

# Sandiacre Lock Conservation Area Character Appraisal

**Adopted  
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# Contents

- 1 Introduction**
  - 1.3 Purpose of the Character Appraisal
- 2 Location and Setting**
- 3 Historic Development**
  - 3.1 Sources
  - 3.3 Parochial History
  - 3.4 The canal heyday (c.1770 to c.1835)
  - 3.14 “Steady but consistent decline” (c.1835 to c.1930)
  - 3.20 Abandonment and preservation (c.1930 to c.1990)
  - 3.33 Below Ground Remains
- 4 Prevalent and Former Uses**
- 5 Qualities of Buildings**
  - 5.1 Density
  - 5.2 Layout, Alignment and Landscaping
  - 5.5 Scale and Massing
  - 5.7 Designated Buildings
- 6 Building Materials**
  - 6.4 Street Surfaces
- 7 Local Details**
  - 7.3 Street Furniture
- 8 Key Views and Thresholds**
  - 8.2 The towpath approach from the north
  - 8.4 The towpath approach from the south
- 9 Open Spaces**
  - 9.6 The Contribution of Trees
- 10 Opportunities for Enhancement**
  - 10.2 Derby Canal
  - 10.5 Street Furniture
  - 10.8 Open Spaces
  - 10.12 Buildings
  - 10.16 Noise
- 11 Problems and Pressures**
  - 11.5 Condition of Buildings

**Maps**

- M1 Green Belt and Topography
- M2 Boundary
- M3 Ordnance Survey 1900

## **1 Introduction**

- 1.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 defines a Conservation Area as an area of “special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”.
- 1.2 The Sandiacre Lock Conservation Area was designated in March 1984. An amendment to the Conservation Area boundary has been made as a result of this appraisal. The present Conservation Area boundary is shown on Map 2.

### **Purpose of the Character Appraisal**

- 1.3 This character appraisal evaluates and records the special interest of the Conservation Area. It provides the basis for making informed and sustainable decisions about the future of the area. The character appraisal may inform decisions on applications for development that would affect the Conservation Area.
- 1.4 The Character Appraisal identifies those elements that make a positive contribution to the character of the area (which may be vulnerable to harm) and those elements that make a negative contribution (which may offer opportunities for enhancement). This may inform the development of a Management Plan for the area.
- 1.5 The decision to produce a Management Plan will depend upon the nature and extent of the vulnerabilities and opportunities identified and whether it is necessary to address these through a specific (rather than generic) work programme.

## **2 Location and Setting**

- 2.1 The Conservation Area is located on the border of the civil parishes of Sandiacre and Long Eaton. It is in the Borough of Erewash in Derbyshire. The area is within the Nottingham Principal Urban Area, which is expected to provide a focus for new development regionally.
- 2.2 The area is sited about 7 miles from the centre of Nottingham and 9.5 miles from the centre of Derby. It is about 0.5 miles south of the centre of Sandiacre and about 2 miles north of the centre of Long Eaton.
- 2.3 For statistical purposes, neighbourhoods are divided into Lower Super Output Areas (LSOAs). The Conservation Area straddles the Erewash 10A and Erewash 10E LSOAs. Levels of deprivation within these areas are comparable to the national median<sup>1</sup>.

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<sup>1</sup> Erewash 10A ranks 16,650 and Erewash 10E ranks 18,528 out of 34,378 LSOAs nationally. The national median is 17,189. Indices of Multiple Deprivation (2010).

- 2.4 The Long Eaton urban area (which includes Sandiacre and Sawley) is expected to provide 1,450 new homes by 2028. The Borough Council considers that this expectation can be met by sites elsewhere in the urban area and does not believe that this expectation places a development pressure upon the Conservation Area.
- 2.5 Within the Conservation Area, land between the Erewash Canal and the River Erewash forms part of the Nottingham & Derby Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Subject to limited exceptions, the construction of new buildings in the Green Belt is regarded as inappropriate and should not be approved except in very special circumstances.
- 2.6 The Conservation Area is situated near the foot of a shallow mudstone slope that rises from the alluvial floor of the Erewash Valley. The historic route of the River Erewash is shown on Map 1. The Erewash Canal closely follows the 35m contour, crossing the contour at Sandiacre Lock. The Derby Canal closely follows the 40m contour, crossing the contour at Top Lock.
- 2.7 The Conservation Area is bounded on its west and south sides by twentieth century development that does not appear to have any special architectural or historic interest. The Conservation Area is bounded on its north side by an embanked dual carriageway, the A52.
- 2.8 The Conservation Area is bounded on its east side by the culverted River Erewash, which also forms the boundary between the Borough of Erewash and the Borough of Broxtowe.
- 2.9 To the east of the culverted river, the greater part of the valley floor is occupied by Toton Sidings. On the opposite side of the river valley, agricultural land slopes steeply up to a plateau around the 50m contour.
- 2.10 This agricultural land forms part of the Nottingham & Derby Green Belt. The land frames views out of the Conservation Area to the east and provides a reminder of the area's historic countryside setting. The land contributes positively to the setting of the Conservation Area.
- 2.11 The topography and landscape setting of the Conservation Area is illustrated on Map 1.

