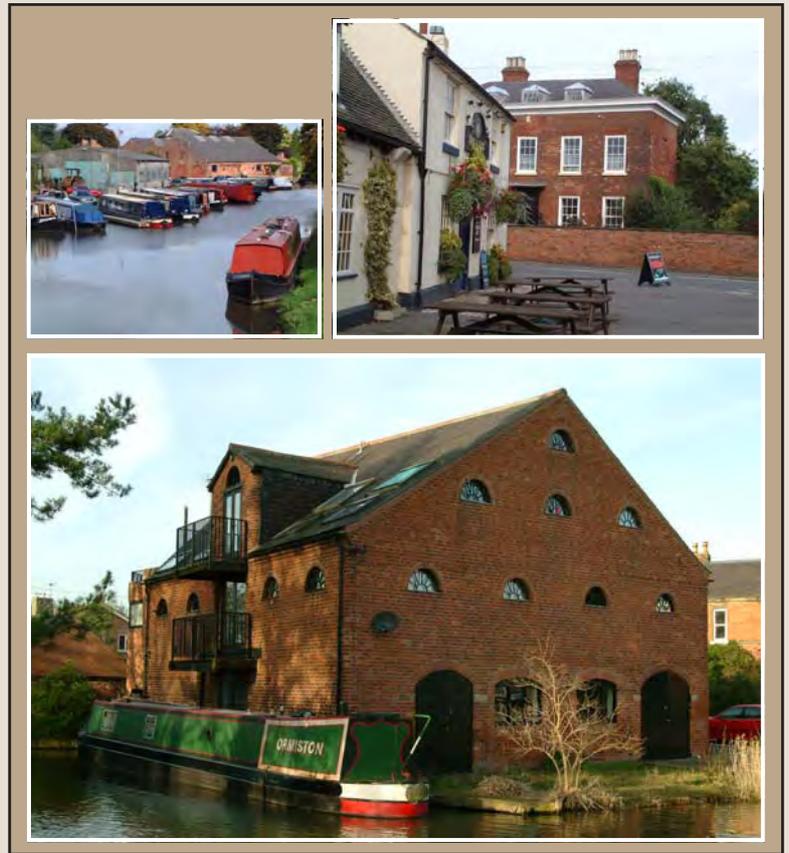


# Shardlow *Conservation Area* Character Statement



**2013**  
***CONSULTATION DRAFT***

**SOUTH DERBYSHIRE  
DISTRICT COUNCIL**

# Shardlow *Conservation Area*

## Contents

Introduction	1
Summary	1
Area of Archaeological Potential	3
Conservation Area Analysis	3
• Historic Development	3
• Approaches	8
• Views	9
• Spaces	11
• Building Materials and Details	12
Conservation Area Description	16
Loss and Damage	25
Conservation Area Map	
Appendix 1 Distinctive architectural details	
Appendix 2 Shardlow Conservation Area: Phases of Designation	

# Shardlow *Conservation Area*

## Introduction

This statement has been produced by Mel Morris Conservation for, and in association with, South Derbyshire District Council. It sets out the special historic and architectural interest that makes the character and appearance of Shardlow worthy of protection. It also assesses the degree of damage to that special interest and thus opportunities for future enhancement. This document will be used by the Council when making professional judgements on the merits of development applications.

The Shardlow Conservation Area was designated jointly by Derbyshire County Council and South Derbyshire District Council on 8th August 1975 and extended by the District Council on 9th July 1992 (see Appendix 2).

## Summary

Shardlow was only a hamlet in the early 18<sup>th</sup> century, with a small country house and grounds (Shardlow Hall) at its eastern perimeter. When Shardlow became the terminal port of the Trent and Mersey Canal in the 1760s, a new focus was created along the borders of the new canal, to the east of the old settlement. Here, transhipment took place between the river barges of the Trent and the narrow boats of the canal. Buildings comprised warehouses, offices and ancillary wharf buildings, as well as workers cottages, merchants housing and the brew houses and inns needed to support the community. Most of these buildings survive and are able to illuminate the story of its importance as a canal port.

Until the construction of the A50 southern Derby by-pass, the former (London Road) A6, which runs through Shardlow, was one of the busiest roads in the county. Now the village is fairly quiet but its historic development was closely related to its location on this road and its proximity to the River Trent; the intersection of road, river and canal being the reason behind its growth.

Despite the importance of the early industries associated with the river navigation in the development of a canal port, there is little sense of the presence of the River Trent and it appears to have had little bearing on the development of the medieval settlement. A casual visitor to Shardlow could remain wholly unaware of it. The only views of the river are approaching Shardlow from the east, where it runs alongside London Road and Canal bank along the edge of the conservation area.

The space between the separate east and west parts of the village was infilled over time, and the straggling development along London Road is the result. The only exception to this is the parkland setting to Shardlow Hall, and the meadow opposite between the road and canal, important open spaces that provide visual relief from the otherwise built-up frontage.

Shardlow is one of only two recognisable inland canal ports in the country, the other being at the town of Stourport-on-Severn in Worcestershire, also designed and engineered by

James Brindley. Therefore, whilst the inland port of Shardlow was not unique, it contains some of the best-preserved examples of canal architecture in Britain. It now enjoys a regional reputation for pleasure boating and the canal waterfront is a bustling place.



*Stevens No. 2 Store of c1820*

The distinctive characteristics of Shardlow can be summarised as follows:

- a self-contained distinct 18<sup>th</sup> century canal port
- a living canal wharf environment. There is continuity between past and present uses of the canal, particularly the local trades of boat-building and chandlery, which have continued on the site since the 1770s
- a principally linear settlement following the Derby - Loughborough road and the banks of the canal
- long stretches of canal and river that wind their way around the eastern side of the settlement
- a small country house set in landscaped parkland
- workers cottages mingled with managers' and merchants' houses
- wide red brick canal warehouses with shallow pitched slate roofs and cast-iron "lunette" windows
- a number of public houses, some converted to residential use, strategically placed within the settlement and providing focal points in views.

## Area of Archaeological Potential

An area of archaeological potential has been defined through an assessment of the known archaeological, documentary and plan-form evidence of the settlement. It has been carried out as part of the review of each conservation area in consultation with the County Archaeologist, the Development Control Archaeologist and the Sites and Monuments Record Officer at Derbyshire County Council.

An area of archaeological potential may encompass both statutory designations (including Scheduled Ancient Monuments and Registered Historic Parks and Gardens) and other non-statutory site information from the Derbyshire Sites and Monuments Record. It shows the probable extent of settlement and industrial activity during the medieval and/or post-medieval periods.

Within the area of archaeological potential there may be reasonable expectation that archaeological evidence relating to the medieval and/or post medieval periods may survive below ground.

Over the centuries, as settlements grow and develop, their focus may shift. Consequently, an area of archaeological potential need not necessarily coincide with the boundary of the conservation area.

## Conservation Area Analysis

### Historic Development

The excavation of gravel pits in the Trent Valley and the construction of the A50, within a mile of Shardlow, have involved extensive archaeological assessment of this area of the Trent Valley. As a result of detailed investigation, we know that there was occupation and activity in the area surrounding Shardlow from the Neolithic to the Romano-British periods. Cropmarks in the fields surrounding Shardlow are the only visible remains of early occupation, although these fall outside the conservation area.

Although Shardlow is referred to in the Domesday Book (1086), little is known about the settlement in the medieval period. It is likely to have developed in association with a crossing point of the River Trent at Wilne Ferry, which was in the vicinity of the present Cavendish Bridge, about a quarter-of-a-mile further along the main A6 to the east of Shardlow Wharf. Shardlow's early economy was largely dependent upon agriculture although it had some river trade and some passing trade from its location on the main route from London to Derby.

Vestiges of early agricultural practices can be seen in the arable fields to the north, north east and south east, outside the conservation area, which have surviving ridge and furrow.

The River Trent passes close to London Road at the eastern end of the settlement. Here, there is a sharp U-shaped bend in the river, which falls outside the conservation area. By the second half of the 17<sup>th</sup> century Wilne Ferry had become the head of the Trent Navigation, and Shardlow had, therefore, a strategic role for communication and trade.

Although at certain times the Trent was fordable near Shardlow, Wilne Ferry (also sometimes known as “Wilden Ferry”) was in continual use for many generations. Eventually, it was replaced with a bridge, now known as Cavendish Bridge, which opened in 1761. The present bridge is a 1957 reconstruction slightly further downstream.

Shardlow had been a small river port trading in local goods, particularly Derbyshire cheeses, which were exported as far as London. In fact, as many as 58 London cheesemongers were active in purchasing cheese from the Midland Counties via the Trent at the beginning of the 18<sup>th</sup> century (Stroud, 2001). Salt was also unloaded here. Salt was an important commodity and drovers’ ways, sometimes called Saltways, were created from medieval times to transport salt long distances across country. It is possible that the A6 was one such “Saltway”. An early warehouse (possibly a salt warehouse) serving the river appears on a plan of 1766, slightly upstream of Shardlow Lock.

The village developed in three areas, closely linked to the three areas described in this appraisal. The growth and development of the village has been plotted by the County Council (Extensive Urban Survey - Stroud, 2001) by comparing several maps; a map of 1766 (John Whyman map - DRO), the 1816 map of the Trent and Mersey Canal (British Waterways), a map of 1852 and the first edition Ordnance Survey map (c1880).



*The Dog and Duck, Aston Lane - rear wing with cruck frame*

The oldest area (Area 1) was the original hamlet, at the western side of the conservation area around the Dog and Duck pub, at the junction of London Road and Aston Lane. The Dog and Duck appears to be the oldest building in Shardlow, although this is not immediately apparent, with a dated cruck frame of 1482 and evidence of further timber-framing. It was situated on an area of land that remained dry during floods.

Located on the main highway from London to Derby, it is almost inevitable that a number of inns should be established along this route. Within the centre of Shardlow there were two inns, almost alongside each other - The Shakespeare Inn and The Rose and Crown (demolished). Map evidence suggests that these had extensive stabling between them (1880 OS). The stableblock wing which projected at the back of the Shakespeare Inn is now part of the pub accommodation and disguised by later extensions. There were two smithies indicated on the 2<sup>nd</sup> edition OS map, both on London Road; one opposite the Shakespeare Inn and one near the Salt Warehouse (both demolished).

The Dog and Duck at the western end of the village was complemented by The Navigation Inn (c1780), at the eastern end. The latter appeared following the construction of the Trent and Mersey Canal. In practice both public houses probably provided stabling, although there is no longer surviving evidence for this. Stabling was an important provision in the port as

the canal narrow boats were pulled by horses, although when the canals were first established they were pulled by men. There is no surviving stabling that can be easily identified in either the port area or along London Road, although, according to Stroud (2001, 10) there was stabling for more than 100 horses.



*Shardlow Hall - the north west elevation re-fronted in 1720*



*Shardlow Hall - the stone front of 1684*

Shardlow Hall was built in 1684 for Leonard Fosbrooke (datestone). This building was quite small - the central stone part of the house that looks towards the A6. Shardlow Hall was enlarged and altered several times as the family's wealth increased. The north west elevation was re-fronted c1720 in fashionable brick and the south east elevation was widened at the same time.

