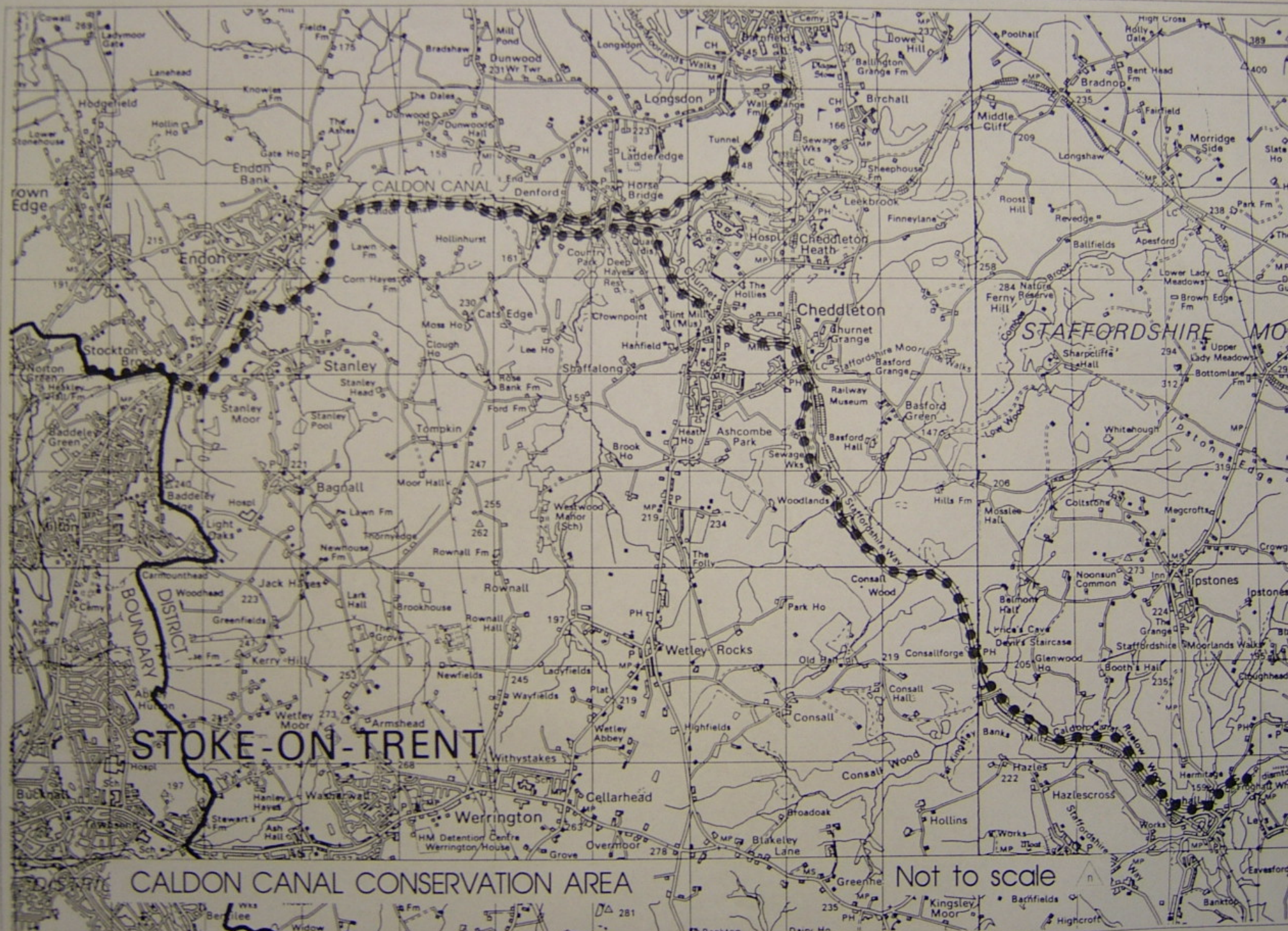


APPENDIX 6

Extracts from 'Caldon Canal Conservation Area'
Staffordshire Moorlands District Council



