on the 1840 Tithe Map, although it was not directly connected to the canal. Beyond a modern house to the south are a run of 19th century buildings. The first now converted to residential use was a pub, and is described on the Tithe Map as The Crown Inn and coal wharf.



19th century canal side property

The next group of buildings are Jubilee Terrace, the only remaining block of houses constructed by John Corbett. These have been modernised with rear extensions added, facing the Canal, containing kitchens and bathrooms. The small rear gardens back directly onto the Canal. The modest nature of these buildings compares with the lock keepers cottages further up the Canal. Although unlike the lock keepers cottages they face the road with the rear elevations facing the Canal behind small gardens and the paraphernalia of modern living.



Rear of Jubilee Terrace

The final buildings in this stretch of the settlement lie at right angles to the Canal. The Tithe Map suggests that there were originally four cottages here, with one or maybe two converted into a pub, The Butchers Arms in the early part of the 20th century, before being converted back to cottages. The Butchers Arms reputedly served workers from the Canal and nearby Stoke Works. These buildings with an association with John Corbett and the historic workings of the Canal fall into the Conservation Area

Beyond these houses to the west on the far side of Shaw Lane, the modern houses peter out. South of Butchers Row there are a few non-descript 1960s houses backing onto the Canal, before the Canal continues southwards into the countryside again to Bridge 41, Astwood Bridge at Astwood Lane, where Bromsgrove District meets Wychavon and it marks the southern boundary of the Conservation Area.



The rural setting of the canal at the southern end of the Conservation Area

This end point to the Conservation Area sits in relatively open countryside with buildings on both sides of the Canal on Astwood Lane comprising a small hamlet of farms and a few cottages, including a short run at right angles on the west which date from the late 19th century. The sparseness of the development and agricultural nature of the farm buildings to the east of the Canal reinforce the rural character.



Dwellings to the west of the Canal at Astwood Lane, outside of the boundary of the Conservation Area

5.0 Summary of Issues

The Canal itself is in good condition and well maintained. The C&RT carry out regular maintenance work, and there is a programme of repair work and lock

gate replacement, which does involve some winter closures of stretches of the Canal. Overall there is a high survival rate of canal related structures.

There are pressures for development on sites outside of the Conservation Area but clearly within its rural setting, which if they came to fruition could detract from the largely unaltered rural setting of the CA which would harm its significance. The 20th Century housing in the proximity of the Conservation Area in Stoke Works has created a suburban intrusion in the rural character of the Area, and this is likely to be reinforced by the development on the Polymer Latex Site, currently under construction.

There has been a loss of some architectural detail to the historic canal related buildings notably the replacement of timber windows with upvc or inappropriately designed windows.

There have been some poorly designed extensions, some may predate the conservation area designation, or they are attached to buildings outside the CA but within its setting.

Although a significant number of canal related buildings and structures are listed there are also a large number which are of local importance. These need to be formally identified so that their significance is recognised in future planning decisions.

The Canal is a well-used leisure resource but bearing in mind its close proximity to Bromsgrove could be promoted more widely.

6.0 Management and Enhancement Proposals

A draft Conservation Management Plan for the Worcester & Birmingham Canal Conservation Area is attached to this document. It outlines the main issues which need to be addressed in conserving the Conservation Area. It should be made clear that the Council cannot give a definite commitment to undertake these tasks, which will ultimately depend on future financial and staff resources.

The main management issues which need to be addressed are:

- Pressure for development within the setting of the Conservation Area
- Loss of historic detailing
- Modern extensions
- Locally listed buildings
- Promote the wider use of the Canal as a leisure resource

7.0 Public Consultation

This document will be subject to a eight week public consultation period during 2019 to gather views on the assessment of the area and boundary

reviews' proposals. The comments received shall be summarised and included in the final version of the document for public interest.

CONSERVATION MANAGEMENT PLAN

Introduction

1.1 Purpose

1.1.1 The purpose of this Conservation Management Plan is to provide a clear strategy for the management of W&B Canal Conservation Area in a way that will protect and enhance its character and appearance. It should be read in conjunction with the W&B Canal Conservation Area Appraisal (June 2019) in which the character and special interest of the Conservation Area was identified, along with the features and other issues that currently compromise or detract from its character and appearance.

1.1.2 Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to draw up and publish proposals for the preservation and enhancement of its conservation areas. The Conservation Management Plan is intended to provide guidance to those involved in dealing with development and change not only within the Conservation Area but also in respect of its setting. The Plan sets out policies to maintain and reinforce the character of the Conservation Area but also to guide and manage change and in particular to respond to the threats to the character which have been defined in the appraisal. It also outlines the resources required for implementation and provides for monitoring and review. The Conservation Management Plan has been prepared in accordance with national policy contained in the NPPF, The NPPG, and the most recent guidance from Historic England, 'Conservation Area Designation, Appraisal and Management', Advice Note 1 (2019).

1.2 Public Consultation

Public consultation will be carried out prior to the adoption of the Conservation Management Plan

1.3 Status of the Conservation Management plan

The Conservation Management Plan will be used as a technical document to provide guidance for owners in the Conservation Area. It will inform and guide the development control process and policy formation it is intended that following a period of public consultation it will be formally adopted by Bromsgrove District Council.

2.0 Planning Policy Context

2.1 The Conservation Management Plan lies within a framework of local and national planning policy for the historic environment. General planning policies and proposals for the control of development and use of land within conservation areas can be found in the Bromsgrove District Plan 2011 - 2030 (Adopted in January 2017). The historic environment policies are detailed in Appendix 4.

2.2 This policy framework, along with national policy guidance contained in the National Planning Policy Framework (NPPF) 2018 and National Planning Policy Guidance (NPPG) will be used to further the preservation and enhancement of the character of the Conservation Area.

3.0 Summary of Special Interest, Issues and Opportunities

3.1 Special Interest

The special interest of a Conservation Area is defined by more than its appearance and includes the atmosphere, texture, sense of place and setting as well as more obvious qualities such as groups of historic buildings. Notable buildings and the spaces between buildings set an overall context for an area, but a designated Conservation Area should be more than just a collection of attractive buildings.

- The W&B Canal Conservation Area covers the W&B Canal from the Southern Portal of the Tardebigge Tunnel to Bridge 41 at Astwood Lane. For most of its length it covers just the Canal and towpath. It expands out at various points to incorporate canal related development, in addition to the historic hamlet at Stoke Prior.
- In the context of the Midlands the W & B Canal is of considerable architectural, historic and scenic interest. The influence of canals was phenomenal, completely revolutionising industrial transportation.
- The Canal was important in connecting the Black Country and its coal deposits with Worcester and the River Severn, as well as enhancing more local trading.
- The W & B Canal is an example of a heroic canal, cutting through the landscape rather than going around obstacles in the way. The Tardebigge Tunnel cutting through the bedrock, and the Tardebigge Flight descending 217 feet through 30 locks, the longest number of locks in so short a distance in the country, illustrate this.
- Many of the original features of the Canal including wharves, warehouses and associated buildings, bridges, locks and lock keepers cottages, have been retained. Buildings at both Tardebigge and Stoke Wharves are still in canal related uses. The lock cottages and other residential buildings, despite now being privately owned, are still legible as canal related infrastructure, having not been subjected to major alterations.
- A high proportion of the canal related structures are listed, including the locks in the Tardebigge Flight, bridges and canal related buildings, underlying their historic and architectural importance.

- The Canal's long sinuous form cuts a swathe through the rural environment, notably the stretch from Tardebigge to Stoke Wharf which has changed little since it was constructed at the beginning of the 19th century. The suburbs of Birmingham including Selly Oak and Kings Norton and the Worcester end of the Canal would have been equally rural at the time of construction but have changed beyond recognition unlike this stretch of the Canal. Parts of Bromsgrove are visible at certain points, but despite the expansion of the town, in long views it remains visually separated by countryside.
- The curving course of the Canal adds significant visual interest and provides constantly changing vistas, including at certain points views of Bromsgrove, especially the spire of St Johns in the distance. There is however a high degree of rural separation of the town from the Canal. There are also views up to St Bartholomew's.
- Canalside trees and hedgerow form boundaries along the canal especially on the towpath side resulting in an enclosed setting to the canal in places. The lack of traffic noise, and the sounds of running water and birdsong reinforce the rural setting.
- The Inaugural meeting of The Inland Waterways Association, founded by LTC Rolt (author of Narrowboat), Charles Hadfield and Robert Aickman was held on board Cressy, Rolt's narrowboat while it was berthed at Tardebigge The IWA played a major role in saving the canal network in this country.
- The use of the canal today is largely for leisure purposes, including, walking, cycling, fishing, in addition to boating. It is, however, a well-used leisure resource. It is easily accessible with access points from all the road bridges and various footpaths onto the towpath.

3.2 Summary of Issues

The appraisal has highlighted the following problems and pressures in the Worcester & Birmingham Conservation Area;

- Pressure for development within the setting of the Conservation Area
- Loss of historic detailing
- Modern extensions
- Locally listed buildings
- Promote the wider use of the Canal as a leisure resource

4.0 Conservation Management Proposals

4.1 Introduction

The following strategies have been identified as ways in which to protect and enhance the character and significance of the Conservation Area, by addressing the negative features identified above. The proposed action points are in accordance with national policy guidance and local policies, and follow on from the Conservation Area Appraisal.

4.2 Pressure for development within the setting of the Conservation Area

4.2.1 Issues

There are pressures for development on sites outside of the Conservation Area, as noted in the introduction to the Conservation Area Appraisal but clearly within its rural setting, which if they came to fruition could detract from the largely unaltered rural setting of the Conservation Area which would harm its significance.

4.2.2 Proposed Action

- The impact of potential development on the significance of the Conservation Area should be fully considered.
- The potential impact on the setting of the Conservation Area should be assessed by carrying out a full setting assessment following the Historic England guidance in The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3 (2nd Edition)
- New proposals should be determined in accordance with Bromsgrove District Plan Policies; policies in the NPPF; guidance in the NPPG; and guidance produced by Historic England.
- The location of development should be carefully considered to protect important views and the existing rural landscape which enhances the significance of the Conservation Area
- New development on sites in close proximity to the Conservation Area can have a negative impact on the setting of the Area. Should such sites come forward consideration should be given to the setting of the Conservation Area, appropriateness of the location and siting of the new development, as well as materials and scale. Importantly developers must consider how schemes address the Canal itself, and should draw on historical precedence.

