PROPOSALS map 5/A

CROMFORD TO HIGH PEAK JUNCTION

See also General Proposals

CROMFORD WHARF

Wharf buildings all listed. No very significant wildlife habitats here and built heritage can be prioritised.

Continue repair/restoration of buildings, structures and surfaces

Return function as far as possible to a working wharf servicing the canal.

Re-commence Horse-drawn trip boat from here to HPJ as minimum..

Reinstate lean-to workshop buildings against Wharf wall.

Reinstate sense of enclosure of original secure compound.

Work with adjoining owners to improve visibility into and out of the Wharf.

Enhance Canal exhibition, café, shop, meeting/classroom, WCs.

CANAL

Reinstate towpath wall.

Biennial rotational cutting of tall herb-rich bank side grassland.

Clear reed sweet grass to allow 4m wide channel & dredge.

Action to minimise effect on ecology of dog walking on this stretch.

PISANI MARBLE WORKS

Work with owners re:

restoration of tip, tree screening and removal of redundant outflow structure.

HIGH PEAK JUNCTION

SSSI priority area as good aquatic habitats survive with little degradation. Also built heritage priority area: Scheduled Ancient Monument. Capitalise on the combined significance.

Feasibility study to consider how to:

Provide greatly improved visitor and educational facilities including possible new building and better use of Wharf Shed.

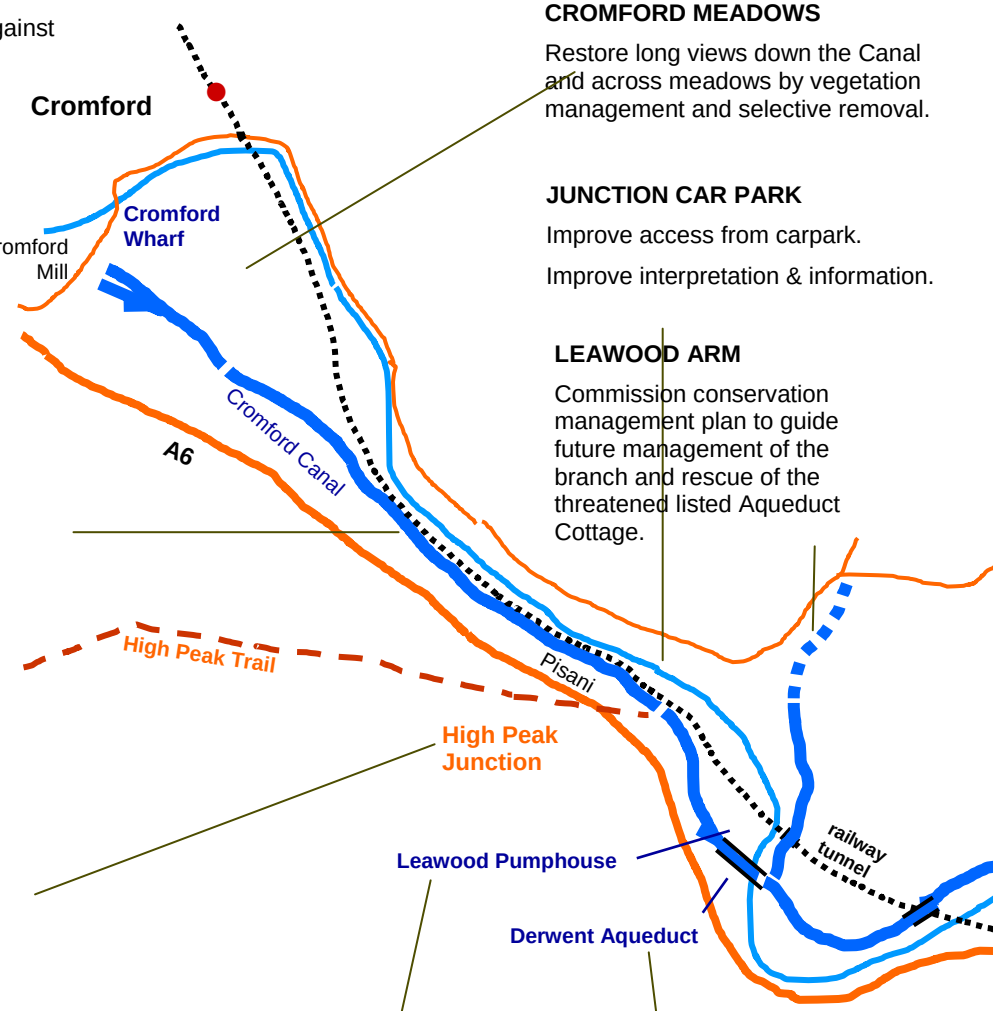
Repair/restore buildings, structures & surfaces. Avoid softening of industrial scene with vegetation, but retain picnic areas.

