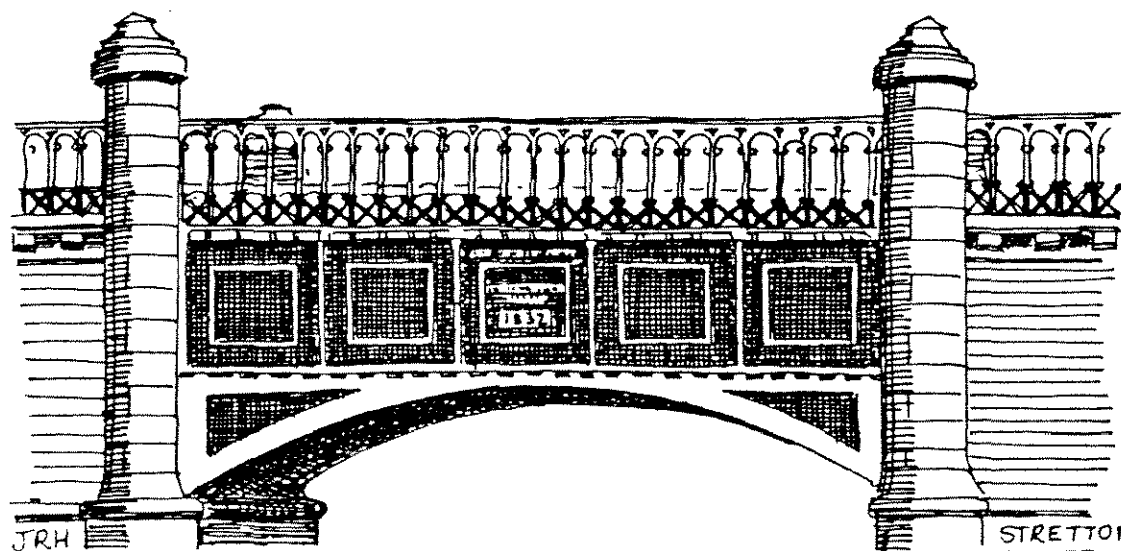


WATERWAY ARCHITECTURE

- an economic return from conservation

Inland Waterways Amenity Advisory Council
1 Queen Anne's Gate
London, SW1H 9BT

(1985)



JRH

STRETTON
AQUEDUCT

INLAND WATERWAYS AMENITY ADVISORY COUNCIL

Introduction

According to the Fraenkel Report, published in 1975, the British Waterways Board owned nearly 200 Ancient Monuments and listed buildings, and structures in more than 300 conservation areas.

Our waterways have a unique heritage. With their associated buildings and structures, they form a record of industrial history at a time when Britain's economy changed radically. Industrial mass-production and a national water transport system grew up together. The tangible legacy of that pioneering age, the bricks and mortar, wood and stone, must be conserved. New uses must be found for redundant buildings so that they will not be lost.

Inevitably, conservation costs money, but there are many sources of funding (see Appendix I for some suggestions). Remarkable achievements have been made by voluntary conservation work and fund-raising. The British Waterways Board have made strenuous efforts to care for their many protected structures and conservation areas within the strict limits of the finance available. Money spent on retaining the historic environment of our waterways will be well spent if it continues to attract tourists in growing numbers to enjoy the architecture of the canal age.

As we note in the report, tourism revenue is dependent on waterway architecture and now the Council believes that the time is right for a much greater effort to be directed towards conservation. Visitors will not spend money on waterway holidays if the surroundings are visually depressing and lacking in a sense of history. Marketing policies should reflect the customer's "passion for the past". The nation's heritage of buildings and structures associated with the waterways must be protected to ensure their survival for the study and enjoyment of future generations.

D.B.Wain OBE
Chairman



CRINAN
CANAL

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The illustrations are by John Hume, except those on pages 14 and 21, which are reproduced by kind permission of the British Waterways Board.

RECOMMENDATIONS FOR ACTION

1. A Waterway Heritage Trust should be established on the lines of the trust recently set up by British Rail, with similar objectives: to help preserve the Board's historic buildings and structures and to encourage public interest in and enjoyment of waterway heritage. The Trust should make sure that every eligible structure receives the maximum government funding available and should also seek every other possible source of funding from both local authorities and the private sector.

A Board Member should be appointed to the British Waterways Board with a specialist knowledge of conservation and planning matters.

2. Conservation areas would seem to be the ideal way of protecting the waterway heritage.

The designation of further lengths of waterway as conservation areas should be pursued. The refurbishment and replacement of outworn structures should be sought in a manner that is appropriate to the historical setting. Retention of canal furniture and intrinsic details, and their replacement when missing, is as important as conserving whole buildings. It is vital to encourage the survival and teaching of appropriate crafts and skills needed for conserving old, and creating new, well-designed features of the waterway scene.