4.3 Loss of historic detailing

4.3.1 Issues

There has been a loss of some architectural detail to the historic canal related buildings notably the replacement of timber windows with upvc or inappropriately designed windows. Other fittings that are often replaced are doors and rainwater goods. The loss of such details although individually insignificant, cumulatively can have a negative impact on the character of the conservation area

- **4.3.2 Proposed Action**

- Undertake a photographic survey of all the properties in the Conservation Area from the road and other public vantage points. This will provide a record of the condition and appearance of each property, which would be useful in any future enforcement situations.
- Investigate the possibility of introducing an Article 4 direction to control alterations to windows and doors, on historic buildings only.
- The reinstatement of historic detailing will be encouraged where opportunities arise through development proposals.

4.4 Modern extensions

4.4.1 Issues

There have been some poorly designed extensions, some may predate the Conservation Area designation, or they are attached to buildings outside the Conservation Area but within its setting.

4.4.2 Proposed Action

- New proposals should be assessed in accordance with the policies in the Bromsgrove District Plan; policies in the NPPF; guidance in the NPPG; and guidance produced by Historic England, to ensure that new schemes and extensions are well integrated into the historic environment, and enhance the character, appearance and setting of the Conservation Area.
- New building, including alterations and extensions should be carried out in sympathy with existing styles, therefore continuing the tradition of adapting to change. Consideration should be given to appropriate design form, materials and scale to reflect the character of the historic buildings within the Conservation Area.
- Where opportunities arise, as a result of development proposals, improvements to existing buildings should be sought.
- The position of development should be carefully considered to protect important views

4.5 Local Heritage List

4.5.1 Issue

The Conservation Area has a number of historic buildings and structures, and 42 are statutorily listed or designated heritage assets. There are, as noted in the appraisal, a number of other heritage assets which are of local importance rather than national importance. The additional of these assets to the local list would reinforce their importance.

4.5.2 Proposed Action

- Work with the local residents and other interested parties to identify candidates for addition to the local list. A list of potential candidates has been identified in the character appraisal, see Appendix 3

4.6 Promote the wider use of the Canal as a leisure resource

4.6.1 Issue

The Canal is a well-used leisure resource but bearing in mind its close proximity to Bromsgrove could be promoted more widely.

4.6.2 Proposed Action

- Work with the NWEDR Team and the Canal and Rivers Trust to further promote the use of the canal as a leisure resource.

5.0 Proposed Listed Building Consent Order

The Ministry of Housing, Communities & Local Government (MHCLG) is currently considering a proposed draft national Listed Building Consent Order (LBCO), which would, if approved by Parliament, grant listed building consent for certain specified works of alteration or extension to certain listed buildings in England owned, controlled or managed by the Canal & River Trust (largely canal locks and lock gates, and canal bridges).

The intention is to reduce the unnecessary burden on the Canal & River Trust, as the nominated protector of this important national industrial heritage, of having to make separate listed building consent applications for this type of work, and the related burden on local planning authorities of having to determine them.

The LBCO will mean that the Canal & River Trust will not have to apply to each local planning authority separately for listed building consent for these specified works every time they are required. The works will be carried out subject to a methodology agreed with Historic England.

6.0 Monitoring

The monitoring of the condition of the Conservation Area over the lifetime of the Management Plan and beyond will be essential to establishing the success of the plan.

The following are proposed;

Bromsgrove District Council will work actively with building owners and occupiers in pre planning application discussions to achieve the best design solutions.

Bromsgrove District Council will carry out a photographic Survey of all the buildings in the Conservation Area to aid monitoring, and in particular to aid enforcement action. The photographs will be taken from the road or other public vantage points.

Bromsgrove District Council will ensure that appropriate enforcement action is taken, to preserve the character of the Conservation Area. Defined timescales will be pursued.

Subject to available resources, the Conservation Area will be reviewed on a four yearly basis and the Conservation Area Appraisal and Management Plan will be updated where necessary.

The successful management of the Conservation Area will depend not only on the commitment of the local planning authority, but also other stakeholders especially those who work and live in the area.

General advice on all matters related to the historic environment, including Conservation areas and listed buildings can be obtained from the Conservation Officer

Appendix 1: List of Properties within the Worcester and Birmingham Conservation Area

List of Addresses within The Worcester and Birmingham Canal Conservation Area

6B Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
6 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
3 Butchers Row Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ Bridge
House Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ 9 Jubilee Terrace
Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN 1 Butchers Row Shaw Lane
Stoke Prior Bromsgrove Worcestershire B60 4EQ
6A Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
2 Butchers Row Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
10 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
4 Butchers Row Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
11 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
7 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
8 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
201 Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
10 John Corbett Way Stoke Prior Worcestershire B60 4FJ
7 John Corbett Way Stoke Prior Worcestershire B60 4FJ
4 John Corbett Way Stoke Prior Worcestershire B60 4FJ
1 John Corbett Way Stoke Prior Worcestershire B60 4FJ
11 John Corbett Way Stoke Prior Worcestershire B60 4FJ
9 John Corbett Way Stoke Prior Worcestershire B60 4FJ
8 John Corbett Way Stoke Prior Worcestershire B60 4FJ
6 John Corbett Way Stoke Prior Worcestershire B60 4FJ
5 John Corbett Way Stoke Prior Worcestershire B60 4FJ
3 John Corbett Way Stoke Prior Worcestershire B60 4FJ
2 John Corbett Way Stoke Prior Worcestershire B60 4FJ
Bridge Cottage Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
Butchers Arms [ph] Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
Boat And Railway Inn Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
Area Museums Hanbury Road Bromsgrove Worcestershire B60 4AD

Langs Motors Metal And Ores Industrial Estate 138 Hanbury Road Stoke Prior Bromsgrove
Worcestershire B60 4JZ

Witherford Motors Metal And Ores Industrial Estate 138 Hanbury Road Stoke Prior
Bromsgrove Worcestershire B60 4JZ

Flat 138 Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4JZ Bottom Lock
Hanbury Road Bromsgrove Worcestershire B60 4LA

The Priory Gallery Canalside Craft Centre Hanbury Road Stoke Prior Worcestershire B60 JZ

Coach House Craft 1 Metal And Ores Industrial Estate 138 Hanbury Road Stoke Prior
Bromsgrove Worcestershire B60 4JZ

Canalside Craft Centre Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4JZ

136 Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4JZ

Canal Cottage 71 Hanbury Road Bromsgrove Worcestershire B60 4LA

Managers Accommodation 57 Hanbury Road Stoke Prior Worcestershire B60 4LB

Navigation Inn 57 Hanbury Road Stoke Prior Worcestershire B60 4LB

69 Hanbury Road Stoke Prior Worcestershire B60 4LB

61 Hanbury Road Stoke Prior Worcestershire B60 4LB

63 Hanbury Road Stoke Prior Worcestershire B60 4LB

67 Hanbury Road Stoke Prior Worcestershire B60 4LB

65 Hanbury Road Stoke Prior Worcestershire B60 4LB

59 Hanbury Road Stoke Prior Worcestershire B60 4LB

Narrow Boat Dragonfly Black Prince Holidays Ltd Hanbury Road Stoke Prior Bromsgrove
Worcestershire B60 4LA

Bottom Lock Cottage Hanbury Road Bromsgrove Worcestershire B60 4LA

Stoke Wharf Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4LA

The Wharf House Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4LA

Flat Above 57 Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4LB 3 Canal
Cottage Whitford Bridge Road Stoke Prior Bromsgrove Worcestershire B60 4HE

2 Canal Cottage Whitford Bridge Road Stoke Prior Bromsgrove Worcestershire B60 4HE

1 Canal Cottage Whitford Bridge Road Stoke Prior Bromsgrove Worcestershire B60 4HE

Canal Cottage Whitford Bridge Road Stoke Prior Bromsgrove Worcestershire B60 4HE

Land Adjacent To Stoke Pound Cottages Stoke Pound Lane Stoke Prior Worcestershire B60
4LH

2 Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH Gerrys Lock
Cottage Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH

Stoke Pound Cottages Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH

1 Stoke Pound Cottages Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60
4LH

Wayside Copyholt Lane Redditch Bromsgrove Worcestershire B60 3AX

2 Stoke Pound Cottages Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH

Headcorn Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH Top Lock Cottage Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH

Tyebeams Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH The Old Barn Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH

The Bungalow Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH

The Queens Head [ph] Sugarbrook Lane Stoke Pound Bromsgrove Worcestershire B60 3AU

South View Copyholt Lane Redditch Bromsgrove Worcestershire B60 3AX Flat 1

Queens Head Sugarbrook Lane Stoke Pound Bromsgrove Worcestershire B60 3AU

Hilborough Copyholt Lane Redditch Bromsgrove Worcestershire B60 3AX Top Flight Cottage Sugarbrook Lane Stoke Pound Bromsgrove Worcestershire B60 3AU

Dell Cottage Copyholt Lane Redditch Bromsgrove Worcestershire B60 3AY Halfway Lock Cottage Upper Gambolds Lane Stoke Pound Bromsgrove Worcestershire B60 3HB

Halfway House Upper Gambolds Lane Stoke Pound Bromsgrove Worcestershire B60 3HB

Halfway Barn Upper Gambolds Lane Stoke Pound Bromsgrove Worcestershire B60 3HB

Reservoir Lock Cottage London Lane Tardebigge Bromsgrove Worcestershire B60 3AG

Reservoir Cottage London Lane Tardebigge Bromsgrove Worcestershire B60 3AG

Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG

The Engine House Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG

Waters Lip Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG

Lock Haven Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG

Lockside Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG

Dial House East London Lane Tardebigge Bromsgrove Worcestershire B60 3AG

Top Lock House New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF New Wharf Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NF Precision Dies And Tools Ltd New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

2 Tug Cottages Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE

1 Tug Cottages Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE

3 Tug Cottages Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE

Narrow Boat Dream Catcher New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