Improve views into and out of the site.

Improve presentation and interpretation of all buildings and structures, including representation of track to better illustrate function of canal/railway junction.

Bring all railway buildings into use as low-key interpretation points for built and natural heritage.

Clear wharf and winding hole to expose extended wharf area and restore canal copings/walls.



CROMFORD MEADOWS

Restore long views down the Canal and across meadows by vegetation management and selective removal.

JUNCTION CAR PARK

Improve access from carpark.

Improve interpretation & information.

LEAWOOD ARM

Commission conservation management plan to guide future management of the branch and rescue of the threatened listed Aqueduct Cottage.

LEAWOOD PUMPHOUSE

Repair/restore buildings and structures.

Restore the boilers.

Improve access.

Work with landowner to open up setting by selective removal of self-sown trees and clearance of adjacent undergrowth. Replace with medium-height shrubs and tall herbs.

Raise the crown of significant trees.

DERWENT AQUEDUCT

Repair/restore damaged buttresses and copings

Work with landowners to open up setting (short and long views) by selective removal of self-sown trees and clearance of adjacent undergrowth. Raise the crown of significant trees.

Work with landowner to provide path down to river on north west side.

Restore stone-lined spillways.

PROPOSALS map 5/B

LEAWOOD to WHATSTANDWELL

See also General Proposals

LEAWOOD ARM

Branch canal being acquired by the Arkwright Society.

Work with Society on this sensitive site establishing feasibility of

- Restoration of truncated section of canal including reinstatement of Stephenson's railway aqueduct.
- Interpreting & providing public access to full length of branch.
- Working with landowners to open up views including towards Derwent Aqueduct.

