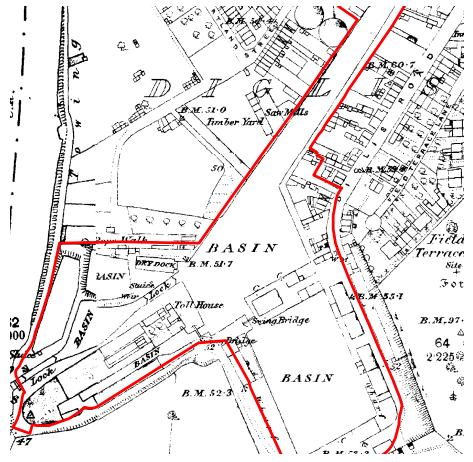
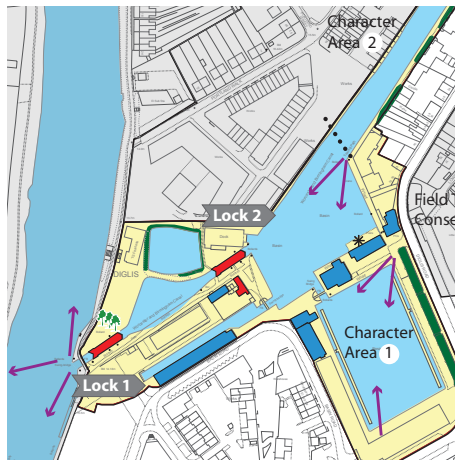


The Canal

Conservation Area Character Appraisal and Management Proposals



Adopted September 2011

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1 Conservation Area Appraisal

1.1 Introduction

Purpose of the appraisal

This appraisal records and analyses the various features which give The Canal Conservation Area its special architectural and historical significance or interest. Significant buildings and spaces are noted and described, and marked on the Conservation Area Appraisal Map along with listed buildings, key unlisted buildings, significant trees and spaces, and important views into and out of the conservation area. There is a presumption that all of these features, as well as other elements of character, should be “preserved or enhanced” as required by the legislation, when building work is proposed.

This appraisal builds upon national policy, as set out in Planning Policy Statement 5 (PPS5) - Planning for the Historic Environment, and local policy (see below). It provides a firm basis on which applications for development within The Canal Conservation Area can be assessed.

The document is intended to be used by architects, local authority planning staff, developers and landowners to ensure that the special character of the conservation area is not eroded, but rather enhanced or at least preserved through development activity. While the descriptions go into some detail, **a reader should not assume that the omission of any building, feature or space from this appraisal means that it is not of interest**; if in doubt, please contact the Heritage and Design Team at Worcester City Council (see section 3.3).

The initial document was prepared by The Conservation Studio, a private consultancy, in 2006. The consultation processes were held early in 2007. Some redrafting was

implemented by council staff to take account of the comments received and the text was updated in 2011.

The planning policy context

Conservation areas are designated under the provisions of Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (the Act). A conservation area is defined as “*an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance*”. It is the quality and interest of an area, rather than that of individual buildings, which is the prime consideration in identifying a conservation area.

Section 72 of the same Act specifies that, in making a decision on an application for development in a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The Government has said, in its Statement on the Historic Environment 2010, that it considers the historic environment to be “an asset of enormous cultural, social, economic and environmental value”. That does not imply an automatic presumption against development within conservation areas, however, as that document also recognises the inevitability of change, calling for it to be intelligently managed.

This appraisal should be read in conjunction with national planning policy guidance, particularly PPS5, where there is a presumption in favour of conserving heritage assets. These assets, such as conservation areas, are seen as ensuring the continued sustainability of an area and promoting a sense of place. When considering applications for development which could affect the character or local distinctiveness of a conservation area, Local Planning Authorities (LPAs) are required to treat favourably those which preserve the elements which make a positive contribution. Applications which have a

negative impact would need strong justification on the grounds of the other benefits they may provide.

Published alongside PPS5, the Planning Practice Guide expanded on the policies. It draws attention to the need, not only to understand the nature of the significance of all the elements of the character of an area, but for applicants to be able to assess the importance of these elements. Applications need to show this understanding and how the proposed development responds to it. This Appraisal document sets out to provide appropriate information for The Canal Conservation Area.

The layout and content of this document follows guidance published in 2006 by English Heritage, which also recommended that LPAs publish proposals for the on-going management of the special interest of the conservation area in response to the identification and recording of its significance.

Local planning policy

Local Plan policies have been developed by the City Council and explained in the City of Worcester Local Plan, 1996-2011. Many of these original policies were saved when new planning procedures were introduced. In general they are intended to ensure that the character of a conservation area is preserved or enhanced by any development actions.

The Local Development Framework for Worcester incorporates the South Worcestershire Joint Core Strategy, and the South Worcestershire Joint Site Allocations and Policies Development Plan Document. When adopted, these documents will replace existing Local Plan policies and provide appropriate policies for the city within the context of South Worcestershire.

Conservation area character appraisals, such as this, are considered to be integral with the spatial planning approach of the council. While they are seen as background

documents, they support, affirm and in some instances amplify the Development Plan Documents within the Framework.



The Cathedral seen from the Inner basin, Diglis.



1.2 Summary of special interest

Regional and local significance

The Canal Conservation Area was designated in 1989.

Neighbouring local councils have also designated, as conservation areas, other parts of the Worcester and Birmingham Canal falling within their authority.

In the context of the Midlands, the Worcester and Birmingham Canal is of considerable architectural, historical and scenic interest. The influence of canals was phenomenal, completely revolutionising industrial transportation and thus having a profound effect on the location of industries. The impact on Worcester of the canal, from its completion in 1815, was no less spectacular. The ports of Lowesmoor and Diglis quickly became important focal points for the city's industry. These basins, and the land around them and linking them, owe much of their recent history to the canal, as does the city as a whole.

Special interest

The special interest that justifies designation of The Canal Conservation Area derives from the following features:

- Its significance as part of the late 18th and early 19th century canal network;
- Its importance as a historic record of the most dominant pre-railway freight transport network;
- Its valuable contribution to the growth of Worcester in the 19th century;
- Its present-day use as a popular leisure resource for pleasure boaters, walkers, cyclists and anglers;
- Historical and architectural interest of Diglis Basin and Lowesmoor Basin;
- The architectural and historical interest of the area's older structures, three of which are grade II listed buildings; a number of other historic buildings are visible just outside the boundaries of this conservation area;

- The special interest of the canal's ten locks and six 19th century bridges, including the brick railway viaduct;
- Views to St Andrews spire and to Worcester Cathedral;
- The changing setting of the canal as it progresses from city centre to urban/rural fringe;
- Canalside trees and hedgerows;
- Its role as a wildlife corridor into the city with great biodiversity value;
- Local details that collectively and individually give the conservation area a distinctive identity, e.g. lock name signs and the Severn junction finger post.



Railway viaduct - a feature of special significance and on the council's 'local list'.



1.3 Location and setting

Location and context

Worcester City Council's Canal Conservation Area comprises two historic canal basins at Diglis and Lowesmoor together with a five mile length of the Worcester and Birmingham Canal from where it branches from the River Severn in Worcester to where it crosses the north-eastern boundary of the City of Worcester at the A449(T). From here, the canal continues north-eastwards for a further twenty five miles to the Worcester Bar in Gas Street Basin, Birmingham, where it joins the Birmingham Canal Navigations. Much of this falls within conservation areas designated by other local authorities which are not discussed in this appraisal.

Diglis Basin is located on the east bank of the River Severn almost half a mile downstream from Worcester Bridge (A44). From Diglis Basin the canal traverses the suburbs of Worcester in a roughly northerly direction for about two miles, passing Lowesmoor Basin off to its west, just south of the railway viaduct. After passing the Worcester City Football stadium the canal veers north-eastwards and, after Blackpole Industrial Estate, almost directly eastwards.

By water, Birmingham is thirty miles away, via fifty eight locks, Gloucester is twenty nine miles via three river locks downstream, and Stourport is fifteen miles via three locks upstream. The Worcester and Birmingham Canal has become a popular holiday route with boats completing circular routes known as the Avon and Severn "Rings". The Avon Ring links the Worcester and Birmingham Canal with the River Severn, the River Avon and the Stratford Canal, and the Severn Ring links the Worcester and Birmingham Canal with the Staffordshire and Worcestershire Canal, the River Severn and Birmingham Canal Navigations. The recent reopening of the Droitwich Junction Canal from Hanbury Junction to Droitwich and the

Droitwich Barge Canal to Hawford creates another boating ring via the River Severn and the Worcester Birmingham Canal.

The context of The Canal Conservation Area is not confined to the waterway, as the towpath serves the community as a footpath and cycleway for local journeys and is also part of Sustrans' Cycle Route 45, connecting Salisbury and Chester.



With recent surface improvements the towpath has become popular as a cycle route.

Landscape setting

The canal has a distinct feeling of separateness from the landscape through which it passes. It is divorced from the immediately adjoining land, both physically (by long stretches without access to the adjacent road network) and in terms of land uses which are generally unrelated to the canal.

Close to the city centre the canal, between Diglis and Lowesmoor, is enclosed by remnants of increasingly fragmentary early or mid-19th century manufacturing industry and warehousing together with modern residential and retail developments.

The architectural and historic character of canal-side development outside the conservation area varies enormously. The fact that six other conservation areas abut

it shows that much of the adjoining townscape has special historic or architectural interest. These six conservation areas are: Riverside, Field Terrace, Sidbury and Fort Royal, Lowesmoor, Lansdowne Crescent and Rainbow Hill, and Shrubbery Avenue. They are marked on the Character Appraisal Map.

In addition to these areas of recognised special interest, the canal is abutted by a mix of 19th and 20th century industrial, retail and residential building, with those representing the 19th century being closest to the city centre and more recent developments extending patchily almost to the City boundary and the A449.

Beyond Lowesmoor, much of the adjacent development fails to acknowledge the presence of the canal, in effect 'turning its back' to the water's edge. Since the growth in use of the canal as a recreational resource and the popularity of waterside locations, some later 20th century, mainly residential, development has begun to create active frontages onto the canal.



Recent housing developments open up their views to the canal.

As one proceeds up the canal, moving from an urban to a rural landscape, there are more areas of open space on either side of the canal, some in recreational use but, closer to the city boundary, fields and pasture-land.

Topography and relationship to surroundings

The waterway follows a level course within a relatively flat landscape topography and it leaves the city in a seemingly effortless sinuous corridor. Designed to follow the natural contours where possible, the number of locks is minimised. There are ten locks in the five mile stretch between the Severn junction and the A449 and consequently the canal has long unbroken stretches of 'quiet' water. The special character of the canal is thus derived from this uneventful route with relatively few canal structures or features strung out along its length. The towpath is generally disconnected from the land on each side, though there are links with road routes at bridge crossings. An exception is between Bridges 9 and 12 where there are close connections between the towpath and adjacent streets.



Only a few streets connect with the canal.



1.4 Historical development and archaeology

Archaeological significance and potential

For most of its length the archaeology of the Canal Conservation Area reflects that of the areas it passes through. At its northern end the canal is close to the Barbourne Brook; in the upper reaches of the Barbourne Brook valley, prehistoric timber trackways have been found, while in the Perdiswell area there is widespread evidence of prehistoric and Roman activity. From the Arboretum area southwards, the canal broadly follows the line of the Frog Brook, a stream which drained the hills and low-lying land east of the city centre. In the valley bottom there may be evidence of stream-side activity and remains of crossings of the brook from the Roman and other periods.

Close to the Commandery the canal passes through the medieval Sidbury suburb (an area also occupied in the Roman and Anglo-Saxon periods), and remains of stone-founded buildings have been seen in the bed of the canal, along with the outer edge of the medieval City Ditch. The canal is crossed by Sidbury bridge at what has always been a pinch-point for the watercourse, with the Frog Brook, City Ditch and canal all coinciding.

The industrial archaeology of the canal is mostly described elsewhere in the report, while many of the surviving buildings which were associated with the canal – relating to the carrying trades and the industries which used the canal for transport – lie outside the conservation area. As well as the infrastructure of bridges, revetment walls and locks, some details of canal archaeology survive, for instance in the lock gate ironmongery with their cast lettering.