STOKE-ON-TRENT

CALDON CANAL CONSERVATION AREA

Not to scale

Caldon Canal Conservation Area

Introduction

Purpose of this document

This document aims to explain the reasons for and effects of the designation of the Caldon Canal as a Conservation Area. Its main purpose is as a supporting document in determining planning applications. The document will primarily be of interest to those involved in the development process, i.e. officers and members of Staffordshire Moorlands District Council and those who live, work or have land or property interests in the area and their agents. It is not intended to present a detailed historical account of the area nor to present a tourist's guide to the area in this document.

Why the Caldon Canal is a Conservation Area

The Canal is of special importance as an example of technical innovation in engineering and as a major linear transport route which influenced the industrial history of the surrounding area. The area alongside the Canal still contains many reminders of its industrial history and retains a strong sense of character.



As well as being of historic interest, the Canal is also an attractive feature in its own right and passes through scenic countryside of rolling hills and wooded valleys and past attractive groups of buildings.

It is this special historic character and appearance which the designation as a Conservation Area seeks to preserve and enhance.

Area of designation

Within the Staffordshire Moorlands, the Canal extends from Stockton Brook to Froghall. The Leek branch of the Canal extends from Hazelhurst to Leek. The entire length of both sections is included in the Conservation Area (see Location Map at the front of this document). The boundary closely follows the line of the Canal itself and the towpath (for further details see Boundary Maps at the back of this document). Where there are buildings or spaces which contribute to its character or appearance, these have been included together with their curtilage. English Heritage's guidance on the inclusion of unlisted buildings in Conservation Areas advises that if any one of the following criteria are met, a building may be included. The building:-

- 1) is characteristic of the Conservation Area in terms of use or appearance,
- 2) is within the setting of a listed building,
- 3) illustrates the development of the settlement or an earlier phase of growth,
- 4) has an historic connection,
- 5) has a landmark quality,
- 6) has a publicly accessible interior of merit.

Each property is justified accordingly in the Character Appraisal on pages 2 to 10.

flint grinding for the pottery industry. Lime burning for building and fertilisers became larger in scale and numerous kilns appeared alongside the Canal. In the mid nineteenth century the Canal was also used for the transportation of ironstone and coal.



The idea for a canal link to Leek to take cheaper coal was first discussed in 1773 but the scheme did not materialise. Some twenty years later, following the canal company's decision to build a reservoir at Rudyard, local land owners demanded that as a condition for allowing the feeder channel to pass across their land, a navigable branch to Leek be built. The consultant engineer was John Rennie and in 1802 the Leek branch opened. Traffic was light, mainly coal, and ended in the late 1930's. The route was then abandoned under a London, Midland and Scottish Railways Act of 1944.

On the main branch, following the decline of traffic in the inter war years, commercial use of the Canal ceased in the early 1950's and it fell into disuse. In the 1960's efforts began by the Caldon Canal Society, Staffordshire County Council and Stoke on Trent Council to restore both branches of the Canal. In the early 1970's restoration by the British Waterways Board and aided by volunteers was completed and it is used today by pleasure boats and walkers.

Main Branch:

Stockton Brook to Hazelhurst

The Caldon Canal enters Staffordshire Moorlands from the boundary with the City of Stoke-on-Trent to the west of Stockton Brook. The landscape here is open with fields rising away from the north bank of the Canal. Passing an attractive red brick pumping station (included for its historic connection and landmark quality), the route passes under the railway and under a bridge of dark brown brick with stone copings which carries the A53. Adjoining

pieces of land are overgrown and unkempt. The Canal ascends 12 metres through a flight of locks at Stockton Brook up to its summit level of 148 metres above sea level. Beyond the A53, the route narrows with trees overhanging the water.

