



Hinckley & Bosworth
Borough Council

A Borough to be proud of

**ASHBY CANAL
CONSERVATION AREA
MANAGEMENT PLAN**

**PHOTOGRAPHIC RECORD OF
ASHBY CANAL CONSERVATION AREA**

November 2009



Built as a broad gauge navigation, many stretches of the Ashby Canal possesses all the attractions of a natural river.



One of the numerous single arched bridges that span the canal generally built in blue or brindle blue bricks. The bridges are important features associated with the canal's industrial heritage that should be retained at all cost.



Unfortunately, a number of bridges are in need of repair and maintenance.

A maintenance programme is required in order not to lose any more bridges as bridge 18 has already been lost when it was demolished just before the Ashby Canal was designated a conservation area. Repair work should be carried out utilizing traditional matching materials and method of construction. The use of modern materials is unacceptable.





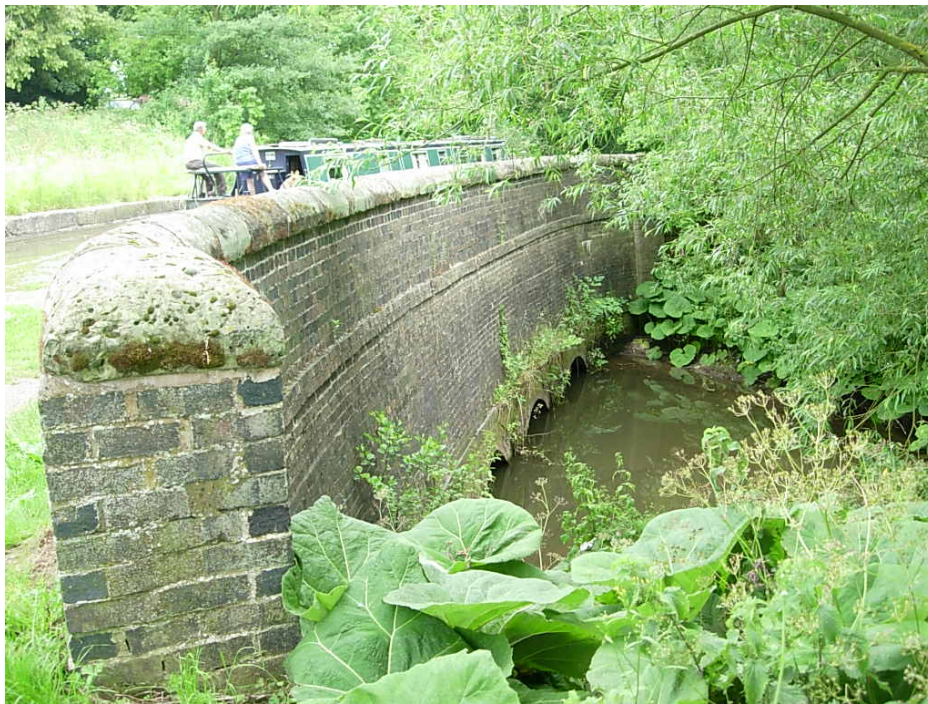
Bridge 31 is in a very dangerous state of repair and now requires partial demolition and re-building.



British Waterways has agreed to re-build the parapet and affected buttress in April 2010



One of two aqueducts on the Ashby Canal sited at Shenton and Shackerstone. This one built in brindle blue brick on a high embankment which reaches a height of 20 feet or more spans the road into Shenton.



The Shackerstone aqueduct built in blue brick with stone copings spans the River Sence



The modern canal mileposts, cast in metal, replaced the traditional mileposts that were made from timber railway sleepers. The new mile posts, many of which now require painting, have been cast in a similar design to the original ones. Consideration should be given to their replacement back to timber in due course.



One of the last remaining original timber mileposts on the canal



Pedestrian access can be gained from the Ashby Canal to Bosworth Battlefield site.



Bridge 34A that once formed part of the Ashby to Nuneaton branch railway line is now used by pedestrians. It is a fine steel structure that needs repairing and painting.



The canal towpath offers pleasant walks for ramblers and there are numerous access points onto the canal towpath from the road and public footpath networks.



Although recent housing development at Market Bosworth makes excellent use of the canal environment, it detracts from the canal's rural setting.



The car lay-by on Stoke Lane, Daddlington is well used by Motorists' as a stopping point to enjoy the canal environment. Unfortunately, the appearance of the canal's edge has been spoilt by the insensitive use of sheet piling.



There are excellent panoramic views of the countryside and rural settlements from the towpath and the top of canal bridges. In the foreground is a length of timber edging which not only protects the edge of the canal but allows reeds to grow helping to soften the edge profile.