Historical development - origins

The conservation area lies outside the walled medieval city within an area which remained substantially undeveloped until the late eighteenth century. The area to the

south of the cathedral and castle formerly comprised an area of open water meadows known as Diglis Fields. The name is thought to derive from the former land-owner, perhaps the Dudley family or alternatively the Cathedral Chapter (d'eglise – French). The Frog Brook ran to the south of the castle motte and Diglis Fields were part of the wider flood plain lying to the east of the River Severn. The extreme southern end of the canal follows the route of the former Frog Brook to join the River Severn.

The Canal forms a link between the Severn navigation and Gas Street Basin, terminating in Birmingham at Worcester Bar. It was intended to provide a direct route between the manufacturing industries of Birmingham and the sea ports of the Severn estuary. From its junction with the river the canal rises 425 feet in height through a series of locks. The canal was served by seven reservoirs which also supplied the adjacent industrial complexes with water. The cutting of the canal was facilitated by a succession of enabling Acts of Parliament in 1791, 1798, 1804 and 1808. The City celebrated the success of the initial Act in 1791 and this is recalled in a contemporary song:

*“Come now begin delving, the Bill is obtain'd,
The contest was hard, but a conquest is gain'd;
Let no time be lost, and to get business done,
Set thousands to work, that work down the sun,.....”* Anon.



Canal company initials cast into ironwork, Lock 4.

Historical development - construction

The proposed line of the canal was surveyed by John Snape and Josiah Clowes in 1790/1. It was originally intended to build a broad canal to allow Severn trows to reach Birmingham. By 1794, however, a pragmatic decision was taken to construct narrow locks but broad tunnels and bridges, to allow boats to pass each way. The construction of the canal was continuously hampered by financial difficulties. Work on the canal commenced at Birmingham but progress was slow and by 1795 only the Selly Oak stretch was completed. Work thereafter continued at a slow pace and by 1799 it was suggested that the canal should be completed by a tram road. By 1802 the canal was still only completed to Hopwood Wharf, some eight and a half miles from Birmingham and mostly at the summit level. There were concerns regarding the supply of water and some debate over the relative merits of a narrow boat lifting machine ('The Perpendicular Lift') as an alternative to conventional locks. By 1811 it was decided to construct locks.

In early 1812 construction gained new momentum, partly due to the involvement of the Dudley family. Additional loans funded the construction of the canal to the north of the Tardebigge Locks in 1813. Agreement was obtained in 1814 for the removal of the bar between the Worcester and Birmingham Canal and its rival the Digbeth Branch Canal in Birmingham. This allowed direct communication between the two networks, subject to a toll. By 1815 a further Act was sought and granted to enable further funds to be raised. By this date the company was insolvent and owed £27,000 to financiers. It was originally intended to create a principal basin in Worcester at Lowesmoor but this was revised to Diglis. The basin at Diglis was to be served by a pair of barge locks from the Severn.

The canal was finally completed and opened in December 1815 at a total cost approaching £610,000. The completion of the canal permanently diverted much of the

coal haulage between Birmingham and the Severn, and significantly harmed the profitability of the Staffordshire and Worcestershire Canal which formerly provided the sole means of transport. The canals became locked into a toll price war which was reflected in an increasingly complex pricing structure.

Historical development - in use

The supply of water to the canal continued to be problematic and a steam engine was installed at Diglis in 1818 to pump water from the Severn into Diglis Basin. The Basin was enlarged in 1820 to cater for the extensive trade in salt from Droitwich and coal, limestone and other building materials. Pickfords, the important canal carriers based in Birmingham, advertised a fly-boat service. Competition was also provided by coastal craft and by road haulage. By 1815 road surfacing had improved the condition of principal roads and wagon speeds had increased. In 1825 Pickfords advertised that *"they have established wagons for the Conveyance of goods to and from Kidderminster and Birmingham, from whence their Fly Boats sail to various parts of the Kingdom"*. In 1827 the opening of the Gloucester and Berkeley Ship Canal led to an increase in traffic on the canal.

Unfortunately, the canal thrived for only about twenty five years, being superseded by the railways in the mid-nineteenth century. In 1841 the Birmingham and Gloucester railway opened and by 1847 much of the salt trade was lost from the canal. The position worsened with the opening of the Oxford, Worcester and Wolverhampton Railway in 1851 (later known as the West Midland Railway and finally the Great Western Railway). In 1854 the Canal Company acted to counteract railway competition by opening the Droitwich Junction Canal and also taking over the Barge Canal. However, a new railway station was created at Shrub Hill (1865) with a large ancillary complex of sheds. Around the mid-19th century a new line was planned and partly laid out, intended to connect the

main line to the docks at Diglis thereby reviving the fortunes of the town as a significant port. The route was along the river bank and the project was frustrated by the Cathedral authorities, so it was terminated at 'Butts Sidings', alongside the river but short of the docks.

During the 19th century, industrial development and allied housing spread across the former flood plain around Diglis Basin. The Chamberlain porcelain factory was first established in the area during 1786. It grew at the expense of other plants owned by the firm and, by a series of mergers, became the world famous Royal Worcester Porcelain works to the north of the Basin. Industrial development in Diglis was undoubtedly given impetus by the cutting of the canal between 1811 and 1815, and again by the canalisation of the River Severn with the construction of the river locks in 1844.

The commercial use of the canal declined throughout the early twentieth century and it was superseded almost entirely by rail and road freight by the Second World War. The canal was nationalised in 1948 and placed under the authority of British Waterways. Some early 19th century bridges have been replaced and new bridges have been constructed. Much of Lowesmoor Basin was infilled in the 1950s and some pre-1820 warehouses at Diglis Basin were demolished in the 1970s. Private boating came to replace commercial freight during the post war period and the canal now provides an important link with Birmingham for tourism. With the restoration of the Droitwich canals there is scope for further growth in canal use for leisure purposes.

1.5 Spatial analysis

The character of spaces within the area

With the exception of the basins, this conservation area has a long sinuous form cutting a swathe through both urban and rural landscapes. The character of the spaces along the canal is determined by the height, mass and bulk of canal-side development or the height and density of canal-side trees and greenery, and their proximity to the edge of the canal. Thus it is often built developments or planting outside the confines of the conservation area that have a considerable impact on the character and appearance within it. The screening effect of greenery obviously changes with the seasons and is almost lost in the winter.

Generally speaking, the canal has an enclosed feel through urban Worcester closest to the Severn and more spaciousness in its northern part as it leaves the suburbs.

The waterway itself has a generally uniform width, narrowing at locks and certain bridges and having an increased width at two winding holes (turning places), one opposite the entrance to Lowesmoor Basin and the other below Bilford Lock. Larger areas of open water are to be found at Diglis Basin and, to a lesser extent at Lowesmoor Basin, but these are hardly visible by the public.

Within the urban area, development sometimes directly fronts the canal (e.g. near Albion Mill and the old gas works wall) or it is set back beside the towpath (e.g. The Commandery). There is a distinct sense of enclosure at a cutting before Sidbury Bridge whilst, in contrast, it feels much more open where the canal runs alongside the Perdiswell recreational area.





Space is enclosed by the 'cutting' at Sidbury.



Space opens widely at Perdiswell.

Key views and vistas

Bridges provide the best views of the canal. From an elevated position one can see further and often enjoy longer views than those gained on the towpath. Such views help to place the canal in its wider context. From Mill Street bridge (No.2), for instance, there is a view along the canal to Diglis Basin with a backdrop of the Malvern Hills. Bridge 16 similarly reveals wide horizons over the fields at Perdiswell. The canal, however, crossing neither bridge nor viaduct, generally stays low and so runs almost un-observed through the city.

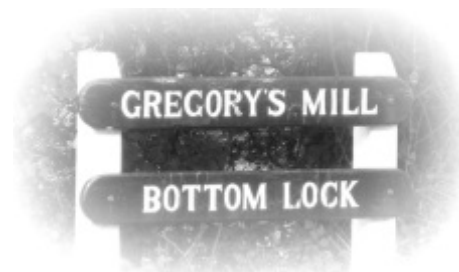
From the canal itself, either from the water or the towpath, there are ever-changing urban, suburban and rural views. Some are confined, by development or greenery, to the immediate locality, others extend into the city or across open fields. Because the bends in the canal are wide, there is almost always a long view up or down the canal to a bridge or to locks.

Key landmarks are church spires and towers including some views of the cathedral from Diglis Basin and a fine view up the River Severn to St Andrew's spire. From Westbury Street bridge, by Lowesmoor Basin, one can see the tops of four churches.



City landmarks, such as St Mary's spire, make strong views from the canal.

Though not always a conventionally pleasant image of the city, the canal is notable for the views it affords to the rear of commercial, industrial and residential properties.



1.6 Definition of the special interest of the conservation area

Activities/uses

British Waterways is the organisation responsible for maintaining this inland waterway today so that people can use it for a wide range of leisure activities. Though no longer a working freight transport route, the canal has found a new life as a recreational resource for pleasure craft and the towpath is popular with walkers, cyclists and anglers.

Diglis Basin has a lively and interesting working character. A considerable number of pleasure boats are moored in the outer basin, around which a boat-building, repair and supply industry has established itself. The dry-dock still provides an important resource for the maintenance of boats. There is a pub, the Anchor Inn, with a beer garden which takes advantage of its canal-side setting. The area around the inner basin, having been redeveloped for residential uses, now has a crisp, formal appearance, with fairly uniform terraces of apartments on two sides, though there are offices in the north westerly corner. The redevelopments have resulted in a major increase in mooring facilities and both the basins have many river and canal craft, which enhance the nautical character of an inland port. Outside the conservation area to the north, the redevelopment scheme for the Worcester Porcelain factory and warehouse buildings has brought a variety of residential building types and an office block to the canal edge.

Lowesmoor Basin contains a modern industrial and office development at its heart, though one older building houses a dental practice. Many businesses, notably a boat hire company, are located in converted 19th century buildings. There is a pub in Lowesmoor Terrace where there are also some residential uses among commercial occupiers.

Architectural and historical character

The engineering structures of the canal largely provide its historical character. The bridges, lock gates and paddle gear remain broadly as they have for the last century. Some paving elements reflect the historic surfaces on ramps and steps and in the quadrants under lock balance beams, though much has been replaced with new materials. In general the walls to lock chambers are, again, much as they were a century ago, though there has been an ongoing programme of gradual repair. The surviving industrial buildings add to the historical character but, where these are widely dispersed, their impact is small. Significant groups of historical canal buildings, as opposed to engineering structures, are to be found in Diglis Basin and Lowesmoor Basin. They mostly date from the early/mid 19th century and are typical of canal building of the period. The increase in residential uses in place of the industries is bound to continue the process of change in character.

The architectural character is notable for the way in which almost all buildings before the 1990s face away from the canal, leaving their gardens, yards and car parks next to the conservation area. Built after that date are a number of apartment clusters where principal facades address the canal usually with terraces and balconies. Sometimes the scale of these can dominate the canal more than in the past. Equally the scale of the new industrial buildings along the northern stretch can make them seem quite threatening.



Large scale canal-side industrial building looms behind winter hedge.

Building methods, materials and local details

Red and blue bricks are commonly used in the construction of buildings and boundary walls. Slate was formerly the most common roof material but this has often been replaced with concrete tiles.

Sandstone ashlar blocks line the approaches to locks and bridges; these are thought to survive from the earliest works of canal-building. Generally, 19th century edgings are made from large black clay brick edgings. Much new sandstone edging is now visible in Diglis Basin.

The edging of the canal channel in the later 20th century with galvanised profiled sheet steel has commonly been used as a device to restrain the bank sides and reduce water loss. In the rural parts it quickly becomes screened by marginal planting and is an honest, pragmatic response. Within the core of the city it is less appropriate.

The fine brick railway bridge immediately to the north of Lowesmoor Basin is an iconic feature of the city, appearing on a railway heritage postage stamp in January 1994. Its 'porthole' is particularly distinctive. The early 19th century bridges which cross the northern part of the canal have the traditional hump-backed profile. Built of brick, they were given a protective application of dense cement render as a 20th century stop-gap measure, which now appears to be hastening their decay. Some road bridges

have pre-cast concrete parapet walls with raised aggregate surfaces and decorative bands of angular indents and facets. Perhaps dating from the 1930s, they have generally remained in excellent condition though some of the mass concrete spans beneath show signs of decay.