The Canal then enters a green open space, bordered on the north by a small area of land backed by rear gardens and to the south by a golf course rising gently away from the Canal. The stone built Stanley Road bridge and the adjacent lock flanked by stone setts forms a focal point in the landscape, surrounded by an attractive grouping of buildings (included for their historic connection) - the red brick stables and the white painted Lock Keepers Cottage. The towpath runs alongside the southern edge of the Canal.

Mayfield, a red brick house which has an imposing frontage to the Canal, is currently vacant and boarded up. From the bridge, it is prominent and detracts from the otherwise tidy environment but has been included for its landmark value and probable historic connection. From the east of Stanley Road bridge, the Canal becomes wooded and enclosed. From this viewpoint, Mayfield is well-screened by high trees and can only be glimpsed. A cast iron milepost stands on the north bank of the Canal.

Heading north-east, the Canal straightens; its towpath is now along the northern edge and views of the landscape widen. The Canal is bordered by open fields. Views to the hills to the north-east are obtained. On the east bank and excluded from the Conservation Area are some modernised and altered cottages and a new dwelling in suburban style. On the west bank is another cottage which has been altered and is also excluded.

map 3

The white painted bridge further on is in need of repainting, particularly on its underside. Beyond this, near Post Lane, Endon, are the well-used moorings of Stoke Boat Club, the site of former trans-shipment sidings. The presence of brightly painted narrowboats adds colour to the scene.

At this point, the Canal heads eastwards and presents open views across the rooftops of Endon to the hills to the north-east. The character here is a mixture of suburban and rural scenery. To the south a wooded hillside rises away from the Canal behind the garden of a suburban-style bungalow.

map 1

Walking - the Council will consider the publication of a canal walk.

Cycling - the Council will consider the creation of a cycle route along the Canal so long as this can be provided safely and without prejudice to walkers and other users of the Canal.

Boating facilities - the Council will encourage the provision of facilities for boat users, subject to the policies of the Staffordshire Moorlands Local Plan. These facilities might include visitor moorings, parking provision, sanitation blocks, interpretation facilities and the provision of food and fuel. The Staffordshire Moorlands Local Plan suggests Cheddleton as the most suitable location for such facilities.

Public art - the potential for introducing public art either in its own right or as an element in the visitor facilities listed above will be investigated.



Design and Development Strategy

Policy

The Staffordshire Moorlands Local Plan sets out the planning policies by which planning applications will be determined throughout the district. Those considering submitting a planning application are urged to consult this document first.

The whole of the Caldon Canal (other than a short length in Cheddleton) lies within open countryside where there is a presumption against development unless it is essential to agriculture, forestry or other uses appropriate to a rural setting.

Most of its length also lies within the Green Belt where there is a presumption against inappropriate development.

The Special Landscape Area covers the Canal from Endon to Froghall. This designation requires that development does not adversely affect the high quality of the landscape and that development permitted there is of a high standard of design.

Furthermore, a number of Nature Conservation sites also impose restrictions on development.

Notwithstanding these restrictions on the principle of development, there will be circumstances in which development is allowed. The aim of this strategy is to provide design guidance for anyone considering submitting a planning application in the Conservation Area. The general principles of good design are set out in the Council's 'Design Principles for Development in the Staffordshire Moorlands' which applicants are also advised to consult. Applicants are urged to contact:-

The Directorate of Development Services at Staffordshire Moorlands District Council before submitting an application.

New development

Development in the Conservation Area should:-

'Preserve or enhance the appearance or character of the area and be in sympathy with it in terms of scale, siting, alignment, mass, design, colour and materials.'

- the proposed use, including any activity generated by it, should not harm the character or appearance of the Conservation Area.
- buildings should be capable of conversion without significant alteration, extension or rebuilding.
- buildings should be capable of conversion without the need for intrusive service provision, including access, or curtilage.
- their form, bulk and general design should be in keeping with their surroundings.
- maximum use should be made of existing openings and their character retained and the number of new ones should be minimised.
- provision should be made for the retention of protected species which could otherwise be displaced.