### 3 Historic Development

#### Sources

- 3.1 Two sources provide a detailed account of the development of the Erewash and Derby Canals. They are Hadfield's *Canals of the East Midlands* (David & Charles, 1966) and Hunter's *Gateway to the Erewash Canal* (ECPDA, no date). Cragg's *A History of the Locality* (unpublished, 2008) describes the development of Sandiacre Lock in detail.
- 3.2 A map depiction of the area appears in Sanderson's *Twenty Miles around Mansfield* (1835).

#### Parochial History

- 3.3 Until the twentieth century, the area known as Sandiacre Lock was wholly within the civil parish of Sandiacre. In 1921, the civil parish of Long Eaton was extended northward to include all of the land between the Erewash and Derby Canals.

#### The canal heyday (c.1770 to c.1835)

- 3.4 The Erewash Canal was authorised by Act of Parliament in April 1777. John Varley was the engineer appointed to oversee the construction works. By April 1779 the canal was navigable from Trent Lock to Ilkeston Common. The canal was completed in December 1779<sup>2</sup>.
- 3.5 The canal connected coal mines around the Erewash Valley to the Loughborough Navigation and thence by road to Leicester and elsewhere.
- 3.6 At Sandiacre, a lock chamber and bridge were constructed. Adjacent to the lock chamber, a cottage and stable were provided for a lengthman (a person who was responsible for a length of the canal)<sup>3</sup>.
- 3.7 The Derby Canal was authorised by Act of Parliament in May 1793. Benjamin Outram was the engineer appointed to oversee the construction works. By May 1795 the canal was navigable from Sandiacre to Derby. The canal was completed in June 1796.
- 3.8 Hadfield describes the "complicated lines of trade" on the Derby Canal. The Little Eaton and Sandiacre branches connected Derby to the coal wharf at Little Eaton and the coal mines around the Erewash Valley. The Swarkestone branch connected Derby to the Trent & Mersey Canal.

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<sup>2</sup> Leicester & Nottingham Journal, 18 December 1779.

<sup>3</sup> It was a lengthman's cottage rather than a lock keeper's cottage, according to Ike Argent.

3.9 At Sandiacre, two lock chambers were constructed (Bottom Lock and Top Lock), as well as a bridge. Adjoining the lengthman's cottage, a toll house was provided to serve both canals (pictured).



3.10 Adjoining the Derby Canal, the Boat Inn was constructed in 1819<sup>4</sup>. In 1832 a lock keeper's cottage was built on the west side of the Derby Canal, near to Bottom Lock<sup>5</sup>.

3.11 Beech House is a late eighteenth century property. The garden front was replaced in 1828.

3.12 Sanderson's Map (1835) indicates a windmill to the east of Top Lock. When offered for sale in 1834, it was described as a "post mill [and] stone built warehouse, 36 feet by 21 feet"<sup>6</sup>.

3.13 Sanderson's Map (1835) also indicates a mill between Lock Lane and the Erewash Canal. The "steam flour mill"<sup>7</sup> was a four storey building, about 50 feet by 20 feet. It was "built on the edge of the canal", which would indicate that the mill was supplied with coal from the canal. 5 Lock Lane was built in about 1800 and was probably the mill house.

#### **"Steady but consistent decline" (c.1835 to c.1930)**

3.14 Hunter describes the "steady but consistent decline" of the canals from about 1835, which was "partly due to the advent of rail transport".

