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# Sandiacre Lock Conservation Area Management Plan

**Adopted  
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## 1. Introduction

- 1.1. Under Section 69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, a conservation area is defined as an area “of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”.
- 1.2. Under Section 69(2) of the Act, the Borough Council has a duty to determine periodically which parts of the Borough meet this definition and to designate those areas as conservation areas.
- 1.3. Under Section 71(1) of the Act, the Borough Council has a duty to formulate and publish periodically proposals for the preservation and enhancement of its conservation areas.
- 1.4. Erewash Borough Council designated a conservation area at Sandiacre Lock in March 1984. In July 2013 the Borough Council adopted a character appraisal for the area and revised the designated boundary.
- 1.5. This management plan describes the proposals that the Borough Council has formulated for the preservation and enhancement of the Sandiacre Lock conservation area. It has been produced in accordance with the following guidance:
  - 1.5.1. English Heritage “Guidance on the Management of Conservation Areas” (February 2006)
  - 1.5.2. Heritage Lottery Fund “Townscape Heritage Application Guidance” (Appendix 7: The Conservation Area Appraisal and Management Plan) (March 2013)

## 2. The character appraisal - summary

- 2.1. In July 2013 the Borough Council adopted a character appraisal for the conservation area – see [www.erewash.gov.uk/character-appraisals](http://www.erewash.gov.uk/character-appraisals). The document evaluates and records the special interest of the conservation area. It 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). In the paragraphs below, the numbers in brackets refer to the relevant paragraph in the character appraisal.
- 2.2. The character appraisal describes the setting of the conservation area (2.7) and notes the key views into and out of the conservation area (8.1). The appraisal describes the historic development of the area (3.1) and notes the value of below ground remains including remains of the Derby Canal (3.33).

- 2.3. The character appraisal describes the qualities of buildings in terms of their layout, alignment and landscaping, including boundary treatments (5.2). The appraisal describes the scale and massing of buildings (5.5) and describes the prevalent walling and roofing materials (6.1).
- 2.4. The character appraisal describes the materials used for street surfacing (6.4) and notes the qualities of street furniture in the area (7.3). The appraisal notes the contribution made to the area by open spaces (9.1) and trees (9.6).
- 2.5. The character appraisal identifies problems and pressures faced by the conservation area including unauthorised works (11.3) and the condition of buildings (11.7). The appraisal notes the negative contribution made to the area by the noise of the A52 dual carriageway (10.16).

### **3. Other relevant plans and strategies: Derbyshire County Council**

#### **Highway network management plan (HNMP) (2005)**

- 3.1. The HNMP is a technical document that specifies the maintenance and repair standards for highways in Derbyshire. Chapter 4.8 “conservation of historic and natural environments” states that the likely effect on the historic environment will be taken into account when undertaking works to a highway.
- 3.2. The HNMP expects that highway design should preserve or enhance the character or appearance of historic areas and their settings. It permits a flexible approach to highway design in environmentally sensitive areas, provided that the environmental benefit achieved is commensurate with the safety of highway users.

#### **Derbyshire infrastructure plan (2012)**

- 3.3. The Derbyshire infrastructure plan identifies priorities for the delivery of infrastructure and services that would support the delivery of sustainable growth. The infrastructure plan identifies “strategic priority projects” for which funding has been allocated, as well as “other strategic priority projects” for which there is a funding gap.
- 3.4. Within the Borough of Erewash, the restoration of the Derby Canal is identified as an “other strategic priority project”, estimated at £18m but with no funding secured.

#### **Draft Derbyshire waterways strategy (2014)**

- 3.5. The County Council has prepared a draft strategic plan for the development of canals in Derbyshire. The County Council expects to adopt the strategy in June 2014.
- 3.6. The draft strategy identifies ‘project areas’ with the potential for delivery in the medium term. It demonstrates the County Council’s commitment to the canals in the context of the County Council’s overall priorities, including priorities for culture, heritage and tourism.