Demolition

The demolition of most buildings/structures in a Conservation Area requires consent. Applicants should take into account the requirements of the Staffordshire Moorlands Local Plan. This states that consent will only be granted for demolition where all reasonable efforts have been made to sustain existing uses or find viable new uses and these efforts have failed. The Council will require proof that these criteria have been met. Consent is also required for the demolition of certain gates, walls, fences and railings in a Conservation Area.

References

P. Lead 'The Caldon Canal and Tramroads', Oakwood Press (1990).

Staffordshire Moorlands District Council and Staffordshire County Council 'The Industrial Archaeology of the Churnet Valley' (1993).

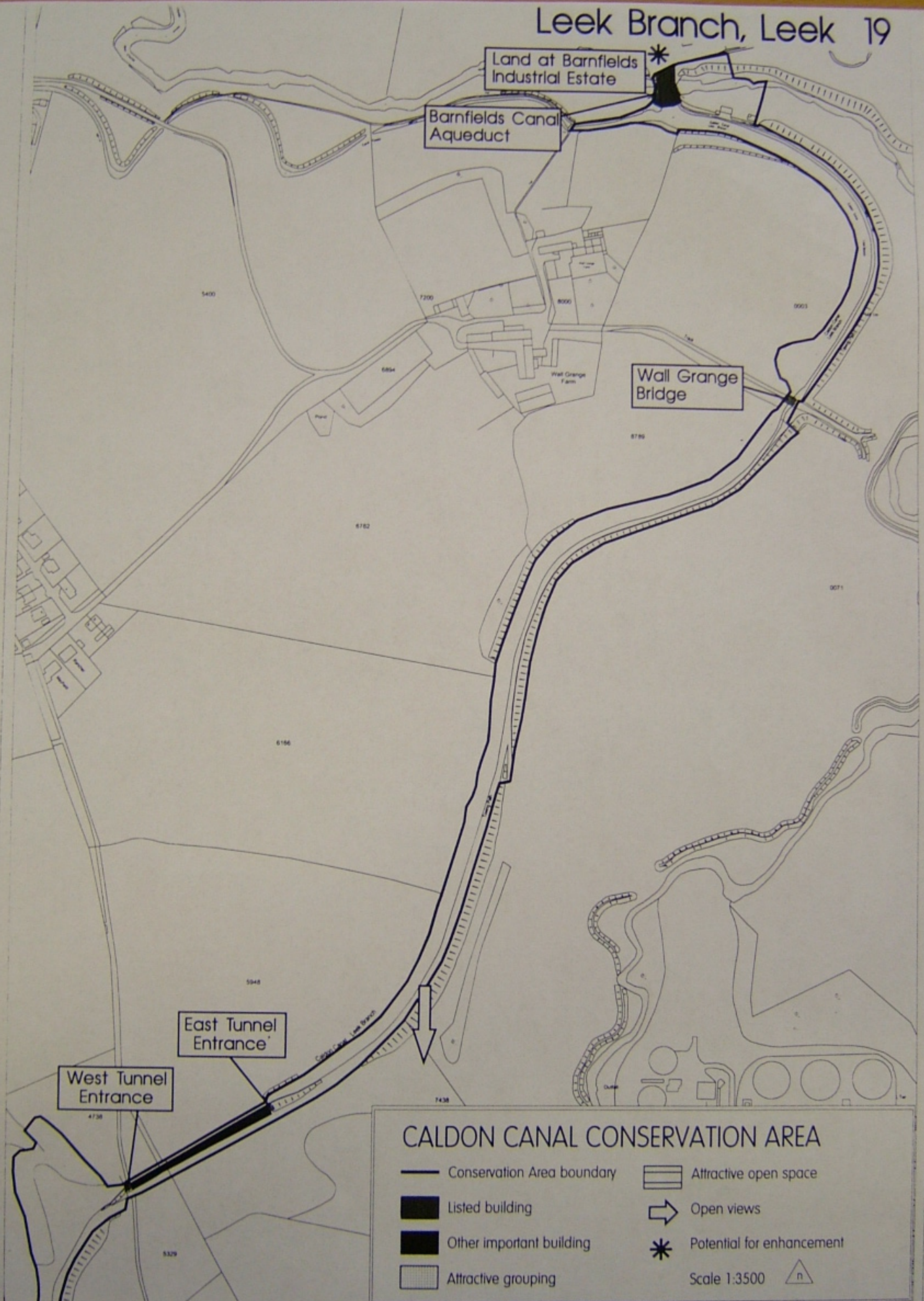
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Staffordshire Moorlands District Council 'Design Principles for Development in the Staffordshire Moorlands'. Supplementary Planning Guidance 1996.