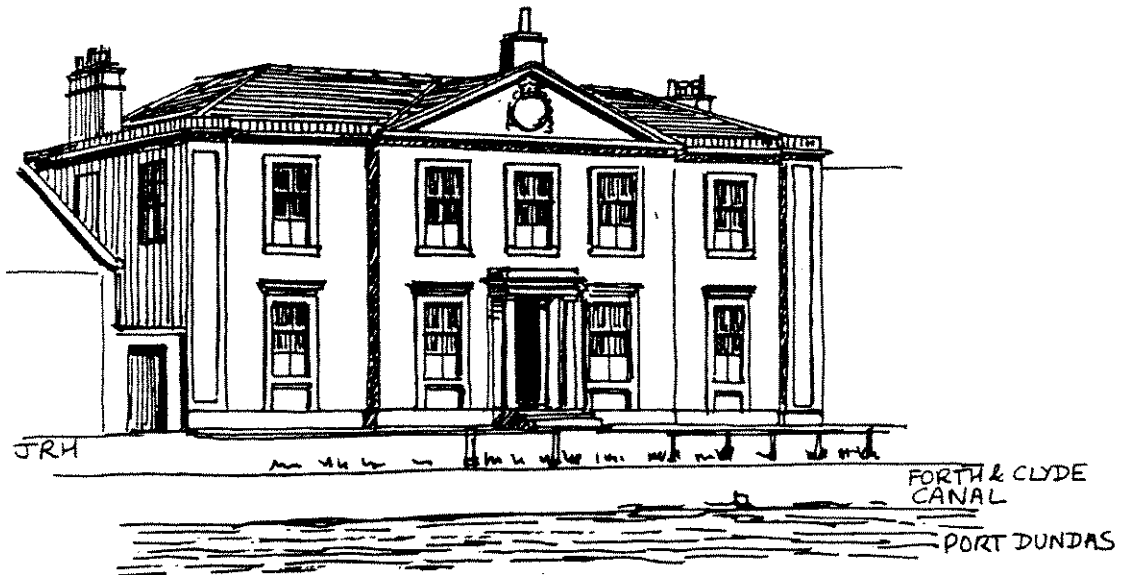
3. The Inland Waterways Association has already asked its branches to record valuable structures beside the waterways.

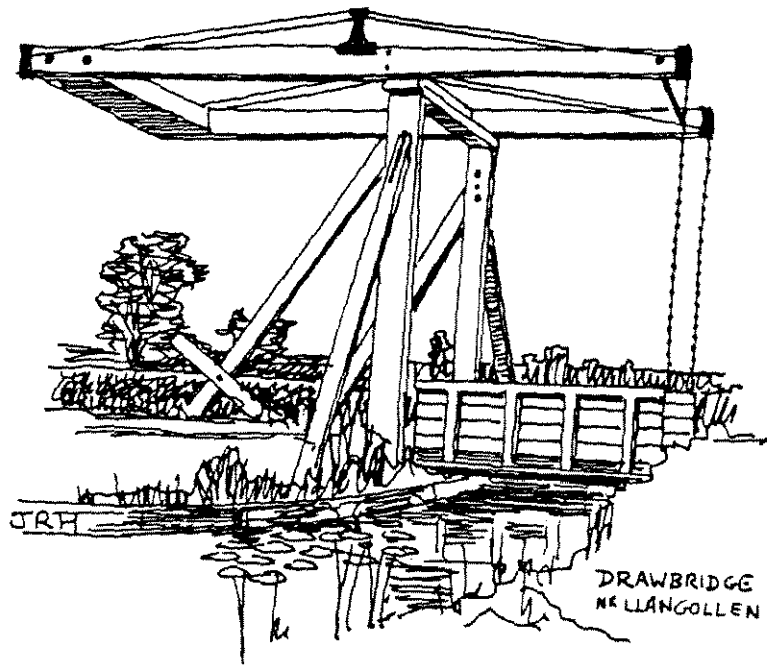
Guidelines should be drawn up to help assess the value of structures and artefacts, bearing in mind that restoration and maintenance costs must be weighed carefully against the historical importance of each structure. The Board should ask to be consulted by organisations seeking listing of additional structures.

4. Ways of harmonising bank protection methods with the traditional appearance of waterways should be sought. Traditional methods of bank protection should be retained wherever possible. Where modern methods are essential, ways should be found of disguising the harsh appearance of modern materials by retaining coping stones, adding wooden fenders and encouraging an emergent aquatic vegetation fringe.

5. Artefacts, tools, equipment and materials which are no longer used or manufactured should be catalogued centrally. They should be stored for sale to outside restoration projects or retained as spares for working examples. Some could be used to enable old buildings, such as pumping stations, to be restored to their original purpose as

6. The possibility of increased funds to cover additional work by the British Waterways Board from the above courses of action should be clarified. Initial discussions should take place with English Heritage, Cadw (Welsh Historic Monuments) and the Scottish Development Department.





JRH

DRAWBRIDGE
MELLANGOLLEN

CONSERVATION OF WATERWAYS BUILDINGS AND STRUCTURES

1. The Objectives agreed between the British Waterways Board and the Secretary of State say that the Board should, as far as practicable, run its affairs on a commercial basis. (Objective 1.) Consistent with this general aim, Objective 5 says that the waterway network should be managed imaginatively for the purposes of leisure, recreation, amenity, conservation and for land drainage where necessary.

2. Conservation is defined as "preservation from destructive influences, decay or waste". In the case of the Board's waterway system, a balance must be kept between the need for safe maintenance and development for tourism on the one hand, and minimum interference with the historic environment on the other. However, the human race has always sought to alter the environment: industrial archaeology is the study of one aspect of human intervention. Built conservation in the context of waterways, bearing in mind that some are more than 200 years old, must seek to retain the blend and balance that has evolved during those two centuries.

The importance of waterways in industrial history

3. Britain's development from a largely agricultural economy to an industrial one is inextricably linked with the history of canals. In the late 18th-century artificial waterways were built to carry coal to regions which before that time had used only charcoal. A plentiful supply of coal enabled industries to spring up on the canal banks - such as Josiah Wedgwood's enterprise in the Potteries. Raw materials such as flints and china clay were brought in by water while mass-produced articles including earthenware dishes were distributed by the same means.