- 3.7. Within the conservation area, the route of the Derby Canal is owned by the County Council. The draft strategy acknowledges that parts of the Derby Canal could be 'considered for restoration' and acknowledges the 'historic agreement in principle' to transfer the County Council's landholding to the Derby & Sandiacre Canal Trust in that event.

#### **4. Other relevant plans and strategies: Canal & River Trust**

##### **Shaping our future: Strategic priorities (2012)**

- 4.1. At a national level, the Canal & River Trust has identified six strategic priorities, including "inspiring more people to enjoy the canals and rivers and support our work". To achieve this aim, the Trust has identified seven actions, which include to "encourage more people to discover ... our canals and rivers" and to "grow the number of volunteering opportunities within the Trust".

##### **Draft East Midlands strategic waterway plan (2013)**

- 4.2. At a regional level, the Canal & River Trust has developed a draft strategic waterway plan to support its national strategic priorities. Within a framework of nine broad objectives, the draft regional plan aims to:

- Encourage and facilitate greater use of the canals and rivers;
- Support restorations such as the Derby & Sandiacre Canal;
- Encourage boundary improvements to enhance the environmental quality of the 'waterway corridors';
- Interpret the heritage value of the canals and rivers.

#### **5. Setting and key views**

- 5.1. The conservation area is bounded on its east side by the culverted River Erewash, which also forms the boundary between the Boroughs of Erewash and Broxtowe. To the east of the river, the greater part of the valley floor is occupied by Toton Sidings.
- 5.2. On the opposite side of the valley, agricultural land slopes steeply up to a ridge and plateau around 50m AOD (above ordnance datum). The agricultural land forms part of the Nottingham & Derby Green Belt and contributes positively to the setting of the conservation area.
- 5.3. The brow of the bridge on the Derby Canal offers a view through the heart of the conservation area toward the open countryside on the opposite side of the valley. A building constructed recently at Toton Sidings makes a negative contribution to this view.

- 5.4. 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. Broxtowe are unlikely to determine that application until they receive the Planning Inspectorate's report on the soundness of their draft Core Strategy.
- 5.5. As part of this development, the applicants have indicated that the valley slope would be reconfigured and would provide community allotments and orchards as well as a sustainable drainage system.
- 5.6. The building constructed recently at Toton Sidings has made a negative contribution to the setting of the conservation area and a key view to the east. There is an opportunity to mitigate the contribution made by this building. Conversely, the character of the conservation area may be vulnerable to further "permitted development" of this nature<sup>1</sup>.
- 5.7. The setting of the conservation area and a key view to the east may also be vulnerable to the development of agricultural land on the east slope of the valley or within close proximity of the adjoining ridge.
- 5.8. 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 Sandiacre Lock. The Borough Council does not consider that this development would have a visual impact on the setting of the conservation area.
- 5.9. In order to ensure the preservation and enhancement of the setting of the conservation area and key views out of the area, we will:
  - Work in consultation with neighbouring local authorities to ensure that development in the Borough of Broxtowe preserves or enhances the setting of the conservation area and key views out of the area.

## **6. Historic development**

- 6.1. The character appraisal describes the historic development of the area. It describes the opening of the Erewash Canal in 1779 and the Derby Canal in 1795-96. It describes the structures built during the "canal heyday" as well as the "steady but consistent decline" that took place between c.1835 and c.1930. The appraisal describes the processes of abandonment and preservation over the period c.1930 to c.1990.

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<sup>1</sup> Town & Country Planning (General Permitted Development) Order 1995. Schedule 2, Part 17: Development by Statutory Undertakers.

6.2. There is an opportunity to enhance interpretation of the area's historic development for the benefit of visitors. The Heritage Lottery Fund has prepared "Interpretation Good Practice Guidance" (April 2013). The Canal & River Trust's draft regional plan encourages the interpretation of the heritage value of the canals. The trust has prepared internal guidance on the design of interpretation boards.

6.3. Existing on-site interpretation comprises:

- An interpretation board at the entrance to the former Derby Canal, installed by the Derby & Sandiacre Canal Trust;
- An interpretation board on the Erewash Canal towpath close to the canal junction, installed by the British Waterways Board and Erewash Borough Council.