Concrete road bridge - Bilford Road - designed with elegance and still weathering well.

Key buildings – listed buildings, key unlisted structures and Buildings of Local Significance

There are three grade II listed buildings within this conservation area. All three are at Diglis Dock Basin. They are: Barge Lock No.1, Barge Lock No.2 and Lock Cottage.



The barge locks at Diglis are listed structures.

Marked on the Conservation Area Appraisal Maps in light blue are a number of *unlisted* buildings which have been judged as being of townscape merit, making a positive contribution to the character and appearance of the conservation area. These are identified as key unlisted structures and include canal features such as locks and bridges. They are considered to be good, relatively unaltered examples, of their type where original materials and details, and the basic, historic form has survived well. Where a structure has been adversely affected by modern changes, and restoration is either impractical or indeed not possible, it is excluded.



The Bridge Tavern, a key unlisted structure.

The Council has an inventory of Buildings of Local Significance, informally known as 'locally listed' structures. There are eight entries on the list within the conservation area and these are shown dark blue on the maps. They are the Lock house next to Lock No.4, off Park Street; the Portmaster's House, No.75 Lowesmoor; Bridge No.10, the railway viaduct; and the following brick vaulted 19th century bridges - Bridge No.14, Astwood Cemetery Bridge; Bridge No.16, Ivy Bridge; Bridge No.17; Bridge No.21, Rad Meadow Bridge; and Bridge No.22, Tolladine Bridge.

There is a general presumption in favour of retaining all these structures as heritage assets (as defined in PPS5).

The council also maintains a register of Heritage at Risk, which includes those listed buildings where there are risks from neglect, decay or unsympathetic work. The Heritage at Risk register is reviewed annually and listed buildings may be added to the register, or removed from it when circumstances improve. The Lock House in Diglis Basin is currently on the register though it is hoped that suitable repair and a new use will soon result in its being removed from it.

English Heritage has a list of Conservation Areas at Risk and The Canal Conservation Area is included within this register partly because of the present condition of the Lock House and also of the early brick bridges.

British Waterways has also compiled a list of structures following their Architectural Heritage Survey. This has forty nine entries, from the boundary marker by the A449 bridge to the direction finger-post at the junction of the canal and River Severn. Extracts from this Survey are in Section 3 of this document.



Original brick bridges are locally listed structures.

Public realm

The towpath is generally well maintained throughout and discreet directional signs enable visitors to find their way to local facilities and points of interest. The surface of the towpath and other areas is generally modern, but old brick pavers can be seen

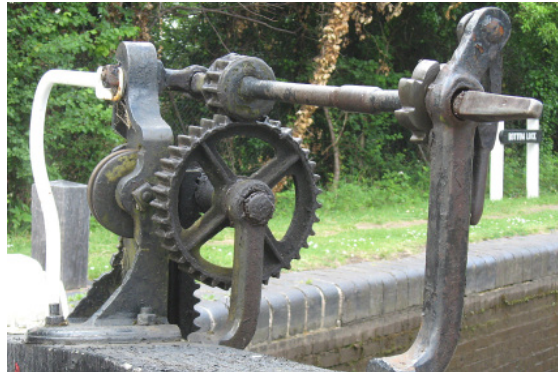
outside Lock Cottage in Diglis Basin and reset ones outside the house at Lock No.4. Modern brick pavers at the pedestrian ramps at locks and in quadrants, below the balance beams, are set in traditional style. New stone pavings and edgings are important features in the Diglis redevelopment.



New stone pavings in traditional format enhance the canal-side in Diglis.

Local details and features

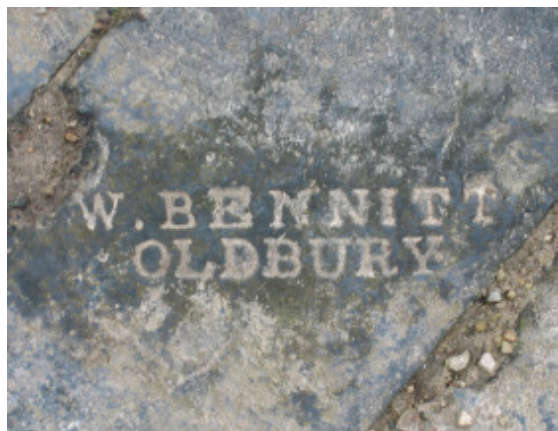
The distinctive local identity of the Worcester and Birmingham Canal Conservation Area is enhanced by a number of small features that cumulatively help to give the conservation area a sense of place. They include the black and white signs at each lock which match the colouring of the lock equipment, which were constructed and erected by members of the Worcester Birmingham Canal Society in the 1970s. The design of the ironwork details in the lock gearing was distinctive to the Worcester and Birmingham Canal, as were the lock-gate and balance beam patterns, together with the iron furniture such as handles positioned at the ends of the beams. Though replacements by British Waterways, necessary for the management of the canal, have meant that much of the uniqueness is lost, the working gear is based on historic patterns and is distinctive. The use of alternating red and blue brickwork in the lock chambers and brick bridges is also typical. Many of the edging bricks to the locks have impressed manufacturers' marks.



Gate paddle gear, Lock 5.



Wooden post supporting side paddle gear, and new type steel replacement, Lock 5



Brick stamped with manufacturer's mark.

There are several items of public art to be seen along the tow-path. An artist-blacksmith has made memorial features, based on infantry armour and weapons, and these are mounted on the

parapets of Sidbury Bridge, where fighting was intense during the battle of Worcester. Cut-out lettering on the railings to the Commandery draw attention to the range of its previous uses. A small group of steel ducks on a pole next to a warehouse wall by Bridge No.5A makes ironic reference to the mallard population. Close by there are display windows beneath the restaurant which show items of craftsmanship recovered from the demolition of the Beehive, a pub on Tallow Hill.



Artist-blacksmith feature at the Commandery.

See Section 3 for a table of the findings from a recent survey of surviving artefacts by members of the Worcestershire Industrial Archaeology and Local History Society.

Biodiversity, green spaces, trees and habitat value

The Worcester and Birmingham Canal in Worcester is designated as Greenspace No.59 within the City Council's policies, and as a Special Wildlife site of County Importance. These recognise its quality both as a habitat and as an important linking route for wildlife.



Allotments and old orchards off Lansdowne Crescent encourage wildlife.

The canal abounds in species at all seasons, notably swans, mallards and moorhens, but there are also many hedgerow birds, with summer migrants in the reeds. Kestrels also hunt along its course. Beds of reeds line the banks along many stretches, providing rich habitats even close to the city centre. Sometimes there are spectacular nesting-places for swans visible to the public. Where the towpath is wide it is often accompanied by a grass verge. Generally speaking, it is lined on one side or the other with some form of planting and thereby forms a green corridor from the River Severn, through the city to the rural fringe. It is also an aquatic habitat with good populations of coarse fish and aquatic invertebrates. The whole environment is also very good for insects, providing a food source for many creatures especially, useful for protected species such as bats.

While there are no green spaces within the conservation area, many green areas are beside the canal, and enhance its setting. Most notably these are, on the west side - Flagge Meadow and the playground, north and south of Lansdowne Road (both containing a row of protected trees), the sports grounds at Perdiswell Sports Centre and farmland opposite Warndon Business Park. On the east side, the area of canal-side allotments and orchards below Lansdowne Crescent are the most significant open spaces and they provide considerable support for wildlife.



Reeds and bankside planting encourage wildlife.



Significant tree (Silver Birch) by Bridge No.18.

As a rule, the boundary planting on the towpath side of the canal has been well maintained and despite its restricted depth performs as an effective visual barrier. The planting on the less accessible side of the canal is often inconsistent, but some planting has been carried out sympathetically using native species.

Trees, hedgerows and other natural and intentional planting are a vital characteristic of the conservation area. As well as their provision of shelter for wildlife, they enhance the setting of the canal and perform an important role in screening visually intrusive developments. A small crescent-shaped copse on the east bank just before the A449 bridge is covered by a group Tree Preservation Order (TPO) and there are several single trees also with TPO protection. Tree preservation orders are listed in Section 3; these and other significant trees or tree groups are shown on the Appraisal Map. Lack of a specific reference does not imply that a tree or group is not of value.

Character areas

The Worcester and Birmingham Canal Conservation Area can be roughly divided into eight different sized areas which reflect the changes in character and appearance of the canal and its immediate surroundings along its five mile course through the City of Worcester.

These eight character areas (Diglis Basin, Lowesmoor Basin and six lengths of canal) are:

Area 1 - Diglis Basin;

Area 2 - Diglis Basin to Sidbury Bridge (No.3) including the former Albion Mill;

Area 3 - Sidbury Bridge (No.3) to Lowesmoor Terrace Bridge (No.9);

Area 4 - Lowesmoor Basin;

Area 5 - Railway viaduct (No.10) to Gregory's Mill Bridge (No.13);

Area 6 - Gregory's Mill Bridge (No.13) to Bridge No.17 at Blackpole;

Area 7 - Bridge No.17 at Blackpole to Blackpole Lock (Lock 9);

Area 8 - Blackpole Lock (Lock 9) to A449 bridge (No.22A);

Lock and bridge numbers follow the British Waterways numbering system, but see also the Index of Locks and Bridges in Section 3.

Character Area 1 - Diglis Basin; (*Map 1*)

The layout of the canal at Diglis Basin remains much as it was in 1815. A document of 1905 states that the Diglis basins "have an aggregate area of 15,000 sq yards and have extensive warehouse and wharf accommodation connected with them". Several pre-1820 buildings, especially on the east side of the inner basin, were demolished in the 1970s, but

some key buildings remain. These have been much altered for new uses though a few are still in a very poor state of repair.



Danks' warehouse in Diglis, in 2006.



Danks' warehouse now redeveloped.

There are good views up and down the River Severn from a vantage point beside the large finger post at the entrance to the basin. The basin is notable for the mooring not only of narrow boats but also of large river craft which can access the basin via the exceptionally wide Barge Locks.

The necessity of providing extensive wharfage for bulky commodities such as timber and coal ensured that much of the land at the basin remained open throughout its history and it followed that the premises that grew up around the basins were well spaced out. The basin area is widely permeable to pedestrians and cyclists. Three swing bridges allow public exploration of the site, the boats and the large sheets of water.

Original buildings have a small scale, two storeys at the most and typical of the early 19th century, a good bit smaller than the new residential developments to the north and south.

Canal related features of significance:

- Machine Office;
- Three swing bridges;
- Barge Locks Nos.1 & 2;
- Lock Cottage and outhouses;
- Dry dock, Danks' Warehouses, Severn Carrying Company Stables, Stableman's House, Chemical Manure Company Works, all of which have been substantially redeveloped;
- Anchor Inn;
- Basins and side pond;
- Finger post on river bank.



Finger post at the junction of the canal with the River Severn.

Key assets and characteristics:

- Moored boats;
- Open sheets of water;
- Canal related businesses;
- Seasonal boating activity;

- Views of cathedral and River Severn;
- Junction with River Severn;
- Surviving blue brick quadrant under lock gate balance beam (Barge Lock No.2);
- Robust new paving in traditional materials.

Negatives:

- Poor state of repair of some key buildings, including the listed lock house;
- Loss of architectural detail, including historic metal crane;
- Side pond is overgrown and appears neglected.

Character Area 2- Diglis Basin to Sidbury Bridge including former Albion Mill; (*Map 1*)

The first length of canal is, in effect, an extension of the main basin at Diglis and is uncharacteristically broad, narrowing to pass under Mill Street Bridge. The Royal Worcester Porcelain factory had an important relationship with Diglis Basin while, to the north, Albion Mill is the only surviving mill on the canal-side. Developments, old and new, flank the canal. New residential development on canal-sides face the canal but 19th century and later industrial developments turn their backs.

Albion Mill, (now converted to residential use) also known as Townshend's Mill, is a former steam powered flour mill dating from the 1840s. Despite having been reduced in size from its original eight storeys, it remains an impressive focal point on the canal-side and across the city.

The northern stretch of canal leading to Sidbury Bridge runs through an enclosed 'cutting' part of which is fronted by revetment walling faced in 19th century engineering brick with bands of glazed headers.