Wharfinger Cottage New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

British Waterways Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE

New Wharf House New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

The Millhouse New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

5 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
4 Tug Cottages Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE
Inspectors House New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF 3 New
Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
4 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
Narrow Boat Thelma 2 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
Narrow Boat Rosa Canina New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
British Waterways Depot New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
1 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
2 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
Plymouth House Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE
Plymcot 1 Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE Tug Cottages
Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE

Appendix 2: Listed Buildings and structures within the Worcester and Birmingham Conservation Area

Lock 29 Worcester & Birmingham Canal	II
Lock 30 Worcester & Birmingham Canal	II
Lock 31 Worcester & Birmingham Canal	II
Lock 32 Worcester & Birmingham Canal	II
Lock 33 Worcester & Birmingham Canal	II
Lock 34 Worcester & Birmingham Canal	II
Lock 35 Worcester & Birmingham Canal	II
Lock 36 Worcester & Birmingham Canal	II
Lock 37 Worcester & Birmingham Canal	II
Lock 38 Worcester & Birmingham Canal	II
Lock 39 Worcester & Birmingham Canal	II
Lock 40 Worcester & Birmingham Canal	II
Lock 41 Worcester & Birmingham Canal	II
Lock 42 Worcester & Birmingham Canal	II
Lock 43 Worcester & Birmingham Canal	II
Lock 44 Worcester & Birmingham Canal	II
Lock 45 Worcester & Birmingham Canal	II
Lock 46 Worcester & Birmingham Canal	II
Lock 47 Worcester & Birmingham Canal	II
Lock 48 Worcester & Birmingham Canal	II
Lock 49 Worcester & Birmingham Canal	II
Lock 50 Worcester & Birmingham Canal	II
Lock 51 Worcester & Birmingham Canal	II
Lock 52 Worcester & Birmingham Canal	II
Lock 53 Worcester & Birmingham Canal	II
Lock 54 Worcester & Birmingham Canal	II
Lock 55 Worcester and Birmingham Canal	II
Lock 56 Worcester and Birmingham Canal	II
Lock 57 Worcester and Birmingham Canal	II
Lock 58 incl. side pond retaining wall and sluice to S	II
Bridge 48 Worcester & Birmingham Canal	II
Bridge 49 Worcester & Birmingham Canal	II
Bridge 50 Worcester & Birmingham Canal	II
Bridge between locks 44 & 45 Worcester & Birmingham Canal (Bridge 52)	II
Bridge between locks 49 & 50 Worcester & Birmingham Canal (Bridge 54)	II
Bridge 55 Worcester and Birmingham Canal	II
Canal Bridge 100m WSW of Lock 58 Worcester and Birmingham Canal (Bridge 56)	II
II	
Plymouth House Alcester Road	II
Lock Cottage at Lock 58 Worcester and Birmingham Canal	II
The Old Engine House Worcester and Birmingham Canal	II
Workshops 75m SW of S porch of Tardebigge Tunnel	II
South portal of the Tardebigge Tunnel Worcester and Birmingham Canal	II
II	

Appendix 3 Candidates for the Local Heritage List

Former carpenter's shop Blacksmith shop and store Tardebigge Basin
Former Stables Tardebigge Basin
Former Fitters Shop Tardebigge Basin
The Office Tardebigge Basin
Former Blacksmith's Shop Tardebigge Basin
The Former Timber store and Mill Tardebigge Basin
Machine House Tardebigge Basin
Adj to Machine House Tardebigge Basin
Wharf Cottage Tardebigge Basin Cottage Tardebigge Basin
Cottage Tardebigge Basin 1 – 4 Tug Row Alcester Row
Superintendent's House Tardebigge Basin
Plymcot Alcester Road
Reservoir to the east of the Canal between Locks 54 and 50
Reservoir Cottage adj to Lock 54
Reservoir Lock Cottage adj to Lock 53
Lock Keepers Cottage between Locks 45 and 46
Halfway House adj to Lock 43 Halfway Lock Cottage between Locks 39 and 40
Landmark Trust Cottage between Locks 31 and 32
Lock 28 Stoke Flight
Bridge 47
Lock 27 Stoke Flight
Canal Cottages south west of Bridge 46
Lock 26 Stoke Flight
Lock 25 Stoke Flight
Lock 34 Stoke Flight
Bridge 45
Lock 23 Stoke Flight
Bottom Lock and Wharf Cottage Stoke Wharf
Wharf House Stoke Wharf
Bottom Lock Stoke Wharf
Black Prince Holidays Office Building Stoke Wharf
Bridge House Stoke Wharf
Navigation Inn Hanbury Road
Navigation Row Hanbury Road
Boat and Railway Inn Shaw Lane
The Old School Building Shaw Lane
Jubilee Terrace Shaw Lane
Canalside Cottage Shaw Lane
Bridge 41

Appendix 4

Bromsgrove District Plan 2011 - 2030 Historic Environment Policies

BDP20.1 The District Council advocates a holistic approach to the proactive management of the historic environment which encompasses all heritage assets recognised as being of significance for their historic archaeological architectural or artistic interest.

BDP20.2 The District Council will support development proposals which sustain and enhance the significance of heritage assets including their setting.

This includes:

- a. Designated heritage assets including listed buildings conservation areas scheduled ancient monuments, registered parks and gardens.

- b. Non-designated heritage assets including (but not limited to) those identified on the local list and assets recorded in the Historic Environment Record.

- c. The historic landscape of the District including locally distinctive settlement patterns field systems woodlands and historic farmsteads.

- d. Designed landscapes including parks and gardens cemeteries churchyards public parks and urban open spaces.

- e. Archaeological remains of all periods from the earliest human habitation to modern times.

- f. Historic transportation networks and infrastructure including roads trackways canals and railways.

BDP20.3 Development affecting heritage assets including alterations or additions as well as development within the setting of heritage assets should not have a detrimental impact on the character appearance or significance of the heritage asset or heritage assets.

BDP20.4 Applications to alter extend or change the use of heritage assets will be required to provide sufficient information to demonstrate how the proposals would contribute to the asset's conservation whilst preserving or enhancing its significance and setting.

BDP20.5 In considering applications regard will be paid to the desirability of securing the retention restoration maintenance and continued use of heritage assets for example the District Council will support the sensitive reuse of redundant historic buildings and will encourage proposals which provide for a sustainable future for heritage assets particularly those at risk.

BDP20.6 Any proposal which will result in substantial harm or loss of a designated heritage asset will be resisted unless a clear and convincing justification or a substantial public benefit can be identified in accordance with current legislation and national policy.

BDP20.7 Consideration will be given to the designation of new conservation areas. In order to define and protect the special character of conservation areas the District Council will produce and regularly review character appraisals and management plans for designated conservation areas and where necessary introduce Article 4 Directions based on an assessment of local identity and uniqueness.

BDP20.8 Where a detailed Conservation Area Appraisal Management Plan has been adopted it will be a material consideration in determining applications for development within that conservation area.

BDP20.9 Development within or adjacent to a conservation area should preserve or enhance the character or appearance of the area.

BDP20.10 The demolition of buildings or the removal of trees and other landscape features which make a positive contribution to an area's character or appearance will be resisted.

BDP20.11 Outline planning permission will not be granted for development within Conservation Areas unless supported by detailed proposals showing siting design external appearance and the relationship with adjacent properties.

BDP20.12 The District Council will update the current draft local heritage list and formally adopt it. It would include all heritage assets recognised as being of local importance including those which are locally distinctive such as nailers cottages assets associated with the scythe industry and assets associated with the use of the Worcester and Birmingham canal which runs the length of the District to name but a few.

BDP20.13 The District Council will support development that

- i. Retains Heritage assets on the local list.
- ii. Involves sympathetic alterations and extensions to heritage assets on the local list.
- iii. Does not have a detrimental impact on the setting or context of heritage assets on the local list.

BDP20.14 In considering applications that directly or indirectly affect locally listed buildings a balanced judgement will be applied having regard to the scale of any harm or loss as a result of proposed development and the significance of the locally listed building.

BDP20.15 The District Council will encourage opportunities to develop Green Infrastructure networks that can enhance the amenity value of the historic environment (refer to BDP24 Green infrastructure).

BDP20.16 The District Council will promote a positive interaction between historic sites and places and high quality modern developments which allows for evolution and positive change whilst preserving and respecting the significance and setting of existing heritage assets.

BDP20.17 Applications likely to affect the significance of known or potential heritage assets or their setting should demonstrate an understanding of their significance in sufficient detail to assess the potential impacts. This should be informed by available evidence and where appropriate further information to establish significance of known or potential heritage assets.

BDP20.18 Where material change to a heritage asset has been agreed recording and interpretation should be undertaken to document and understand the asset's archaeological architectural artistic or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The information and understanding gained should be made publicly available as a minimum through the relevant Historic Environment Record.

BDP20.19 The District Council will continue to undertake studies to inform local decision making and support the future growth of the Worcestershire Historic Environment Record. They will also encourage Neighbourhoods to address issues of character heritage and design in their Neighbourhood Plans.

BDP20.20 The District Council will embrace opportunities to mitigate the effects of climate change by seeking the reuse of historic buildings and where appropriate their modification to reduce carbon emissions and secure sustainable development without harming the significance of the heritage asset or its setting.

Appendix 5 Glossary of Architectural and Planning Terms

Article 4 direction	Removal of permitted development rights so that planning permission is required for external alterations to a building
Balance Beam or Balance	The beam projecting from a lock gate which balances its weight and by pushing against which the gate is opened or closed.
Bargeboards	An angled decorative timber board at eaves
Breast or mitre post	On a lock gate the vertical post of the gate farthest from its hanging; where the gates are in pairs the two breasts are usually mitred to bed against each other when shut.
Casement	A window with hinged or pivoted openings
Conservation Area	An area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. Local authorities are responsible for designating new Conservation Areas
Cornice	Projecting moulding often found at eaves level or as part of a pediment
Cut	A boatman's name for a canal an artificially cut channel distinguished from the natural channel of a river.
Dentil Course	Found at the eaves formed by the projection of alternating headers.
English bond	Brickwork with one row of headers and one row of stretchers
Dogtooth	Gothic detail where bricks are laid diagonally so as to angle in an out of the stringcourse
English garden bond	Brickwork with one row of alternating stretchers (horizontal) and headers (end on) to every three rows of stretchers
Finial	A feature ornament usually wrought iron or timber often found on a gable
Flemish bond	Brickwork with alternate stretchers and headers each header is centred to the stretchers above and below it
Flight	A flight is a series of ordinary locks each separated from the next by a short pound
Legging	A method that was used to propel horse drawn boats through tunnels which have no tow path. The boatman would have pushed his feet against the tunnel walls.
Listed Building	A building of special architectural or historic interest included on a national register. Historic England is responsible for adding new entries to the statutory list.