6.4. In order to enhance interpretation of the area's historic development, we will:

- Engage with partner organisations to consider the effectiveness of the existing on-site interpretation;
- Engage with partner organisations to consider opportunities to enhance interpretation of the area's historic development, exploring a range of traditional and digital media.

## **7. Derby Canal**

7.1. The Derby Canal was abandoned in 1964. The canal was filled in later, obscuring one face of the canal bridge. The character appraisal notes the value of below ground remains including Bottom Lock and Top Lock as well as the puddle clay lining of the canal itself and (potentially) ephemera on the canal bed. It also notes the value of a fragment of the front elevation of the Boat Inn that survives above ground.

7.2. Within the conservation area, the route of the Derby Canal is owned by Derbyshire County Council. The whole of the route 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 and obscures fragmentary remains of the Boat Inn. The Canal & River Trust's draft regional plan encourages boundary improvements to enhance the environmental quality of the 'waterway corridors'.

- 7.3. Outline Planning Permission has been granted for the reopening of the Derby Canal (our ref ERE/0410/0042). The Canal & River Trust's draft regional plan supports the restoration of the canal in principle. Reopening would offer the opportunity to restore the canal bridge and lock chambers. It would also offer the opportunity to carry out an archaeological investigation of the puddle clay lining of the canal and any surviving ephemera on the canal bed. Reopening the canal beyond the boundary of the conservation area may offer a positive contribution to the setting of the conservation area.
- 7.4. In the meantime, there is an opportunity to enhance the existing "recreational trail" and to reveal the remains of the Boat Inn, by restoring unmanaged land to either side of the trail route to grassland.
- 7.5. In order to ensure the proper conservation of the former canal, we will:
- Engage with partner organisations to encourage a restoration scheme that realises the opportunities to restore architectural features and investigate archaeological remains;
  - Determine forthcoming applications for reserved matters in accordance with national and local planning policies relating to the historic environment;
  - In the meantime, engage with relevant landowners to encourage the restoration of unmanaged land to either side of the trail route and in the immediate vicinity, including the proper management of adjoining hedgerows.

## **8. Qualities of buildings**

- 8.1. The character appraisal describes the qualities of buildings in the conservation area. Within the conservation area, five bungalows are uncharacteristic in terms of their landscaping, roofing material and hard boundary treatments, among other matters. Soft boundary treatments including privet hedges contribute positively to the character of the area.
- 8.2. The bungalow at 11 Lock Lane was built in 1964 as a replacement lengthman's cottage. The landscaping and boundary treatment make a negative contribution to views of the rear of the listed lengthman's cottage and toll house. This would be mitigated by the provision of a simple lawn and the use of a more appropriate boundary treatment.
- 8.3. Generally, there is an opportunity to mitigate the contribution made by the five bungalows through the use of traditional roofing materials and the use of more appropriate landscaping and boundary treatments.



8.4. In order to enhance the qualities of buildings in the conservation area, we will:

- Engage with householders to encourage the introduction of traditional roofing materials and the use of more appropriate landscaping and boundary treatments.

## **9. Street furniture**

9.1. There is a plain steel railing between Lock Lane and the Erewash Canal 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. Between the lock chamber and the canal bridge, a steel arch carries electrical cabling across the canal; it makes a negative contribution to the character of the area.

9.2. There is an opportunity to replace the railing between Lock Lane and the Erewash Canal with a new railing to match the existing one beneath the A52. There is an opportunity to paint the access barrier black to match the adjacent railings. There may be an opportunity to remove or relocate the steel arch that carries electrical cabling across the canal.

9.3. In order to enhance the character of street furniture in the conservation area, we will:

- Engage with the County Council to encourage the sympathetic replacement of the railing between Lock Lane and the Erewash Canal;
- Engage with partner organisations to pursue appropriate paint finishes to other elements of street furniture, including the access barrier and dog waste bin;
- Engage with the relevant electricity company to consider opportunities to remove or relocate the steel arch.