Fosbrooke had a wharf at Wilne Ferry and he would only allow access to his wharf if his boats were used. He vigorously defended his river rights and controlled the navigation above Wilden Ferry, on behalf of the Coke family of Melbourne Hall, stifling competition and further commercial activity along the river.

There are two other dated properties on London Road in the original village, which predate the canal - Shardlow House (1726) and Shardlow Manor (1746). The quality of these houses and the fact that they seem to be unconnected to farms suggests that there was a wealthy merchant class living in the area before the canal came into being.

The main London Road was turnpiked in 1738. Before the enclosure of Shardlow in 1757-1758 there may have been another road between the old village and Great Wilne, passing close to Shardlow Hall.

Shortly after enclosure, in 1766, a petition was put to Parliament by various landowners, tradesmen and manufacturers to construct a canal to provide a navigable trade route between the east and west coast using the Trent and Mersey rivers. This was at first known as The Grand Trunk Canal and later the Trent and Mersey Canal. Shardlow is at the far eastern end of the Trent and Mersey Canal. The Shardlow stretch of the canal was completed in 1770 and it was fully opened in 1777.

The relationship of River and canal is best seen on an aerial photograph in the Heritage Centre taken in 1956, which shows that the two are only separated by a narrow man-made "spit", now the lane called Canal Bank. Shardlow Lock at this point had been the original choice for the connection between the canal and river, but eventually a site further downstream was chosen, at Derwentmouth, where the Derwent meets the Trent. The change was probably made to avoid Cavendish Bridge, which had a central pier, and

because of the lack of a reliable water supply, as the Trent was then prone to massive fluctuations in level.

Whilst some river barges could use the canal, the width of the canal was too restrictive above Burton to make the whole journey from coast to coast in one operation. Shardlow was chosen as the obvious place for transhipment. Goods were unloaded and re-loaded onto smaller barges, although this was not always one operation and warehouses were needed to provide temporary storage.

The development of the canal and its buildings at the eastern end of the settlement started after the canal was begun in 1766.

The earliest group of buildings to be erected were to the south of London Road on London Wharf. These comprised the Old Salt Warehouse of the 1770s, built in English Garden Wall bond brickwork (now the Heritage Centre and also known as “A” Warehouse), and the Clock Warehouse of 1780 (also known as “B” Warehouse or Trent Corn Mills No. 2) as well as a couple of buildings on the east bank of the canal, once used as salt warehouses. Other buildings facing London Road have been demolished.



*Old Salt Warehouse*



*The Clock Warehouse*

Other areas developed around the historic wharves (marked on the map) include:

The Great Wharf (also known as the Canal Company Wharf), on the north west side of the canal above the London Road canal bridge, which combined the greatest number and largest of the canal basins or “cuts”, where goods could be unloaded. Here the main buildings were:

- the warehouse of 1816 in use as offices in 2011 (known as “D” Warehouse or No. 1 Trent Corn Mill)
- the warehouse known as “C” Warehouse, No. 3 Store and Dobson’s Chandlery warehouse
- the warehouse of 1792 which is now in residential use as 14-23 Mill Green (also known as “E” Warehouse or No. 3 Mill)
- the late C18 Iron Warehouse, occupied by Donfabs and Consillia Ltd in 2011

Soresby’s Wharf, to the north of The Great Wharf, now dominated by housing but formerly serving Ivy Mill

Soresby’s Warehouse and Dockyard, on the far north-west bank of the canal, now in residential use as nos. 52 and 52a The Wharf. The canal basin remains intact.

Soresby and Flack's Wharf, to the east of Wilne Bridge. This contained a Flour Mill and a long basin serving the mill, but the only surviving building from the industrial uses is the former granary/corn warehouse, now in residential use - 3-5 Millfield.

The Coal Wharf on the east canal bank south of Wilne Bridge, is no longer evident. The buildings associated with the first phase of development (a Corn Warehouse) and the later Trent Brewery buildings have all been demolished & replaced with a housing development (The Maltings).

Soresby's Wharf below the Coal Wharf. This ran alongside the canal and did not have a separate basin.

Sutton's Wharf – the buildings on the east canal bank just north of the London Road canal bridge. The original basin arm has been filled in. Here there are two important canal warehouses:

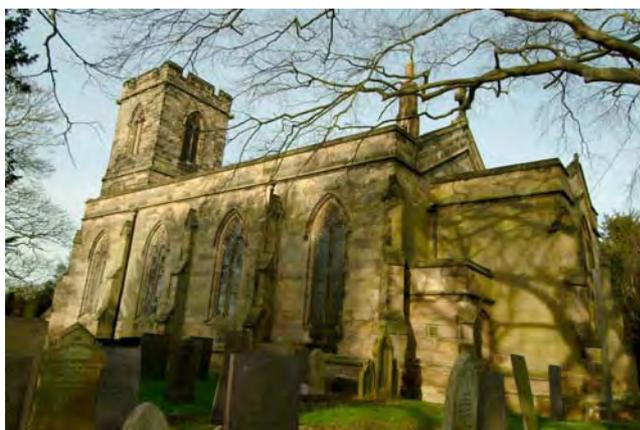
- The long warehouse of the 1780s (also known as No. 1 Store)
- The warehouse of c1820 (also known as Stevens No. 2 Store)

Boat building became a local industry as a spin-off from the canal port. Rope making, another Shardlow trade, was a by-product of boat building and other canal-related trades. Shardlow has its own rope-walk, a well-defined straight stretch of path, on the outskirts of the settlement, off Wilne Lane, forming a linear tentacle to the conservation area. The Ropery (the brick building) and the adjacent rope-walk were used together in one process of manufacture. The Shardlow rope-walk was established by 1815 (Stroud) although it does not appear on the 1816 map. Rope-walks could be up to 300 metres long to provide suitable lengths of rope. In the case of Shardlow, the rope-walk is exactly 300 metres long. This length was needed to accommodate the lengths of yarn, which were twisted into multiple strands using cotton, flax, coir or hemp. These were fed and raked into position and then fixed both to the “twisting machine” and, at the opposite end of the rope-walk, the “sledge”. Whilst the rope was twisted, the yarns began to shrink and the rope-maker walked along the path controlling the yarn and the movement of the “sledge”.

Although most of the large merchants' houses were built during the mid to late 18<sup>th</sup> century, at this stage there were few workers cottages. There are only twelve workers cottages that can be positively identified dating from before 1800. It is likely, therefore, that the old part of the village accommodated some of the canal workers. Many of the surviving workers cottages were built in the 19<sup>th</sup> century. The area appears to have been a desirable location for the families who had built up their wealth from the canals but with the growth of the port, so the demand for local labour rose and the need for workers' cottages.

There are five rows of workers cottages that stand out. The longest of these, Long Row, was built in the 1830s by a local family, the Cowlishaws. These brick houses, with their simple segmental arched windows and doors and squat chimney stacks, appear on the Sanderson County map of 1835. However, these were not the earliest. 9-17 The Wharf, are more refined and were built in the late 18<sup>th</sup> century by the canal company, appearing on the 1816 map. The row on Wilne Lane, nos. 19-25, were in existence by 1816. Lastly, Nos. 4-18 The Wharf and 2-8 Millfield were built at the end of the 19<sup>th</sup> century, ca.1890, those at the Wharf in an old-fashioned style for the time incorporating wedge lintels.

The church of St. James was built in 1838, to accompany the creation of the separate parish



*Church of St James*



*The Dower House, London Road -  
Surviving base of corn mill chimney*

of Shardlow and Great Wilne out of the parish of Aston on Trent.

Trade began to decline in the 1840s with the competition from the railways and in 1847 the canal was purchased by the North Staffordshire Railway Company. Most of the canal carriers ceased trading in the late 1850s.

Although the traditional trades associated with the canal port declined, several of the warehouses were taken over by Messrs F.E. Stevens Corn Merchants, an adjunct to the corn milling business and “D” Warehouse was adapted into a steam corn mill (only the base of the chimney, however, survives).

There was little development in the village after the 1840s. Within the Wharf area were built the Trent Brewery (1860 - demolished) and a steam Flour Mill at Millfield (also demolished). There are also a few later 19<sup>th</sup> century houses, e.g. 20-22 The Wharf, Trent Villa 45 The Wharf and 4-18 The Wharf. However, the western end of the village did not

develop further until late into the 20<sup>th</sup> century, when Shardlow became a commuter village for Derby and there was a considerable amount of infilling.

Housing estate developments, such as Wakelyn Close on London Road (1963), Cavendish Close (approved 1958) off The Wharf and outside the conservation area, The Maltings (1975) off Wilne Lane, Mill Green at The Wharf (1990-1992), characterise most of the later 20<sup>th</sup> century development. Some discreet, detached houses have been built in recent years, as infill plots, which generally add to the character of the village.

## Approaches

From the east, approaching Shardlow along London Road (the former A6), the canal area of the settlement is reached after crossing Cavendish Bridge, spanning the River Trent. To the north is Shardlow Marina and one passes a former petrol station, in use as a caravan sales area, before reaching The Navigation Inn, the first building within the conservation area boundary. This is a prominent landmark visible from afar, across the valley, and it faces the River Trent running to the south of the road, which is outside the conservation area.

From the west, approaching Shardlow from Derby, the start of the conservation area is less distinct. Development continues along both sides of the A6 for a mile or so before reaching the Dog and Duck. The hedge line of the field to the north west of the Dower House marks the entrance into the conservation area and, on the opposite side of the road, a long expanse of rendered wall at the Dog and Duck.

The brick boundary walls of The Dower House and the roadside elevation of the pub form a tapering view and frame the start of the conservation area, with a well-defined enclosure, which forms a pinchpoint at the junction with Aston Lane.

## Views

Every conservation area has a multitude of changing views, both close-range and more expansive, too numerous to cover comprehensively in a document of this scope. This section describes a selection of general and more specific views that are likely to impress themselves most strongly in a visitor's experience of the conservation area. Some of the viewpoints referred to are included in the conservation area map included in this document.

Along the low-lying Trent Valley views are generally limited to the occasional panorama, such as the open aspect across the meadow looking from Shardlow Hall towards the Trent, or the more intimate views between buildings, from bridges, to landmarks (such as the church tower and The Clock Warehouse) and to small clumps of trees or individual specimen trees.

As a result of the canal network and the relationship of this to the roads and footpaths Shardlow has many defining views, which are an important part of the significance of the conservation area.

Although the settlement was a predominantly industrial area, the planting was quite lush and has over the years been added to, softening the impact of the strong orange brickwork and forming a dramatic element of many views. Single specimens, veteran trees and plantations are all important. For example, the two 19<sup>th</sup> century pines at the entrance to The Clock Warehouse car park are imposing and once defined part of the perimeter of the parkland of Shardlow Hall. There are three large weeping willows, which were planted alongside the canal in recent years in the grounds of The Clock Warehouse, in the grounds of Stevens No. 2 Store and in the garden of 14 Millfield. Although recent introductions, these still soften and enhance many views.

Along London Road, which has one long straight stretch near Shardlow Hall, there are two key vistas:

- from the canal area, the long distance view looking towards the entrance to Shardlow Hall and the part-rendered farm building, Home Farm Barn
- from Shardlow Hall, the long distance view looking towards Broughton House and The Navigation Inn and, to the south east, the Clock Warehouse

In many instances views in the canal port area are enhanced by the presence of the multi-coloured narrow boats, moored alongside the wharves and staggered in rows within the "cuts". Here the juxtaposition of horizontal bands of bright colour, the long stone and concrete strips of the bulwarks and the bright orange buildings present vivid reflections in the flat expanses of water.