Albion Mill and new canal-side residences.



Traffic noise problems from Commandery Road.

Canal related features of significance:

- Broad initial stretch;
- Albion Mill;
- Cutting with brick revetment walls.

Key assets and characteristics:

- Mix of old and new canal-side development;
- Prevalence of brick;
- New residential development relating to the waterside;
- Moorings on both sides south of Mill Street bridge.

Negatives:

- Traffic noise from Sidbury and Commandery Road;
- Bridge (No.3) obscures northward views of Sidbury Lock.

Character Area 3 - Sidbury Bridge to Lowesmoor Terrace Bridge (No.9); (*Maps 1&2*)

This length of canal, despite its urban setting, has a much less industrial feel than Diglis Basin and Character Area 2. Immediately to the north of Sidbury Lock (Lock 4) stands The Commandery. The towpath, following the east bank, is wide and enhanced by a grass verge between towpath and canal with canal-side trees and reeds. Though the mixture of residential and commercial/industrial development either side is generally architecturally unremarkable, this part of the canal has a human scale and a safe, well-used and pleasant atmosphere .



Green characteristics appear above Lock 4.

North of Bridge No.5 the towpath crosses to the west side on a modern steel bridge and the urban character returns, with bulky retail sheds and modern ramps and steps. Bridge No.6, the foot-bridge that replaced Cromwell Street road bridge, retains the remnants of the original stone and brick piers, while the piers and caps of the former railway bridge (No.7) are close by, also distinctive local features.

Between Lowesmoor Bridge and Lowesmoor Terrace, the canal is bounded on its east bank by the brick walls of the early Gas Works, circular vents and blue-brick arches being evident. Although an isolated feature, this is worthy of retention as a reminder the former industrial character of the canal and of a former use - for the delivery of coal for gas conversion and the removal of gas tar for further processing.



Walls from the former Gas Works add to the local industrial character.



One of the surviving piers to the old bridge at Cromwell Street.

Canal related features of significance:

- Lock 3 (Sidbury) and Lock 4 (Blockhouse);
- Lock house at Lock 4;
- Small boat-yard between bridges Nos.4 and 5;
- Abutment piers at Cromwell Street foot-bridge (No.6);
- Walls of former Gas Works.

Key assets and characteristics:

- The Commandery enhances the setting of Sidbury Lock;
- East bank between Sidbury Bridge and Blockhouse lies within Sidbury and Fort Royal Conservation Area;
- Westward views into the city;
- Brick clock tower east of Lowesmoor Bridge (No.8) is a local landmark;
- Sense of enclosure between tall canal-side industrial buildings;
- Presence of wildfowl;
- Public art feature, Bridge 3, Commandery and close to Bridge No.5A;
- Occasional waterside beds of reeds.



Glimpses of local landmark by Bridge No.8

Negative elements:-

- Unremarkable canal-side architecture (except what falls into Sidbury and Fort Royal Conservation Area);
- Some canal-side industrial buildings in poor condition;
- Graffiti under bridges and litter around them.

Character Area 4 - Lowesmoor Basin;
(Map2)

Lowesmoor Basin lacks the nautical charm of Diglis Basin, in spite of the fact that many pleasure craft are moored here. Most of the original wharfs have been filled in since the 1950s and are currently occupied by unremarkable office and business units. Nevertheless, a small number of interesting historic buildings have survived, most notably the Portmaster's House at the vehicular entrance to the basin and a small group found along Lowesmoor Terrace. Here the Bridge Tavern provides a fine intact example of the use of buff terracotta facings.



The Portmaster's House, Lowesmoor, is a locally listed structure.

Canal related features of significance:

- Portmaster's House;
- Basin Bridge over arm into basin;
- Large half-round copings to walls in Westbury Street, in stone and blue clay;
- Winding hole opposite entrance to basin.

Key assets and characteristics:

- Moored hire boats in basin;
- Historic buildings in Lowesmoor Terrace;
- Overlooked by brick railway viaduct;
- Good access to shops and services;
- Western boundary of basin area is contiguous with Lowesmoor Conservation Area.



Boatyard activity in Lowesmoor Basin.

Negative elements:

- Loss of part of original basin;
- Loss of architectural detail.

Character Area 5 - Railway Viaduct (No.10) to Gregory's Mill Bridge (No.13); (*Maps 2&3*)

North of Lowesmoor Basin, a fine brick viaduct carries the Worcester-Hereford railway line across the canal. Beyond this, the west side of this stretch of canal is notable for areas of late 19th century terraced houses and two significant green open spaces, Flagge Meadow playing fields and the park alongside Chestnut Lane. Domestic back gardens abut the towpath generally, but terraced houses in Wolverton Road present an attractive rhythmical façade to the canal.

On the east side, between the railway viaduct and Lansdowne Road, the canal is bounded by allotments and an orchard, on open land which slopes down to the canal edge and is overlooked by the substantial and imposing Regency stuccoed villas of Lansdowne Crescent.



Views of white stucco villas on Lansdowne Crescent.

The pleasantly open setting, however, quickly disappears as the canal begins to swing north-east between the corrugated iron fencing of the football ground on the west bank and the embanked industrial land on the east, once the site of a brick and tile works.

Canal related features of significance:

- Lowesmoor Railway Viaduct (Bridge No.10);
- Distinct eastward bend in canal at Football Ground.

Key assets and characteristics:

- Overlooked by railway viaduct at southern end;
- Areas of architecturally cohesive 19th century terraced houses on west bank including part of Shrubbery Avenue Conservation Area;
- Canalside open spaces: allotments on east bank, playground and Flagge Meadow on west bank;
- Eastward views to villas in Lansdowne Crescent;

- Views along Southfield Street and Lower Chestnut Street;
- Wolverton Road housing fronts canal;
- Part of east bank is contiguous with boundary of Lansdowne Crescent and Rainbow Hill Conservation Area;
- Presence of wildfowl;
- Occasional waterside beds of reeds.



Wolverton Road is unusual in facing the canal.

Negative elements:

- Graffiti under bridges and on Football Ground fence;
- Litter beside towpath;
- Dereliction on industrial site opposite football ground;
- Boundary fence to football ground is unsightly to the point of making a hostile environment at this point.



The football ground fencing appears threatening.

Character Area 6 - Gregory's Mill Bridge (No.13) to Bridge No.17 at Blackpole; (*Maps 3&4*)

It is at this point that the open, almost rural, feel of the canal takes hold. Until well into the 20th century, this long stretch of canal was flanked on both sides by open meadow and pasture-land. Today, the setting of the canal, even the open space to the north, is no longer rural but composed of modern housing and a large expanse of flat sports fields.

Two pairs of locks, Gregory's Mill and Bilford, and two 19th century bridges are the only canal features of note in this stage of the canal which is generally uneventful but tranquil. It has a leafy atmosphere and, being further from the city centre, is less well-used and less marred by litter and graffiti than earlier stages. The canal and towing path are raised above the Barbourne Brook and adjacent land at the bend and this is a place where views down to the west are possible.

The most significant feature is the open setting on the north side arising from the Perdiswell Sports Grounds which are not very well screened from view by hedgerows or trees. This allows open views across the playing fields, once the site of an aerodrome

in World War 2. Here also, on the north side, the level of the bank drops to within a few inches of the water.

Canal related features of significance:

- Gregory's Mill Bottom Lock (Lock 5);
- Gregory's Mill Top Lock (6);
- Bilford Lock Bottom Lock (7);
- Bilford Lock Top Lock (8);
- Residential mooring close to Lock 8;
- Bridges Nos.13, 14, 16 and 17 (all early 19th century);
- Bridge 16 (Ivy Bridge) has the remains of a WW2 sentry box on the upper level;
- Winding hole by former lock house adjacent to Lock 7, indicating site of former canal maintenance depot.



Bridge No.13 has an iron span from early in the 19th century.

Key assets and characteristics:

- Rural character;
- Dense canalside hedgerows (part);
- Pleasant 'typical' canal views of locks and water;

- Open space of Perdiswell Sports Grounds (west side) affording long views;
- Grass verges;
- Presence of wildfowl;
- Occasional waterside beds of reeds;
- Tranquil atmosphere.

Negative elements:

- Modern mooring at end of a garden, between Gregory's Mill Lock (Lock 6) and Bridge No.14, is out of character with canal design and materials;
- Break in canal-side greenery between Bridge No.14 and Bilford Lock on west side revealing the lighting poles at the Household Recycling Centre;
- Poor state of repair of 19th century brick bridges.



The early brick bridges show considerable dilapidation.

Character Area 7 - Bridge No.17 at Blackpole to Blackpole Lock (Blackpole Trading Estate and Warndon Business Park); (Maps 4&5)

In contrast to the open semi-rural setting of the lengths of canal before and after Blackpole, this short, almost straight stretch of canal has an industrial feel reminiscent of earlier stages in the canal's history, although this canal-side development is distinctly modern. Large industrial and commercial premises spoil the environmental quality of this stretch of canal. On the north side there is the former Cadbury's works, served by both the canal and the railway, but now subdivided into multiple industrial units. Cadbury's Wharf, with a windowless two storey building, was recently a commercial boat-yard but is now part of a ready-mix concrete works. Glimpses of warehouses on both sides of the canal and the background noises from traffic on Blackpole Road, manufacturing production and the occasional train passing overhead add to the industrial atmosphere. Nevertheless the canal itself, fringed by reeds and hedgerow planting, still retains a rural presence.

Canal related features of significance:

- Brick railway bridge (No.18);
- Modern wharf (Cadbury's).

Key assets and characteristics:

- Modern industrial setting on both sides of canal;
- Canal-side greenery and beds of reeds.



Planting and rushes contribute to the rural character.

Negative elements:

- Noise of traffic and from industry spoil prevalent quiet atmosphere;
- Electricity sub station and tall industrial buildings on north side intrude upon semi-rural atmosphere.

Character Area 8 – Blackpole Lock to A449 bridge (No.22A); (Maps 5,6&7)

Above Blackpole Lock the countryside begins to open up again. This section of canal, furthest from the city centre, has a distinctly rural feel but it is marred by the sound of traffic on the A449 and a line of pylons on the north side. The towpath is generally wide and there is dense greenery on either side, especially approaching the city boundary. On the north side, an almost continuous hedgerow grows right at the water's edge. Gaps in this frontage allow views to countryside to the north. Beds of reeds contribute to the rural setting. Blackpole Lock, Tolladine Lock and two 19th century bridges add to the historic interest of this part of the canal which is generally peaceful.



City boundary marker at Bridge 22A.

Canal related features of significance:

- Blackpole Lock (Lock 9);
- Narrowing of canal at site of former bridge;
- Rad Meadow Bridge (No.21), brick, 19th century;
- Tolladine Lock (Lock 10);
- Tolladine Bridge (No.22), brick, 19th century.

Key assets and characteristics:

- Wide towpath with occasional grass verge;
- Canal-side copses;
- Rural views to north;
- Presence of wildfowl;
- Occasional waterside reeds.

Negative elements:

- Noise from A449;

- Litter on southern bank in vicinity of caravan site;
- Noise and smells from Warndon Business Park;
- Continual run of electricity pylons intrudes upon rural views;
- Poor state of repair of 19th century bridges.



Pylons and cables alongside the conservation area.