Narrow boat	A craft measuring approximately 70ft long and 7ft beam (wide) extensively used throughout the Midlands Canal system
Paddle	A sluice valve by the opening or closing of which the water can either be allowed to pass or retained
Pound	The stretch of water between two locks
Scheduled Monument	A nationally important archaeological site or building
Stoppage	A temporary closing of a waterway for repairs
Stringcourse	A shallow moulding continued across a whole elevation
Summit level	The highest pound of water in a canal and therefore the pound into which the main supply of water for working the locks has to be delivered
Tail(of a lock)	The portion immediately below the bottom gates. The equivalent portion above the top gates is called the head.
Tow path	The path beside a canal originally for the use of towing horses
UPVC	Unplasticised polyvinyl chloride. Viewed as an inappropriate and unsustainable material that does not replicate the detailing or quality of timber
Windlass	A handle or key for opening and closing lock paddles shaped in the letter L and having a square socket at one end to fit on the square of the spindle operating the paddle gear

Appendix 6 References

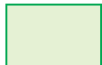
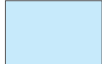



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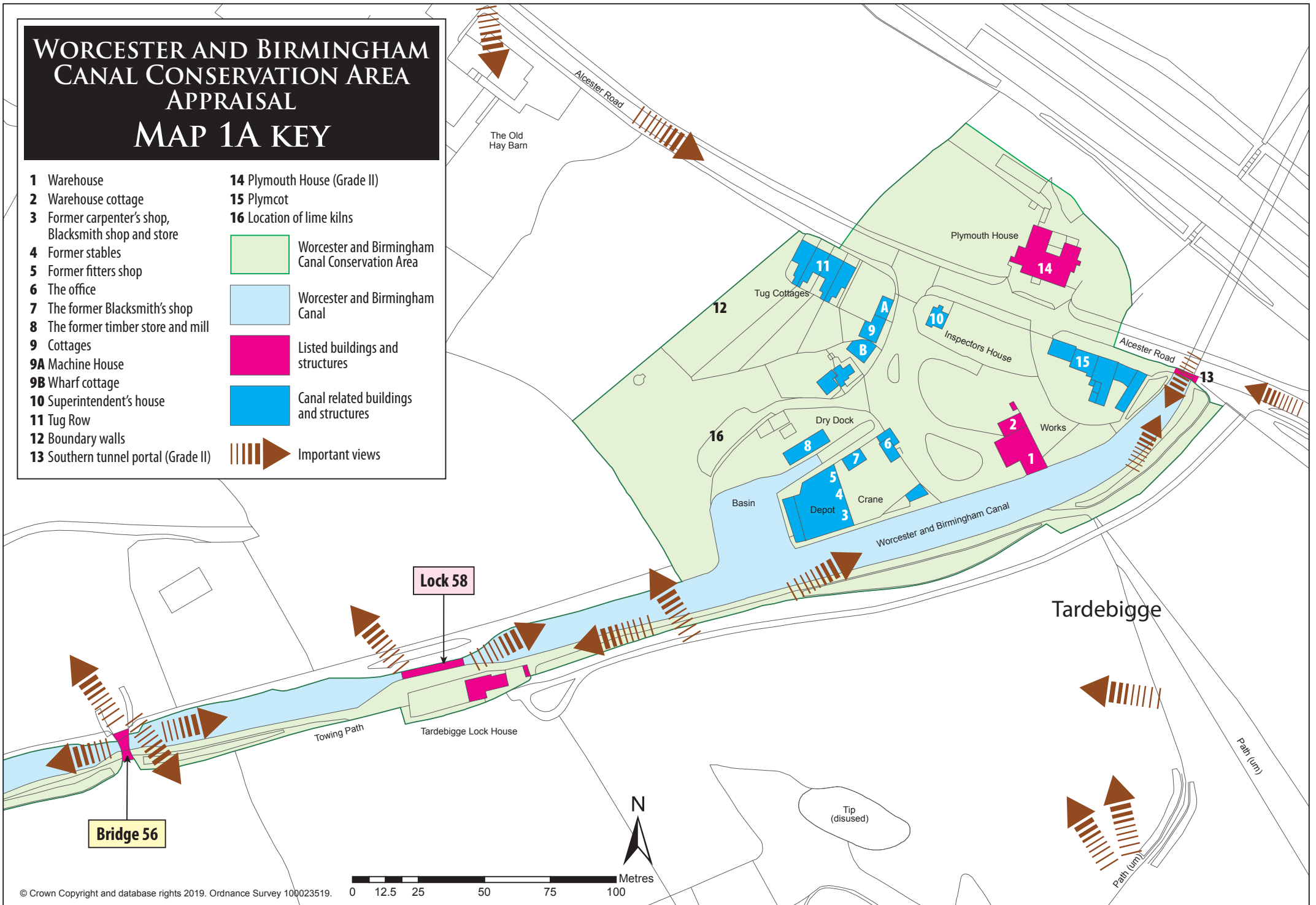
<https://www.waterways.org.uk/>

<https://canalrivertrust.org.uk/>






WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

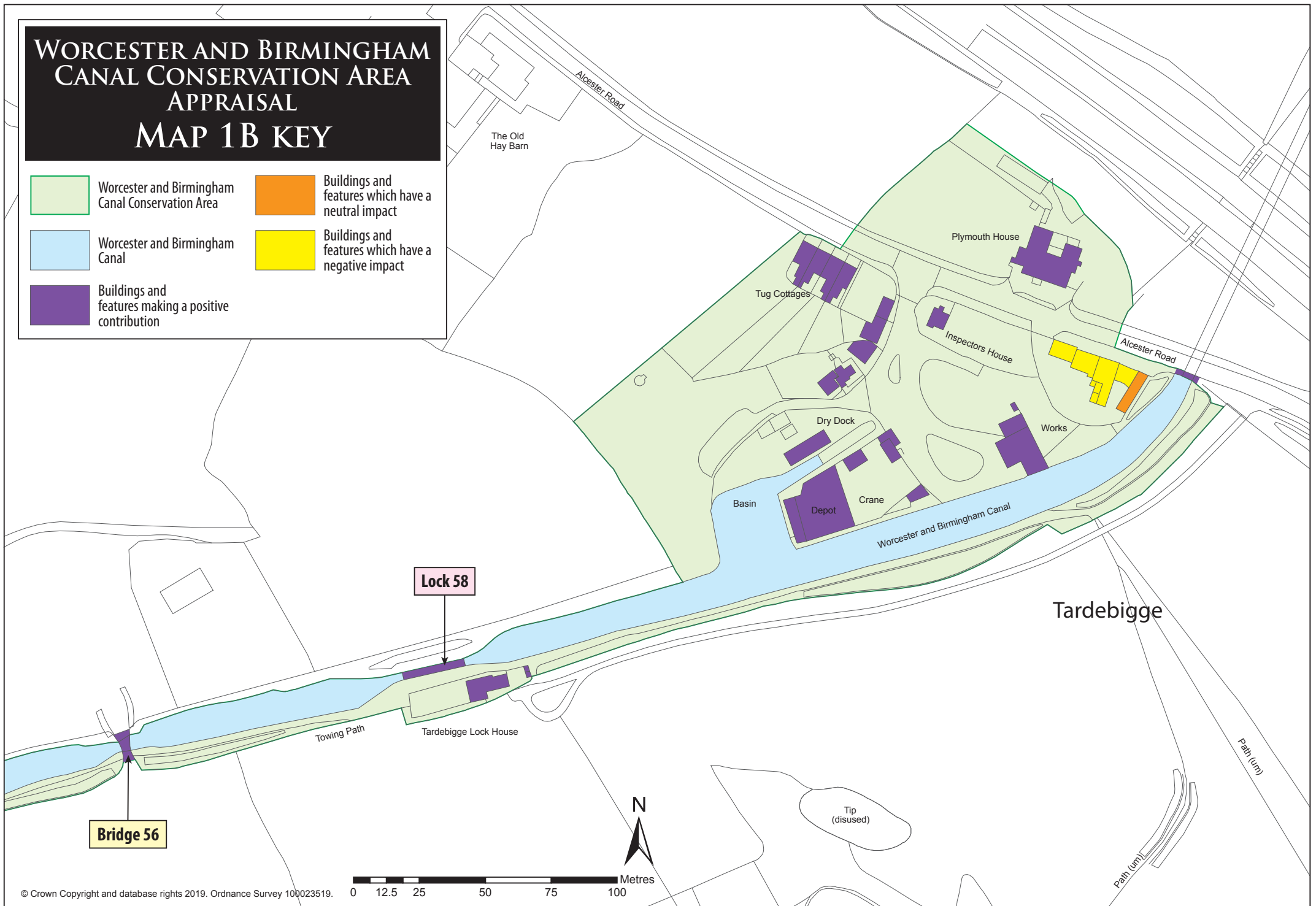
MAP 1A KEY

- | | |
|--|--|
| 1 Warehouse | 14 Plymouth House (Grade II) |
| 2 Warehouse cottage | 15 Plymcot |
| 3 Former carpenter's shop, Blacksmith shop and store | 16 Location of lime kilns |
| 4 Former stables |  Worcester and Birmingham Canal Conservation Area |
| 5 Former fitters shop |  Worcester and Birmingham Canal |
| 6 The office |  Listed buildings and structures |
| 7 The former Blacksmith's shop |  Canal related buildings and structures |
| 8 The former timber store and mill |  Important views |
| 9 Cottages | |
| 9A Machine House | |
| 9B Wharf cottage | |
| 10 Superintendent's house | |
| 11 Tug Row | |
| 12 Boundary walls | |
| 13 Southern tunnel portal (Grade II) | |



WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 1B KEY

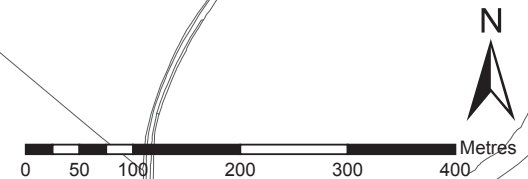
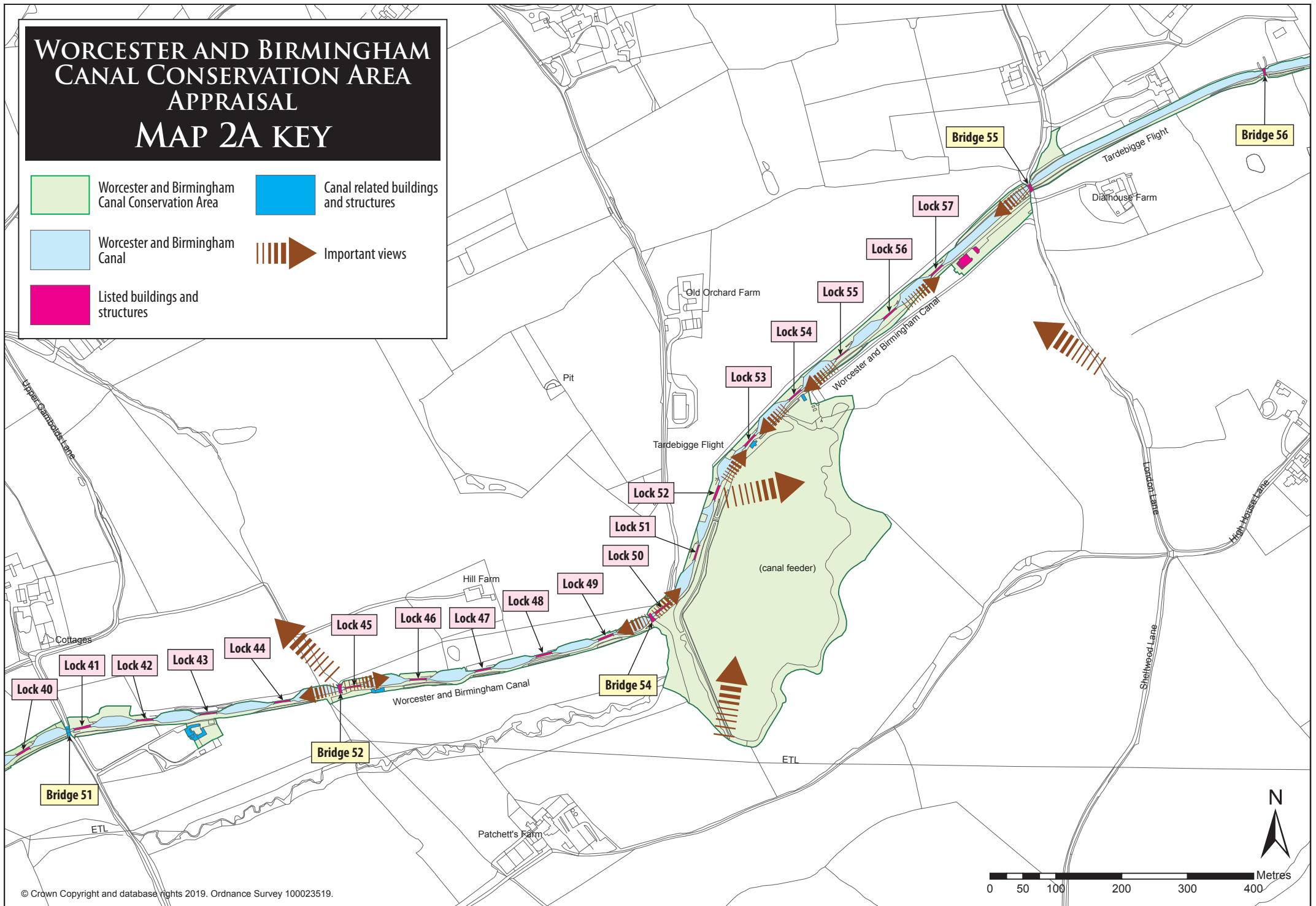
- | | | | |
|---|---|---|---|
|  | Worcester and Birmingham Canal Conservation Area |  | Buildings and features which have a neutral impact |
|  | Worcester and Birmingham Canal |  | Buildings and features which have a negative impact |
|  | Buildings and features making a positive contribution | | |



WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

MAP 2A KEY

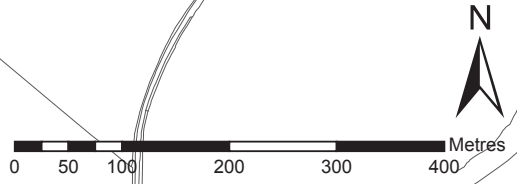
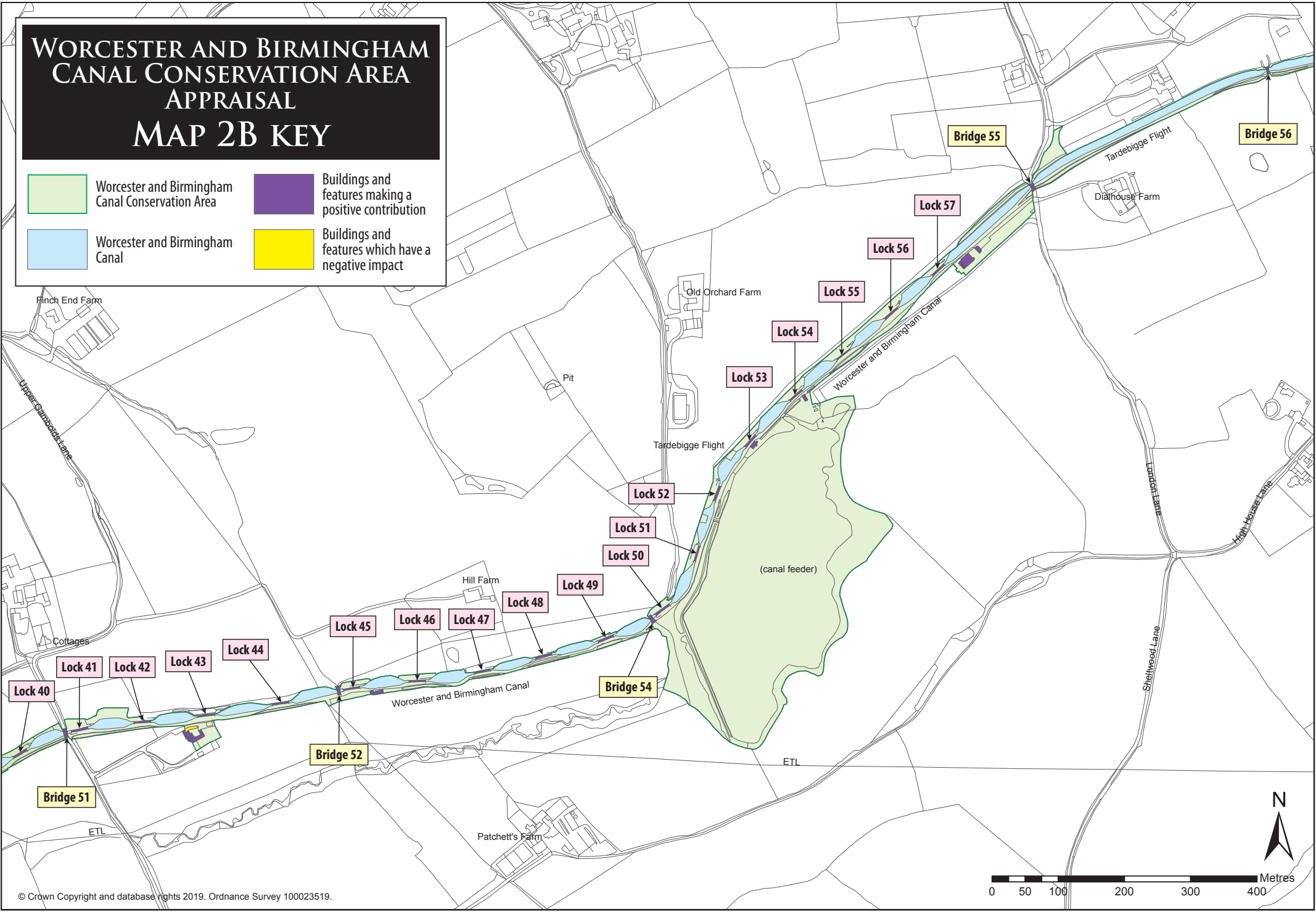
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- Canal related buildings and structures
- Worcester and Birmingham Canal
- Important views
- Listed buildings and structures



WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

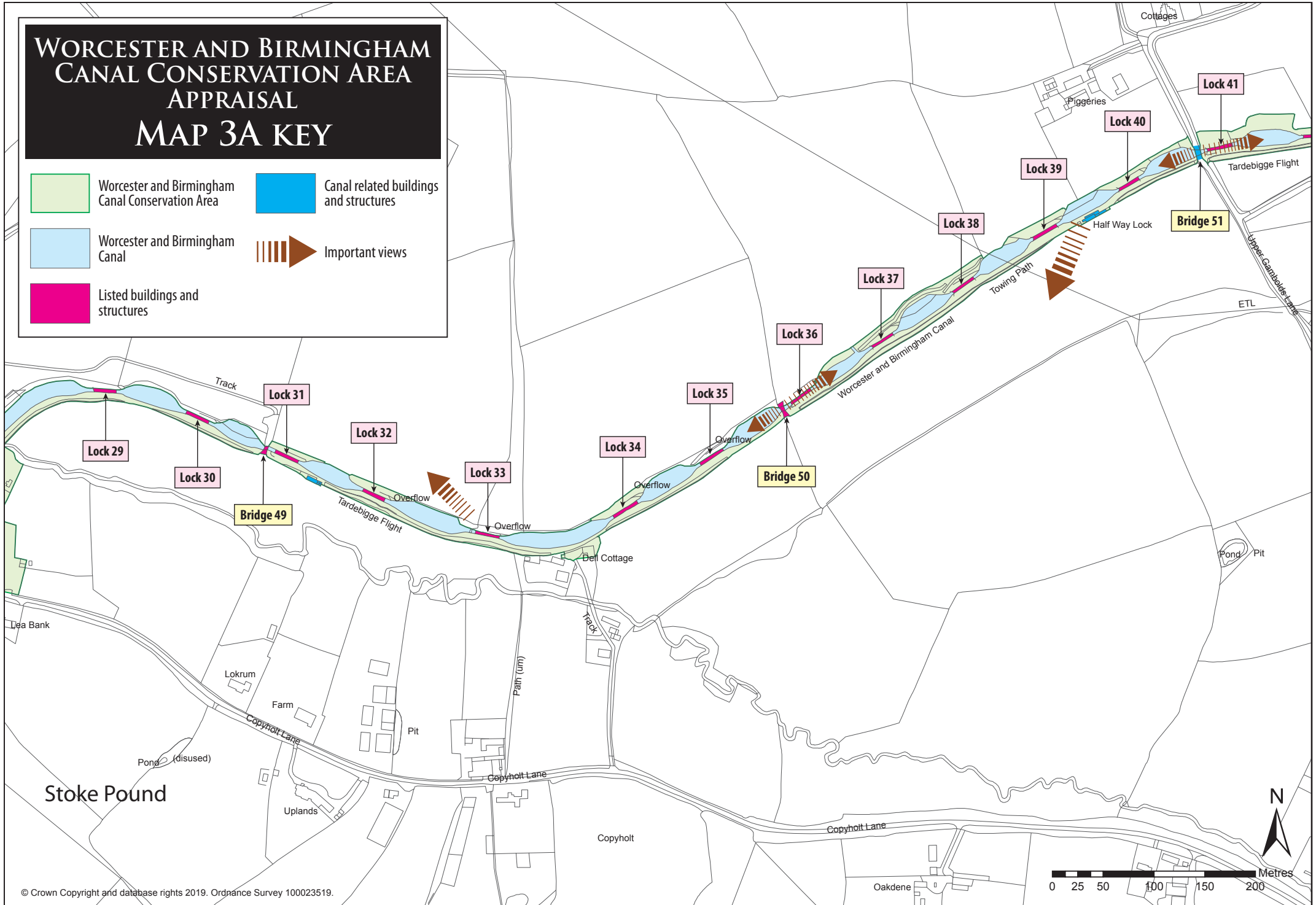
MAP 2B KEY

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- Buildings and features which have a negative impact
- Worcester and Birmingham Canal
- Buildings and features making a positive contribution



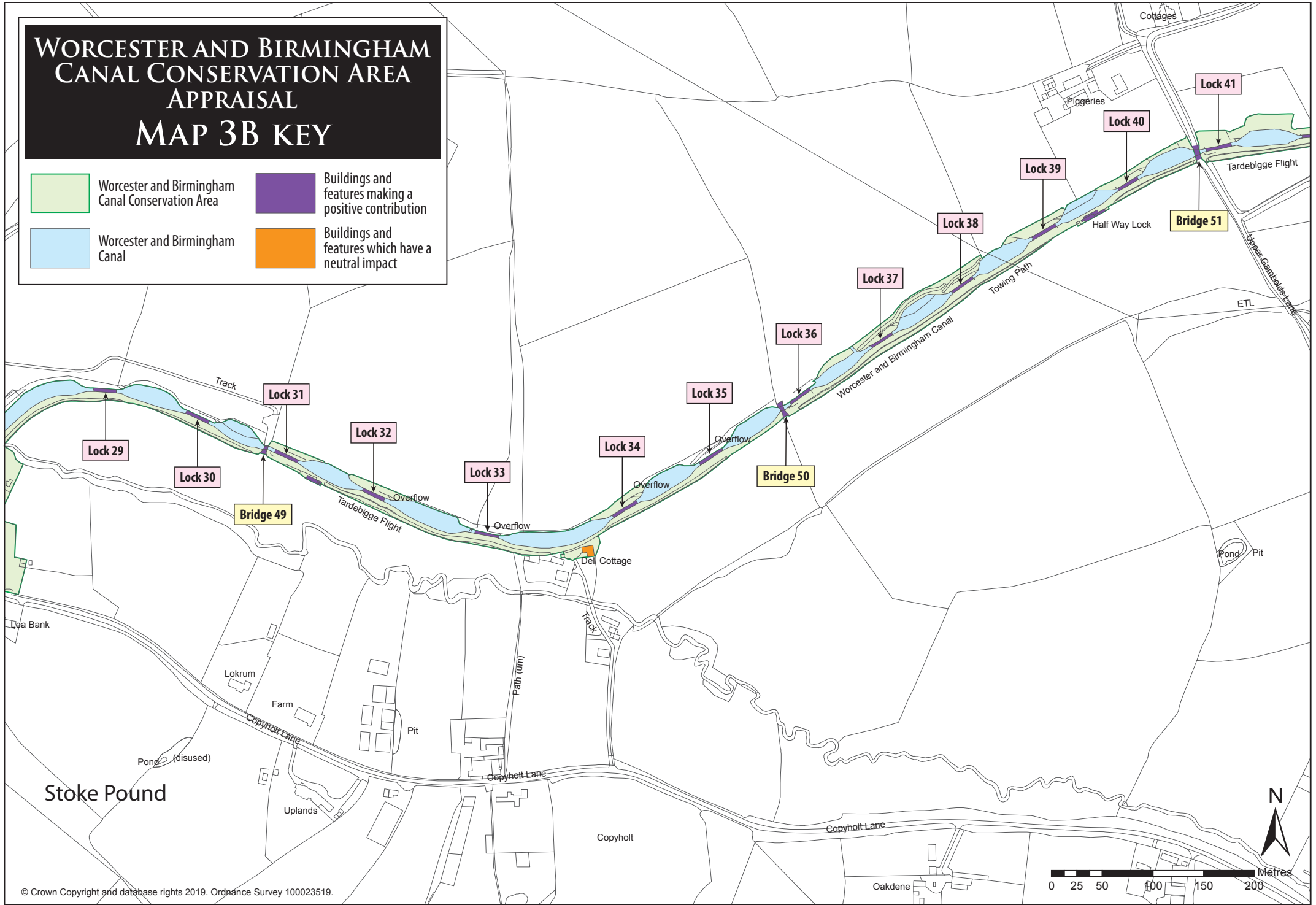
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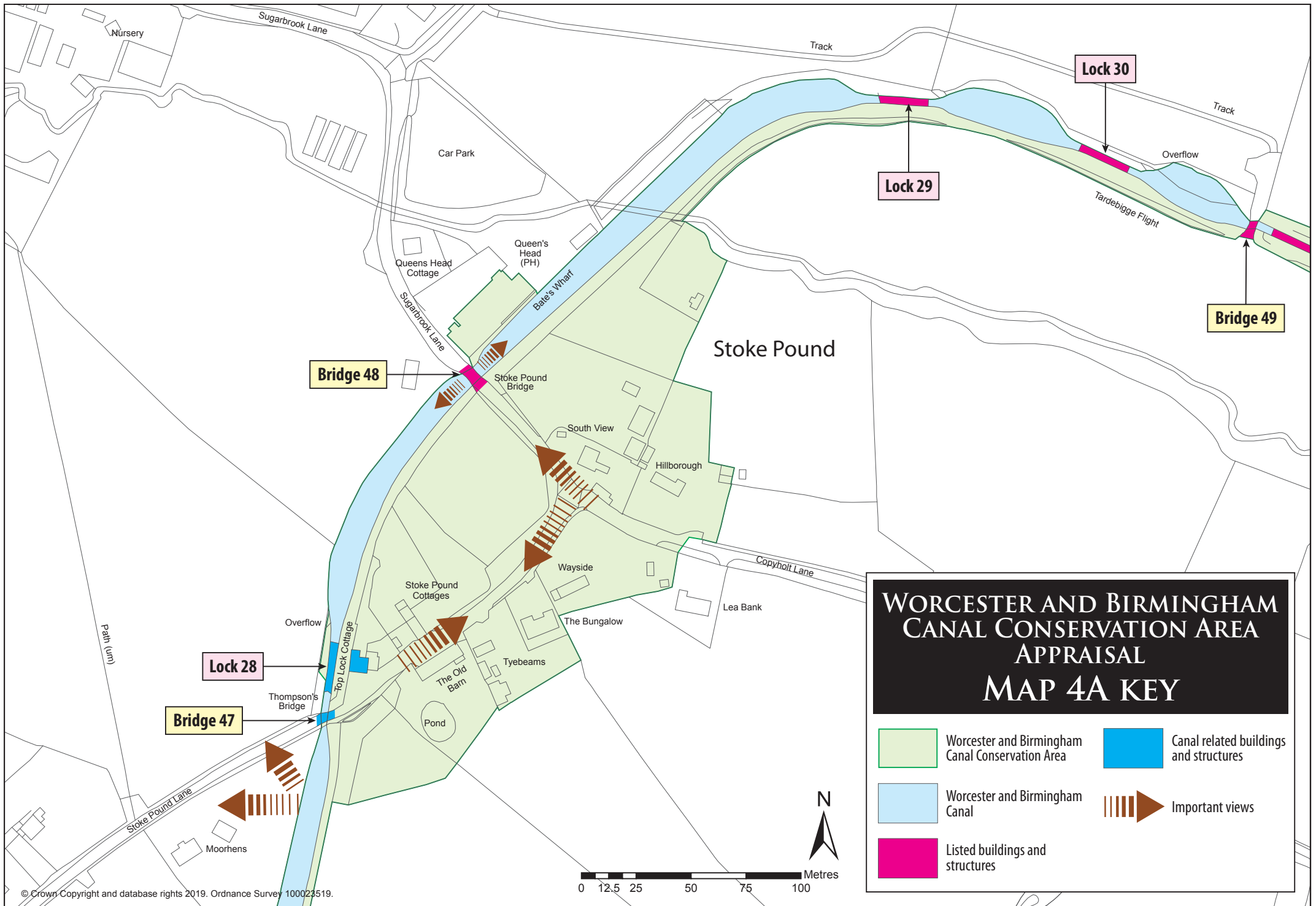
- Worcester and Birmingham Canal Conservation Area
- Canal related buildings and structures
- Worcester and Birmingham Canal
- Listed buildings and structures
- Important views