From the canal bridge (at London Road) looking north and south towards the wharves are some of the most memorable views of Shardlow. To the north, boats jostle for space within the basins. The foreground on the east canal bank is dominated by the former F.E.



*View of the Great Wharf looking north from canal bridge at London Road*

Stevens Warehouse (No.2 Store), with its weathered patinated brickwork exhibiting several changes in use and fortune. To the south, there are wide views of London Wharf, looking towards the lock and The Clock Warehouse.

From the next canal bridge (Wilne Bridge), on Wilne Lane, the view towards The Wharf is dominated by the broad shimmering sweep of the canal as the eye is led south around the curve of the bend in the canal. Here also, the generous curve of the brickwork at the former Malthouse is a focal point of views, looking both north from the towpath and west from Wilne Bridge, and is a major landmark. Along this length of canal, the width of the waterfront permits temporary moorings alongside the pubs, contributing to the colourful scene.

From the towpath north of London Road bridge, the principal views are those towards the Great Wharf and the industrial buildings that line the west bank of the canal. Here the width of the canal means that narrow boats are frequently moored alongside the buildings, forming an attractive foreground. The depth of the moorings along the Great Wharf provides visually stimulating views of buildings deep within the site on the west bank. There is a prominent view of No.3 Mill (14-23 Mill Green) from here. In contrast, the east bank of the towpath is defined mainly by tall brick boundary walls, some modern fencing and conifer planting, and the views are restricted.

Within the area of The Wharf there are a number of long views, some incorporating three-storey buildings, which add to the tangled impression of activity. Sometimes, the difference between public and private space is difficult to gauge, with views of buildings behind each other, suggesting a public pathway or route connecting the canal with the back lanes. In most cases these reflect historic links, blocked up at a later date, such as the space at the back of Nos. 9-17 Wilne Lane, a yard that formerly linked Wilne Lane with the towpath, and the yard in front of Beech Tree Cottage, which formerly led to the canalside. This former open space fronting the canal is now edged by a row of leylandii, forming a large evergreen block that is rather out-of-place in this hard-edged environment.

The west side of Wilne Lane has some of the most picturesque views. Small groups of buildings at The Lady-in-Grey and Nos.19-29 are interspersed with trees and shrubs, and the occasional three-storey element in the roofline adds variety and movement.

### Glimpsed views

As a result of a number of sharp changes of direction in the back lanes, particularly to the north west side of the canal, the views change regularly and there are occasional glimpses of new spaces between buildings:

- the glimpse down the public passageway alongside No. 40 The Wharf
- the glimpse of Long Row from Millfield
- the glimpse of Ivy House from the towpath
- the glimpse under Wilne Bridge looking towards The Malt Shovel



*View of Canal Bank and Canal Bridge from  
Shardlow Lock*

From Canal Bank, there are occasional glimpses of the canal between the buildings and trees. The view of the Old Salt Warehouse, in particular, is very attractive. From Shardlow Lock there is an important view of London Wharf and Canal Bank as far as the next bridge.

In the old part of the village, along London Road, the road bends in a broad shallow curve creating long sweeping vistas, although these mainly incorporate buildings to the south of the road and outside the conservation area boundary. There is one particularly

memorable view in this part of the settlement. This is from the end of Aston Lane, where there is an attractive framed view through the farmyard of No. 83 to the fields, broad clipped hedgerows and Bottom Wood beyond. Looking in the other direction, there is an important framed view of 4 Aston Lane from the public footpath.

From the public footpath, running roughly north east/ south west at the back of Shardlow Hall, there are grand views of the north west facing garden front and the church tower, a landmark from this point.

### Spaces

In general, the character of the conservation area is spacious. London Road is wide and within the canal port there are large pockets of open space along the length of the canal created by the combination of wide sections of canal and broad off-set basins and boatyards, enabling multiple moorings and large turning areas.

As a result of the change of use of many industrial and commercial buildings to residential uses, the lack of definition between public and private space within The Wharf area is

confusing and possibly an area of local contention. Some of the private spaces, such as the former yards of warehouses and extensions of the wharf and the large gardens of merchant houses, are important to the setting of groups of buildings and an essential component of the historic settlement pattern. The desire to create private residential space is epitomised by the extensive fencing surrounding the lock keeper's house at Shardlow Lock and the blocks of leylandii hedging that have appeared throughout the wharf area.

Some spaces exist as a result of the need for easy access to the road and canal network. There are still some large yards in front of buildings, such as the open area in front of the New Inn, to the south east of the Malt Shovel and in front of 44 the Wharf (the former Ship Inn). The point at which the road meets the canal, in front of the New Inn, is particularly important, as it is the only location where these two networks meet. These are not formal spaces, but are part of the network of historic yards and moorings, used by the various canal-linked trades, and contribute to the quality of the views within the settlement.

The largest open space is the parkland to Shardlow Hall, part of the setting of the Hall and a foil between the two other distinct areas, the canal port and the old village. Many of the larger merchants' houses had large gardens in keeping with their status, which have been retained, e.g. The Lady-in-Grey, The Firs and The Dower House. These private garden spaces, with their mature trees, also contribute to the quality and variety of the views.



*Landmark trees in Shardlow Hall parkland*

The Village Green is the only strictly public open space within Shardlow conservation area. This has been recently planted with trees, with the loss of views across the space. Historically, it may have been the main location for public events and activities. It has lost the sense of an historic space but it still serves to reinforce the separation between the cottages and the modern housing development opposite.

## Building Materials and Details

Local geology and availability of building materials directly influenced the form and appearance of Shardlow. The range of materials and the way in which they were used in local building details is intricately linked with local identity. Appendix I lists the special and typical traditional building details encountered within the conservation area, and is supplemented by photographs, which provides a snapshot of the local vernacular details.

Shardlow is distinctive for the variety of building forms within a small area in keeping with its commercial status and aspirations during the Georgian period. Many of its buildings were deliberately designed to make an impact.

The substantial houses of the wealthy and middle class merchants are each individually designed to a high standard; they are not vernacular buildings. Render, brick and stone are

used, brick being the principal material. They are generally symmetrical in elevation, some extended later, and also have in common a large stone or timber cornice and a hipped roof, sometimes hidden behind a parapet, i.e. Shardlow Manor, Broughton House, Holden House, The Dower House, The Lady In Grey. Stone was used at Broughton House and Shardlow Hall and these houses stand out. Fine quality brickwork with gauged lintels was used at Shardlow Manor and The Dower House. Stucco with stone lintels was the cheapest combination, used at Holden House.



*The Dower House from Aston Lane*

Agricultural and canal buildings, by contrast, are universally built from local brick, a warm, bright orange colour. Most of the industrial warehouses were “designed”, rather than having simply evolved as a result of necessity or availability of materials, with the exception perhaps of the Old Salt Warehouse and the Iron Warehouse. The 19<sup>th</sup> century warehouses are, therefore, distinctly Georgian buildings, rather than utilitarian structures.

### **Roof Materials**

Until the late 18<sup>th</sup> century local clays would have also been used to produce handmade red roofing tiles, of which there are surviving examples at 4 Aston Lane, the rear roof slope of 18a The Wharf, 9-17 The Wharf and The Old Salt Warehouse (Heritage Centre).

However, Staffordshire blue clay tiles predominate on the roofs of the village, being easily imported into the area after the Trent and Mersey canal was fully opened in 1777. Blue clay tiles are extremely durable and from the late 18<sup>th</sup> century on they tended to replace the local red clay tiles. Original handmade blue clay tiles also incorporate subtle fluctuations in colour, which are not found in the new Staffordshire blue clay tiles being manufactured today, so it is equally important to preserve these examples.

Slate, both Welsh slate and Cumbrian slate was also readily available following the construction of the canal. Most of the roofs of the canal warehouses are Welsh slate, although some may have originally started out as Westmorland slate, replaced during re-roofing. Slate roofs require a shallower roof pitch than tile, which is typically 35-45 degrees, and were ideal for the wider-span warehouse buildings.

Westmorland slate, traditionally laid in graduated courses, can be found at Derwent House (7 The Wharf), The Cottage (139 London Road), 47 The Wharf and The Malthouse at The Wharf. Burlington slate, more blue/black than green in hue, can be found at 48 The Wharf.

Hipped slate roofs are quite a feature of Shardlow and can be found on both the large merchant houses and the two Stevens warehouses on the north side of London Road. This may have been a conscious decision, inspired by the more classically designed neighbours. The hipped roofs were mainly covered in slate, a few were tiled, and the hips were originally finished with lead clad rolls. Many of these lead rolls have been replaced with blue clay ridge tiles at a later date, e.g. The Dower House and The Navigation Inn.

There are a wide variety of chimney stacks and a riot of pots, with no common patterns.

### Brickwork and Stonework

The local bricks within Shardlow are a distinct warm orange colour.



*Warm orange bricks of a Farm Building on London Road*

Brickwork is used for structural details such as corbelled eaves, some plain with several courses of brick projecting one above the other (19-25 Wilne Lane) or dentilled brickwork, (4 Aston Lane and The Shakespeare Inn), where the alternating header bricks project to create a decorative effect, or sawtoothed brickwork where the bricks are laid diagonally, i.e. Soresby's 1820 Warehouse at 139 London Road and the barn at 83 London Road.

Another detail found in the settlement is the use of a stepped brick verge, used to help throw rainwater away from the building, found at the Shardlow Heritage Centre (the former late 18<sup>th</sup> century Salt Warehouse) on London Road, and a corbelled verge, as at 9 The Wharf.

There are also brickwork details found in other settlements that have become associated with Shardlow:

- the use of corbelled-out bricks at high level on a corner to protect the lower part of the building from possible damage by wagons, i.e. the former grain store at Millfield and the former malthouse at The Wharf
- the use of rebated brickwork for cart entrance doors to the warehouses, with doors and shutters held with strap hinges onto iron hinge-pins. It is a detail often used in farm building construction. These can be found on most of the warehouses
- the broad arch spanning individual canal basins, which enabled unloading within the building
- the semi-circular arched opening incorporating a cast-iron window. The "lunette" is derived from classical Roman architecture. These are synonymous with Shardlow but the design was "borrowed" from the door fanlights of classical Georgian architecture. Being cast-iron, these would have been a very secure way of getting natural light into a dark interior.