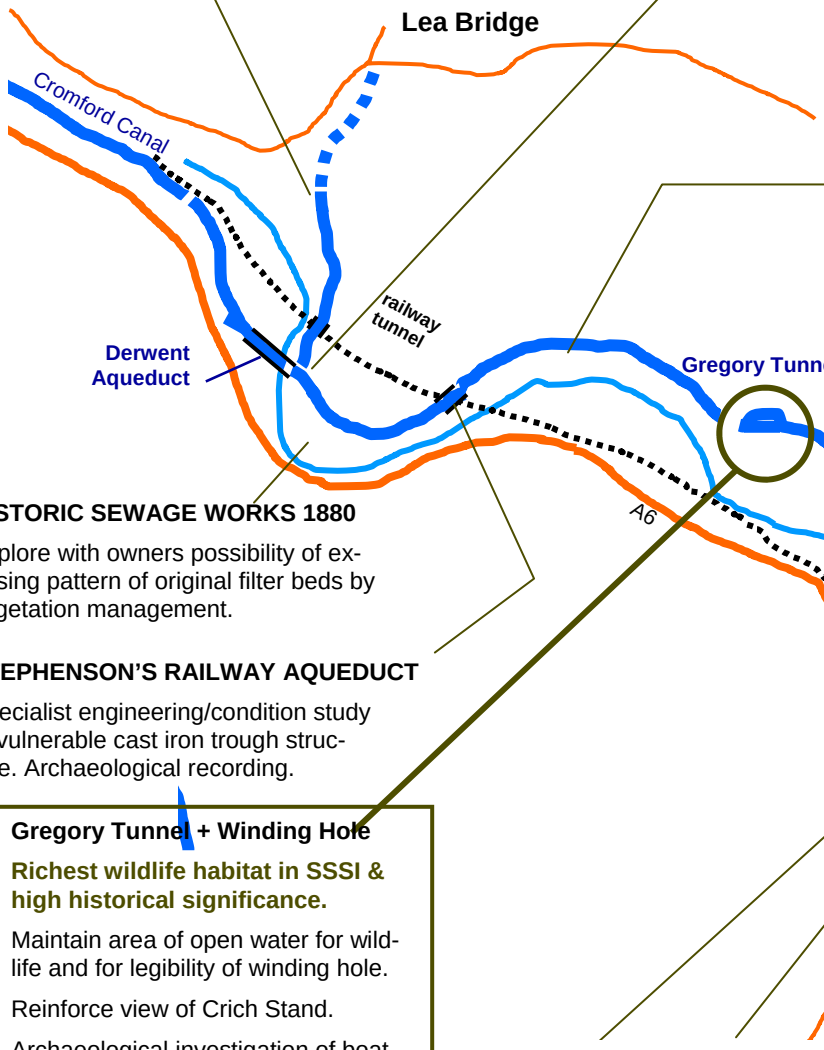
LEA BRIDGE

Work with owners of Lea Bridge historic factory buildings and workers housing to understand, restore and interpret and with private owners along the Leawood Arm route.

AQUEDUCT COTTAGE

Building listed and on 'Building at Risk' register. If acquired by the Arkwright Society, work with them on urgent action to clear invasive and substantial vegetation; arrest decay and consolidate (as a minimum).

Feasibility study required to consider future use and address technical and management issues.



LEAWOOD EMBANKMENT

Engineering study required for this unstable length of canal structure. Major clearance of invasive vegetation in embankment wall.

Replace unsightly/ecologically barren revetment work with wildlife friendly bank reinforcement.

LEASHAW FARM

Recommend addition to statutory list for unlisted pre-canal farmstead.

HISTORIC SEWAGE WORKS 1880

Explore with owners possibility of exposing pattern of original filter beds by vegetation management.

STEPHENSON'S RAILWAY AQUEDUCT

Specialist engineering/condition study of vulnerable cast iron trough structure. Archaeological recording.

Gregory Tunnel + Winding Hole

Richest wildlife habitat in SSSI & high historical significance.

Maintain area of open water for wildlife and for legibility of winding hole.

Reinforce view of Crich Stand.

Archaeological investigation of boat-building docks.

Improve footpath route to Homesford Cottage and views into nature reserve.

DUKE'S QUARRY, SIMMS BRIDGE CANAL + RAILWAY STONE WHARFS

Explore with owners possibility of exposing quarry faces, spoil heap mounds, ruined structures and canal and railway wharfs concealed by recent vegetation growth. Create vistas through to quarry faces.

'New' woodland in this area and therefore not ecologically sensitive.

Research and interpret in context of Robin Hood and canal/railway story.

ROBIN HOOD CANAL-SIDE INDUSTRIAL HAMLET

Recommend addition to statutory list for unlisted settlement, mill buildings, deep stone-lined catchment pit and culvert outfall related to canal and stone quarrying above the site.

Archaeological survey and research.

Work with owners to increase understanding and achieve restoration where feasible/appropriate.

PROPOSALS map 5/C

WHATSTANDWELL to AMBERGATE

See also General Proposals

HURTS WHARF + WAREHOUSE/WHARF

Work with owners of the two surviving wharf buildings to improve understanding of building and significance and to achieve appropriate restoration. Recommend addition to statutory list.