3.15 From 1834 the completion of the Leicester & Swannington Railway meant that Leicestershire coal could compete directly with Derbyshire coal for the Leicester market. From 1847 the Erewash Canal faced competition from the Erewash Valley line of the Midland Railway.

3.16 Derby was served by three railway lines by March 1840 and at that time the Derby Canal Company made "drastic cuts" to its tolls<sup>8</sup>. From 1855 the Little Eaton branch of the canal faced competition from the Ripley branch of the Midland Railway.

3.17 In July 1841 the "steam flour mill" was completely destroyed by fire. By 1851 it had been replaced by a pair of cottages. The windmill was burnt down in about 1870 and it does not appear on the Ordnance Survey of 1885.

<sup>4</sup> Stapleford & Sandiacre News, 26 November 1932.

<sup>5</sup> The ECPDA asserts that the cottage "became used as [a] toll office".

<sup>6</sup> Derby Mercury, 13 March 1834.

<sup>7</sup> Derby Mercury, 21 July 1841.

<sup>8</sup> Hadfield C (1966) "Canals of the East Midlands". Page 68.

- 3.18 Beech House was occupied in the 1890's by George Fletcher. In 1891<sup>9</sup> he was a "boat owner and farmer" and by 1899<sup>10</sup> he traded as George Fletcher & Son, "coal merchants and canal carriers". A slipway was constructed on the west side of the Erewash Canal at some time between 1880 and 1900, probably as part of Fletcher's business.
- 3.19 A half-mile stretch of the River Erewash was culverted at some time between 1900 and 1920. Victor Crescent and Margaret Avenue were laid out at some time between 1900 and 1920. Land between Longmoor Lane, Lock Lane and the Derby Canal was developed with housing at some time between 1920 and 1940.

**Abandonment and preservation (c.1930 to c.1990)**

- 3.20 By 1927 traffic on the Derby Canal had almost ceased and the Little Eaton branch was abandoned by warrant in July 1935.

- 3.21 In 1931 the Erewash Canal was purchased by the Grand Union Canal Company.



*Courtesy of [www.picturethepast.org.uk](http://www.picturethepast.org.uk)*

- 3.22 In 1932 the Home Brewery Company transferred the Boat Inn's licence to the newly constructed Bridge Inn on Longmoor Lane. In 1940 the Boat Inn was "damaged [by] an outbreak of fire"<sup>11</sup>. It was a ruin by 1945.

- 3.23 The Erewash Canal was nationalised in 1947. Commercial traffic on the canal ceased in 1952. Five miles of the canal between the Gallows Inn at Ilkeston and Langley Mill were abandoned under a Commission Act in 1962.

- 3.24 The Derby Canal Company had proposed to abandon the Sandiacre branch of the canal in 1937 and 1945, without success. The canal was not nationalised. In 1964 it was abandoned and within five years it was "utterly neglected and derelict"<sup>12</sup>.



*Courtesy of [www.picturethepast.org.uk](http://www.picturethepast.org.uk)*

<sup>9</sup> Kelly (1891) Directory of Derbyshire etc. Page 295.

<sup>10</sup> Kelly (1899) Directory of Derbyshire etc. Page 344.

<sup>11</sup> Stapleford & Sandiacre News, 13 July 1940.

<sup>12</sup> Nixon F (1969) "Industrial Archaeology of Derbyshire". Page 148.



- 3.25 In September 1964, Long Eaton Urban District Council served a Demolition Order on the British Waterways Board regarding the former lengthman's cottage and toll house.
- 3.26 In December 1964, the British Waterways Board was granted Planning Permission for a replacement lengthman's cottage in the form of a bungalow (our ref LOE/1164/0008). The bungalow was built and is now 11 Lock Lane.
- 3.27 The Erewash Canal was designated a "remainder waterway" under the Transport Act of 1968. The Erewash Canal Preservation & Development Association (ECPDA) was formed in reaction to this "implied threat of closure", arranging a series of "campaign cruises" and working parties over the following years.
- 3.28 In September 1969 the ECPDA was granted Planning Permission to use the lengthman's cottage and toll house as their meeting rooms on a temporary basis (our ref LOE/0869/0015)<sup>13</sup>.
- 3.29 In 1971 the lock keeper's cottage on the Derby Canal was "extant but derelict". The cottage was demolished in the early 1970's and replaced by a pair of bungalows. At the same time, the pair of cottages that replaced the steam flour mill were demolished and also replaced by a pair of bungalows.
- 3.30 In February 1983 the British Waterways Act upgraded the Erewash Canal from a "remainder waterway" to a "cruising waterway". The Sandiacre Lock Conservation Area was designated in March 1984.
- 3.31 In May 1986 the List of Buildings of Special Architectural or Historic Interest was revised to include Beech House, the lock chamber and bridge on the Erewash Canal and the lengthman's cottage and toll house.
- 3.32 In March 1991 the ECPDA was granted Planning Permission to use the lengthman's cottage and toll house as their meeting rooms on a permanent basis (our ref ERE/1290/0050).