4. Towns grew up near the waterways as people left the countryside in search of factory jobs. The design of buildings reflected their functions: impressive factories and canal company offices, as well as simple stables, stores and artisan dwellings. Because the canals were largely built by separate companies, their buildings, structures and details have individual styles, like those of the railway companies. Hence they offer a wide variety of architectural features from a fascinating period in our industrial history.

The importance of conservation to tourism revenue

5. It seems that the tourist has an unlimited capacity for absorbing the past. The unique appeal of the Board's waterways is created by travelling slowly by water through unspoilt countryside, past buildings and structures mellowed by time and through a landscape softened by nature. No other tourist asset combines these qualities. Publicity material for holidays, particularly aimed at selling our waterways abroad, uses photographs depicting original bridges, sympathetically maintained banks and mature structures to evoke the waterways' industrial past.

6. Everyday items like brick or stone foot grips by locks, or the marks of wear on steps and bridges, intensify the appeal and the sense of belonging in history. Groups and sequences of structures, even more than individual ones, provide the backdrop for the waterways' tourism development, which would be seriously impaired if this coherent atmosphere were destroyed. Waterway sites planned as entities at the time of building - like Stourport and Saltaire - should be conserved intact. The special characteristics of each canal are a vital attraction. Traditional hedges, walls and banks need to be retained and the skills for their maintenance fostered.

7. The importance of developing awareness of these aspects of conservation and heritage, in both the current and potential tourism markets, cannot be over-emphasised. To appreciate fully their market potential one only has to look at the phenomenal expenditure undertaken by enlightened breweries in restoring their old inns and hotels, to realise how well this opportunity has been researched and proved. Conservation in this context is not always a preservation of the status quo. The waterway environment may benefit from clearance of ugly or intrusive structures. Thus, the tourist's enjoyment can be enhanced by creating new and harmonious vistas of buildings and scenery. Planners, architects and waterside landowners are increasingly involved with the Board in creating sensitive schemes.

8. If the Board are to maximise their revenue through tourism, they must at all times protect and nurture the fabric and framework which have been placed in their care. Hastily conceived solutions for some aspect of an historic setting could easily create a precedent and result in unsuitable treatment elsewhere.

Protection of structures - General

9. The majority of the Board's structures are not protected by any statutory requirement. In the past this was an important advantage to the Departments within the Board in that the future treatment of a structure could be decided on the grounds of cost alone. However, as we noted above, tourism marketing must rely increasingly on the unique appeal of the waterways' historical environment. Indeed, sensitive treatments have been carried out and the Board's own Waterway Environment Handbook has been successfully used as a model on many occasions.

10. When structures are unprotected they may not receive the same careful consideration as those enjoying legislative protection, while some people may regard apparently life-expired structures as stumbling blocks in the way of development. This attitude is known to have caused much concern in the past, especially when original bridges and lock cottages were demolished simply because they had outlived their original purpose and no new use had been sought.

11. Those structures owned by the Board which enjoy statutory protection may be eligible for additional funding to be conserved rather than demolished or replaced.

Conservation areas

12. Some structures, including lock flights, are within conservation areas. These are normally an intrinsic part of the context of an historic town or village, but some conservation areas comprise whole waterways: for example, the Shropshire Union Canal and the Staffordshire & Worcestershire Canal.

13. Permission must be sought either by an agreed working arrangement or by specific planning application, should a proposal to alter the external appearance of any structure within a Conservation Area be made. This is designed to ensure that replacements are carried out in original or similar materials and distinctive features such as wear marks are treated carefully. Permission must also be sought for any works likely to alter significantly any adjoining woodlands, embankments or cuttings.

Listed buildings

14. Listed buildings and structures account for a growing proportion of the Board's property. Listing normally covers exterior features only but may include interior details. Some bridges, aqueducts, locks and other structures have been listed but listing does not appear to be applicable to original cuttings, embankments or stretches of bank protection. Listing would appear to be an excellent method of protecting individual buildings and structures: unlike scheduling, listing covers built-in features and the curtilage (surroundings) of a monument.



Ancient Monuments

15. Ancient Monument designation has been given to most of the more outstanding engineering features along the Board's waterways, such as the Pontcysyllte Aqueduct, Anderton Lift and the whole of the Union Canal in Scotland. The Board must obtain 'scheduled monument consent' from the appropriate government agencies to alter the monument in any way (except routine maintenance which requires 'class consent'). The large number of Ancient Monuments and Class "A" building designations on the Board's waterways reflects credit on the Board as a custodian of the community's valued assets.

16. Ancient Monument designation is primarily directed towards the preservation of the structure in its existing state, and the effect of such designation on the treatment of bank protection and cuttings, for example, is not known.

Planning protection

17. Waterways often gain additional safeguards through structure and local plans, so that the effect of essential developments such as mining or mineral extraction on listed or scheduled structures, or on conservation areas, is minimised. A broader view of adjacent areas is valuable wherever possible, since nearby features often contribute to the group value of the landscape as seen from a waterway. Hence, planners should be encouraged to take into account appropriate styles and materials for any construction or alteration within such a corridor.

Funding

18. There is provision for protected lengths of waterway to receive additional funding from local authorities and from the Department of the Environment. Application can also be made to English Heritage, Cadw (Welsh Historic Monuments), and the Scottish Development Department (the Historic Buildings Council for listed buildings and Historic Buildings and Monuments for Ancient Monuments).

19. The extent to which this additional funding could supplement the Board's grant-in-aid resources needs to be examined, but it is thought that if the Board have no existing source of funds for a treatment required on a protected structure or length of waterway, it would be open to them to seek additional funding from these other agencies.