## **10. Street surfaces**

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

10.2. The traditional appearance of the lane may be vulnerable to pressure to introduce a tarmac surface, kerbs or road markings. These pressures may arise from more intensive vehicular use of the lane, increased conflict between vehicular and pedestrian traffic or from demand for increased parking provision.

- 10.3. At a national and regional level, the Canal & River Trust aims to “encourage more people to discover ... our canals and rivers” and to “grow the number of volunteering opportunities within the Trust”. Similarly, the County Council has recognised the tourism potential of canals.
- 10.4. Increased visitor activity at Sandiacre Lock may offer an opportunity to enhance the existing visitor facilities at the lengthman’s cottage. However, it may also lead to more intensive vehicular use of the lane, increased conflict between vehicular and pedestrian traffic and demand for increased parking provision, any of which would place pressure on the lane, as described above.
- 10.5. Policy 14 of the draft Erewash Core Strategy<sup>2</sup>, ‘Managing Travel Demand’, prioritises “sustainable transport solutions” over the provision of “highway capacity enhancements”. These transport solutions may include the provision of off-site car parking and the enhancement of directional signage for pedestrians and cyclists.
- 10.6. Hence in order to preserve the character of street surfaces in the conservation area, we will:
- Engage with the Canal & River Trust to consider opportunities to increase sustainable travel to the conservation area; hence to consider opportunities to limit vehicular use of the lane.
- 10.7. Between the two canal bridges, Lock Lane is not a public right of way. Access may be restricted at the discretion of the landowners.

## **11. The contribution of trees**

- 11.1. 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 – contribute positively to the character of the area. However, individual specimens are generally poor.
- 11.2. 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.
- 11.3. The character of the conservation area may be vulnerable to the uncoordinated replacement of individual specimens. Conversely there is an opportunity to coordinate the replacement of individual specimens to ensure that groups of trees continue to make a positive contribution.
- 11.4. The hedgerow that runs along the east side of the canal 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. The Canal & River Trust’s draft regional plan encourages boundary improvements to enhance the environmental quality of the ‘waterway corridors’.

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<sup>2</sup> Submission version (June 2012).

11.5. In order to ensure that groups of trees continue to make a positive contribution to the character of the conservation area, we will:

- Engage with relevant landowners to encourage a coordinated survey of the life expectancy of trees in the conservation area;
- Engage with relevant landowners to encourage the coordinated replacement of individual trees, taking into account the findings of the life expectancy survey.
- Engage with the relevant landowner to encourage the proper maintenance of the hedge that adjoins the canal towpath.

## **12. Noise**

12.1. The conservation area is bounded on its north side by an embanked dual carriageway, the A52. Toward the north of the conservation area, noise from the A52 makes a negative contribution to the character of the area and its historic countryside setting.

12.2. Factors affecting traffic noise include vehicle speed, acceleration and braking, and the quality of the highway surface<sup>3</sup>.

12.3. The character of the conservation area may be vulnerable to increased levels of traffic noise. Conversely there may be an opportunity to introduce measures that would limit the intrusion of noise from the dual carriageway. These measures may include the construction of a permanent solid parapet on the A52 bridge.

12.4. In order to manage the intrusion of noise from the dual carriageway, we will:

- Engage with the Highways Agency to consider opportunities to limit the intrusion of noise from the dual carriageway.

## **13. Unauthorised works**

13.1. Open land within the conservation area – and within its setting – has an agricultural character that makes a positive contribution to the character of the conservation area as a whole. Unauthorised works that detract from the open and agricultural character of this land may harm the character of the conservation area.

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<sup>3</sup> Highways Department (2001) Guidance notes on noise-reducing road surfacing; UK Noise Association (2009) Speed and road traffic noise.