1.7 Principal issues

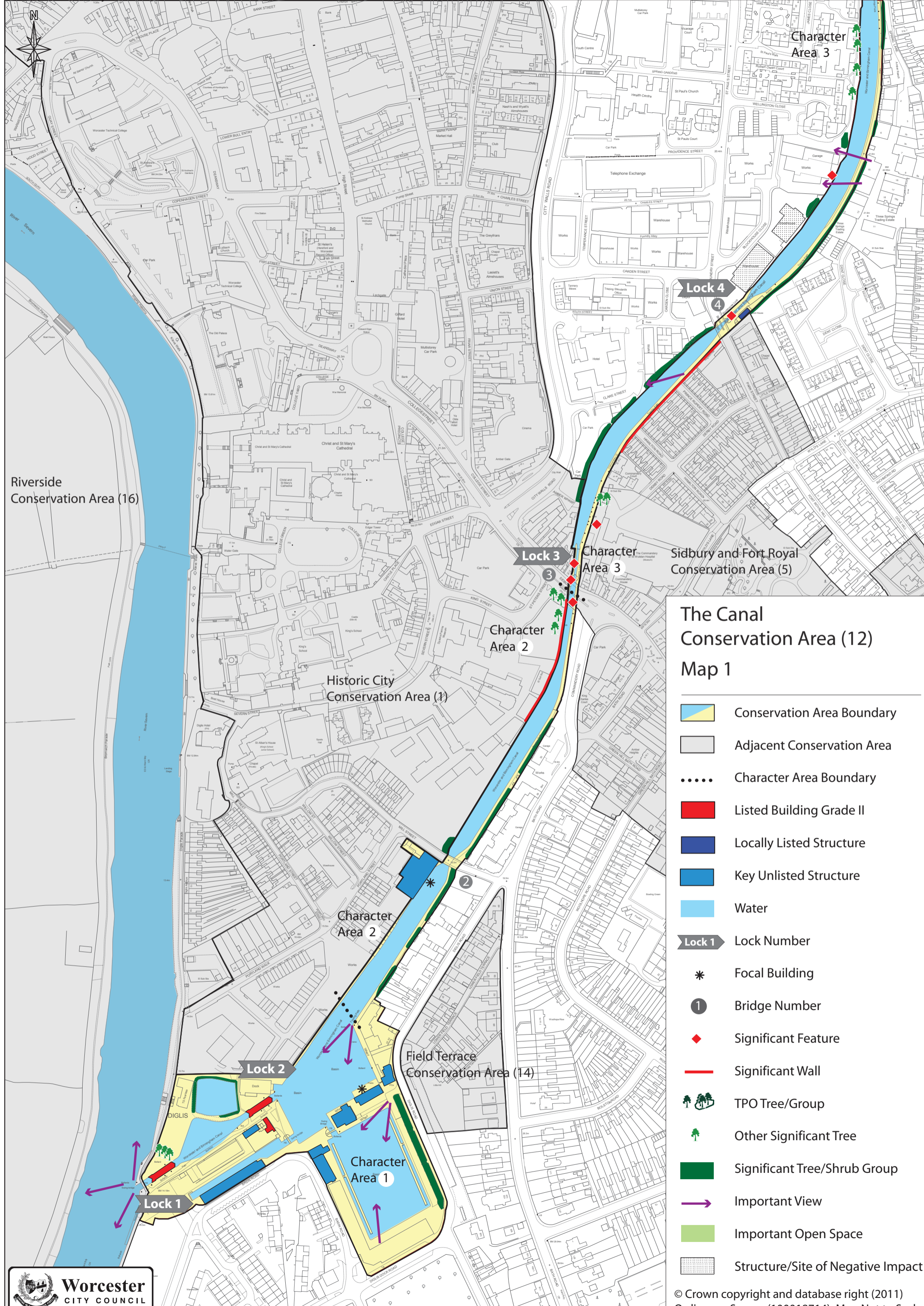
In the light of the above appraisal and the identification of the negative factors in each character area, the following issues have been identified as being most relevant to the continuing preservation of the special historic character and appearance of the Worcester and Birmingham Canal and of the Canal Conservation Area.

The issues listed here are discussed, together with recommendations for action, in the following section of the document.



















- Loss of original architectural details of some historic buildings;
- Tree management;
- Screening of modern development by trees and hedgerows;
- Preservation of setting and views;
- Building maintenance and repair;
- Intrusion/incursion of domestic garden areas onto canal side;
- Creation of moorings;
- Intrusive canal-side development and finishes;
- Buildings and sites of negative impact;
- Litter and graffiti.

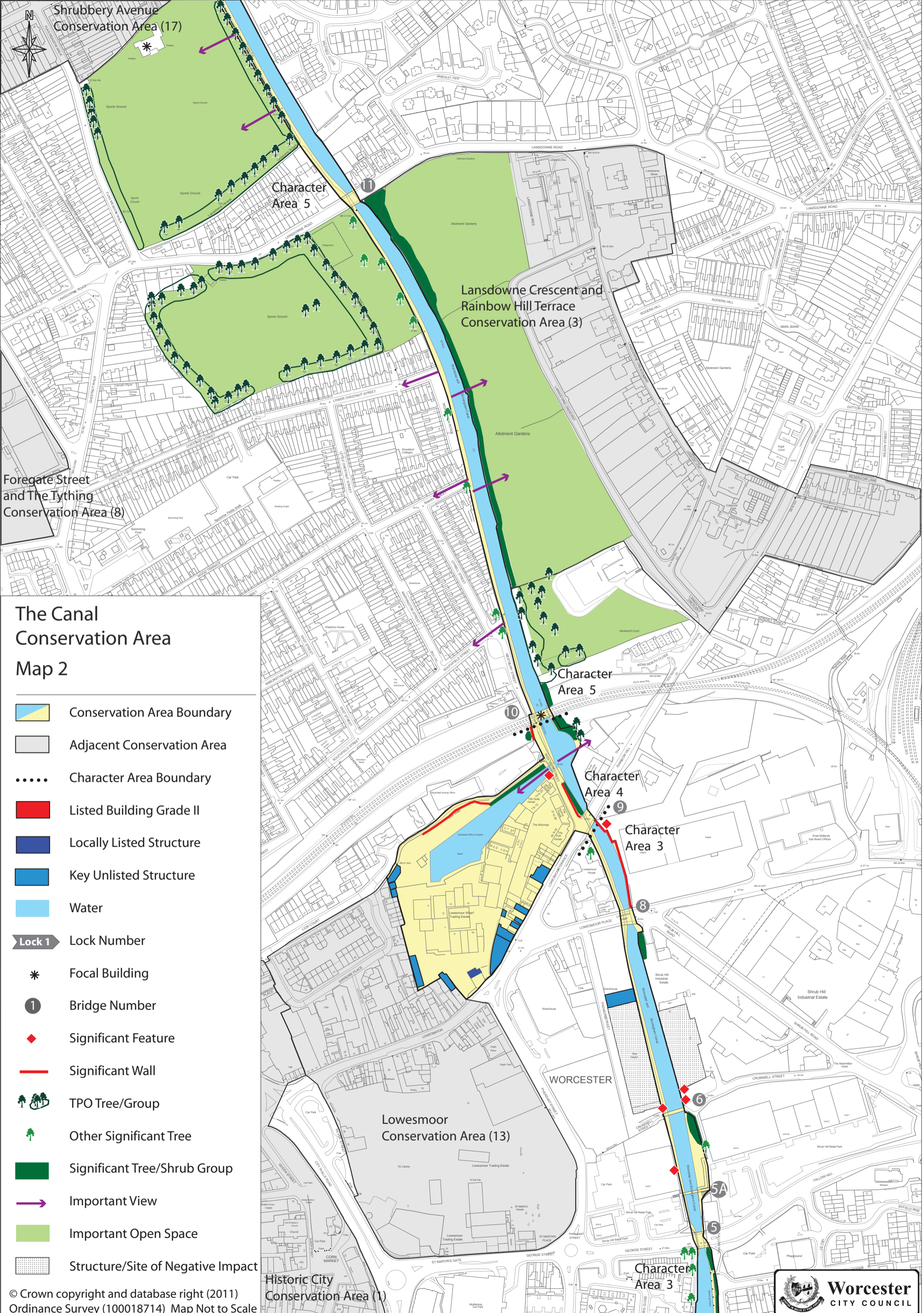


1.8 Character appraisal maps





















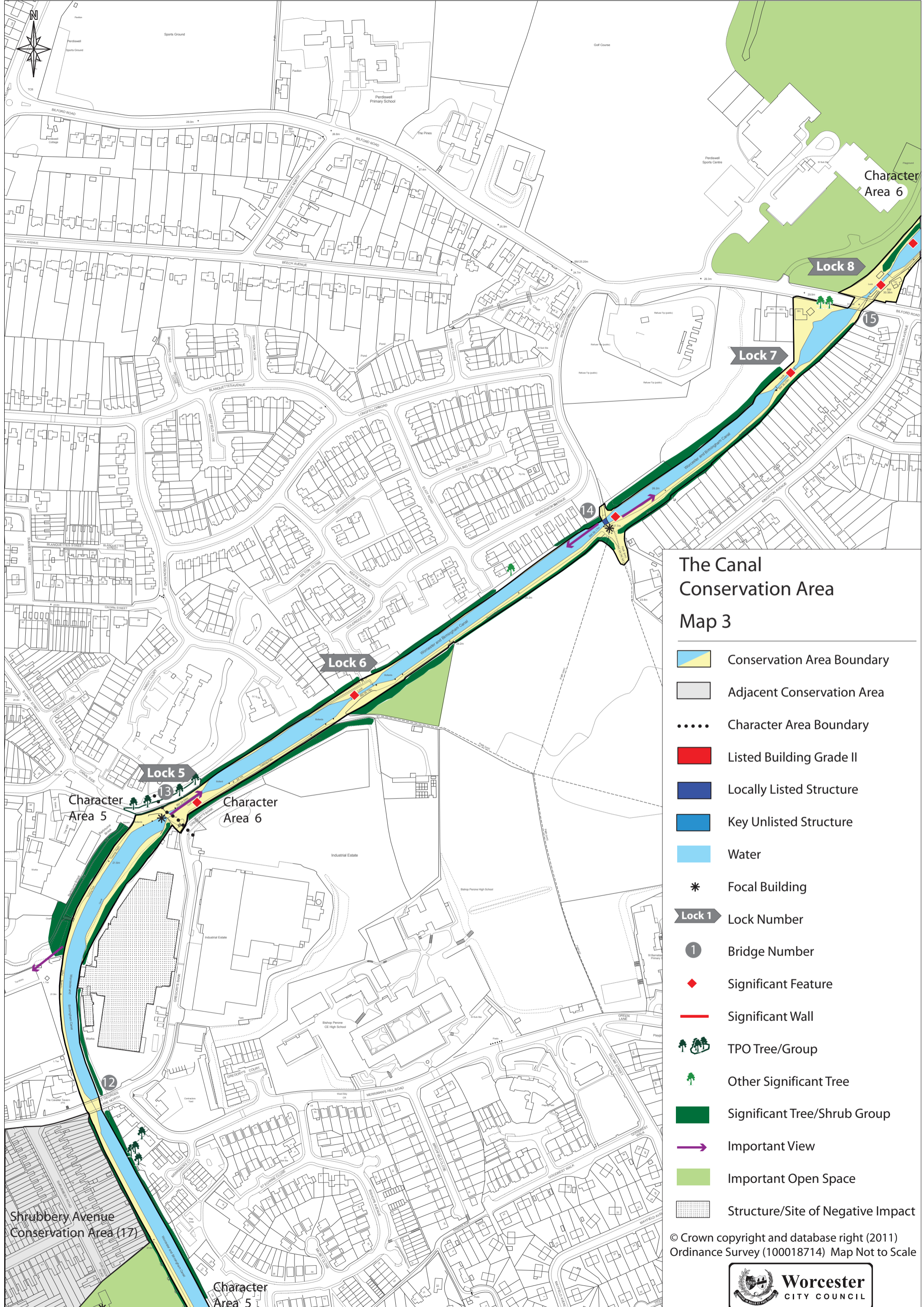
The Canal Conservation Area (12)
Map 1

-  Conservation Area Boundary
-  Adjacent Conservation Area
-  Character Area Boundary
-  Listed Building Grade II
-  Locally Listed Structure
-  Key Unlisted Structure
-  Water
-  Lock Number
-  Focal Building
-  Bridge Number
-  Significant Feature
-  Significant Wall
-  TPO Tree/Group
-  Other Significant Tree
-  Significant Tree/Shrub Group
-  Important View
-  Important Open Space
-  Structure/Site of Negative Impact





















**The Canal Conservation Area
Map 2**

-  Conservation Area Boundary
-  Adjacent Conservation Area
-  Character Area Boundary
-  Listed Building Grade II
-  Locally Listed Structure
-  Key Unlisted Structure
-  Water
-  Lock Number
-  Focal Building
-  Bridge Number
-  Significant Feature
-  Significant Wall
-  TPO Tree/Group
-  Other Significant Tree
-  Significant Tree/Shrub Group
-  Important View
-  Important Open Space
-  Structure/Site of Negative Impact