C. Hadfield 'The Canals of the West Midlands'.

R. Hamilton 'The long lost line to Uttoxeter' in *Waterways World* (April, 1995).

Leek Branch, Leek 19

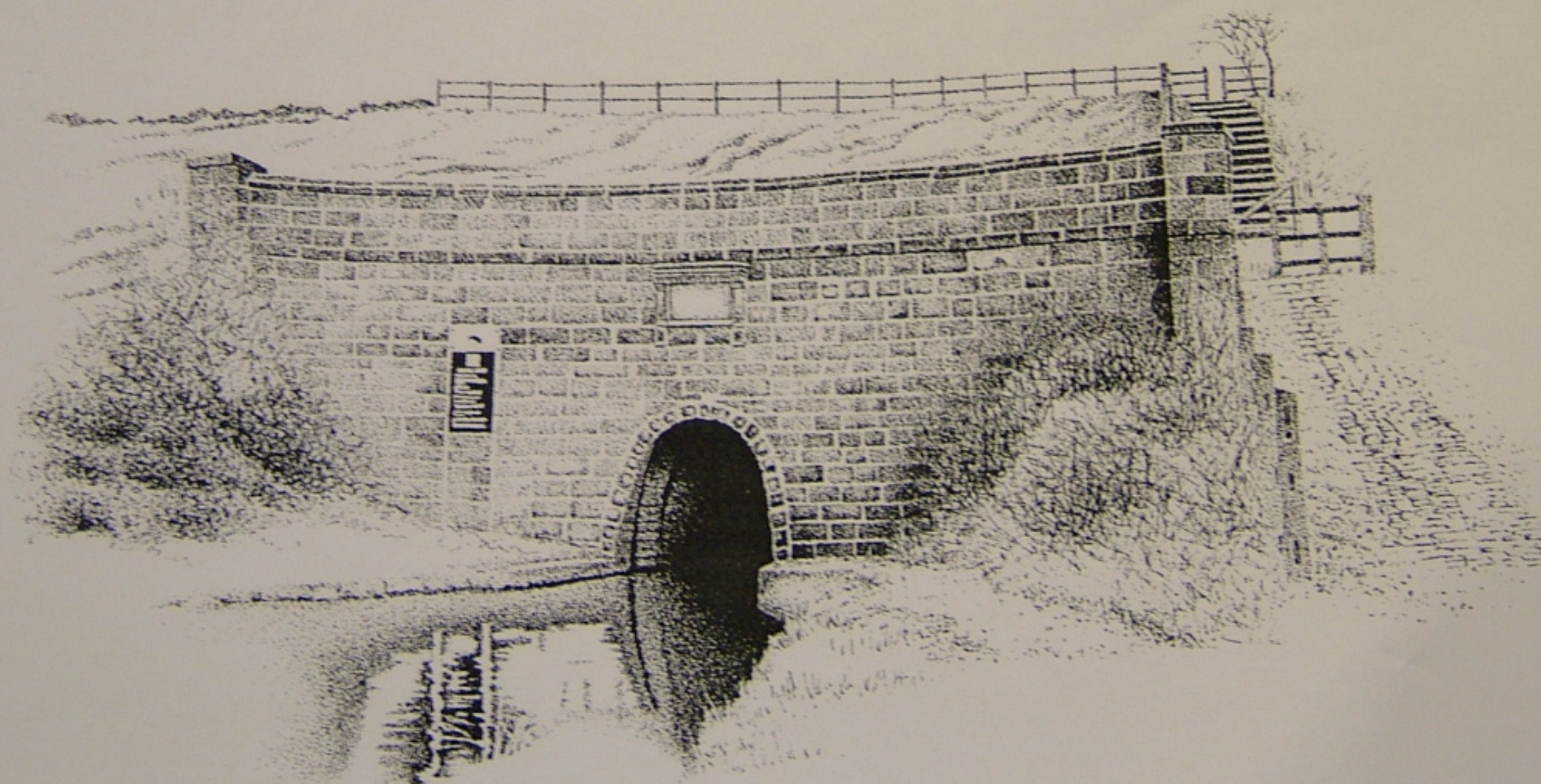




STAFFORDSHIRE
moorlands
DISTRICT COUNCIL

Directorate of Development Services

Caldon Canal Conservation Area



What it means

Control over development

The designation of a Conservation Area introduces additional controls over:-

- 1) the location and design of new development
- 2) the size of extensions for which planning permission is needed
- 3) certain minor works (e.g. curtilage buildings, roof alterations, cladding, satellite dishes)
- 4) demolition of buildings, gates, walls, fences and railings
- 5) work to trees
- 6) advertisements

For further details, see 'Design and Development Strategy' on page 12.

In addition, the Council may, if it so wishes, place an Article 4(2) Direction on selected properties within the Conservation Area requiring that certain external alterations to a building will also need planning permission, such as new doors or windows, painting or rendering of the exterior and the erection of boundaries.

Most importantly, the Council may grant planning permission only for development which preserves or enhances the special character of the Conservation Area, in accordance with the policies in the Staffordshire Moorlands Local Plan. This special character is described later in the Character Appraisal.

Before carrying out any works to a building, land or trees in the Conservation Area, it is essential that the Directorate of Development Services at Staffordshire Moorlands District Council is consulted. The Directorate can provide further information on any of these matters and can offer advice on the principle and design of proposed development and the repair of old buildings and historic features.