### **Below Ground Remains**

- 3.33 Remains of the Derby Canal are likely to survive beneath later infill. The remains may include Bottom Lock and Top Lock as well as the puddle clay lining of the canal itself. Ephemera on the canal bed may have been removed by periodic scouring. Following the abandonment of the canal, a sewage pipe was laid beneath the canal bed; this is likely to have caused substantial harm to the puddle clay lining and associated ephemera.

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<sup>13</sup> Temporary permission was renewed in 1971, 1972, 1980 and 1986 (our refs LOE/0471/0014, LOE/0772/0002, ERE/1180/0018 and ERE/0286/0061).

3.34 Remains of the Boat Inn, the windmill and its warehouse may survive beneath the allotment gardens. A fragment of the front elevation of the inn survives above ground (pictured). There is anecdotal evidence of pub ephemera including bottles and oyster shells.



3.35 The course of the Derby Canal, the location of Bottom Lock and Top Lock and the location of the Boat Inn are indicated on Map 3.

3.36 The site of the “steam flour mill” was redeveloped in the 1840’s and again in the 1970’s. The site of the lock keeper’s cottage on the Derby Canal was also redeveloped in the 1970’s. Some remains of these buildings may survive below ground, although they have been overlaid by later development.

#### **4 Prevalent and Former Uses**

4.1 As described above, the Erewash and Derby Canals were constructed as freight routes – i.e. primarily to connect coal mines around the Erewash Valley with Derby and Leicester.

4.2 Some buildings at Sandiacre Lock were built to serve the canals, such as the lengthman’s cottage and the toll house. Other buildings (such as the Boat Inn and the “steam flour mill”) used the canals for their commercial advantage.

4.3 It is unclear what purpose the “barns” adjacent to the canal bridge served; they may have provided stabling or storage. Beech House was probably a private dwelling, although Craggs suggests that it may also have served as a beer house.

4.4 The Erewash Canal was formally upgraded to a “cruising waterway” in 1983, confirming its value for leisure use. The towpath forms part of the National Cycle Network. The route of the Derby Canal is protected as a “recreational trail” in the Erewash Borough Local Plan<sup>14</sup>.

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<sup>14</sup> A section of the canal route north of Draycott forms part of the National Cycle Network.

- 4.5 Since September 1969, the lengthman's cottage and toll house have served as the meeting rooms of the ECPDA. In October 2004 Planning Permission was granted for the conversion of the derelict "barns" adjacent to the canal bridge into a pair of dwellings (our ref ERE/0302/0051). They are now known as "Lockside Barn" (pictured) and "Canalside Barn".



- 4.6 The greater part of the Conservation Area has remained in agricultural use throughout the lifetime of the canals. Land to the east of the Erewash Canal is in use as a meadow. There is a smallholding to the south of Beech House and allotment land beyond.
- 4.7 The allotment land was purchased by Long Eaton Urban District Council for that purpose, under Section 25 of the Smallholdings & Allotments Act 1908. The use of such land for any other purpose is restricted by Section 8 of the Allotments Act 1925.

## 5 Qualities of Buildings

### Density

- 5.1 Between the two canal bridges, there is a densely developed cluster of buildings. Although the development here is dense, it derives much of its special character from the contrast with its open setting. The mill house is set amongst bungalows of a suburban density.

### Layout, Alignment and Landscaping

- 5.2 Traditional buildings in the Conservation Area are laid out close to the edge of the street or waterway; they are aligned with their eaves parallel to the street or waterway. Formal soft landscaping makes little or no contribution to the traditional character of the area.

- 5.3 The bungalow adjacent to the lengthman's cottage is laid out within a spacious plot, aligned at an angle to the street and surrounded by formal soft landscaping. This is not in keeping with the traditional character of the area (pictured).