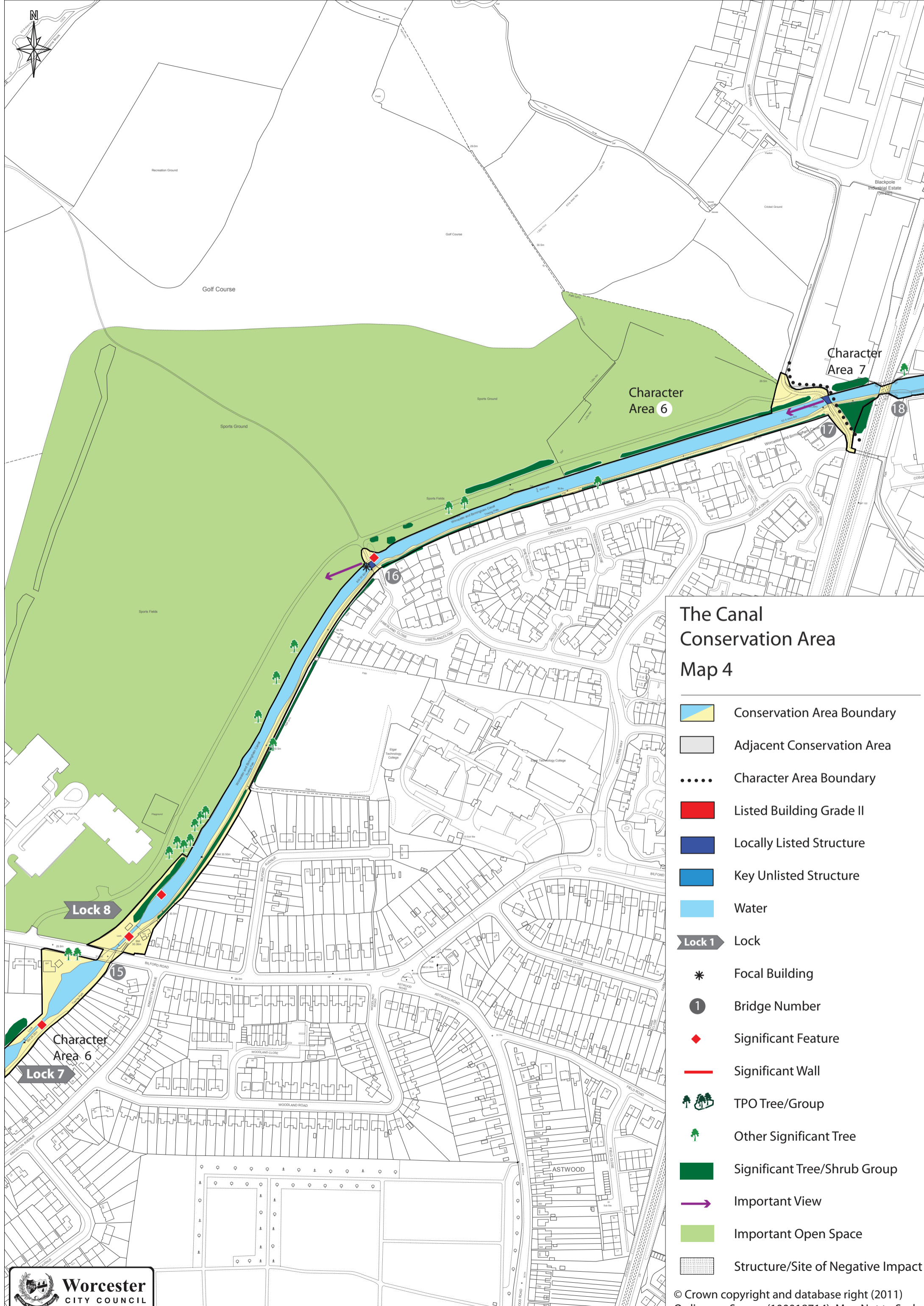
The Canal Conservation Area



















Map 3

-  Conservation Area Boundary
-  Adjacent Conservation Area
-  Character Area Boundary
-  Listed Building Grade II
-  Locally Listed Structure
-  Key Unlisted Structure
-  Water
-  Focal Building
-  Lock Number
-  Bridge Number
-  Significant Feature
-  Significant Wall
-  TPO Tree/Group
-  Other Significant Tree
-  Significant Tree/Shrub Group
-  Important View
-  Important Open Space
-  Structure/Site of Negative Impact

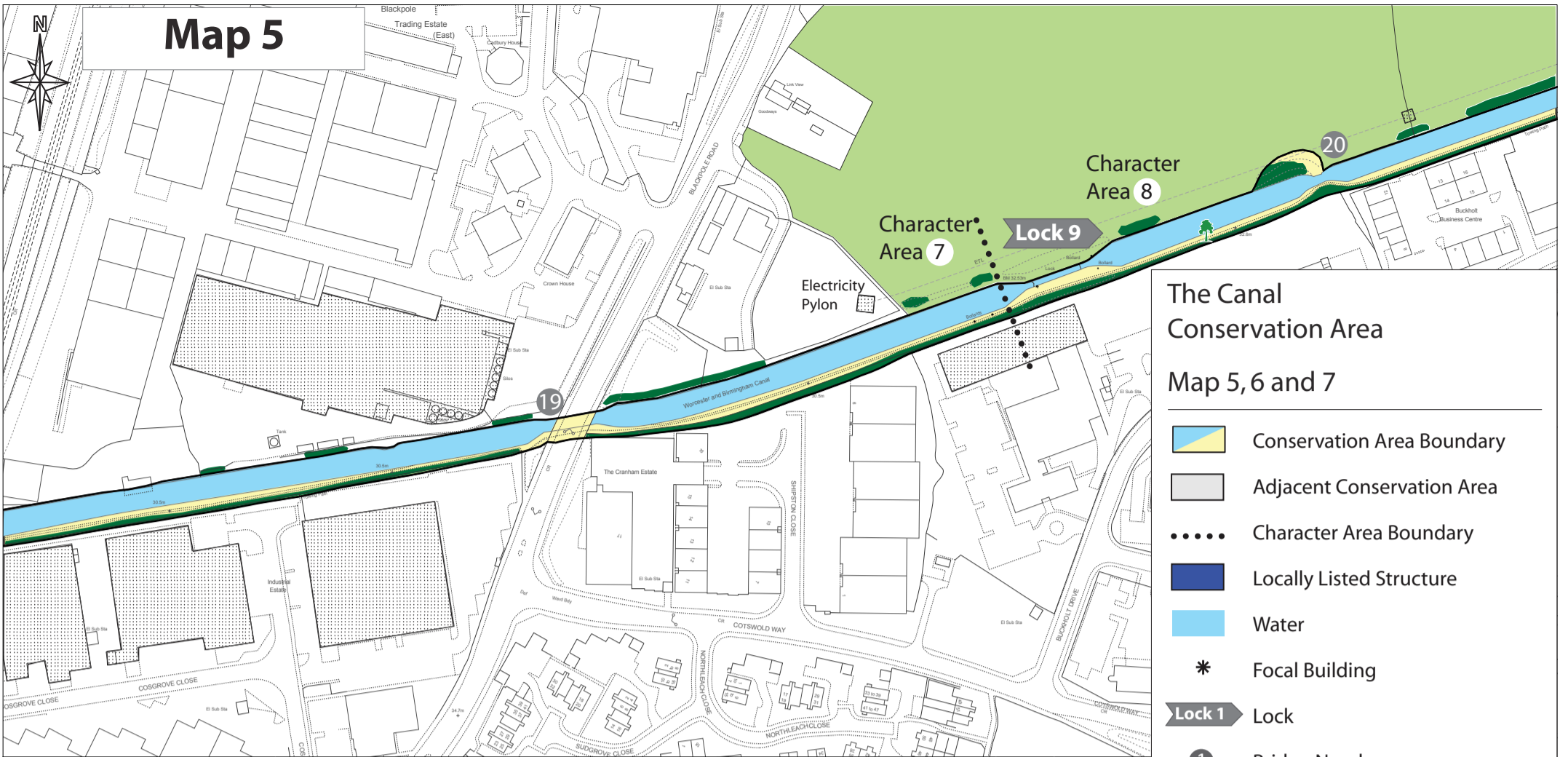
© Crown copyright and database right (2011)
 Ordnance Survey (100018714) Map Not to Scale





















- ### The Canal Conservation Area Map 4
-  Conservation Area Boundary
 -  Adjacent Conservation Area
 -  Character Area Boundary
 -  Listed Building Grade II
 -  Locally Listed Structure
 -  Key Unlisted Structure
 -  Water
 -  Lock
 -  Focal Building
 -  Bridge Number
 -  Significant Feature
 -  Significant Wall
 -  TPO Tree/Group
 -  Other Significant Tree
 -  Significant Tree/Shrub Group
 -  Important View
 -  Important Open Space
 -  Structure/Site of Negative Impact