There are three types of traditional brick arch used above the windows and doors in Shardlow:

- the segmental brick arch, used on most cottages and the simplest and easiest to construct as the taper was accommodated wholly in the mortar joints, without the need to cut the bricks, e.g. 1-20 Long Row and 9-17 The Wharf
- the gauged brick arch, with a flat soffit, used on more substantial houses, such as The Dower House and 47 The Wharf, and the more architectural warehouses. It required special bricks and a skilled bricklayer to "rub" the bricks together, and can be seen used in combination with a stone keystone at Shardlow Manor and The Clock Warehouse

- the semi-circular arch, used on the warehouse “lunette” windows and doorways, also found on the more substantial Georgian houses such as Shardlow Hall and some of the barns

Most of the smallest domestic buildings in Shardlow can be dated by the use of segmental lintels. These were commonplace during the 18<sup>th</sup> and early 19<sup>th</sup> centuries. During the first half of the 19<sup>th</sup> century wedge lintels were commonly used in Shardlow, of which there were a number of permutations;

- plain wedge lintels at The Village Hall and 4-18 The Wharf, an old fashioned style for the 1890s
- rusticated wedge lintels at 21-24 and 30-33 Long Row
- rusticated wedge lintels with raised keystones - 7 The Wharf (Derwent House) and The Lady in Grey
- plain wedge lintels with raised keystones – Holden House, London Road
- wedge lintels with a moulded panel at 49 Wilne Lane and Dovecote House, Wilne Lane

On the uppermost floor there was often no need for a brick lintel as the wall-plate could be carried over the window, sometimes supplemented by a simple timber lintel, providing the support required. Sometimes there was no external lintel at all, relying on the strength of the window frame to carry the brick eaves, as at 1-20 Long Row and 19-27 Wilne Lane.

In some instances stone cills were not used, relying on the simple weathering properties of the brickwork. This was particularly the case for the late 18<sup>th</sup> century cottages and warehouses, e.g. Canal Bank cottages and 11-17 the Wharf. The more substantial properties at this time had stone window cills. Another local variation was the use of a thin stone window cill in the early 19<sup>th</sup> century. These were the same height as one course of bricks and can be found at 1-20 Long Row, the contemporary merchant housing on Wilne Lane and No. 1 Mill, the 1816 warehouse. By the second half of the 19<sup>th</sup> century most of the houses being built had deep stone cills, e.g. 4-18 The Wharf, 20-22 and 45 The Wharf. There are a number of examples of the use of brick-on-edge and shaped bricks in red or blue to form a window cill. These were usually introduced in the 19<sup>th</sup> century, to improve the weathering of the cill, but many are modern reproductions.

### Render and Painted Brick

There are a number of places where brickwork has been rendered. In almost every instance, this is a modern practice incorporating a textured render such as pebbledash or wet-dash. There are a few exceptions, i.e. The Firs (48 The Wharf), 139 London Road, Holden House, Field House, The Dog and Duck, and parts of Shardlow Hall and Shardlow House. In these instances the render is plain smooth stucco, a fashionable introduction in the Regency period, influenced by the Georgian town houses of Bath and London. This often covered up rubblestone walling or poor quality brickwork, which was never exposed. It was used to create a refined appearance where stone was in short supply or prohibitively expensive. During this period, render was often “lined-out” (incised) to imitate dressed ashlar walls.



*Shardlow House, London Road*

There are several historic buildings where the brickwork has been painted, e.g. 49 Wilne Lane (Holly Villa), The Malt Shovel, The Shakespeare Inn, 2-8 Millfield and The Old Salt Warehouse on Canal Bank. This may be a relic from the historic practice of limewashing brickwork, which was commonplace south of the Trent, but is not common in Shardlow. The back elevation of the Lock House at Shardlow Lock was treated in pitch, as a means of weatherproofing, the only known example of this practice, although other examples may come to light.

### **Boundary Walls and Railings**

There is one vernacular boundary treatment that can be found throughout Shardlow, which has become a distinctive local characteristic (see appendix 1) - the brick wall with half-round brick coping. This is a unifying pattern, particularly within the canal port area.

The grander houses facing London Road tend to have brick boundary walls with flat stone copings or triangular red brick copings. There are only a few instances of stone boundary walls, e.g. a rubblestone boundary wall to Shardlow Grange (a 20<sup>th</sup> century addition), sections of rubblestone wall to Shardlow House (probably 20<sup>th</sup> century additions). The short section of 19<sup>th</sup> century ashlar wall at the main entrance to Shardlow Hall, which has carved copings and massive stone gatepiers, stands out as quite different from the other houses.

The churchyard wall is the sole surviving example of traditional railings in Shardlow. There were once other examples at the brick terrace 4-18 The Wharf and the front of Broughton House but they have been removed.

### **Miscellaneous Artefacts**

Shardlow has a large collection of artefacts that all contribute to the sense of place. These include street furniture, canalside features and the more transient ephemera such as hand-painted signs on walls. Under this category fall the following:

Canal features – mileposts, cranes, sack hoists, and stone bollards for moorings.

Ironwork - lantern holders, bootscrapers, shutter catches, metal wall ties, iron strap hinges.

Datestones - these are prevalent in Shardlow and appear on numerous buildings, as owners took pride in their individual contribution to the canal port - The Clock Warehouse, the 1816 Warehouse, The Malt Shovel and The Loft, the Baptist Chapel, 45 The Wharf.

Signs written on walls – evidence of former uses, particularly the long period of use of the warehouses by the local corn merchants.

## **Conservation Area Description**

### **AREA I - The original settlement**

**This area includes the buildings at the junction of Aston Lane and London Road (The Dog & Duck pub and The Dower House) and the historic buildings running along the north side of the A6.**

The Dog and Duck pub, at the western end of the conservation area, is the oldest known building in the conservation area. Here, at the junction with Aston Lane, a group of buildings once formed the heart of the village. The village was mainly restricted to the north side of the Derby-Loughborough road. The only exception to this was Shardlow



*The Dog and Duck*

House, on the east side of the Aston Lane junction, which faces London Road. The Dog and Duck still stands out today, although it actually fronts Aston Lane, and is a focal point in views from the east. It is the only building in this part of London Road to be built immediately on the road frontage, lining both streets, as most of the other historic properties are built behind a boundary wall, which forms the street frontage and building line.



*The Dower House*

Aston Lane is now a residential side street but was called Limepit Lane in the mid 18<sup>th</sup> century and comprised no more than a handful of buildings, of which No.4 (Milford Lea) is the main surviving cottage.

Along the north side of the A6 are some rather grand merchants' houses. Several of these predate the canal. The principal historic buildings, The Dower House and Shardlow Manor, are interwoven with 20<sup>th</sup> century development. The gardens and grounds of Shardlow Manor, in particular, have been subdivided in the 20<sup>th</sup> century for housing development.

Within the grounds were built 103 Manor Bungalow, 113a Manor Lodge, 113b Manor House and Shardlow Grange. The walls of Shardlow Manor, dark red and mottled blue brick, have similarities to those at the London Road canal bridge and may also date from the 1930s.

The mature pines behind Wakelyn Close were part of the grounds of Shardlow Manor and are indicated on the first edition Ordnance Survey map (c1880). At the back of this area lies a paddock in which there is a substantial tree-covered embankment. This relates to the former boundary of the Manor as indicated on the 1766 plan.

Wakelyn Close was developed in the 1960s. There were once many more cottages along this stretch of road. A complete terrace of 6 formerly stood on the site of Wakelyn Close.

This part of the conservation area is dominated by long stretches of boundary wall that front London Road. Although the walls vary in colour and finish, they all continue for long lengths, originally determined by the sizeable gardens of the large merchants' houses. Although there has been some infill development in the 20<sup>th</sup> century in these gardens, many of the original boundaries have been preserved. Where the historic boundaries have been lost, as at Wakelyn Close, the spaces leak. Here, the housing development, built on a splay in order to fulfil modern standards of visibility for traffic emerging from the cul-de-sac, has created a weak point in the street frontage, with the loss of enclosure. There are wide grass verges at the splayed road junction with a backdrop of close-boarded timber fence panels and concrete posts on one side and a low stone boundary wall on the other, neither of which are characteristic of the conservation area.

The two 18<sup>th</sup> century barns that sit gable-end onto London Road, at No. 83 and Home Farm, are remnants of a once common building form along this stretch of road. The 1766 map of Shardlow shows this pattern with several long thin buildings, probably similar agricultural buildings at that time serving more farms. This type of alignment is more typical of buildings of the 17<sup>th</sup> century or earlier and the current buildings may be rebuilds of earlier buildings on the same spot. The barn that runs gable-end onto the road is visible on the 1766 map, and another building, possibly the farmhouse (since demolished).

The rear range at The Shakespeare Inn also has this long linear form. The inn, however, was built facing the road. It is now rather isolated although it was once part of a group of buildings including a Smithy opposite (1<sup>st</sup> edition OS), which is now the site of Shardlow Service Station, and the adjacent inn, the Rose and Crown, also fronting the road (since demolished).

The settlement developed on the south side of the street much later. The 1766 map clearly shows the south side of the road lined by hedges, as distinct from the walled enclosure opposite. Most of this development is outside the conservation area, although it significantly affects the setting of the conservation area (see statement on Loss and Damage).

## **AREA 2**

**This area includes Shardlow Hall and St. James's Church, and the parkland setting to the Hall.**

The southern boundary of the park and Area 2 is formed by the canal and the northern boundary is formed by a public footpath, which runs along a bank, encompassing the associated drainage ditch, and then takes in a small area of woodland, called Bottom Wood.

It is likely that the main road running through Shardlow, which bisects the park, once took another course (Stroud, 2001). Adjacent to the site of Home Farm, it ran north east towards Great Wilne, passing close to Shardlow Hall. The orientation of Shardlow Hall, facing south east, rather than true south, as was more common for a property of this stature, can be explained by the presence of the earlier road. The road was later moved to its current location, possibly when it was turnpiked in 1738. This is now the straight link between the older part of the village and the canal area. As a result, the presence of Shardlow Hall in the landscape is only apparent to visitors approaching from the east.

The straight stretch of road and the open space to the park form a clear divide between the eastern and western parts of the conservation area, emphasising the distinctiveness of the canal port.

The park was probably laid out in the 18<sup>th</sup> century, although the oldest trees appear to be 19<sup>th</sup> century. The 1766 map shows a deer park to the north west of the Hall within an enclosed empaled area described as "Paddock". Deer are actually portrayed on the map. Most of the paddock lay beyond the current conservation area boundary, although the wood known as Bottom Wood, at the northern tip of the conservation area, may be a remnant of this early deer park. The wood is now physically separated from the rest of the conservation area by a large bank and drainage ditch, a 20<sup>th</sup> century flood defense intervention. Between the current garden boundary to the Hall, marked by a chainlink boundary fence, and the ditch is a flat expanse of grazing land. In 1766 this was part of the garden of the Hall and by the 19<sup>th</sup> century it had been adapted into the wider parkland, although there is no longer physical evidence of either phase.

The northern, or garden, front of Shardlow Hall immediately overlooks a sunken garden, edged with clipped golden yew, in the style of William Barron at nearby Elvaston Castle. This is probably an early 19<sup>th</sup> century alteration to the earlier compartmented garden. Beyond this, there is no longer any apparent relationship between the Hall and the landscape beyond, although the rear elevation of the Hall is an important view from the footpath.

In 1852 the parkland to the south of the Hall was described as “The Lawn” (1852 Survey). A lawn usually refers to a large flat area of grassland. At this time it was edged by a series of ponds sweeping around the eastern perimeter of the park. The southernmost pond is now the site of the car park extension at The Clock Warehouse. There is evidence of two changes in level between the house and the road running across this lawn, a more subtle level being within the field, possibly the line shown on the 1766 map. The entrance drive is broad and where it meets the front of the Hall it becomes an important open space, although now serving as a car park. The aspect from the Hall was at one time emphasised by a semi-circular shaped boundary, dividing the south east frontage from the park (1766 map), although this was removed in the 19<sup>th</sup> century and the shrubs have subsequently grown to partially obscure the vista.