20. There is one important aspect of the waterways' industrial heritage still to be dealt with: the variety of original plant and equipment, often of obsolete design, used throughout the ages to operate and maintain the waterway fabric.

Artefacts

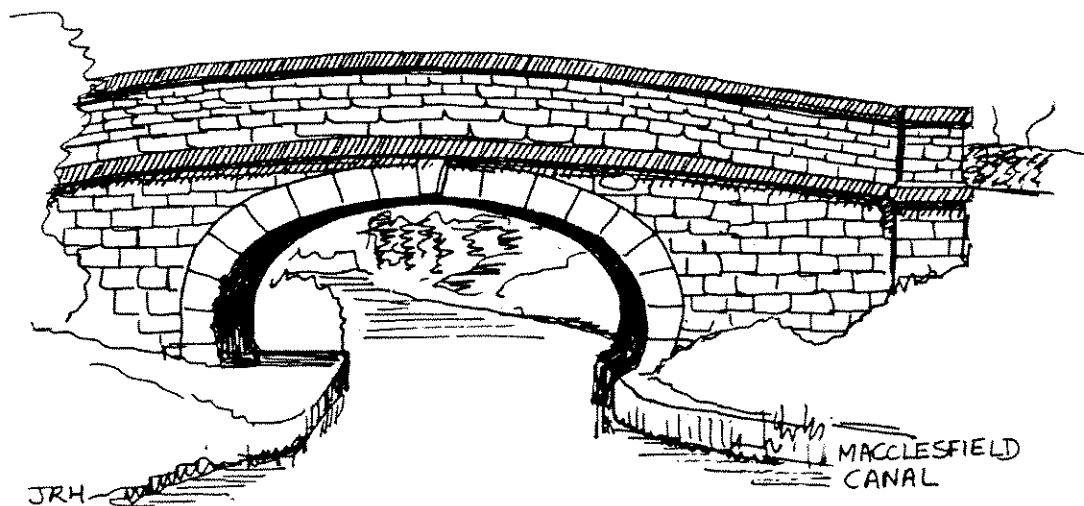
21. Larger, man-made artefacts can be protected if the building in which they are housed is listed or scheduled, and if they would need to be dismantled to be removed.

22. Other items, for instance historical notices and name plates, pulleys, rubbing irons and implements formerly used for agricultural work, piling and dredging - all have importance for industrial archaeology. The Water Authorities' Association is co-ordinating a pioneering exercise now being carried out by the water industry to collate records of artefacts on a central register so that their value can be assessed. Because of Britain's 19th-century lead in the world's industrial development, the implements of that time are of especial interest to other countries, particularly those countries where the equipment concerned is still in general use.

23. Even when there is a surfeit of a particular example of obsolete equipment in the country, spare parts may be increasingly vital to retain other models in working order elsewhere. The cost of making individual castings is very high if spares are not available.

24. The problem of spare parts for working examples of industrial history is undoubtedly one which will increase as we move into the next century. It is therefore of the utmost importance that decision-makers at every level should have easy access to information enabling them to assess the value of the artefacts under their control. Many pieces have already been destroyed for their scrap value.

25. It is also important to realise that historical interest is not limited to the 19th-century: every item of equipment which becomes obsolete however recently it has been made, must be considered in terms of its place in history to determine whether it should be stored for future use or destroyed. Even the salvage of suitable building stone may be important for future works to be in keeping with their historical surroundings.



APPENDIX 1.ORGANISATIONS CONCERNED WITH BUILT CONSERVATION

- A = awards
 E = education and training
 F = funds (grants and loans)
 P = professional associations and institutions.

ANCIENT MONUMENTS BOARD FOR SCOTLAND
 3-11 Melville Street,
 Edinburgh EH3 7QD (031 226 2570)

ANCIENT MONUMENTS BOARD FOR WALES
 Welsh Office, New Crown Building,
 Cathays Park, Cardiff CF1 3NQ (0222 82511)

ANCIENT MONUMENTS SOCIETY
 St Andrew-by-the-Wardrobe,
 Queen Victoria Street, London EC4V 5DE (01 236 3934)

ARCHITECTURAL HERITAGE FUND
 Civic Trust, 17 Carlton House Terrace,
 London SW1Y 5AW (01 930 1014) F

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY
 Ironbridge, Telford,
 Shropshire TF8 7AW (095 245 3522) E

ASSOCIATION FOR STUDIES IN THE CONSERVATION OF
 HISTORIC BUILDINGS
 Institute of Archaeology, 31/34 Gordon Square,
 London WC1H 0PY E

ASSOCIATION OF CONSERVATION OFFICERS (ACO)
 Chairman: M.S. Pearce, c/o The Castle,
 Winchester, Hampshire SO23 8UE
 Secretary: A. Jenkins, 17 Crimicar Lane,
 Fulwood, Sheffield S10 4FA

ASSOCIATION OF INDEPENDENT MUSEUMS AND
 AREA MUSEUM SERVICE. F
 Secretary: Patrick Greene,
 Greater Manchester Museum of Science & Industry,
 Liverpool Road, Manchester M3 4JP
 (061-832 2244)

BRITISH ASSOCIATION OF FRIENDS OF MUSEUMS
66 The Downs, Altrincham, Cheshire WA14 2QJ

BRITISH HERITAGE COMMITTEE c/o BTA
c/o BTA, 24 Grosvenor Gardens,
London SW1W 0ET 01-846 9000

BRITISH HISTORIC BUILDINGS TRUST
St. Michael's Studio, St. Nichol's Churchyard,
Derby DE1 3DX