Enhancement

Conservation Area status also means that the Council can offer grant aid for the repair of certain threatened buildings in the area.

The improvement of unsightly areas within the Conservation Area can also attract grant aid. As funds become available, the Council will prepare enhancement schemes for those areas where this is considered necessary. Such schemes will be subject to public consultation. For further details see 'Enhancement' section on page 10.

Who to contact

For further advice contact the Building Conservation Section on 01538 483575.

Character Appraisal

Introduction

The following character appraisal aims to identify the special character of the Conservation Area, to provide a basis for:-

- a) The implementation of the policies in the Staffordshire Moorlands Local Plan which influence the determination of planning applications.
- b) The preparation of enhancement schemes.

The appraisal follows the route of the Conservation Area from north-west to south-east, dividing it into areas of different character. It combines a landscape analysis, i.e. the elements which give the Canal its unique character or detract from it and a brief analysis of its historical development.

Development

The main branch of the Canal was originally built to serve the quarries at Cauldon Low and provide a water supply to the Trent and Mersey Canal. It was promoted by John and Thomas Gilbert, the quarry operators, and was initially surveyed by the engineer James Brindley, responsible for the Trent and Mersey Canal, but he died shortly afterwards. The survey and planning is thought to have been completed by John Rennie and the Canal is believed to have opened in 1778. It had a dramatic influence on the character of the Churnet Valley, acting firstly as a catalyst for the new industries and subsequently for recreational use.