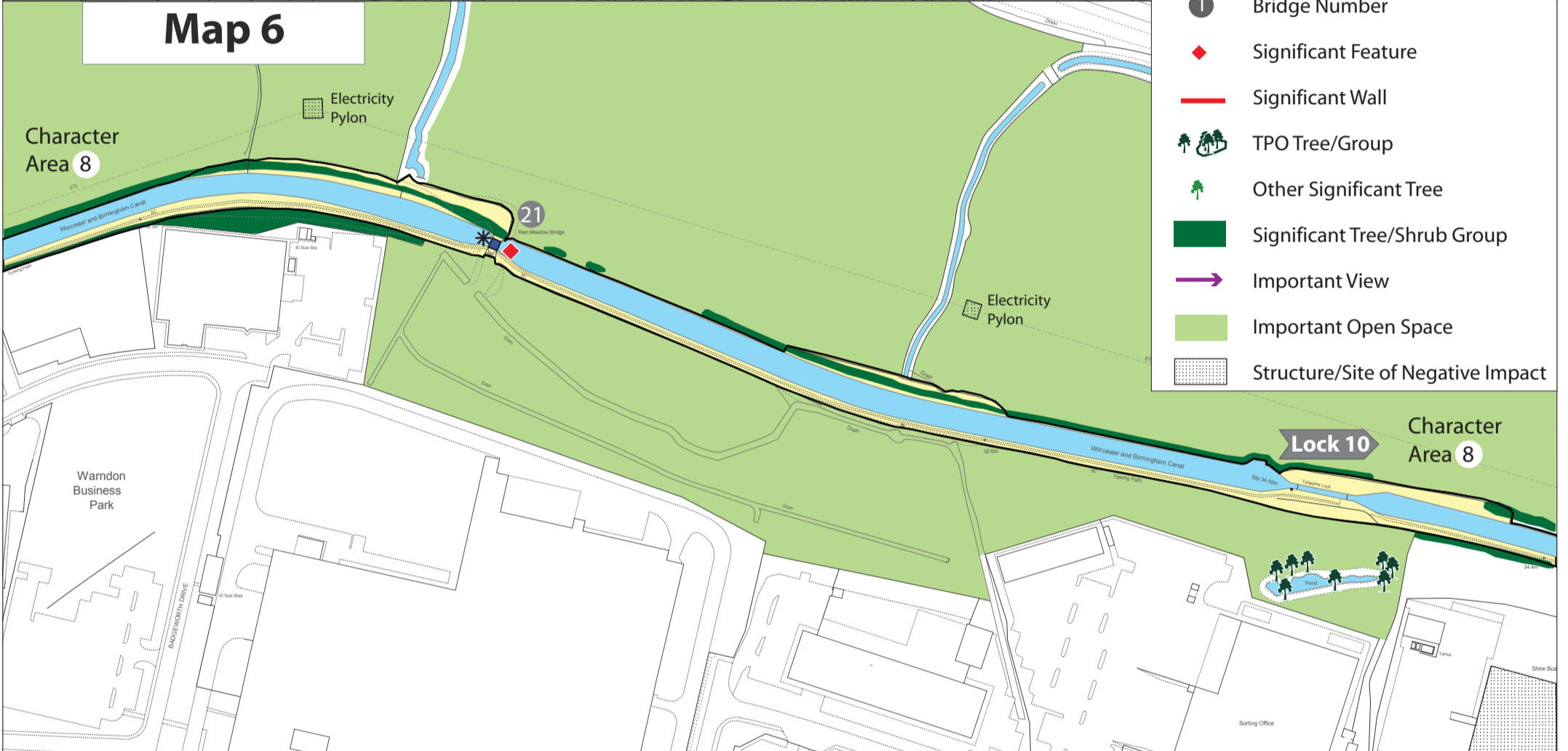
Map 5



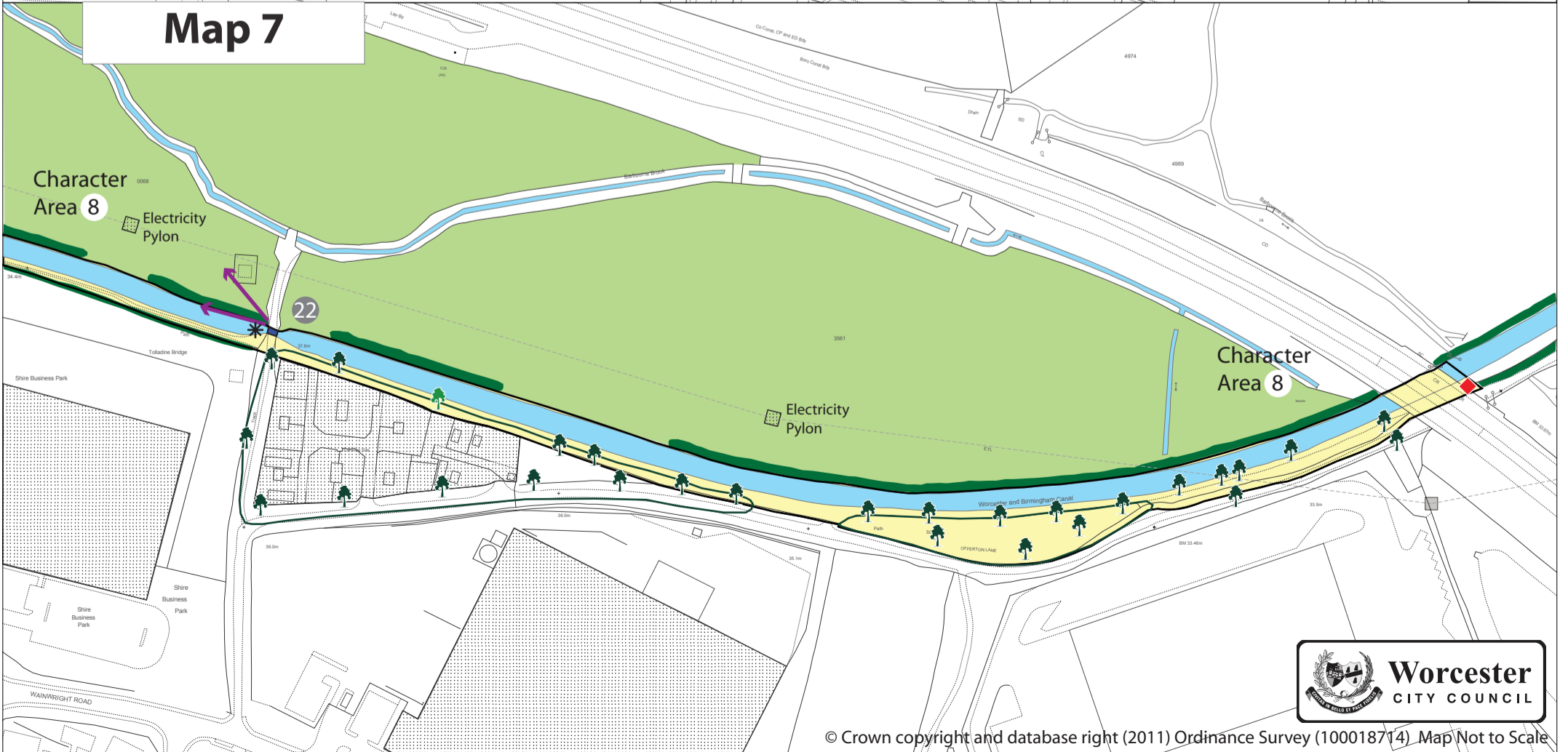
The Canal Conservation Area Map 5, 6 and 7

-  Conservation Area Boundary
-  Adjacent Conservation Area
-  Character Area Boundary
-  Locally Listed Structure
-  Water
-  Focal Building
-  Lock
-  Bridge Number
-  Significant Feature
-  Significant Wall
-  TPO Tree/Group
-  Other Significant Tree
-  Significant Tree/Shrub Group
-  Important View
-  Important Open Space
-  Structure/Site of Negative Impact

Map 6



Map 7

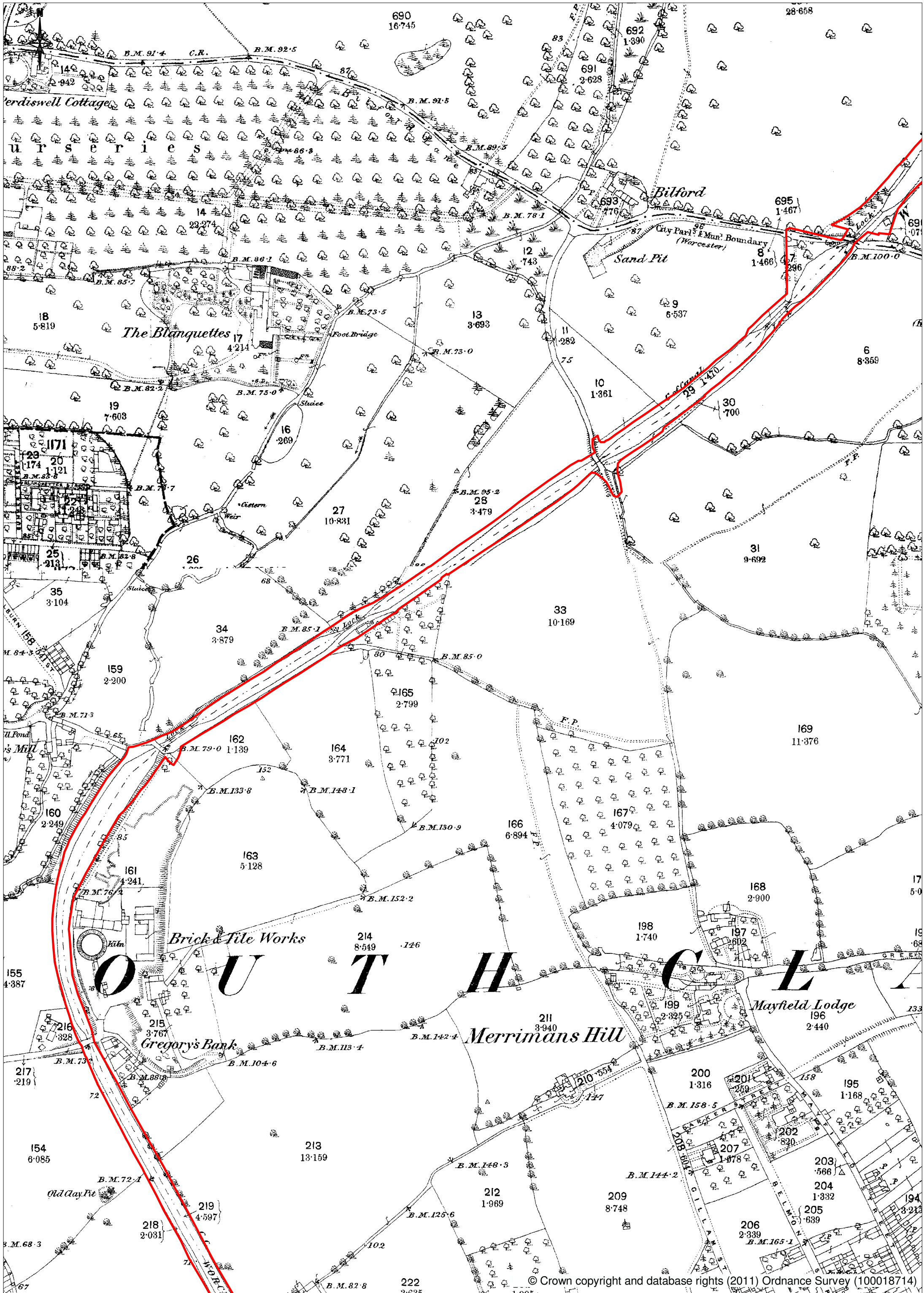


1.9 Historical Ordnance Survey maps (1886)

Part of 1886 OS Map showing The Canal (Map 1)



Part of 1886 OS Map showing The Canal (Map 3)