BRITISH TRUST FOR CONSERVATION VOLUNTEERS
10/14, Duke Street, Reading,
Berkshire RG1 4RU (0734 596171)

BRITISH WATERWAYS BOARD
Melbury House, Melbury Terrace,
London NW1 6JX (01 262 6711)

BUILDING CONSERVATION TRUST
Apartment 39, Hampton Court Palace,
East Molesey, Surrey KT8 9BS (01 943 2277)

BUSINESS ARCHIVES COUNCIL
15, Tooley Street, London SE1.
01 - 407 6110/403 6342)

CADW (WELSH HISTORIC MONUMENTS) F
Brunel House, 2 Fitzalan Road, Cardiff CF2 1UY
(0222 465511)

CENTRE FOR THE STUDY OF THE HISTORY OF TECHNOLOGY
School of Humanities & Social Science,
University of Bath, Claverton Down,
Bath BA2 7AY (0225 61244)

CIVIC TRUST
17 Carlton House Terrace,
London SW1Y 5AW (01 930 0914) A E F

CIVIC TRUST FOR NORTH EAST
3 Old Elvet, Durham DH1 3HL (0385 61182) A E F

CIVIC TRUST FOR NORTH WEST
The Environmental Institute,
Greaves School Bolton Road,
Swinton, Manchester M27 2UX (061 794 9314) A E F

CIVIC TRUST FOR WALES
46 Cardiff Road, Llandaff,
Cardiff CF5 2DT (0222 552388) A E F

SCOTTISH CIVIC TRUST
24 George Square, Glasgow G2 1EF ((041) 221 1466/7

COMMUNITY PROJECTS FOUNDATION
60 Highbury Grove, London N5 2AG (01 226 5375)

CONFERENCE ON TRAINING ARCHITECTS IN CONSERVATION (COTAC) E
19 West Eaton Place, London SW1 8LT (01 245 9888)

CONSERVATION BUREAU
 Rosebery House, Haymarket Terrace,
 Edinburgh EH 12 5EZ (031) 337 9595 F

CONSERVATION FOUNDATION A
 11a, West Halkin Street,
 London SW1X 8JL (01 235 1743)

COUNCIL FOR BRITISH ARCHAEOLOGY
 112 Kennington Road,
 London SE11 6RE (01 582 0494) F

COUNCIL FOR ENVIRONMENTAL CONSERVATION (CoEnCo)
 Zoological Gardens, Regent's Park,
 London NW1 4RY (01 722 7111)

COUNCIL FOR THE PROTECTION OF RURAL ENGLAND
 4 Hobart Place, London SW1W OHY (01 235 9481)

COUNCIL FOR THE PROTECTION OF RURAL WALES
 31 High Street, Welshpool, Powys. (0938) 2525

COUNCIL FOR SMALL INDUSTRIES IN RURAL AREAS (CoSIRA)
 141 Castle Street, Salisbury,
 Wiltshire SP1 3TP (0722 6255)

COUNTY ARCHIVISTS
 (Consult your local librarian)

CRAFTS COUNCIL
 12 Waterloo Place, London SW1Y 4AU (01 930 4811) F

DEPARTMENT OF THE ENVIRONMENT
 2 Marsham Street,
 London SW1P 3EB (01 212 3434) F

DEPARTMENT OF EDUCATION AND SCIENCE
 Elizabeth House, York Road,
 London SE1 7PH (01 928 9222) E F

DEVELOPMENT COMMISSION
 11 Cowley Street,
 London SW1 (01 222 9134)

ENGLISH HERITAGE (HISTORIC BUILDINGS & MONUMENTS COMMISSION)
 Fortress House, 23 Savile Row,
 London W1X 2HE (01-734 6010) F

ENGLISH TOURIST BOARD (ETB)
 Thames Tower, Black's Road,
 London W6 9EL (01 846 9000) F

EUROPA NOSTRA A
 86 Vincent Square, London SW1P 2PG

GEORGIAN GROUP
 37 Spital Square, London E1 6DY (01 377 1722)

HERITAGE CO-ORDINATION GROUP
 Conewood House, Crawley Ridge, Camberley, Surrey. E

HERITAGE EDUCATION GROUP
 Civic Trust, 17 Carlton House Terrace,
 London SW1 5AW (01 930 0914) E

HISTORIC BUILDINGS & MONUMENTS COMMISSION FOR ENGLAND
 (See ENGLISH HERITAGE)

HISTORIC BUILDINGS BUREAU
 DoE, 25 Savile Row, London W1X 2BT (01 734 6010)

HISTORIC BUILDINGS COUNCIL FOR WALES
 G046, New Crown Building,
 Cathays Park, Cardiff CF1 3NG (0222 823160) F

HISTORIC BUILDINGS COUNCIL FOR SCOTLAND
 25 Drumsheugh Gardens, Edinburgh EH3 7RN (031 226 3611) F

HISTORIC BUILDINGS TRUSTS (local)

INSTITUTION OF CIVIL ENGINEERS
 Panel for Historic Engineering Works
 Great George Street, London SW1P 3AA (01222 7722) P

INSTITUTE OF INDUSTRIAL ARCHAEOLOGY
 Ironbridge Gorge Museum Trust, Ironbridge,
 Telford, Shropshire TF8 7AW (095 245 2751)

KEEP BRITAIN TIDY AWARDS
 34 John Adam Street, London (01 839 1101) A

LANDMARK TRUST
 Shottesbrooke, Maidenhead, Berkshire (0628 82) 5925/3431 F

LANDSCAPE INSTITUTE
 12 Carlton House Terrace,
 London SW1Y 5AH (01 839 4044) P

LANDSCAPE RESEARCH GROUP LIMITED
 Dale Cottage, The Dale, Eyam,
 Sheffield S30 1QU (0433 30936)