DERWENT HOTEL

Important pre-canal inn. Work with owners to improve understanding of building. Sign from Canal and open up views from/to boat-building wharf.

BOAT BUILDING WHARF

Clear undergrowth and self-sown trees to expose extent of historic boat-building area over railway tunnel.

Review carpark use of this historically important location on the Canal.

Consider appropriate alternative uses eg. canal maintenance base/ workshop and/or demonstration activity and interpretation point.

former WHEATSHEAF INN

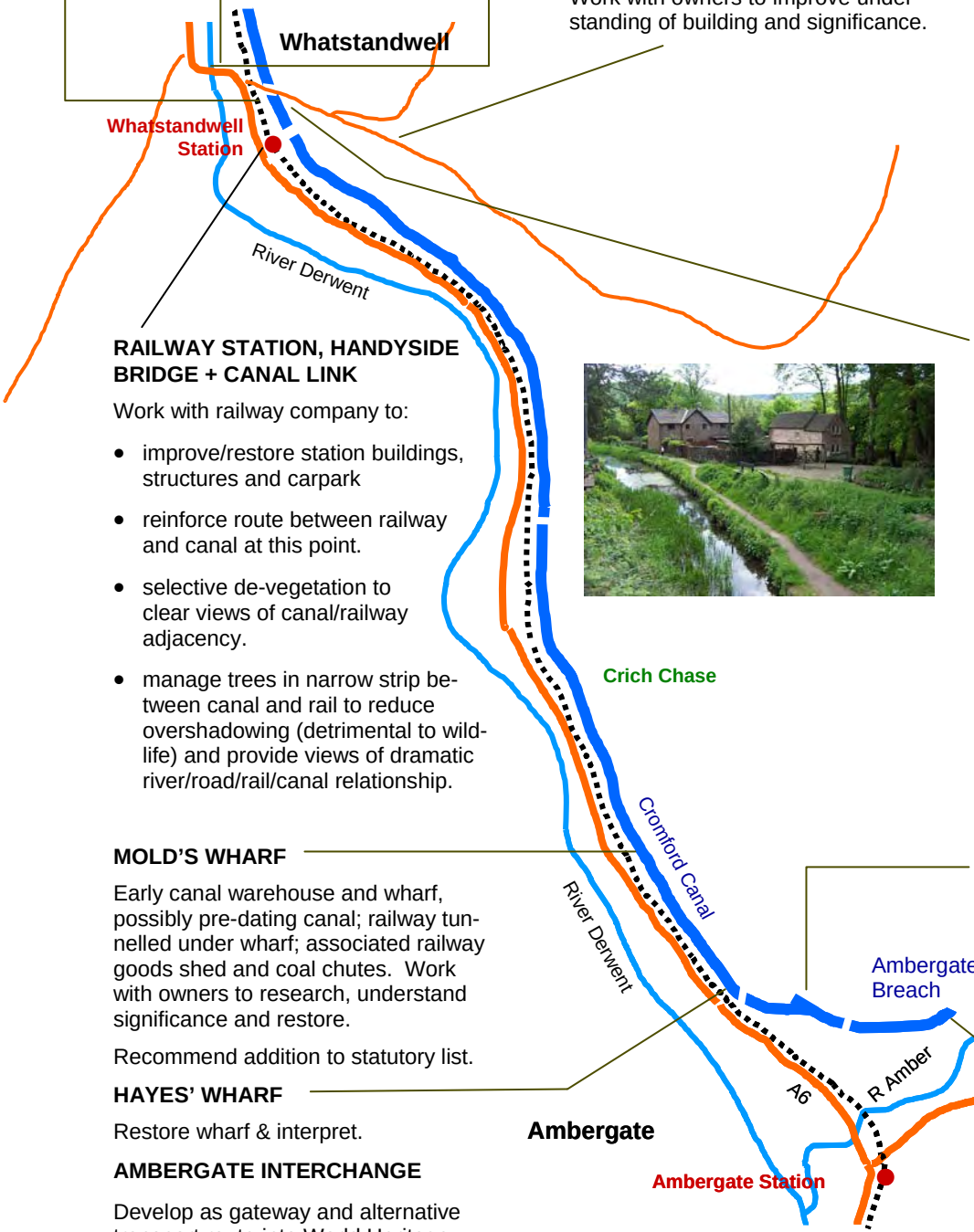
Work with owners to improve understanding of building and significance.