The new transport link to the Potteries meant that many of the existing textile mills in the Churnet Valley were able to convert to

Note

Froghall to Uttoxeter Canal

In 1811 the construction of a canal from Froghall to Uttoxeter was completed, to serve the collieries at Kingsley and transport copper and brass from the works at Oakamoor and Alton. Use of this canal was short lived and ended in 1847 following the building of the railway which, for some of its length, covers the canal. Within the Staffordshire Moorlands, the Canal runs from Froghall Wharf to Crumpwood, near Alton. A recognisable linear route still exists although for most of its length water is no longer present. Fragments of water and features associated with the canal, some of which are archaeological sites, still remain. These include:-

Weirs at Crumpwood, Alton and Oakamoor (bridge at Oakamoor is listed)

Mill at Alton

Railway Station, bridge and steps at Alton (listed)

Lord's Bridge, Alton (listed)

Remains of bridge, Cricketer's Arms, Oakamoor

Disused lock on section between Froghall and Oakamoor

However these are dispersed and the route is not characterised by any notable groups of buildings. For this reason it is considered that this stretch no longer displays the degree of special architectural and historic character which would justify its inclusion in the Caldon Canal Conservation Area and it has therefore been omitted.

Leek Branch

map 5 The Leek branch leaves the main canal at Hazelhurst Junction, just above the series of three locks, departing in a southeasterly direction. The Leek branch crosses over the main canal at

map 6 Hazelhurst Aqueduct and then passes over the railway on a lesser aqueduct. On its south bank is a property known as Meadowcroft (included as characteristic of the Conservation Area). The Canal then passes under a stone road bridge at Denford and past a red brick Victorian villa known as 'Waterside', included for its landmark quality.

map 7 Heading past a number of large waterside dwellings and private moorings, the Canal turns northwards to the stone Horse Bridge and on to the stone road bridge at Sutherland Road. It then meanders through a belt of attractive mixed woodland and over another stone accommodation bridge before the view opens out across the valley towards the 1300 foot high plateau of Morridge in the distance to the east. On the west bank, a steep slope adjoins the Canal and the towpath now becomes much wider.

map 18 Suddenly, the Canal enters a remote pool, enclosed by gentle hillsides. The only means of continuing the route to Leek was the construction of a 130 yard long, single bore tunnel. The pool is a waiting and turning area for boats queuing to use the tunnel. The listed tunnel is fronted at either end by an ornate portal of red sandstone. The route for pedestrians crosses over the top of the tunnel and the towpath then narrows again. The water tower rising above the steep, wooded grounds of St. Edward's Hospital at Cheddleton forms a focal point in the scene looking south.

Shortly after passing under a listed bridge of red sandstone which leads to Wall Grange Farm, the Canal passes the final turning point for boats. The Canal once finished its route at a terminal wharf in Leek itself, now the site of Barnfields Industrial Estate. The aqueduct which carried it over the River Churnet remains and is now listed.



A narrow feeder from Rudyard Lake enters the Canal at this point. The final stretch of the Canal was later abandoned under changes to the canal system in 1944 and the route now ends abruptly at the Barnfields Industrial Estate, the noise and activity in stark contrast to its quiet, scenic route.

Enhancement

The Council has a duty to prepare schemes of environmental enhancement for its Conservation Areas. The Caldon Canal is characterised by its overall high quality of both the built environment and the natural environment. However, there are small sites along its length which could be improved. In addition to preserving and enhancing the Canal and its setting, this would also improve the recreational and tourism potential of the Canal in line with other Council objectives. Some suggestions for future schemes are given below. Detailed schemes may be prepared at a later date subject to committee approval and public consultation.

The improvements suggested will require action by several different organisations as well as by individuals. Grant aid from a variety of sources and co-ordinated by the Council may be made available to help secure some of the improvements.



Vacant and under-used buildings

The continued use of buildings helps keep them in good repair and adds to the vitality of an area. The Council may make available to present or new owners grant aid for the structural repair of such buildings and will encourage their re-use.

The following buildings are currently noted vacant or under-used and have been identified as important to the character of the Conservation Area:-

Mayfield, Stanley Road, Stockton Brook.
Consall Flint Mill, Consall New Locks.