LOCAL AUTHORITIES
 (In all areas)

MEN OF THE STONES
 The Rutlands, Tinwell,
 Stamford, Lincolnshire PE9 3UD (0780 3320) E

MUSEUMS ASSOCIATION
 34 Bloomsbury Way, London WC1A 2SF (01 404 4767) A P

NATIONAL HEDGELAYING SOCIETY
 DRY STONE WALLING ASSOCIATION
 National Federation of Young Farmers' Clubs,
 YFC Centre, National Agricultural Centre,
 Stoneleigh, Kenilworth, Warwicks CV8 2LG (0203 56131)

NATIONAL HERITAGE MEMORIAL FUND
Church House, Great Smith Street,
London SW1P 3BL (01 212 5414) F

NATIONAL HERITAGE
9a North Street, London SW4 OHN (01 720 6789)

NATIONAL TRUST
36 Queen Anne's Gate,
London SW1H 9AS (01 222 9251)

NATIONAL TRUST FOR SCOTLAND
5 Charlotte Square, Edinburgh EH2 4DU (031 226 5922)

NATIONAL WESTMINSTER BANK (Award Scheme for Schools)
Contact: Mrs. Wells, Public Affairs Department,
41 Lothbury, London EC2P 2BP (01-726 1000) A

NEWCOMEN SOCIETY,
c/o Science Museum, London SW7 2DD (01 589 1793)

ORTON TRUST,
82 The Walk, Potters Bar, Hertfordshire. ((77) 42716)

PILGRIM TRUST,
Fielden House, Little College Street,
London SW1P 3SH (01 222 4723)

PRINCE OF WALES' COMMITTEE
Empire House (6th Floor), Mount Stuart Square,
Cardiff CF1 6DN (0222) 495737/495875 F

PROFESSIONAL INSTITUTIONS COUNCIL FOR CONSERVATION (PICC)
12 Great College Street, Parliament Square,
London SW1P 3AD (01 222 7000) A E F

ROYAL COMMISSION ON ANCIENT AND HISTORICAL MONUMENTS IN WALES
Edleston House, Queen's Road,
Aberystwyth, Dyfed SY23 2HP (0970 4381)

ROYAL COMMISSION ON HISTORICAL MONUMENTS (ENGLAND)
Fortress House, 23 Savile Row,
London W1X 1AB (01 734 6010)

ROYAL COMMISSION ON THE ANCIENT & HISTORICAL MONUMENTS (SCOTLAND)
54 Melville Street, Edinburgh EH3 7HF (031 225 5994)

ROYAL INCORPORATION OF ARCHITECTS IN SCOTLAND
15 Rutland Square, Edinburgh EH1 2BE (031 229 7205) P

ROYAL INSTITUTE OF BRITISH ARCHITECTS
66 Portland Place, London W1N 4AD (01 580 5533) A E P

ROYAL INSTITUTE OF CHARTERED SURVEYORS
12 Great George Street, London SW1P 3AD (01 222 7000) A E P

ROYAL TOWN PLANNING INSTITUTE
26 Portland Place, London W1N 4BE (01 636 9107) E P

Saltire House, 13, Atholl Crescent,
Edinburgh EH3 8HA (031 228 6621)

SAVE BRITAIN'S HERITAGE
68 Battersea High Street, London SW11 3HX (01 228 3336)

E

SCOTTISH CIVIC TRUST
24 George Square, Glasgow G2 1EF (041 221 1466)

A E F

SCOTTISH DEVELOPMENT DEPARTMENT
Historic Buildings & Monuments, Ancient Monuments Division,
3-11, Melville Street, Edinburgh EH3 7PE (031-226 2570)
and
Historic Buildings Council
25 Drumsheugh Gardens, Edinburgh EH3 7RB (031-226 3611)

F

SCOTTISH GEORGIAN SOCIETY
5b, Forres Street, Edinburgh EH3 6BJ (031 225 9724)

SCOTTISH TOURIST BOARD
23 Revelston Terrace, Edinburgh EH4 3EU (031 332 2433)

F

SOCIETY FOR THE INTERPRETATION OF BRITAIN'S HERITAGE
Centre for Environmental Interpretation,
Manchester Polytechnic, John Belton Building,
Chester Street, Manchester M1 5GD

SOCIETY FOR THE PROTECTION OF ANCIENT BUILDINGS
37 Spital Square, London E1 6DY (01 377 1644)

E

SOCIETY OF ARCHIVISTS
South Yorkshire County Record Office,
Ellin Street, Sheffield S1 4PL (0742 29191)

SOCIETY OF ANTIQUARIES OF LONDON
Burlington House, Piccadilly,
London W1V OHS (01 734 0913 or 01 437 9954)

E

SOCIETY OF ANTIQUARIES OF SCOTLAND
National Museum of Antiquaries of Scotland,
Queen Street, Edinburgh EH2 1JD

E

SOCIETY OF ARCHITECTURAL HISTORIANS OF GREAT BRITAIN
Chesham House, Room 208, 30 Warwick Street,
London W1R 6AB (01 734 8144)

E

STATIONARY ENGINES RESEARCH GROUP
73 Coniston Road, Blossom Hill, Bewdley,
Worcestershire DY12 2QA (0299 402946)

STONE FEDERATION
82 New Cavendish Street, London W1M 8AD (01 580 5588)

THIRTIES SOCIETY,
3 Park Square West, London NW1 4LJ

TOWN AND COUNTRY PLANNING ASSOCIATION (TCPA)
17 Carlton House Terrace,
London SW1Y 5AS (01 930 8903)

E

TRUST HOUSE FORTE
c/o Conservation Foundation (q.v.)