- 5.4 The forecourt of Beech House and the walkway in front of the lengthman's cottage are both bounded by red brick walls (pictured). Twentieth century properties in the area use a variety of boundary treatments and these do not contribute positively to the character of the area.



### **Scale and Massing**

- 5.5 Buildings at Sandiacre Lock are domestic in scale and most are two storeys in height. Beech House is a two and a half storey building and its scale dominates its immediate surroundings. Bungalows are not characteristic of the area's traditional scale.

- 5.6 Buildings in the Conservation Area are simple and linear in their massing, with shallow-pitched gabled roofs arranged with their eaves to the street or the waterway.

### **Designated Buildings**

- 5.7 There are four grade II listed buildings in the Conservation Area, as follows. All were added to the list in May 1986.

- Beech House;
- The bridge on the Erewash Canal;
- The lock chamber on the Erewash Canal;
- The lengthman's cottage and toll house.

- 5.8 The bridge on the Derby Canal was built in 1795 (pictured) and the mill house was built in about 1800. Both buildings have qualities of age that would justify their designation as heritage assets.



## 6 Building Materials

6.1 Buildings in the Conservation Area are faced in red brick. The brickwork of the lengthman's cottage is typical. It is a subdued reddish brown; the bricks are narrow and quite irregular in their shape and bonding style. The mill house has been rendered.



*Brickwork of the lengthman's cottage (1779) and toll house (1795).*

6.2 In the Conservation Area, most buildings are roofed with natural slate; the lengthman's cottage and toll house have Staffordshire blue tile roofs. The concrete tile roof on the adjacent bungalow is not in keeping with local roofing traditions.

6.3 The bridge on the Erewash Canal is built of red brick, although the adjoining lock chamber is lined with stone. The bridge on the Derby Canal is built of stone.

### Street Surfaces

6.4 To the south of the canal bridge, the Erewash Canal is lined with stone blocks on its east bank to provide moorings. The towpath forms part of the National Cycle Network and in recent years it has been resurfaced using epoxy bound gravel.

6.5 Between the two canal bridges, Lock Lane has an unbound gravel surface; there are grass verges in places. The traditional appearance of the lane is enhanced by the absence of kerbs or road markings.

6.6 In the mid-twentieth century, the bottom gate quadrants were raised in blue brick and the quadrant surfaces replaced in concrete. The concrete surfaces have since been replaced with "tegula" block paving (pictured).



## 7 Local Details

- 7.1 Within the Conservation Area, buildings are generally plain, with decoration concentrated at the junction of the walls and roof. Buildings have shallow pitched roofs with coggled or sawtooth eaves and plain or corbelled verges (pictured).



- 7.2 Most buildings in the Conservation Area have painted timber windows. The front elevation of Beech House has horizontally sliding sashes, whilst the later (1828) garden front has vertically sliding sashes. The lengthman's cottage and toll house have side hung casements (similar windows have been used in the conversion of the nearby "barns"). The mill house has Edwardian cross casements.

### Street Furniture

- 7.3 A traditional black-and-white colour scheme has been applied consistently to the lock gates and mooring bollards, as well as the railings on the weir bridge and underneath the A52. This colour scheme makes a positive contribution to the character of the area.

- 7.4 There is a plain steel railing between Lock Lane and the canal (pictured) and a plain steel access barrier adjacent to the lock chamber. There is a bright red waste bin adjacent to the bridge on the Erewash Canal. These features are out of keeping with the traditional street furniture found elsewhere in the area.



- 7.5 Between the lock chamber and the canal bridge, a steel arch carries utilities across the canal. The arch makes a negative contribution to the character of the area.

## 8 Key Views and Thresholds

- 8.1 Approaching the Conservation Area from the west, the road rises to the brow of the bridge on the Derby Canal. This vantage point offers a view into the heart of the Conservation Area, focussed on “Lockside Barn” and framed by the open countryside on the opposite side of the river valley. A building constructed recently at Toton Sidings makes a negative contribution to this view.

### **The towpath approach from the north**

- 8.2 The Conservation Area is approached from the north under the A52 dual carriageway. Upon approaching the weir bridge, there is a sense of a threshold. On the left-hand side, uncultivated land gives way to a long view across a meadow. On the right-hand side, semi-detached houses on Lock Lane curve away to give an increasing sense of space.