WHATSTANDWELL general

SSSI priority area as good aquatic and bankside habitats survive with little degradation. Water vole sightings. Also built heritage priority area: capitalise on the combined significance.

Significant canal/turnpike interchange where railway tunnelled under two wharfs on west side of bridge.

Programme of repair/restoration and interpretation. Dredging of silt build up; re-directing of road drain.



RAILWAY STATION, HANDYSIDE BRIDGE + CANAL LINK

Work with railway company to:

- improve/restore station buildings, structures and carpark
- reinforce route between railway and canal at this point.
- selective de-vegetation to clear views of canal/railway adjacency.
- manage trees in narrow strip between canal and rail to reduce overshadowing (detrimental to wildlife) and provide views of dramatic river/road/rail/canal relationship.

WHATSTANDWELL CANAL BRIDGE

One of the best of the six surviving original bridges. De-vegetation and repairs.

Interpret 'Brindley Gates' water management system: excavate and consider reinstatement.

CRICH CHASE

Work with owner to establish walks and interpretation of this ancient and rare coppiced woodland with connections with pre-canal industry. Archaeological survey.

MOLD'S WHARF

Early canal warehouse and wharf, possibly pre-dating canal; railway tunnelled under wharf; associated railway goods shed and coal chutes. Work with owners to research, understand significance and restore.

Recommend addition to statutory list.

HAYES' WHARF

Restore wharf & interpret.

AMBERGATE INTERCHANGE

Develop as gateway and alternative transport route into World Heritage Site.

Potential for future major interchange with 'park and ride' canal basin if reconnection with the southern section of the Canal achieved. Private boats would be moored here and journey continued on trip boat up sensitive section of canal to Cromford.

CALLADINE'S WINDING HOLE

Management of aquatic vegetation required to maintain open water area for wildlife and legibility of winding hole and 'dam' structure.

AMBERGATE BREACH

Develop more appropriate/attractive method of terminating Canal pending possible re-connection of lost link with southern section.

Improve access from road/railway station.

Explore with site owners, Transco, the creation of an interpretation point re: continuation of Canal and Stephenson's vast lime kilns.

The Derwent Valley Mills World heritage Site Discovery day has become a popular occasion to see a horse-drawn boat on the canal

Volunteers work at weekends to clear vegetation from the canal channel, this work is vital; it must be repeated annually to allow the horse-drawn boat to navigate the canal

Tow path maintenance and dealing with small leaks are an ongoing maintenance liability

A programme of selective tree felling and trimming to increase light levels, reduce leaf litter and open views must continue indefinitely

The Conservation Management Plan (CMP) will guide the restoration, development and management of the Canal and Trail, but how will the policies and ideas be put into action?

- **This Section summarises the principle areas of organisational and physical works.**
- **More detail is provided in *Section 7 issues and Problems: Policies and Opportunities.***
- **The Ecological Management Plan (in preparation) to be agreed with Natural England, will provide the necessary detail to guide the ecological work.**

FUNDING

In considering the policies and opportunities, the County Council has been mindful of the resource implications of a programme of necessary works. Resources within the Countryside Service budgets enable a modest programme of restoration and ongoing maintenance. Over and above this activity, proposals will be subject to identifying external funding.