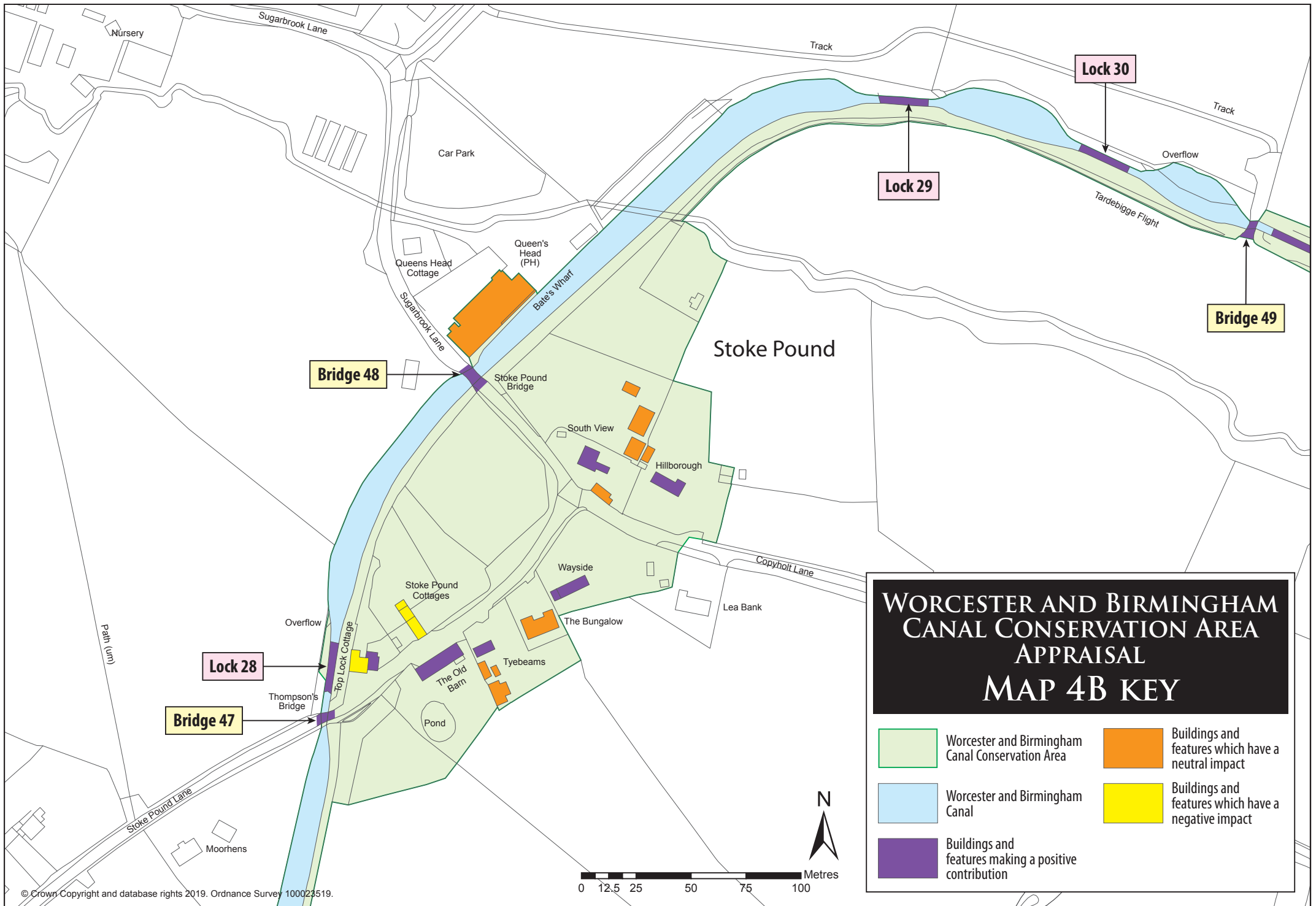


WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 3B KEY

- | | | | |
|---|--|---|---|
|  | Worcester and Birmingham Canal Conservation Area |  | Buildings and features making a positive contribution |
|  | Worcester and Birmingham Canal |  | Buildings and features which have a neutral impact |