- 8.3 Continuing along the towpath, the canal bends to reveal a view across the former canal junction toward the toll house and lock chamber. This revealed view contributes greatly to the character of the area. The large ash at the canal junction makes a positive contribution to this view (pictured).



### **The towpath approach from the south**

- 8.4 Approaching the Conservation Area from the south, semi-detached houses on Welbeck Road give way to long views across the allotments toward the mature pine trees alongside Beech House.

- 8.5 Continuing along the towpath, the water falling from the bottom gates of the lock chamber is brought into earshot. This coincides with the revelation of a view of the canal bridge, the bottom gates and the lengthman’s cottage beyond (pictured). This revealed view contributes greatly to the character of the area.



## 9 Open Spaces

9.1 Land between the Erewash Canal and the River Erewash forms part of the Nottingham & Derby Green Belt. This land contributes positively to the open setting of development at Sandiacre Lock.

9.2 One of the five purposes of the Green Belt is “to preserve the setting and special character of historic towns”. Subject to limited exceptions, the construction of new buildings in the Green Belt is regarded as inappropriate and should not be approved except in very special circumstances.

9.3 The hedgerow that runs along the east side of the towpath (pictured) has the potential to make a positive contribution to the character of the area, but it is in need of weeding, planting up and general maintenance.



9.4 The open nature of the allotment land permits long views from the southern threshold of the Conservation Area toward the mature pine trees alongside Beech House. The use of this land “for any purpose other than use for allotments” is restricted by Section 8 of the Allotments Act 1925.

9.5 The route of the Derby Canal is protected as a “recreational trail” in the Erewash Borough Local Plan. Unmanaged land to either side of the trail route contributes negatively to the appearance of the area.

### **The Contribution of Trees**

9.6 The mature pine trees alongside Beech House (pictured) merit preservation and have a good life expectancy. They contribute to long views into the Conservation Area from its southern threshold.



9.7 Aside from these trees, there are good groups of trees in the Conservation Area but individual specimens are generally poor.



- 9.8 Two groups of trees on the west bank of the Erewash Canal – one south of the canal bridge, the other north of the canal junction – are worthy of note. They contribute toward revealed views (see paragraphs 8.3 and 8.5) and thus contribute to a sense of intimacy.
- 9.9 The large ash at the canal junction makes a positive contribution to views of the toll house and lock chamber from the north. However, the tree has a trifurcate structure and a poor life expectancy.
- 9.10 Adjacent to the downstream leat, an ash tree<sup>15</sup> was subject to a tree preservation order (TPO). The tree was “brought down by bad weather” recently and has not been replaced. The loss of the tree has permitted the repair of the leat walls.

## 10 Opportunities for Enhancement

- 10.1 Opportunities for enhancement are provided by **negative elements** (those elements that detract from the special character of the area and which offer the potential for beneficial change) and **neutral elements** (those elements that neither enhance nor detract from the character of the area).

### Derby Canal

- 10.2 The Derby & Sandiacre Canal Trust has been granted outline Planning Permission to reopen the Derby Canal (our ref ERE/0410/0042). The reopening of the canal may require the effective relocation of Top Lock to the west side of the M1 motorway<sup>16</sup>.
- 10.3 The reopening of the canal would offer the opportunity to restore the canal bridge and Bottom Lock. Although it may not be possible to restore Top Lock, it should be possible to retain the walls of the lock chamber.
- 10.4 The reopening of the canal would also offer the opportunity to carry out an archaeological investigation of the puddle clay lining of the canal and surviving historic ephemera on the canal bed.

### Street Furniture

- 10.5 A traditional black-and-white colour scheme has been applied consistently to street furniture in the Conservation Area. A plain steel railing has been installed between Lock Lane and the canal and there is a plain steel access barrier adjacent to the lock chamber. These features are out of keeping with the traditional street furniture found elsewhere in the area.

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<sup>15</sup> Canal & River Trust files describe the tree as a willow.

<sup>16</sup> The Trust’s preferred option would be to use the motorway bridge at Longmoor Lane.

10.6 The railing between Lock Lane and the canal could be replaced to match the railings underneath the A52. The access barrier should be painted black to match the adjacent railings.

10.7 Between the lock chamber and the canal bridge, a steel arch carries utilities across the canal (pictured). The arch makes a negative contribution to the character of the area. Opportunities for its removal should be sought.