The café at Sutton Cheney wharf is a key mooring facility on this part of the canal that attracts many tourists.



One of the overflow weirs on the Ashby Canal that drain into adjacent streams and ditches.



British Waterways has provided a considerable number of moorings along the waterway that is starting to have an adverse impact on the rural character of the canal both in terms of the sheet piling utilised and number of moored boats .



This type of timber edge protection allows water plants to grow along the canal edge which tends to obscure the piling.



Metal sheet piling presents a hard edge to the canal that has a detrimental impact on its rural character. It can be softened by the use of choir tubes that permit plants to grow.



Although there were no locks built on the Ashby Canal in the conventional sense, locks were provided to prevent rapid water loss through a breach. These took the form of timber gates that could be closed in emergencies. The hinge points of several of these gates still exist and these heritage features should be retained.



The length of the canal running northwards from Carlton Bridge to the Borough Boundary has been scheduled a Site of Special Scientific Interest (SSSI). The canal is rich in waterside flora and fauna.



The marina to the west of Stoke Golding is an interesting feature that helps keep down the number of boats that would have to be moored on the canal.



A temporary poly-tunnel used for boat repairs sited along part of the canal that has been sheet piled. Although an unattractive feature, it is needed for the viability of the canal as a tourist attraction.



The setting of original canal side buildings at Stoke Golding has been spoilt by sheet piling running along the edge of the canal.



The mooring and picnic facility at Basin Bridge provides a useful tourist attraction although it conflicts with the canal's rural appearance.



One of several winding holes on the canal that allows barges to turn around.



The building of unsightly modern structures adjacent to the canal can have a detrimental impact on its rural character.



The rendering and concrete roof tiles on these buildings detract from the traditional appearance of the canal. In the late 1800's they housed a mineral works producing sparkling drinks and later a bone mill.



This timber bridge marks the entrance to the Coventry Road Marina.



View of the canal from the Coventry Road Canal Bridge that shows the importance of the towpath's hedgerow that helps

retain the canals rural character through the Hinckley Urban Area.



The public house and eating establishment at Hinckley Marina is well utilised by canal users and local residents.



This modern housing development backing onto the canal is an acceptable design.



The former bonded warehouse (now a restaurant) sited at the head of Hinckley Wharf is a grade 2 listed building.



A recent building added to the Hinckley Wharf complex which does not reinforce canal side architecture.



Distant view of the Hinckley Wharf Buildings. The gated area in the foreground is in need of some conservation work.



Hinckley Wharf showing trees and hedges that reinforce the canal's rural setting. The wharf comprises a short arm that leads off the main waterway.



View across the lake at the intersection of the Hinckley Wharf and canal which is very important to the setting of the canal.



This unattractive modern block of apartments abutting the canal is overly dominant and impacts on its rustic charm. Any new development proposed should not be visible from the canal. Every effort should also be made to screen existing development with appropriate planting to reduce its visual impact on the canal and reinforce its rural appearance.



Modern warehouses abutting the canal generally have a detrimental impact on its rural character.



The three storey Lime Kilns Public House fronting Watling Street. The property presents a traditional appearance which is important to retain.



This unattractive large metal frame structure used to carry cables across the canal is particularly prominent. A more elegant replacement structure should be considered.



The current dredging of the canal and deposit of the sludge on the towpath is having a significant detrimental impact on walkers and the appearance of the canal. It is unacceptable and should be taken off site.



Shackerstone Railway Station is a Grade 2 listed building built in red brick with ashlar dressings and hipped slate roofs. Part of the Ashby to Hinckley railway line is now used by the Shackerstone Railway Society as a private railway running from Shackerstone to Shenton.



The platform side of Shackerstone Station showing a 5 bay open centre with cast iron columns.



Shackerstone Station footbridge



The Midland Railway motif at Shackerstone Station is wonderful feature of railway heritage.



Shackerstone Station Master's house is a fine Victorian brick building that has retained its original chimney stack.



The K6 telephone box at Shackerstone Station needs painting.



A non traditional brick bond has been used in the construction of this new building at Shackerstone Station and the pointing is overly prominent.



The new timber fence erected at Shackerstone Station does not reflect the traditional character of the station complex.



A traditional platform lamp post at Shackerstone Station



The River Sence passing under the Shackerstone aqueduct. The aqueduct is in need of some maintenance.



The track leading to Shackerstone Railway Station. The road bridge built around 1873 is a Grade 2 listed structure made of cast iron built on red brick supports with 3 bays spanning the River Sense. It has cast iron open parapets with brick end piers and stone caps .



The cast iron railings are a fine heritage feature that were saved and renovated under the Borough Council's Environmental Improvement Programme.



These historic cast iron markers indicated that the canal had been transferred into the ownership of the Railway Company.