Within the grounds of Shardlow Hall there are a large number of modern buildings. The brick-built single-storey range to the north east of the Hall replaced a range of service buildings. Beyond this was a kitchen garden, the walls of which have been removed but the basic shape of which is still preserved. To the west and south west of the Hall are dotted about a large number of temporary buildings, many in poor condition. Most were erected by the Ministry of Agriculture when it occupied the site. The resulting clutter of buildings is damaging to the setting of the Hall. The flat-roofed brick-built electricity sub-station and attached outbuilding at the entrance to the site are particularly invasive, encroaching on the main view of the Hall.

The earlier structure of the garden, which is now occupied by the nursing home portakabins, has been lost. It appears from map evidence to have been an extension of the “lawn”, simply laid out with specimen trees. The remains of a scalloped platform near the house, surmounted by railings, overlooking this area can still be made out. The first edition Ordnance Survey map shows a path connecting the Hall with Home Farm. Today there is no connection between the two groups of buildings. Instead, there is a wall of cypresses blocking out any views of Home Farm.

There has been widespread and intensive recent tree planting, particularly silver birch and fast-growing conifers. Many of the perimeter conifer trees are recent introductions, which have grown quickly and provide a thick dark edge to the park. There is also extensive 19<sup>th</sup> century coniferous planting; yew, Wellingtonia and pines, which form dramatic silhouettes looking from the Hall towards the perimeter of the park. To the east and north of the Hall there are groups of conifers forming exotic lush stands. Nearer to the Hall, the understorey was planted with yew, now mostly overgrown. With the exception of the meadow known as the “lawn”, and the area of the sunken garden, which has several large beech trees, many of the broadleaved trees to the east and north of the Hall are recent plantings.

The degree of recent tree planting means that there is a danger of losing the original design composition of the 19<sup>th</sup> century parkland.

From the A6 there are occasional glimpses to the north and south across the parkland landscape of Shardlow Hall. These views are restricted by the overgrown hawthorn hedges on either side of the road. The parkland landscape was probably designed with long distance views from the Hall towards the river (the hedgerows may be recent introductions). At present, to the south of the A6, the flat meadow is interrupted by a solitary tree. The bund forming the canal bank closes the vista in a continuous sweep around the southern end of the meadow. To the north, there are further mature trees from the former parkland, a horse chestnut and other large specimens. The surviving trees are just fragments of the former parkland, illustrated on the first edition Ordnance Survey map. The western limit of the parkland is defined by a broad, clipped hedge, which winds its way around the perimeter of the churchyard. The character of this hedge, with its broad sinuous curves, reappears in another hedge behind No. 83 London Road (Area 1).

The church of St. James, built in 1838 on land donated by the owner of Shardlow Hall, is placed opposite the entrance to Shardlow Hall. Hence, there is a strong physical relationship between these two buildings in the central part of the conservation area. The western boundary of the churchyard wall continues both north and south as the present boundary of the park.

Both the entrance to Shardlow Hall and the Church of St. James are framed by impressive entrance gateways. The church has the only surviving example of railings left in Shardlow, a tall and impressive length of cast-iron panel railings, with scrolled bracketed stays and fleur-de-lys finials. Each end is framed by carved stone pillars. The entrance to Shardlow Hall curves elegantly inwards, but is sadly a shadow of its former self, having lost its robust entrance gates and one of the caps of the stone gatepiers. Like the churchyard gatepiers, these are carved stone and probably date from the mid to late 19<sup>th</sup> century.



*Impressive gateway to St James' Church, London Road*

### AREA 3

#### **The Trent and Mersey canal basin, towpath, wharves and all associated development.**



*2 Canal Bank*

There are two main areas to the canal port, north and south of London Road.

To the south of London Road, the developed area is quite small and semi-rural in character with mature trees softening the impact of the strong orange brickwork, such as the large weeping willow in the grounds of The Clock Warehouse and smaller trees along Canal Bank.

A small group of buildings huddle together at the London Road end of Canal Bank. The scale

of these buildings is small – at road level they are only single and two-storey. The sharp changes in ground level between the river, canal and embankments are accommodated within the structure of the buildings and from the respective waterfronts they are quite tall. The pale painted brickwork softens the elevations. These brick buildings may have origins as small warehouses. Nos. 2 and 4 are described as “salt warehouse, butcher’s shop & wash-house” in 1852 and Nos. 3-7 appear to have been converted to domestic use early in the 19<sup>th</sup> century, perhaps in response to the demand for more workers housing and larger warehouses.



*Shardlow Lock and Riverside*

The modern, flat-roofed house on Canal Bank, The Moorings, is outside the conservation area, although dominant in views along Canal Bank. It is partly disguised from the wharf and towpath by a row of trees but its tile-hung walls are out of place in this conservation area. The Moorings replaced an earlier building on the same site. Much further along Canal Bank at Shardlow Lock is Riverside, a building with an unusually deep floor plan and terracotta mouldings. It was originally built as an inn “The Canal Tavern” and had a number of outbuildings, which provided services for the canal workers including a butchery and bakery. This building forms a group with the lock keeper’s cottage opposite. The linked group of canal, lock house, weir and associated spillway at the rear of the cottage are an important focal point of the conservation area.

The Clock Warehouse of 1780, also once known as “B” Warehouse, stands as the principal building to the south of London Road, and arguably the best-known landmark in Shardlow. It is four storeys high with a central projecting section of brickwork. This has a pediment to both east and west facing sides, with a stone band at the base and, to the east, a stone roundel in which sits the clock face. The east elevation is slightly more decorative and if there was a clock to the west pediment, it has been long ago removed. A broad expansive arch traverses a separate arm of the canal basin to enable unloading undercover. Its dual faces suggest that it was recognised as a major landmark, standing out for some distance.

By contrast, The Old Salt Warehouse, which sits alongside London Road, appears unremarkable although it is probably the oldest warehouse in Shardlow. Apart from its considerable size, only the corbelled verge distinguishes it above an ordinary farmbuilding. Conversely, the later warehouse buildings to the north of London Road were less utilitarian in their appearance and more self-conscious incorporating Georgian design



*The Old Warehouse appears unremarkable from London Road but is probably the oldest warehouse*

influences, such as the cast-iron “lunette” windows. Perhaps this was as a result of the rapid growth of the canal port, which by 1800 had achieved some fame. Indeed, it was visited in 1789 by the 18<sup>th</sup> century travel diarist Lord Torrington.

This stretch of London Road, the A6, was widened and the old Idle Bridge (the former canal bridge) replaced with the present bridge in 1936. The brick boundary walls lining the roadside, red brick and flared blue headers, probably date from this time.

The principal properties on the north side of London Road face the River Trent, rather than the road alignment, and each one is presented to the visitor as the streetscape unfolds.

To the north of London Road the canal and towpath forms the central focus of activity. The Great Wharf, as it was called in 1816, occupied most of the area to the north-east of the canal bridge.

Whilst many of the warehouses are either redundant or have changed use, the industrial character of the settlement has been maintained through the continuous presence of small boating-related industries and iron fabrication and these occupy the main part of the Great Wharf. Modern sheds and pre-fabricated corrugated structures characterise a large part of the canal side at Dobson’s Boatyard. Whilst these do not have the presence and character of the historic brick warehouses, they contribute to the sense of a working port and have a gritty, semi-industrial character at the heart of the settlement that has been lost elsewhere in The Wharf area. Evidence has gone for the small scale and more mundane 19<sup>th</sup> century buildings such as the “carpenter’s shop, blacksmith’s shop, shoeing shed, nailshop, paint and tar shed, gig house, boatwright’s shop and glaziers shop” (1852 Survey).



*Trent Corn Mill on the Great Wharf*

The east bank of the towpath is dominated by the garden wall of The Lady in Grey and further along the towpath small fragments of brick wall are the only standing remains of former warehouses, reduced in height and now serving simply as a screen. These still incorporate evidence of their former appearance, with straight joints and blocked-up windows and doors. On the opposite bank, the surviving wall of the former warehouse at Soresby’s Wharf, a wedge-shaped building built abutting the Iron Warehouse, is another example where the evidence of “lunette” windows and rebated brick arched doorways has been preserved for all to see. Although this is only a fragment, a façade without a building, it is still evocative and serves as a reminder of the complexity of the original wharf layout and the importance of obtaining a canal frontage.

To the north of London Road, there are some large and impressive deciduous trees, most planted within the gardens of the merchants’ houses, described in 1852 as “pleasure grounds”. They may date from the late 18<sup>th</sup> century.

At the back of The Great Wharf, around the village green, the character is dominated by 20<sup>th</sup> century housing development called Mill Green, even though this area was historically an industrial core. Here, there has been a great change in character.

As there is no principal street frontage within the port area, the first impression is that the buildings were positioned randomly. In fact, the warehouses were deliberately located alongside the original “cuts” (individual canal basins) and this dictated what happened around them. In many instances the relationship of the warehouses to the canal has been obscured by filling in water channels. The overwhelming presence and inter-relationship of the canal warehouses can only be perceived from the canal towpath as the views from the back lanes are constrained by tall brick walls and limited access.

The major houses, on the other hand, tend to be orientated to face south, to take best advantage of the light, as the canal was of course an industrial zone, and not the best aspect. Hence, The Lady in Grey, The Lawn, Dovecote House (Wilne Lane) and Nos. 45 and 47 The Wharf all face south rather than the road alignment. The Firs is largely hidden from public view within its mature private garden, masked by a tall boundary wall to the rear access road and by tree planting to the canal. In the case of the original purpose-built inns, The New Inn and The Navigation Inn, these appear to be large establishments, strategically placed to front several public routes, to catch as much passing trade as possible from both road and canal.

Offices, like the canal company offices at Derwent House, were also built directly facing the road as they had a prominent public role.

With access to the waterfront being important for the commercial buildings, the smallest residential buildings have been squeezed into tight spaces, with the result that the smallest workers cottages within the back streets and alleys are sometimes set at unusual angles (38, 39 and 40 The Wharf) or face the road & line the route, forming the enclosure to the street (19-27 Wilne Lane and 2-8 Millfield).

The result of all this variety, in placing buildings orientated towards either the canal or the road, or south-facing, is that there are a great number of interesting views, many of roofscapes and many glimpsed between buildings looking towards other groups of buildings. A good example of this is the view from the village green towards the canal where the tall presence of Ivy House can be seen behind no. 40 The Wharf.

### **Wilne Lane**

From the A50 by-pass, the warm sandstone elevation of Broughton House and the rendered façade of The Navigation Inn at the mouth of Wilne Lane are the principal landmarks.

The straight alignment of Wilne Lane was laid out at the time of enclosure, when the large straight-sided plots on either side were created.



*Broughton House*

Looking up Wilne Lane from London Road, the long distant view, which terminates with the deck of the canal bridge, is distinctive for two groups of buildings clustered together, which form focal points in the streetscene - The Lady-in-Grey and associated outbuildings and the group formed by 19-29 Wilne Lane. These buildings line the back of the pavement and are separated by the walled gardens of other properties. The opposite side of Wilne Lane is mainly edged by hedgerows, a foil providing a largely rural setting. The far end of Wilne Lane, where it leaves the conservation area, is more loosely developed, with houses set back from the road (49 Holly Villa and Dovecote House), not following the road alignment, and instead making best use of the available space and the south-facing aspect.