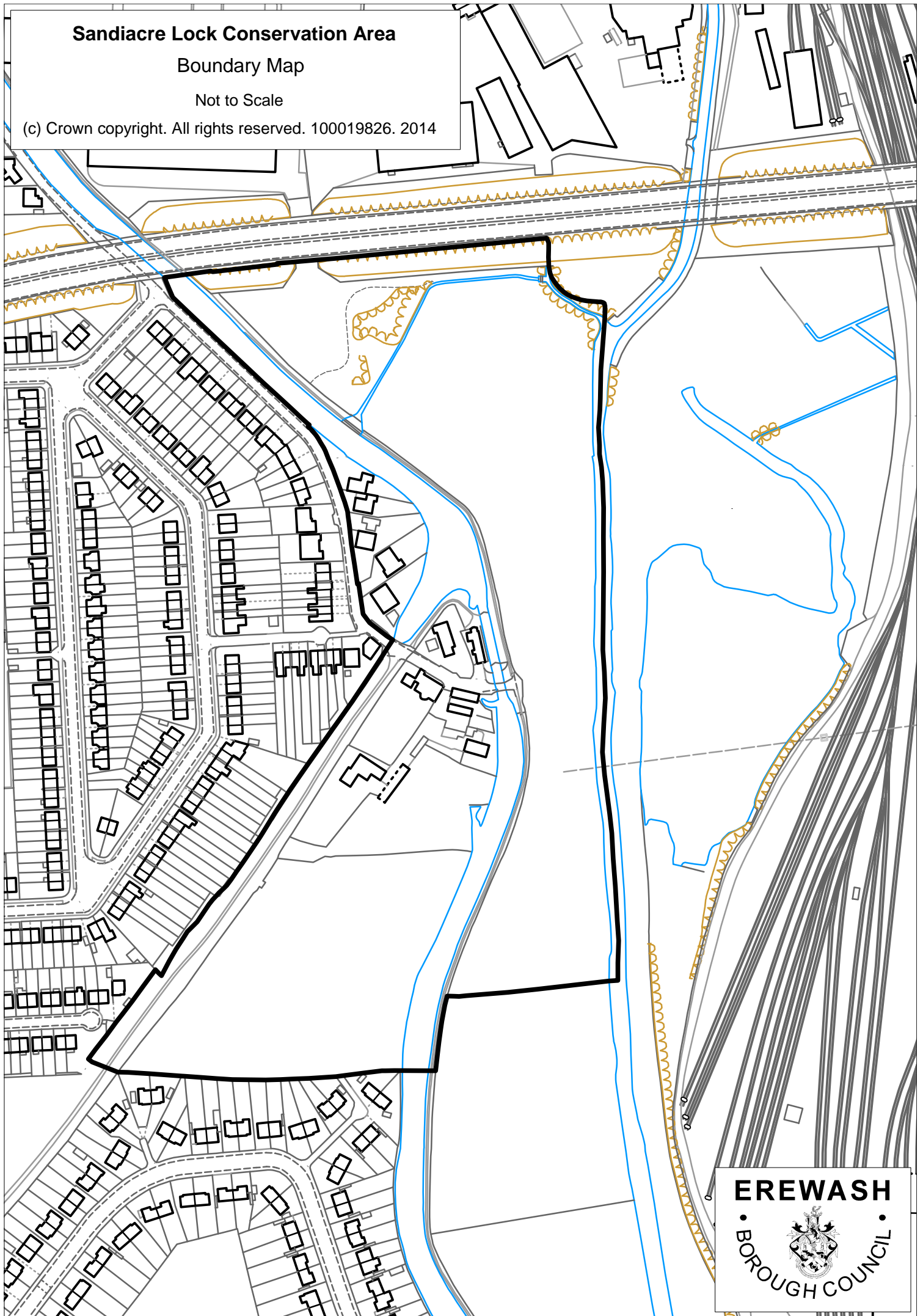
- 13.2. A photographic survey of the conservation area was carried out in August 2012 by Erewash Borough Council and the Sandiacre Heritage Group. The survey was intended to provide a baseline for monitoring change in the character of the conservation area.
- 13.3. There is an opportunity to enhance the character of the conservation area by enforcing the removal of unauthorised works and reintroducing an agricultural character to the affected land.
- 13.4. In order to ensure the proper management of development in the conservation area, we will:
  - Continue to engage with the Sandiacre Heritage Group to monitor change in the character of the conservation area;
  - Where appropriate, take action to remedy unauthorised works.

# Sandiacre Lock Conservation Area

## Boundary Map

Not to Scale

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