### **Open Spaces**

10.8 The route of the Derby Canal is protected as a “recreational trail” in the Erewash Borough Local Plan. Unmanaged land to either side of the trail route makes a negative contribution to the appearance of the area (pictured below). This land ought to be restored to grassland and maintained in the same way as the trail route.

10.9 The hedgerow that runs along the east side of the towpath has the potential to make a positive contribution to the character of the area, but it is in need of weeding, planting up and general maintenance.



10.10 There are good groups of trees in the Conservation Area but individual specimens are generally poor. The large ash at the canal junction makes a positive contribution to views of the toll house and lock chamber from the north. However, the tree has a trifurcate structure and a poor life expectancy.

10.11 The replacement of individual specimens should be carefully managed to ensure that groups of trees continue to make a positive contribution to the character of the area.

## Buildings

- 10.12 11 Lock Lane was built in 1964 as a replacement lengthman's cottage. The building is uncharacteristic of the area in terms of its layout, alignment and landscaping, its scale, its roofing material and its boundary treatment. The landscaping and boundary treatment make a negative contribution to views of the rear of the lengthman's cottage and toll house (pictured).



- 10.13 The contribution made by 11 Lock Lane would be mitigated by the use of a traditional roofing material, the replacement of formal soft landscaping with a simple lawn and the use of a more appropriate boundary treatment.
- 10.14 The contribution made by the building in terms of its layout, alignment and scale would only be mitigated through its redevelopment.

- 10.15 A building has been constructed recently at Toton Sidings; it makes a negative contribution to the view into the heart of the Conservation Area from the brow of the bridge on the Derby Canal (pictured). In partnership with Broxtowe Borough Council, we should seek opportunities to mitigate the contribution made by this building.



## Noise

- 10.16 The Conservation Area is bounded on its north side by an embanked dual carriageway, the A52. In the heart of the Conservation Area, the sound of falling water masks the noise of the dual carriageway. Toward the north of the Conservation Area, the noise is unavoidable and makes a negative contribution to the character of the area and its historic countryside setting. Opportunities to limit the noise of the dual carriageway should be sought.

## 11 Problems and Pressures

11.1 On the east side of the river valley, agricultural land slopes steeply up to a plateau around the 50m contour. This land forms part of the Nottingham & Derby Green Belt and contributes positively to the setting of the Conservation Area.

11.2 At the time of publication, Broxtowe Borough Council is considering an outline application for a mixed use development on land to the west of Toton Lane in Stapleford. As part of this development the valley slope would be reconfigured and would provide community allotments and orchards as well as a sustainable drainage system. In considering this application, special attention should be paid to the desirability of conserving the character or appearance of the Conservation Area.

11.3 The conversion of the two “barns” adjacent to the canal bridge has increased legitimate activity in the area and it is believed that this has contributed to a reduction in anti-social behaviour. However, since the “barns” were converted into a pair of dwellings, the Borough Council has faced pressure for the domestication of the adjoining land. At the time of publication, works had been carried out to the land adjoining “Lockside Barn” that do not benefit from Planning Permission (pictured).



11.4 The continuing operational requirements of the Canal & River Trust may necessitate minor alterations to the lock chamber from time to time. The lock gates may be considered “wearing parts” and minor alterations are unlikely to affect the significance of the lock chamber.

11.5 In January 2013 the government published maps of its ‘initial preferred route’ for phase two of HS2, including the route from the West Midlands to Leeds. The initial preferred route would include a station at Toton Sidings, approximately 1km south east of the Conservation Area. The government expects to choose a final route by the end of 2014 and to build the route by 2033<sup>17</sup>.

11.6 Applications for major infrastructure projects are submitted to the Planning Inspectorate rather than the Borough Council. Regardless of this, the Borough Council does not foresee that the development of HS2 would harm the setting of the Conservation Area.

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<sup>17</sup> Department for Transport (2012) “Britain to have new national high-speed railway network”. See press release at [www.gov.uk](http://www.gov.uk).

### **Condition of Buildings**

- 11.7 In March 2010, the Borough Council assessed the condition of seven historic buildings in the Conservation Area. Two of these were judged to be in “good” condition and four were judged to be in “fair” condition.
  
- 11.8 The downstream leat of the lock chamber was judged to be in “poor” condition and was therefore classified “at risk”. The leat has since been repaired to a good standard by the British Waterways Board and is no longer considered to be “at risk”.