F

TRANSPORT TRUST
Marylebone Station Offices, London NW1 (01 262 8864)

URBED (URBAN & ECONOMIC DEVELOPMENT) LTD.
99 Southwark Street, London SE1 OJF (01 928 9515)

E

VICTORIAN SOCIETY
1 Priory Gardens, Bedford Park, London W4 1TT (01 994 1019)

WALES TOURIST BOARD/BWRDD GROESO CYMRU
Brunel House, 2 Fitzalan Road,
Cardiff CF2 1UY (0222 499 909)

F

WELSH OFFICE
Cathays Park, Cardiff CF1 3NQ (0222 825 111)

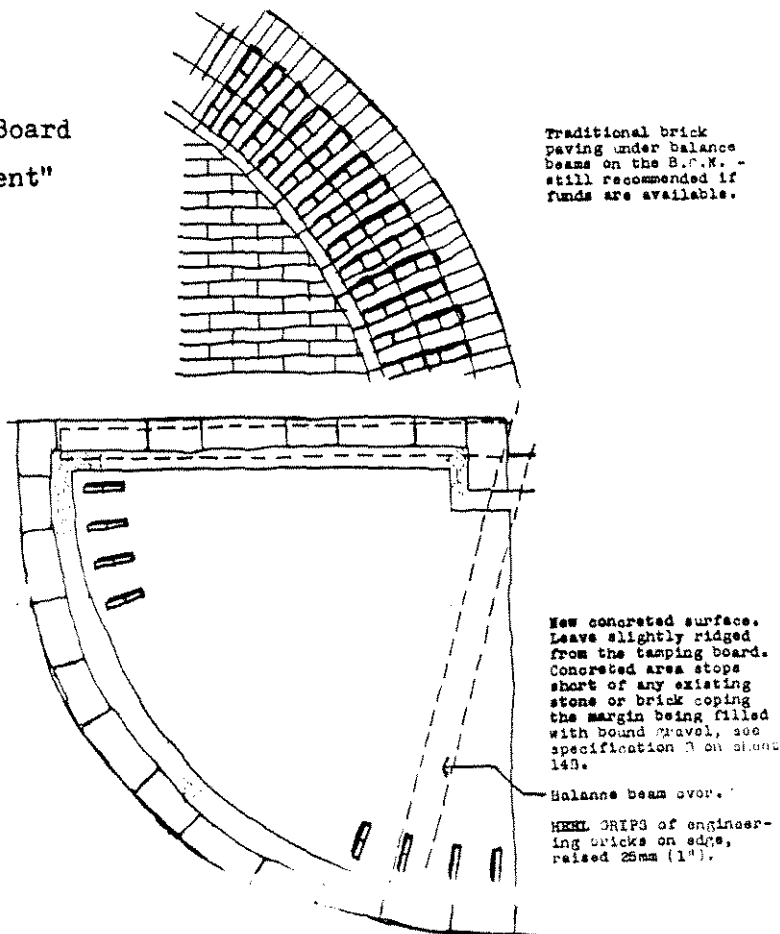
WATER AUTHORITIES' ASSOCIATION
Water Industry Panel for Industrial Archaeology,
1 Queen Anne's Gate, London SW1H 9BT (01 222 8111)

WIGGINS TEAPE (UK) PLC
(Heritage Drawing Competition)
Chartham Paper Mills, Canterbury, Kent CT4 7JA (0227 738 771)

A

British Waterways Board
"Waterway Environment"
information sheet:

Heel Grips



Traditional brick paving under balance beams on the B.C.K. - still recommended if funds are available.

New concreted surface. Leave slightly ridged from the tamping board. Concreted area stops short of any existing stone or brick coping the margin being filled with bound gravel, see specification 3 on sheet 143.

Balance beam over.

HEEL GRIPS of engineering bricks on edge, raised 25mm (1").

APPENDIX 2

SUGGESTED READING

Reference

Environmental Directory 5th edition, 1984. Paperback £2.50	Civic Trust
Environmental Education Sources of information, 1981 £2.95	Department of Education and Science
Heritage Directory (BTA) 1984 £2.50	Phillips Auctioneers
Directory of Grant-Making Trusts £45 (or consult in a reference library)	Charities Aid Foundation, 48 Pembury Road, Tonbridge, Kent

Conservation

Holding your Ground (a practical guide to conservation) 1985 Paperback £5.95	Temple Smith (or Common Ground, 45 Shelton Street, London WC2 9HJ)
Preservation Pays by M. Binney & M. Hanna. £3.50	Save Britain's Heritage
Understanding our Surroundings, 1979	Civic Trust
Historic Buildings & Planning Policies by David Pearce, 1979	Council for British Archaeology
Living with the Past: the Historic Environment, 1983. Paperback £8.95	David Baker (author & publisher) 3 Oldway, Bletsoe, Beds MK44 1JG

Waterways engineering and architecture

Canals - a New Look. Ed. M. Baldwin and A. Burton. 1984	Phillimore
James Brindley - Millwright and Canal Engineer. 1972. By H. Bode	Shire Publications
James Brindley - Engineer by C.T.G. Boucher	Goose & Son
The Archaeology of the Industrial Revolution by B. Bracegirdle, 1973	Heinemann
Thomas Telford by B. Bracegirdle & P.H. Miles. 1973	David & Charles
Canals in Towns by L. Braithwaite. 1976	Black