The outbuilding to the north of no. 27 that survives, albeit in a poor condition, appears on the 1816 plan and has all the characteristics of a purpose-built canal building - rebated brickwork for shutters and large doors with arched strap hinges.

The cottages set back from the north-west side of Wilne Lane, between the towpath and the road follow an unusual tapered building alignment. This appears to have been dictated by the presence of a yard serving a Wharf on the south-east side of the canal, of which there is no longer much evidence. Today, whilst there is no public access to this area, the alignment is preserved in the form of a row of garages, formerly stables, and the adjacent cottages.

**Millfield**, a small residential street off Wilne Lane, has a separate picturesque identity. The prettiest views are from the towpath where there is a strong contrast between the stone bulwarks of the former canal wharf and the soft planting within the gardens that back onto the canal. A large weeping willow skirts the water in the garden of no. 14.

In 1880 Millfield was industrial in character, dominated by a flour mill, the site of which is now occupied by 1 The Cottage. The mill was connected to the canal by a separate basin. A small fragment of this arm, with private moorings, still exists in the garden of Old Mill House but it was reduced in length, evident as the southern garden boundary to No. 1 The Cottage and 7 Millfield. The southern edge of the canal had a wharf, which is now occupied by the gardens of several houses; Nos. 2-8, No. 10 Oakwood House, No. 12 Redbrook and No.14. No. 14 is identifiable as the only house in this area on the canal plan of 1816. By 1900, the area had started to become mainly residential with the development of the terrace Nos. 2-8 and The Old Mill House and No.7, formerly a terrace of three houses.

The Granary, 3-5 Millfield, was built in the second half of the 19<sup>th</sup> century. The stock bricks laid in English bond stand out as they incorporate several colours and tones and are different from the orange 18<sup>th</sup> and early 19<sup>th</sup> century brickwork.

**Long Row** was originally named Cowlshaw's Row. The main row of 20 cottages has a strong identity maintained by the regular rhythm of the chimney stacks, despite many changes in detail. The two short terraces on the east side of the street, nos. 21-24 and 30-33, were built more-or-less at the same time and it is likely that it was intended to continue to develop this side of the street. The modern housing between these terraces naturally follows the historic layout, although set back from the original building line.

The Maltings is a housing development of the 1970s, built on the site of the Trent Brewery. Back gardens and a low brick boundary wall topped by fencing and conifer planting lines the canal towpath, a contrast from the built-up character of the wharf buildings that once dominated views along this stretch.

## Loss and Damage

The concept of conservation areas was introduced by the Civic Amenities Act 1967, as an acknowledgement of the need to conserve the “cherished local scene” in the face of accelerated change following the Second World War. It was not intended that development should be prevented, but rather that settlements should develop over time in a way that reflects and strengthens their special character. At Shardlow, some of the undesirable changes described below predate the designation of the conservation area in 1975. The designation was put in place as a safeguard against further harmful development, so far as this could be achieved by the need for planning permission.

In defining the character of the conservation area we can also identify instances where the village has suffered alterations or losses that either individually or cumulatively have diluted this character. It is hoped that identifying these will help householders, designers and the planning authority to reverse some of the damaging alterations and to avoid the same mistakes in the future.

### Setting of the conservation area and historic buildings

The village has suffered from development that is detrimental to the setting of the conservation area and some key views and approaches. In particular:

- the setting of the conservation area in the approach from the east is dominated by some unsympathetic development fronting London Road, particularly the former garage now used as a display area serving the caravan site at Shardlow Marina.
- the southern side of London Road between the church and Shardlow House lies on the curve of a generous bend in the road. This means that there are continual views looking both east and west into this space, and the southern side of the street is more dominant than the northern. Although this stretch of road is outside the conservation area, Shardlow Service Station, Shardlow Boarding Kennels and Cattery and Tandoori Nights are modern buildings with sprawling development occupying large plots. They are particularly damaging to the setting of the conservation area and views of the church tower, introducing distracting garage paraphernalia, large signs and unsympathetic boundaries.



*Modern buildings damage the setting of the conservation area and views of the Church tower*

- the historic setting of Shardlow Hall is compromised by extensive modern development, mainly comprising the single-storey brick and “temporary” timber buildings at the former Cranfield Centre for EcoChemistry and Nursing Home.

## Boundary treatments

In a number of instances boundaries have been adapted or altered with either loss of architectural details or the introduction of new features that strike a jarring note within the conservation area.

The following frontages have lost their historic railings:

- Holden House
- 4-18 The Wharf
- Broughton House

Boundaries to modern properties along London Road incorporate a variety of treatments, with little consistency, in stark contrast to the uniformity of historic boundaries.



*Loss of original boundary walls and replacement in concrete*

The following alterations to historic boundaries have been unsympathetic:

- Sections of concrete block and chainlink fence to the towpath side of the canal embankment
- Concrete post and chainlink fence to the northern perimeter of Shardlow Hall
- Concrete boundary walls at 15-17 Wilne Lane

## Loss of building details

The village has suffered from the loss of period building details. This has affected the uniform character and rhythm of terraces. In particular, Long Row no longer has an identifiable original window or door pattern, although when built as a terrace common windows and doors would have unified the cottages.

There are two traditional properties where the original slate roof has been replaced with concrete roof tiles. This has a damaging effect on the character of the conservation area, particularly as they both face a major road:

- Holden House
- The roadside two-storey wing to The Lady-in-Grey

Other alterations include:

- Concrete window cills (The Clock Warehouse)
- Modern render over brickwork (The Navigation Inn, 30 and 33 Long Row, 1 and 4 Long Row)

## Alterations to public houses

The three main pubs to the north of London Road have had extensive alterations and have lost, in varying degrees, their historic design integrity. This is particularly damaging to the character of the conservation area as each of these buildings has several public faces.

The New Inn, which has prominent public faces to the east, south and west, has been rendered, with the loss of the mellow orange brickwork, windows have been altered and a modern flat-roofed extension has been added to the south.

The Malt Shovel, which has prominent east and south elevations, has been altered with flat-roofed extensions, modern diamond-lattice leading to the windows, and a cluster of pub signs and pub paraphernalia, a visually distracting jumble, which pepper the small elevations.

The Navigation Inn, which is a prominent landmark with public faces to the south west, north west and south east, has been stripped of its original classical identity by adding an amorphous coat of textured render over the original mellow brickwork, removal of the sash windows and the original “rusticated basement” with its chamfered stone quoins, and the addition of a flat-roofed extension at the front.



*Loss of sash windows  
and textured render*

## Alterations to canal buildings

A large number of former canal buildings have been converted to other uses. In some cases, this has been carried out without major loss of the historic architectural features, such as The Clock Warehouse (now a pub) No. 52 The Wharf (now in residential use and formerly Soresby’s Warehouse), No. 1 Mill (now in office use) and The Malthouse and The Loft (now in residential use). However, there are several conversions that are less successful in retaining the historic character. These have been residential conversions. In each case the character has been compromised by the domestic scale and detail of the windows:

- The Ropery – the front, south-facing elevation of the building is domestic in character. Over-sized modern domestic windows have been inserted into the plain elevation
- Ivy Mill – the canalside elevation, in particular, is domestic in character
- 3 and 5 Millfield (formerly a Granary) – the introduction of domestic windows has damaged its original character

The conversion of No.3 Mill (now 14-23 Mill Green) has preserved the shape and scale of the original building, although the detail of its original appearance is no longer identifiable as a result of carefully disguised alterations using matching details. This conversion has a neutral effect on the conservation area.

## Loss of canal structures

Comparison of the current canal port with the first edition Ordnance Survey map shows that a large amount of the paraphernalia associated with the canal industry has been lost. In particular, most of the cranes that flanked the canal basins have been removed. These features would have considerably added to the sense of a working port.

Two of the original canal bridges have been removed; “Idle Bridge” to the A6 and “Wilne Bridge” at Wilne Lane, both crossing the canal. These structures are usually a distinct hump-back or horseshoe shape, which marks them out from other bridges, and contributes to the distinct character of a canal development.

The chimney that once served the steam-powered corn mill has been partially demolished and is now only a stump. This would have been a major landmark within Shardlow and across the floodplain.

Several of the “cuts” (or canal basins) have been either partially filled in, or truncated, or removed entirely. In particular the cuts serving the 1792 No. 3 Mill, the 1816 No. 1 Mill and the Iron Warehouse have been truncated and the cut that served the long warehouse on the opposite side of the canal has been filled in. These arms of the canal were transshipment loading areas and illustrated the relationship between the buildings and activities within the port. Without them, the relationship between the warehouses and the canal is sometimes obscured. In particular, No. 3 Mill now appears to be at the heart of a residential area and looks to the north west rather than towards the canal, which was its principal focus. The arched covered loading areas at the base of the building look strange without an explanation of their former function and their relationship to the water.

## Loss of agricultural buildings

Many of the surviving agricultural buildings along London Road are redundant and in poor condition. In recent years, a large cow shed within the former farmyard of No. 83 has collapsed, exposing the cattle feeding troughs. The brickwork is exposed and vulnerable to further losses.

## New development

There are a number of new buildings that have had a detrimental effect on the character of the conservation area. Numbers 12, 13, 24 and 28 Mill Green all impinge on the setting of the original 1792 warehouse (No.3 Mill). Although this has been converted to residential use, it is the proximity of the new housing that has reduced the impact of this important building in the conservation area. Numbers 12, 13 and 24 also share the same modern “ship-lap” weatherboarding, a feature that is commonly associated with coastal waterfront locations but is out-of-place in Shardlow, where there are no examples of this practice. Numbers 63 and 65 The Wharf are modern chalet bungalows with large dormers and No. 29 Long Row is a bungalow with artificial stone cladding. Both were designed without any regard for the local vernacular building form. As a result of their prominence, they are detrimental to the historic character of the conservation area. “The Moorings” on Canal Bank is also out of place to the detriment of the setting of the conservation area. New houses at The Maltings, 1-11 Mill Green and 25-28 Long Row have a neutral effect on the conservation area. They are simple brick houses and respect the historic settlement pattern.

New houses built within the gardens of Shardlow Manor on London Road have led to the loss of the distinctive identity of its garden setting and its relationship with the former manor house and outbuildings. The names chosen for new houses have added to the confusion by adopting historic-sounding names alongside the original historic properties, e.g. Shardlow Grange and Manor House (both 20<sup>th</sup> century houses) sit adjacent to Shardlow Manor.

Views towards The Wharf from the towpath are spoilt by the concrete bridge deck to Wilne Bridge and the sewerage pipe straddling the canal.