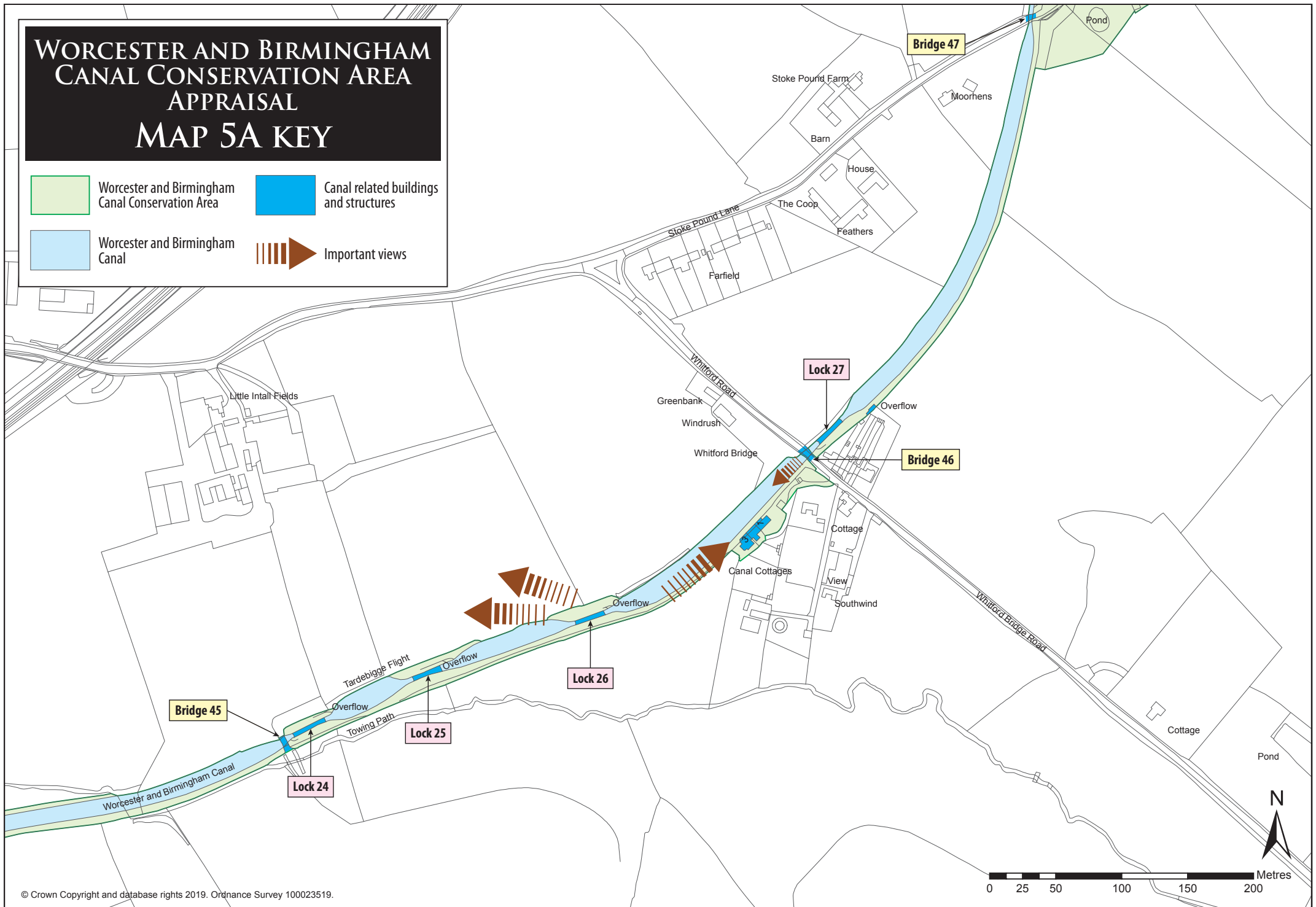






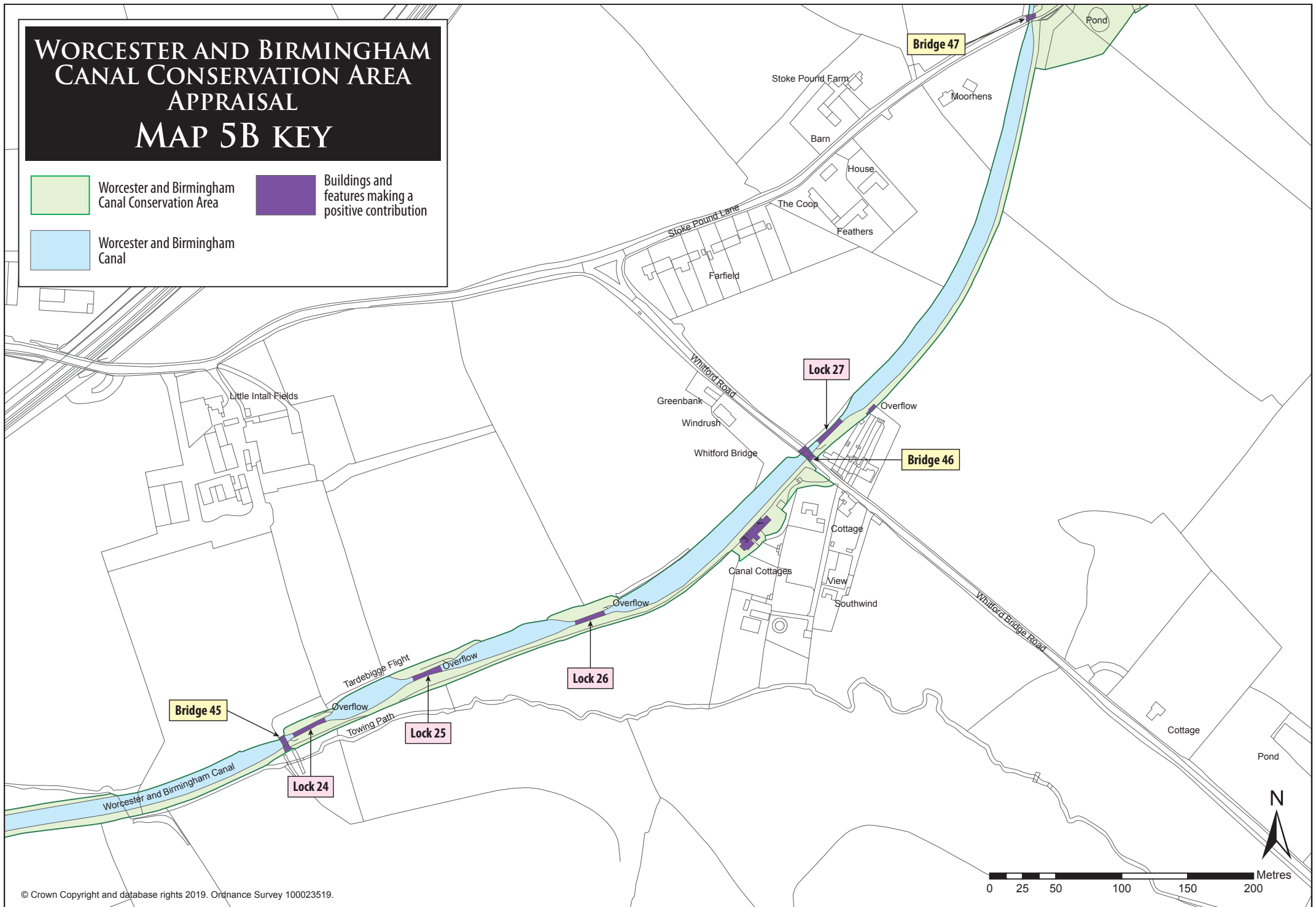
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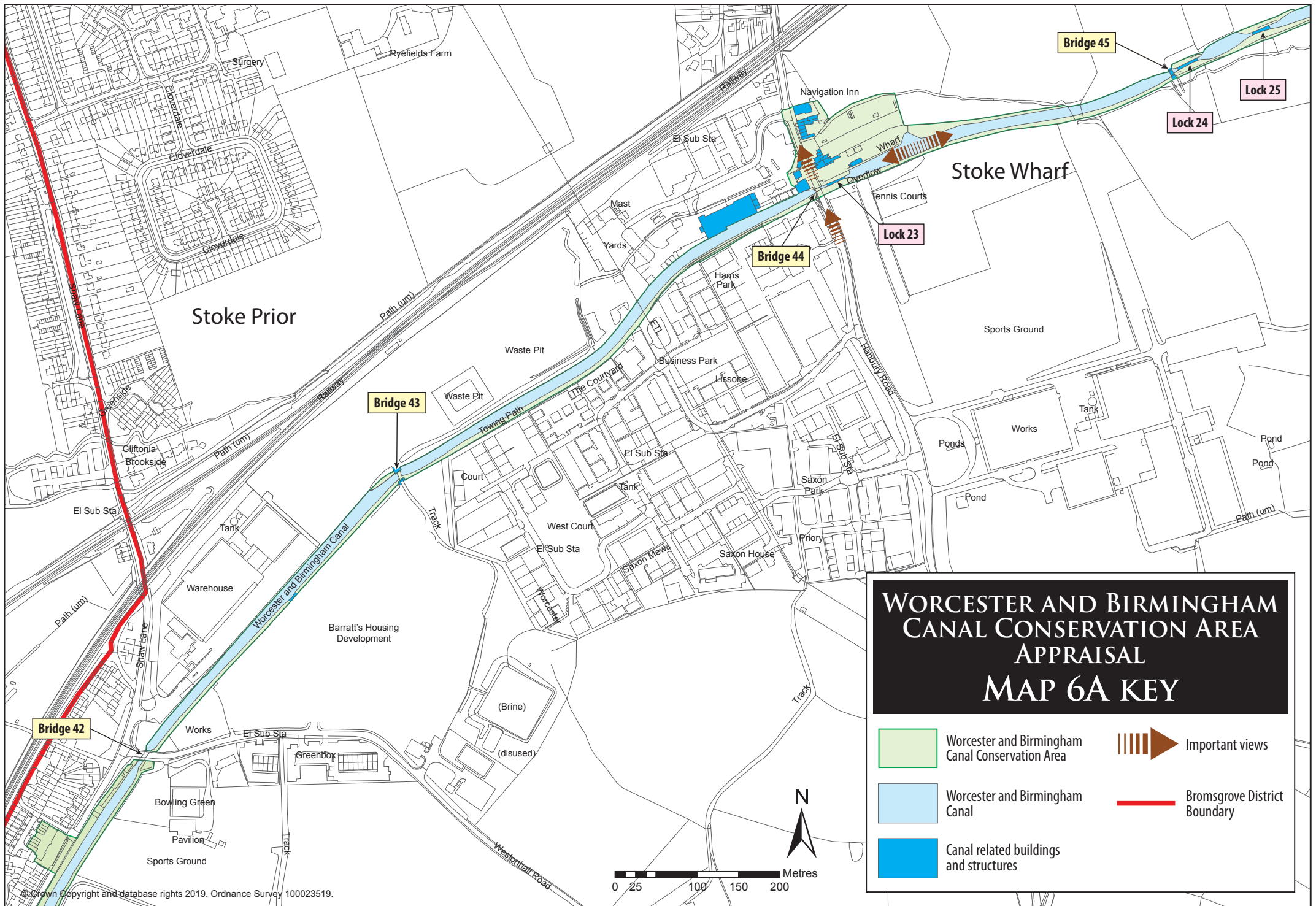
- Worcester and Birmingham Canal Conservation Area
- Canal related buildings and structures
- Worcester and Birmingham Canal
- Important views



WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 5B KEY

- Worcester and Birmingham Canal Conservation Area
- Buildings and features making a positive contribution
- Worcester and Birmingham Canal





Stoke Prior

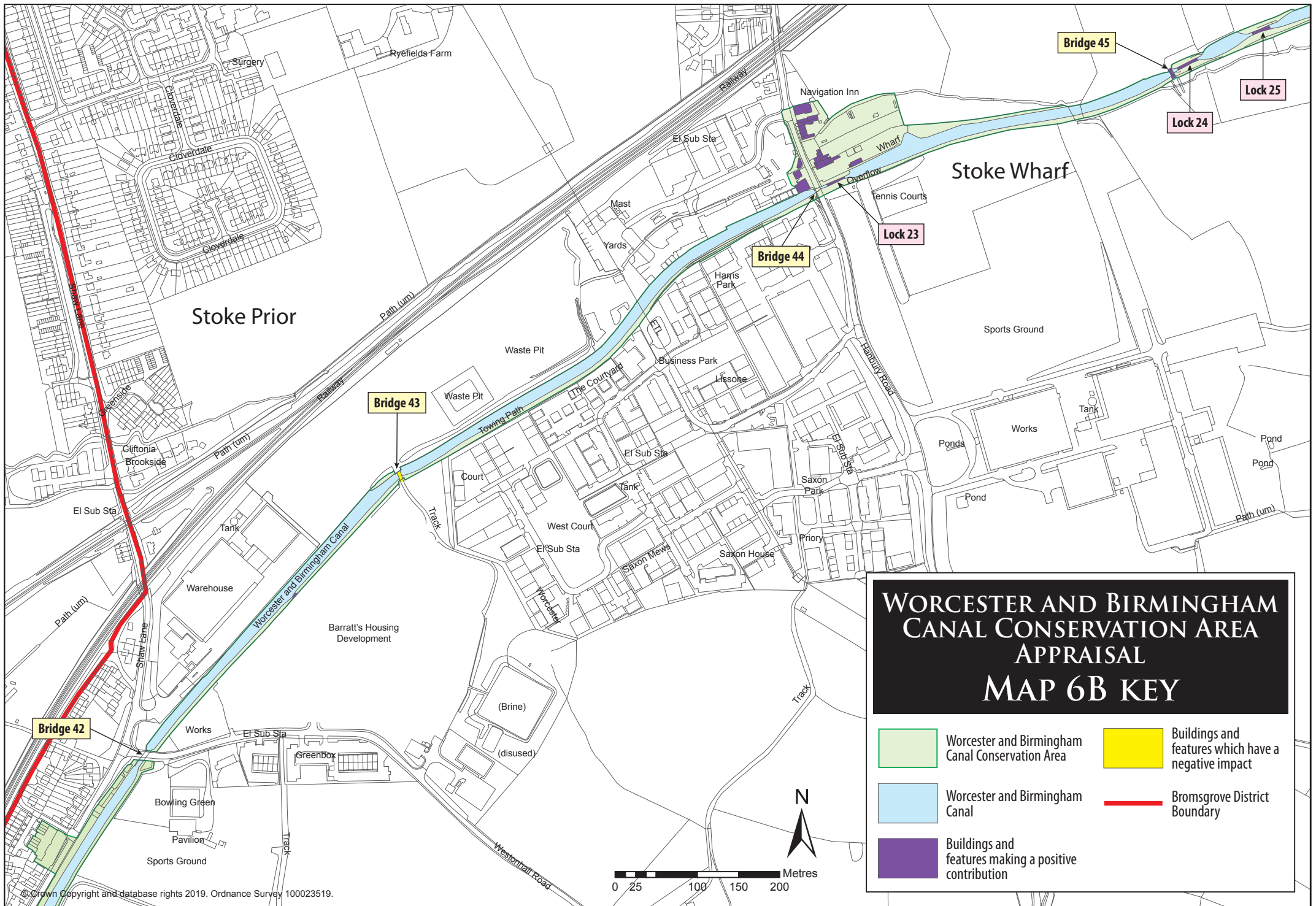
Stoke Wharf

WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL
MAP 6A KEY

- Worcester and Birmingham Canal Conservation Area
- Worcester and Birmingham Canal
- Canal related buildings and structures
- Important views
- Bromsgrove District Boundary

0 25 100 150 200 Metres





WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

MAP 6B KEY

- Worcester and Birmingham Canal Conservation Area
- Worcester and Birmingham Canal
- Buildings and features making a positive contribution
- Buildings and features which have a negative impact
- Bromsgrove District Boundary