The Canal Builders by A. Burton, 1981	David & Charles
The Past at Work by A. Burton, 1980	Andre Deutsch
Beam Engines by T.E. Crowley, 1974	Shire Publications
Thomas Telford by M. Cruikshank, 1971	Keele Teaching Unit 1.
William Jessop, Engineer by Hadfield and Skempton	David & Charles
Canals and their Architecture by R. Harris, 1981	Hugh Evelyn
Waterways Heritage, 1971	Luton Museum
Thomas Telford by R. Pearce, 1978	Shire Publications
Thomas Telford: Engineer by A. Penfold (ed). 1980	T. Telford Ltd.
Canal Architecture in Britain by F. Pratt	British Waterways Board
The Archaeology of Canals by P.G. Ransom, 1979	World's Work
The Archaeology of the Transport Revolution by P.G. Ransom, 1984	World's Work
Thomas Telford by L.T.C. Rolt, 1958	Longmans
Bridges and Aqueducts by A. Sealey, 1976	Hugh Evelyn
Lives of the Engineers, Vols. 1 & 2 by S. Smiles	David & Charles

Buildings

The Functional Tradition
by J.M. Richards, 1958

Architectural Press

Illustrated Handbook of Vernacular
Architecture by R.W. Brunskill,
2nd edition, 1978 £3.50

Faber & Faber

A guide to Historic Buildings
by Law. 6th edition 1984 £6.00

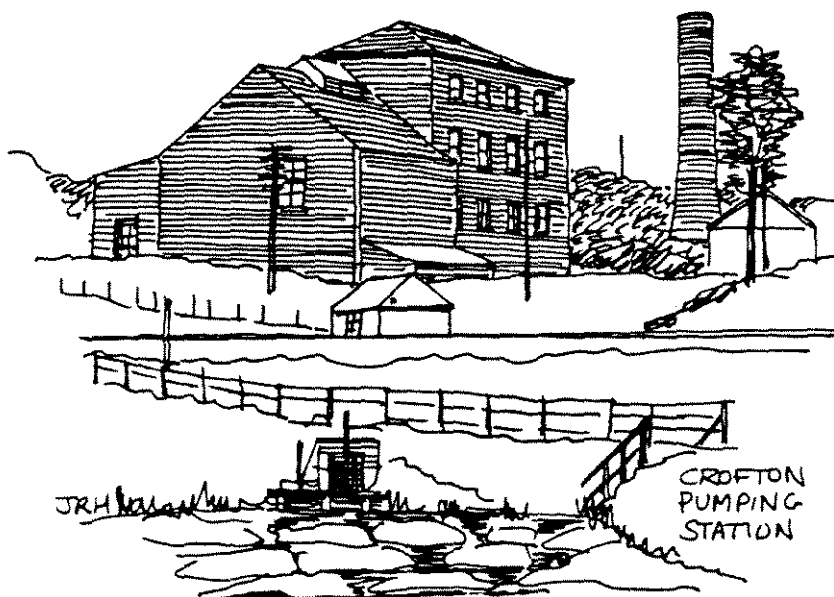
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Appendix 3STATUTORY PROVISIONS FOR CONSERVATION AREAS ETC.

1. The Town and Country Planning Act 1971, Section 277 (as replaced with amendments by Town and Country Amenities Act 1974) provides for designating areas of special architectural or historic interest as conservation areas. The duty is placed on local planning authorities.

(N.B. Sub-section (2) of this substituted Section was amended by the Local Government Planning and Land Act 1980, and sub-sections (3), (5)(a) and (b) repealed. A new sub-section (6A) was inserted by the National Heritage Act 1983. Sub-section (9) was amended by the Local Land Charges Act 1975).
2. Section 277A of the 1971 Act (inserted by the 1974 Act above) controls the demolition of buildings in conservation areas, other than "listed buildings" and "excepted buildings". For listing of buildings of special architectural or historic interest, see 1971 Act, Sections 54 to 58 (as amended).
3. Section 277B of the 1971 Act (inserted by the 1974 Act above) requires local planning authorities to formulate and publish proposals for the preservation and enhancement of conservation areas.
4. Section 61A of the 1971 Act (inserted by the 1974 Act above) extends to trees in conservation areas (if not already under tree preservation orders) control of felling, destruction, lopping and topping, by creating an offence. Tree preservation orders are dealt with by Sections 60 to 62 of the 1971 Act.
5. In brief, the effect of designating a conservation area is to control demolition of certain buildings; to require six weeks prior notice to be given before destroying, felling, lopping or topping trees; and to require the planners to publish proposals for the area and to publicise planning applications affecting the character of the area. Government grants are obtainable for areas of "outstanding" interest (Town and Country Planning (Amendment) Act, 1972, Section 10).
6. For the establishment, functions and duties of The Historic Buildings and Monuments Commission for England, see National Heritage Act 1983, Sections 32-39.
7. Legislation on built heritage in Scotland is covered by the Ancient Monuments & Archaeological Areas Act 1979 (which includes England and Wales), and the Town & Country Planning (Scotland) Act 1972.

LOCAL CONSIDERATION FOR NON-PROTECTED STRUCTURES

Planning authorities commonly have a 'local list' of structures of value or interest that enhance the local environment. These structures have no statutory protection but would merit special consideration if a planning application proposed the development or demolition of one of them.

One London Borough has 600 structures on their local list, compared with 300 on the statutory list. The Borough Plan states that:

"if demolition should prove necessary, then the Council will require that they are replaced with buildings of exceptional architectural merit."

Members of the public can suggest additions to the local list.