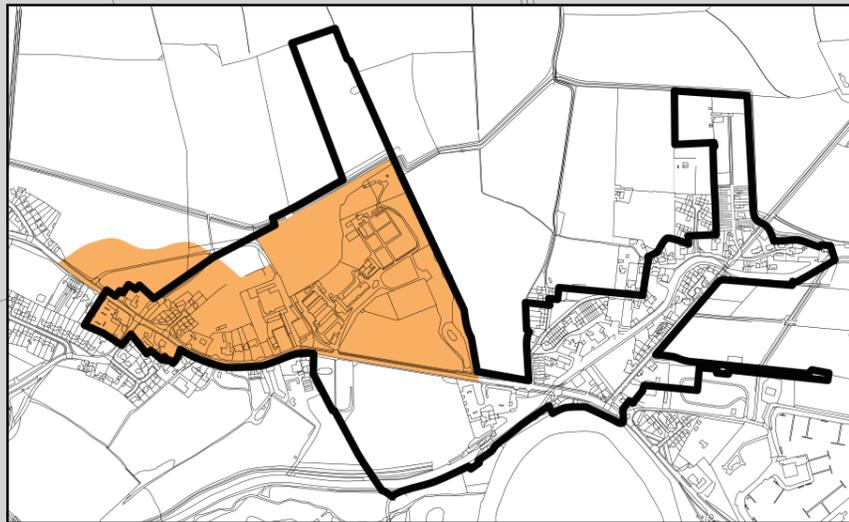
## Gap sites

There are no true “gap-sites” within Shardlow, where a replacement building is desirable. The Clock Warehouse car park was partially built on the site of several buildings, including a large house called The Limes. Large expanses of pub car parking in Shardlow tend to dominate some of the historic street frontages. Despite best efforts to landscape the frontages, introduce planting and sympathetic boundary walls, the car parks to The Dog and Duck and The Clock Warehouse are not effectively screened and have a dominant presence in the conservation area.

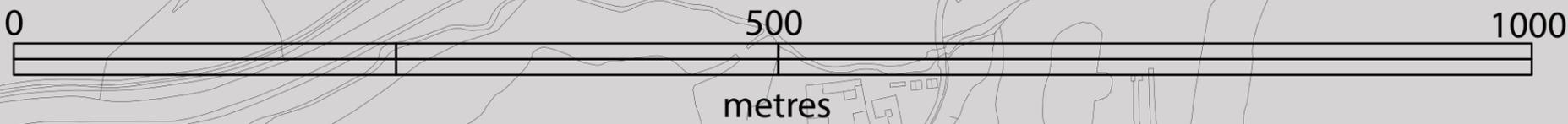
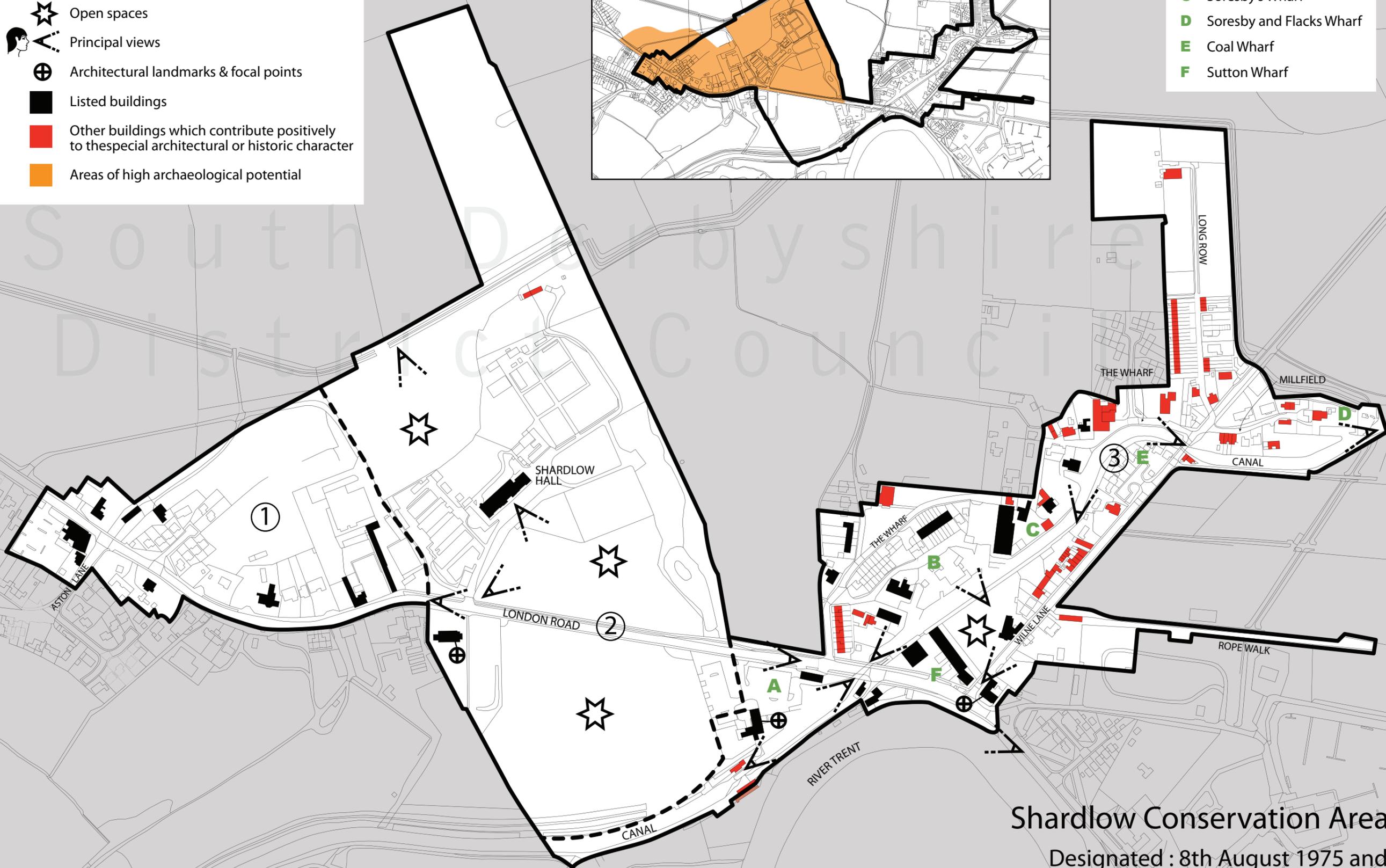
These are not true gap-sites as they do not necessarily warrant a replacement building being both on the edge of the built framework, but the car parks are nevertheless detrimental to the character of the conservation area. Smaller car parks at The Shakespeare Inn, The New Inn and The Navigation Inn have a similar, if less dominant, impact.



- ① Character Areas
- Conservation Area boundary
- - - Character Area boundary
- ☆ Open spaces
- ⊕ Principal views
- ⊕ Architectural landmarks & focal points
- Listed buildings
- Other buildings which contribute positively to the special architectural or historic character
- Areas of high archaeological potential



- THE WHARFS**
- A London Wharf
  - B Great Wharf
  - C Soresby's Wharf
  - D Soresby and Flacks Wharf
  - E Coal Wharf
  - F Sutton Wharf



**Shardlow Conservation Area**  
 Designated : 8th August 1975 and  
 extended 9th July 1992

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# Appendix I

## Distinctive Architectural Details

### SHARDLOW



## Checklist of details

The details in this appendix illustrate those building elements that help to define Shardlow's particular character. These may be common everyday vernacular details found repeatedly throughout the conservation area or may be more exceptional, consciously designed features.

This appendix may prove useful in providing inspiration for new development, whether traditional or contemporary, if used with care. Paradoxically, the outstanding architectural details of a conservation area may not be the ones that are most typical of the area. They often belong to the important key buildings of a village and may look out of place on smaller buildings in subordinate locations. The majority of buildings in the conservation areas of South Derbyshire are plainly and simply detailed.

### Boundary treatments

- red brick boundary walls with half-round red or blue clay or triangular copings
- red brick boundary walls with stone ashlar coping

### Chimney stacks and pots

- octagonal and round buff clay pots
- "Bishop" pots in red and buff clay
- red clay round "ribbed" pots (e.g. Long Row)

### Doors

- 4 and 6-panel doors with bead mouldings/ raised and fielded panels
- simple decorative pilastered doorcases
- warehouse doors with large strap hinges

### Lintels and cills

- segmental brick lintels
- timber first-floor lintels
- stone wedge lintels with incised and channelled blocks (some with dropped keystones)
- plain stone wedge lintels and stone wedge lintels with moulded decorative panels
- fine gauged brick lintels (some with stone keystones)

### Roof types and details

- hipped roofs in graduated Westmoreland or Burlington slate
- broad hipped roofs in Welsh slate, with lead covered rolls
- Staffordshire blue clay tiled roofs/ hand-made red clay tiles
- triangular pediments

### Walls

- "sawtooth" or "dentilled" brick eaves
- corbelled brickwork
  - multiple courses of corbelled brick at corners
  - stepped or decorative corbelled verges
- rebated brickwork to warehouse doorways
- moulded timber/ stone cornice
- brick roundels/ pitching holes

## Checklist of details (cont'd)

### Windows

- timber two-paned and multi-paned casements
- cill details – thin stone cills, plain brickwork (no cill), ashlar stone and shaped red or blue brick
- 3-light and multi-paned horizontally sliding sashes
- vertically sliding sashes with two-panes per sash, margin lights or multi-paned
- cast-iron lunette/ sunburst windows

### Historic paving

- blue brick paving
- square limestone setts
- gritstone slabs

### Ephemera

- Bootscrapers, cranes, datestones, hand-painted signs, iron tie-bars and pattress plates, shutters

### Street Furniture

- Cast iron bobbin milepost
- Pressed steel sign

# BOUNDARY TREATMENTS

## Walls and copings

The majority of old walls within the village are built from brick, with half-round copings in red or blue brick (right). Some of the largest properties have copings in stone or triangular red bricks, as at The Dower House, Shardlow House and Shardlow Manor.

There are few exceptions - the red brick walls with blue “flared” headers were introduced in 1936 (bottom right) during the re-alignment of the main road.



Half-round and triangular coping details (above).

Red brick walls with triangular coping (left) and stone coping (below).



## BOUNDARY TREATMENTS

### Gates and railings



In Shardlow railings were reserved for the finer buildings, such as the fine set of late 19th century cast iron railings in front of the local church (above, details right).



Left - slender, spear-headed 18th century wrought-iron railings, serving the earlier paddock within the grounds of Shardlow Hall, adjacent to the churchyard.

In keeping with the status of the church and its physical relationship with Shardlow Hall, the gatepiers to the churchyard are heavily modelled (below middle). Ashlar stone boundary walls and heavily moulded copings of the Hall entrance gateway (below left).

Wrought iron was also used for lantern holders, good examples being at the church and Broughton House (below right).



## CHIMNEY STACKS AND POTS



Plain chimneys - red brick sometimes rendered later, with several oversailing courses of brick and simple red or buff clay pots. Blue bricks were occasionally used where a stronger and more durable brick was required (above and right). Pots vary from plain red or blue, to octagonal, to the "Bishop" (right).



A few stacks were more decorative, such as that at The Dower House (below), incorporating sawtooth brickwork, and the 19th century stack at Shardlow House (bottom right).



## DOORS AND DOORCASES

Six-panelled door with bolection mouldings (right).  
Five-panelled door (below).



Simple classical doorcase with moulded cornice, frieze rail and narrow pilasters (The Dower House - above).