MANAGEMENT

Project Development

Seek sources of funding appropriate to the varied projects proposed.
Introduce heritage skills training programme for Countryside Service staff .

Economic + social regeneration

Work with local leisure and tourism businesses to mutual benefit.
Reinforce links with regeneration initiatives in the wider corridor.
Work with other heritage attractions and World Heritage Site organisation.

Volunteer Plan

Draw up strategy for the involvement of volunteers.

Education for all

Develop plan in conjunction with DCC Environmental Studies Team.
Integrate with World Heritage Site and adjacent attractions & services.

Engineering + hydrology study

Engineering study: canal channel and structures.
Hydrology study: water supply, flow, quality and retention.

Dredging

Dredging study: sample testing, survey for canal-side dredging tips.

MAJOR WORKS

Reinstatement of canal channel

- Reinforce the appearance of the Canal as an engineered waterway.
- Restore minimum 4m wide X 900mm deep channel along whole length of
- Canal to accommodate trip and maintenance boats.
- Repair leaks to channel (engineer's recommendations).
- Reinforce collapsed banks using habitat-friendly systems.

Water supply, flow & quality

- Prepare a phased dredging programme.
- Improve the waterflow and levels throughout the canal, reintroducing
- limestone based water flow southerly to gritstone areas.

Repair/reinstate buildings, structures + surfaces

- Repair and clear wharf edges.
- Repair/ rebuild defective retaining and boundary walls.

De-vegetate and repair Canal & Trail structures

- Draw up vegetation management plan to implement:
- Thinning out and gradual clearance of trees in identified locations to:
- Removal of young trees and shrubs from historic structures.
- Coppice older valuable trees in retaining walls & other structures.
- Cutting back of invasive shrubbery around historic structures.

ONGOING MAINTENANCE

- Provide additional manpower to maintain the canal
- Implement Ecology Study recommendations.
- Implement cyclical and preventative maintenance regime for all structures.
- Acquire appropriate maintenance plant and equipment.
- Ensure appropriate training and skills for canal staff.

VISITOR EXPERIENCE

- Increase visitor involvement and enjoyment by:
  - Improved interpretation.
  - Improved presentation of key sites.
  - Wildlife-based recreation; Guided towpath walks; Horse-drawn boat trips.
  - Health-promotion activities.
  - Workparties (clean-ups, weed-clearance etc)
  - Training days.
- Implement Interpretation Study proposals for signage and walks.
- Improve disabled access at all access points, at facilities and for the full length of Canal towpath.
- Investigate small local car parks and additional access points to Canal.

MONITOR AND REVIEW

The Plan will last for 20 years. Action against the policies and activities identified will be monitored annually within the Countryside Service work plans. The policies will be reviewed every five years..

A narrow channel through vegetation must be kept open at the Ambergate end so that water and silt can get away

Fallen trees must quickly be cleared to void build up of silt and debris and to allow drainage

Lengths of the canal occasionally require draining to deal with major leaks.

Countryside Service staff provide many guided walks for schools and general public.

PICTURE CREDITS

George Stephenson's lime kilns: Leigh Johnson, Transco

Middleton Top loco shed: Brian Lamb Collection

Locomotive at High Peak Junction: Glynn Waite

High Peak Junction: Brian Lamb Collection

The three transport routes and the river.
Dr Roger Butler; B Key. Friary series published by Simpsons the Printers, Friar Gate, Derby

Cromford Wharf
T Saunders, Mrs Jasinska.
Courtesy of the Derbyshire Local Studies Library.

Aerial photograph of Leawood Aqueduct. Postcard

Newspaper cutting of German aerial photograph.
Fred Copeland, George Lynam.

Cromford Wharf outbuildings.
Courtesy of Derby Industrial Museum.

Aqueduct Cottage: photograph by Frank Rodgers

Loco shed at High Peak Junction: Roger Butler.

Lea Wharf: George Wigglesworth

Photomontage by Val Roberts, Friends of Cromford Canal.