Poor quality buildings and land

Some buildings and areas adjacent to or within the Conservation Area detract from its character or appearance. Areas of poor quality buildings and land can be screened or softened through appropriate planting and hard landscaping. The Council will encourage the landscaping and tidying of such areas which are visible from the Canal. Those sites which have been identified as suitable for such treatment are:-

Land between Cheadle Road and Basford Bridge, Cheddleton.
Land in the vicinity of Froghall Tunnel, Froghall.
— Land at Barnfields Industrial Estate, Leek.
Parking area at Consall Forge.
Car park at Post Lane, Endon.
Land adjoining A53, Stockton Brook.
Former Flintlock Restaurant, Cheddleton.

Maintenance and repair

The appearance of a Conservation Area depends on regular maintenance and repair of buildings, structures and other features within it. Those buildings and structures which are listed by the Department of Culture, Media and Sport as being of special architectural or historic interest may be eligible for grants for structural repair. These are shown on the attached maps. Other buildings or features, such as dry stone walls, which make a contribution to the character or appearance of the Conservation Area may be eligible for grants for structural repair at the discretion of the Council.

Siting or location of new buildings:-

- should form part of a group of buildings rather than stand in isolation.
- should maximise views of and from the Canal.
- existing landscape features such as trees, hedges and walls should be retained for screening.
- should provide direct access to the towpath.
- car parking areas should not be sited adjacent to the Canal or to road frontages.

Alignment or positioning of new buildings:-

- should create a strong sense of enclosure.
- should relate to that of existing buildings where in a group.
- should be parallel to the Canal with elevations either directly onto, or close to, the water or the towpath.
- the plan of the building should reflect the simple plan of existing buildings.

Mass or form of new buildings:-

- should reflect the mass or form of those buildings in the immediate locality, whether these are the larger wharf or mill buildings or the smaller canalside cottages. This applies to the volume of the building and roof pitch.
- a minimum of two storeys or the equivalent height is required; single storey buildings will be resisted.
- roof pitches should reflect those of existing buildings.

Scale of new buildings:-

- should also reflect the scale or proportions of those buildings in the immediate locality.
- door and window openings should be in proportion to the form of the building; in general small openings are most appropriate.

Materials/colour of new buildings:-

- red brick or natural stone walls, depending on immediate locality.

- Staffordshire blue clay tile roofs.
- timber windows; a white or light coloured paint finish is the most appropriate for domestic buildings, a stained finish may be appropriate for agricultural or commercial buildings.
- new cladding, rendering or painting of existing brick or stone will be resisted.
- surfacing should be in traditional natural materials such as stone setts or blue clay pavements.

Architectural style of new buildings:-

This guidance does not intend to prescribe a particular architectural style, but rather to show the main considerations for each element of the design. The Canal bears many styles, from the simple, squat, low stone farmhouses such as Denford Farmhouse to the industrial red brick mill buildings such as Consall Flint Mill to the ornate Victorian architecture of 'Mayfield'. Two design approaches are possible - the design may either replicate past styles or may be contemporary. If replicating past styles it is essential that the design is true to the original in every detail and constructed using traditional materials and techniques. A contemporary style should introduce innovative concepts whilst taking into account the considerations listed above. Whichever approach is taken, it is essential that the design is one of quality which adds to the existing quality of the Canal.

Re-use of old buildings

The best way of preserving historic buildings is to find active and viable uses for them. The scale of buildings along the canal and their attractive location make them suitable for a variety of uses. Applications will, however, be examined very carefully to ensure that the building is suitable for the proposed use and that it will not cause any harm to the character or appearance of the Conservation Area. This applies particularly to proposals for residential use where the creation of a residential curtilage may have a harmful effect on the Conservation Area or the wider landscape. Applicants should consult the section on the 'Conservation of Rural Buildings' in the Staffordshire Moorlands Local Plan. The following criteria should be taken into account:-