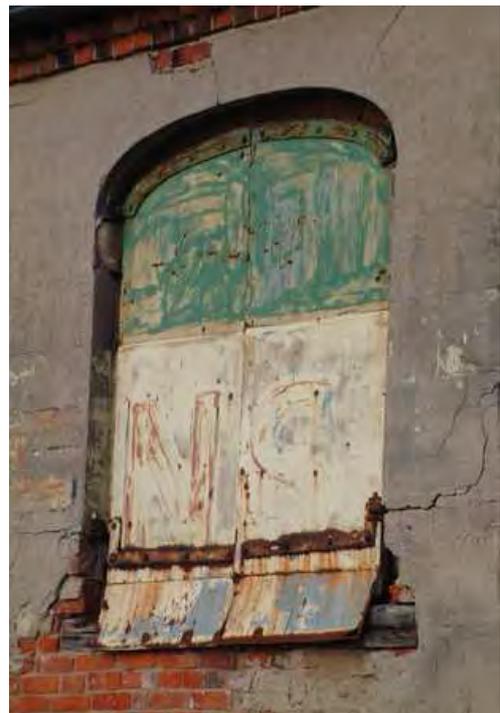
Cast iron door canopy - Trent Villa, the Wharf (below)

Six-panelled door with raised and fielded panels (right).

Panelled doors with simple bead mouldings found on simple artisan cottages and agricultural buildings (below).



A few original boarded doors with strap-hinges and reinforced doors can be found on the wharf buildings (right).



## WINDOWS - Lintels and cills



In the 18th century, where wealth permitted in the finer houses, “hand-rubbed” bricks or “gauged” bricks were used. The result was a precise, thinly-jointed, wedge-shaped lintel. These bricks were sandwiched together using lime putty (above).

Where economy was important, lintels were simpler in form; a segmental arch formed by a course of “stretcher & header” bricks (below).

By the first half of the 19<sup>th</sup> century, the use of stone was much more widespread, partly due to improvements in the transportation of heavy goods (by canal and later rail). Wedge-shaped stone lintels, sometimes incised to look like separate pieces of stone, and sometimes carved, echoed the wedge form of the gauged brick lintel (above).



Many of the smaller cottages had no cill (bottom left). Elsewhere some of the cottages had a brick cill added at a later date in the 19th century (bottom middle). The larger, grander buildings had stone cills (bottom right).



## ROOF TYPES AND DETAILS



The canal brought Staffordshire blue clay tiles into the area (top). Before the arrival of these tiles, handmade red clay tiles were prevalent (above left). Welsh slate was favoured for shallow pitches, seen particularly on the wharf buildings. The example above right incorporates long purpose-made rooflights.

Triangular pediments - a simplified version with horizontal stone band, found at The Clock Warehouse (top) and the full-blown classical version with moulded stone cornice at The Lady in Grey (above).



Hipped roofs are a distinctive feature of some of the large merchant houses in Shardlow. Welsh slate (left) with blue clay, capped angle ridge tiles. Staffordshire blue clay tiles (below) with lead flashings. Graduated Westmoreland slate (bottom left), with hips of half-round red clay tiles.



## WALLS - Brickwork details



Brick arches (above) - shallow segmental arches and semicircular arches were used to span the canal basin to enable under-cover loading and unloading of goods.

Corbelled brickwork is a distinctive detail (right) found on the utilitarian wharf buildings where space was at a premium.

Rebated brickwork (below) was a commonly used detail found on doorways at the wharf buildings. The large doors would be located flush with the external brickwork, providing a secure and weathertight finish.



Rounded, moulded brickwork, is occasionally found on the wharf buildings, in locations where there was considerable activity and potential wear (left).

## WALLS - Eaves details



There are several types of decorative brick eaves. The earliest used brick corbelled out in a “dentilled” (right) or “sawtooth” pattern (above), and sometimes combined half-round cast-iron gutters on metal brackets, fixed to the brickwork. A plain corbelled eaves was used on the most utilitarian buildings (top right), although this example at The Wharf is in very poor condition.

In the 19th century the eaves became even more decorative, some with a moulded timber cornice (right), shaped or moulded brick (below), or carved stone with complex mouldings (below right). This created a distinctive decorative eaves line. In many cases, gutters were of cast-iron ogee form and had a square base which sat on top of the projecting eaves, avoiding the need for any visible brackets (bottom right). The gutter profile thus became an integral part of the architecture of the building.



## WALLS - Verge details



The most common roof type used for the majority of small cottages is the pitched roof with a plain verge (above).



Pitched roofs with decorative verge details (above and right) -

- a raised brick band on the gable end of brick houses follows the verge, to provide a drip moulding (above)
- a stepped verge (right above) is unusual, found at Shardlow Heritage Centre
- a corbelled verge with dentil moulding (right)



## WINDOWS



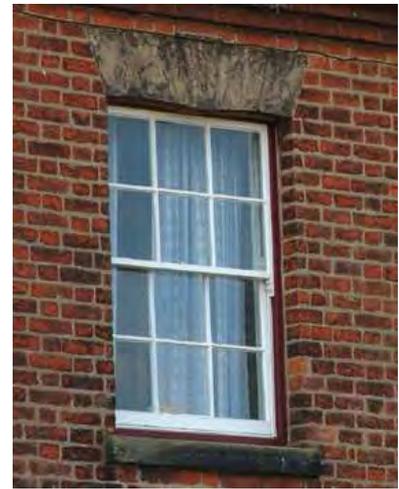
Windows in wharf buildings vary from multi-paned cast iron windows, once fully glazed (above left) to simple openings with iron security bars (above right), which would have incorporated shutters. The cast iron "lunette" or sunburst windows (right) are a particular Shardlow feature, combining utility with decorative effect.

Pitching holes found in agricultural buildings (right)



Side-hinged timber casements, with flush fitting opening casements and frames. The casements themselves can be simple, with perhaps one horizontal glazing bar (as at Milford Lea - above) or with quirky three panes (right) or multi-paned (not illustrated).





Most of the large, formal houses in Georgian England had large sash windows.

As glass production evolved and the size of panels of glass increased, the small-paned sash windows of Georgian England (above) gave way to larger panes of glass, separated by single vertical glazing bars (top right). Many of these had “horns” added to increase the strength and rigidity of the sash frame (middle right). The six-over-six sash windows with horns (middle right) at Derwent House are replacements of the original sashes.

Horizontally sliding sash windows are a common feature of the Midlands, often reserved for the less important elevations or small vernacular buildings as at Canal Bank and Wilne Lane (below).



## PATHS AND PAVING



Limestone setts in squared blocks form an apron to the Dog and Duck (above).



Left - blue clay bricks are laid in a brick bond as an apron to the cottages at 2-8 Millfield. The same type of blue clay bricks are used as a gutter and apron outside 2-4 Canal Bank (second left).

Large Yorkstone paving flags are laid in front of the large doors between the canal, towpath and 139 London Road, an area of constant wear (right).



19th century additions to private spaces - red and black quarry tiles form a front path (right) and pretty, moulded blue clay edging (left).



# EPHEMERA



Lifting cranes (above and left). Hand-painted signs (below). Datestones (bottom left). Shutters, shutter catches and boot scrapers. Weather vanes (bottom right).

On this page are examples of the kinds of ephemera that are all too easily lost, which make a place like Shardlow distinctive.



## STREET FURNITURE

Right - Cast iron bobbin milepost, 1819, produced by Rangeley and Dixon for the Trent and Mersey canal

(grid ref. N 444, 345 / E 330, 366)



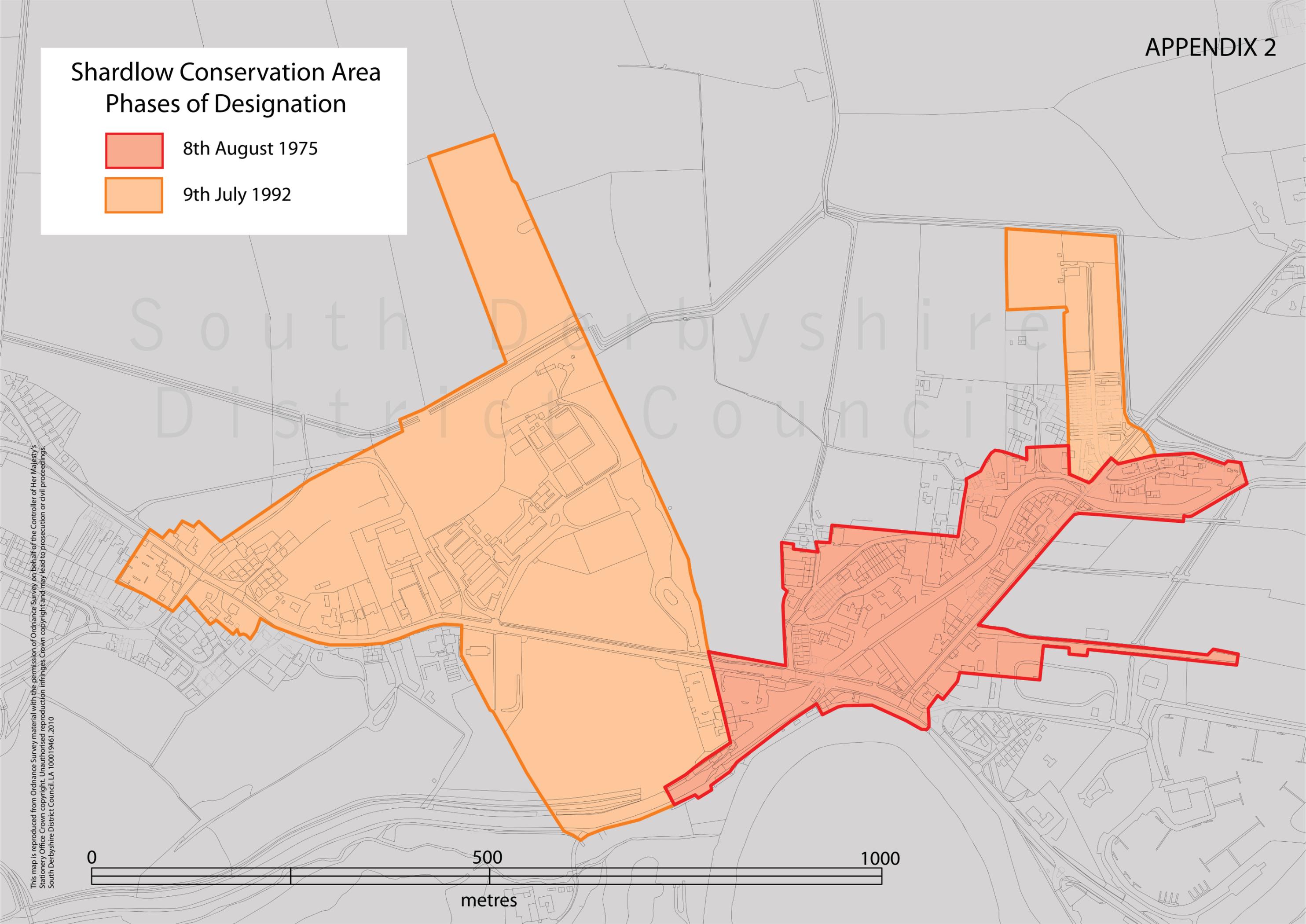
Right - Shardlow Lock pressed steel sign

(grid ref. N 444, 102 / E 330, 178)



# Shardlow Conservation Area Phases of Designation

-  8th August 1975
-  9th July 1992



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