Leawood Pumphouse pre-1916

Whatstandwell: postcard

Chase Bridge: postcard

Horse logging at Slinter Wood: Doreen Buxton

Canal bursts its banks: Lawrence Knighton

River, road, rail and canal: Frank Rodgers

Except where the Derby Industrial Museum and the Local Studies Library are credited, historic photographs were made available from the Friends of Cromford Canal archive. We have tried to credit all the illustrations and apologise for any omissions.

All other photographs and illustrations are by Mansel Architects

ACKNOWLEDGEMENT of CONTRIBUTIONS to the CONSERVATION MANAGEMENT PLAN

Hugh Potter (author of a recent book on this canal) generously shared with Mansel Architects his considerable knowledge of the Cromford Canal in particular and canals in general and he directly contributed much in terms of archive information, history and editorial support.

Mansel Architects and the County Council are greatly indebted to the **Friends of the Cromford Canal**, for it is in Hugh's role as their archivist that he was able to make available many of the historic photographs which appear in the report.

Chris Coombs of County Council Countryside Services and **the Countryside Service staff** based at Middleton Top, provided invaluable information about the Canal and Trail and untiring support throughout the course of the study. In particular, Rick Gillings, Andy Pollock , Robin Jeffcoat, Bob Jeffrey, and Herbert Sheppard , provided detailed information.

Barry Joyce, the County Conservation and Design Manager and **Annie Cooper**, County Ecologist, formed with Chris Coombs the triumvirate which directed the study and provided support, information and a forum for discussion and feedback.

The collaborative approach of **Jane Southey of Scott Wilson Kirkpatrick**, who prepared the Ecology report ,and her detailed knowledge of the Canal, was critical to

Frank Alsopp	Cromford Wharf cottage
Mark Baker	Manager, Grand Western Canal
Dave Barrett	County Archaeologist
Jane Featherstone	Environmental Education DCC
Ruth Gordon	Derbyshire County Council Local Studies Library
Mark Higginson	Derby Industrial Museum
Jon Humble	English Heritage
Andy Lawson	British Waterways Heritage Adviser
Stephen Lees	British Waterways Manager, Montgomery Canal
Allan Morrison	Derbyshire County Council Conservation Officer
Val Roberts	Friends of Cromford Canal
David Spray	Robin Hood resident
Simon Stoker	previously Director, Cromford Canal Society
Gill Stroud	Sites and Monuments Officer, Derbyshire CC
Barrie Trinder	social and industrial historian and author
Percy Wilson	Mold's Wharf resident
Matthew Rogers	Whatstandwell canal warehouse
The team	Leawood Pumphouse group

reaching agreement on management and development policies which satisfy both built and natural heritage interests..

Christopher Charlton of the Arkwright Society shared with us his extensive

Mansel Architects

As referred to in the Introduction to the Plan, the County Council is indebted to Mansel Architects for the valuable detailed studies undertaken.

These studies underpin the Plan and provide an invaluable reference work for the future.

In detail the studies comprise:

CONDITION REPORT:
- DCC owned buildings at High Peak Junction
- Retaining Walls

HISTORIC MAP SEQUENCES:
- Cromford Wharf
- High Peak Junction
- Whatstandwell
- Leawood Pump
- Derwent Aqueduct

DATA SHEETS & PHOTOS:
of 157 canal Features:
- Vol 1 Cromford Wharf to Derwent Aqueduct
- Vol 2 Derwent Aqueduct to Whatstandwell
- Vol 3 Whatstandwell to Ambergate

LOCATION MAPS:
- Buildings and Structures

PROPOSALS:
Detailed proposals maps for
- Buildings, Structures + Settings
- Ecology

APPENDICES:
- Designations and Dates
- Bibliography

Mansel Architects also made a substantial contribution to the text of the Plan itself, including the framing of policies and proposals.