Verdiswell Cottage
U R S E R I E S

Bilford

The Blanquettes

Brick & Tile Works

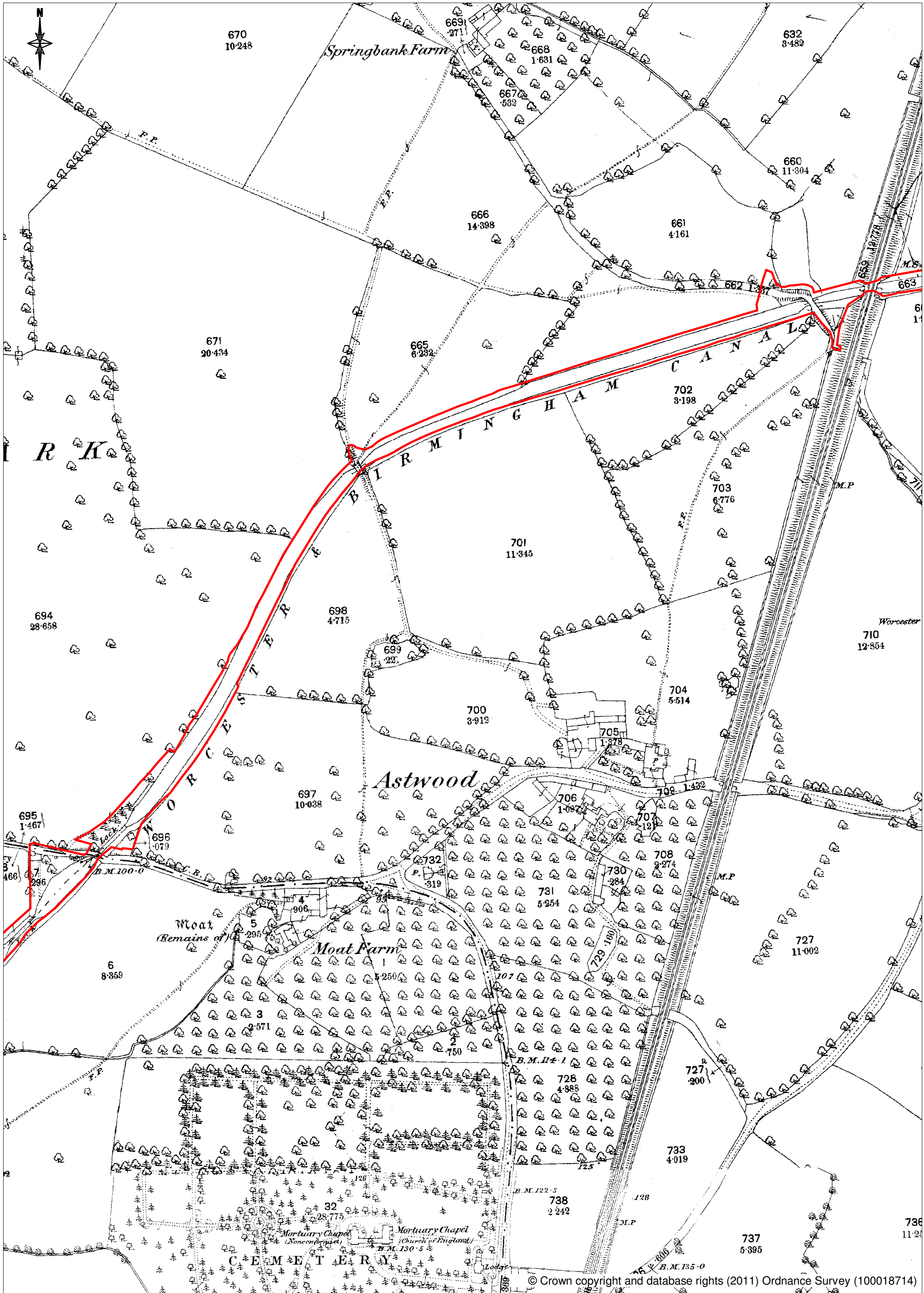
Gregory's Bank

Merrimans Hill

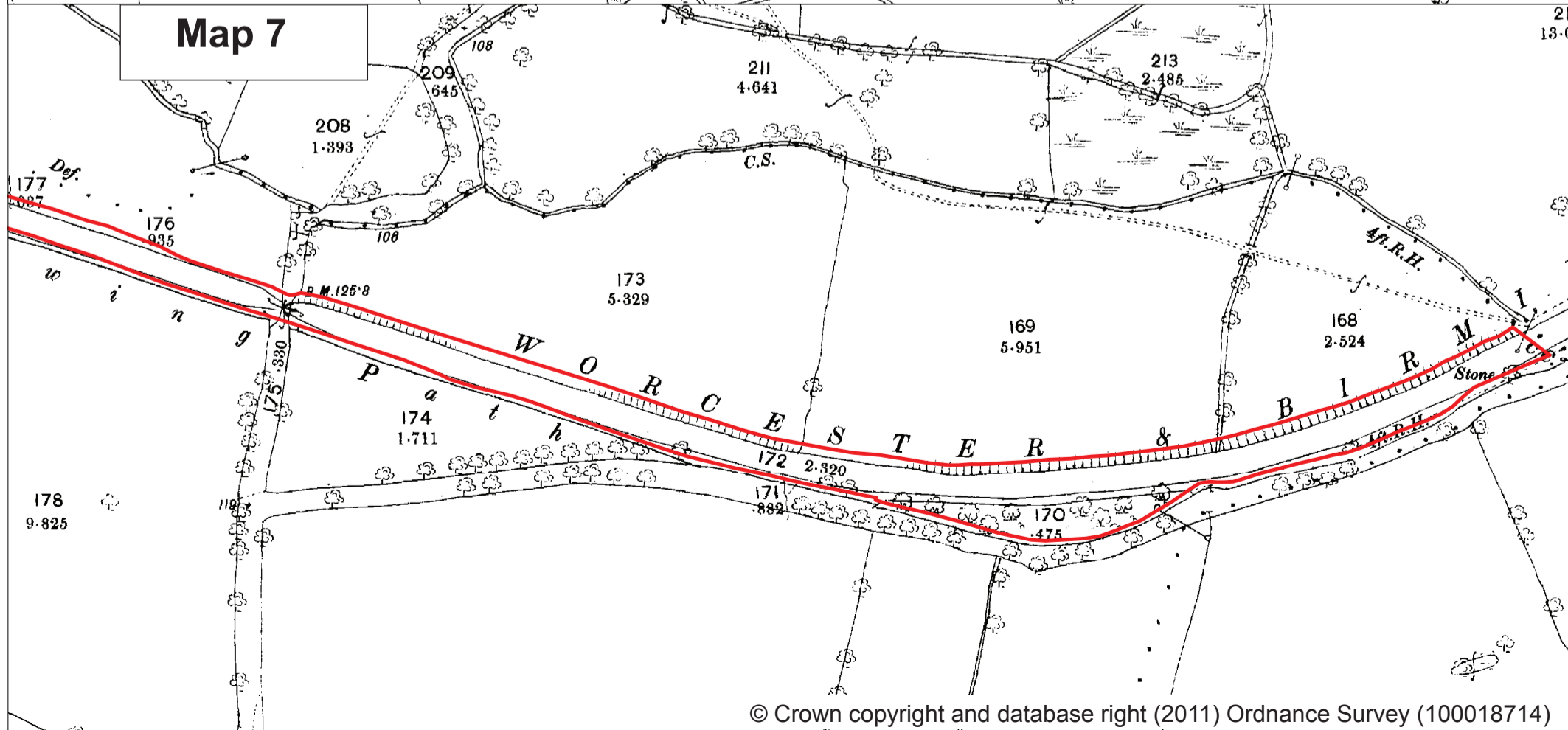
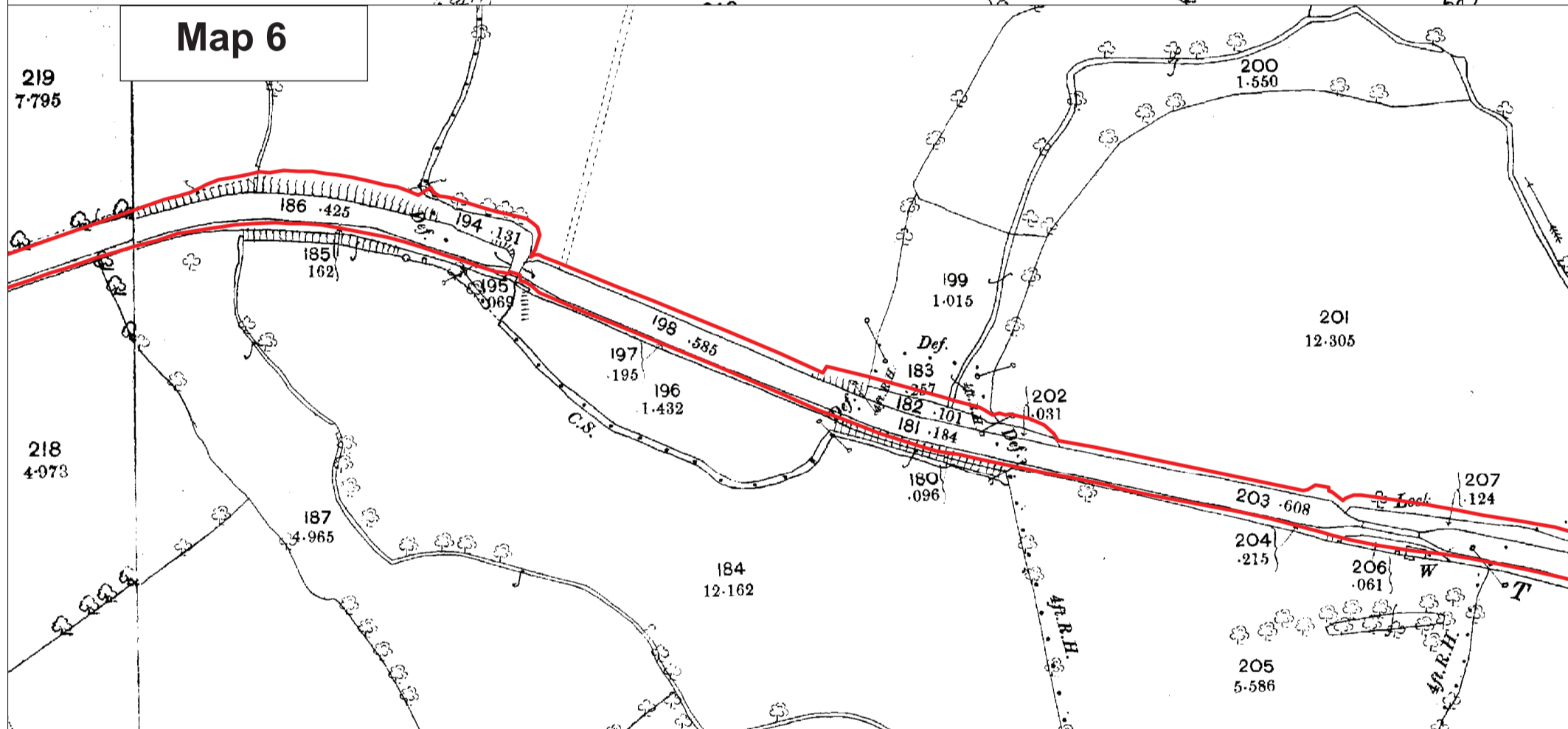
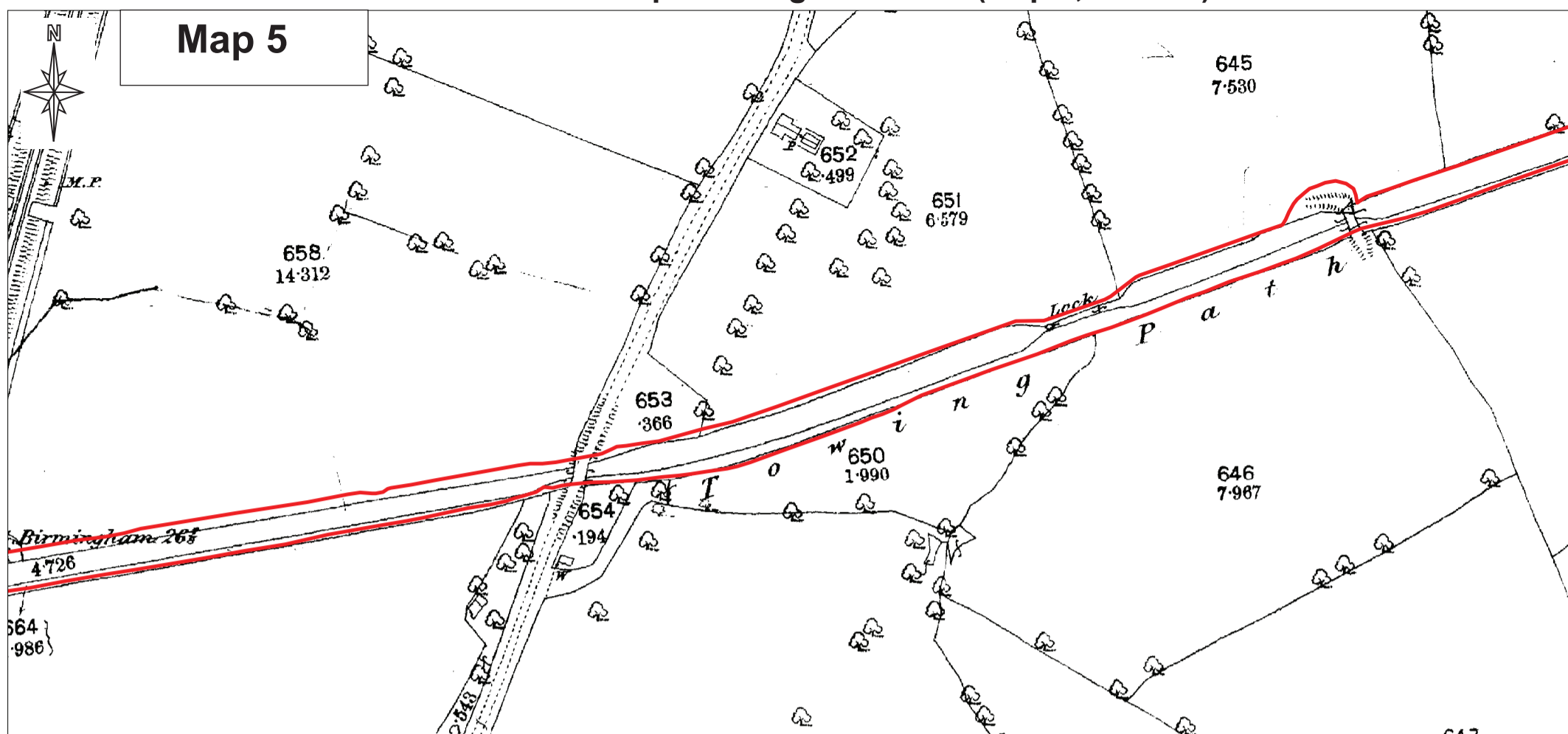
Mayfield Lodge

OUTH CANAL

Part of 1886 OS Map showing The Canal (Map 4)



Part of 1886 OS Map showing The Canal (Map 5, 6 and 7)



2 Conservation Area Management Proposals


2.1 Purpose of the management proposals

The purpose of this section of the document is to present proposals to achieve the preservation and enhancement of the special historic character and appearance of The Canal Conservation Area, and to consult the local community about these proposals.

The special qualities of the conservation area have been identified in the first part of this document. These management proposals draw upon the themes identified in the 'Principal Issues' section.

The proposals are written in the awareness that, in managing the City's conservation areas, resources are limited and therefore need to be prioritised. Financial constraints on the Council mean that proposals for which it is responsible may take longer than is desirable to implement. However, the Council will continue to encourage improvements to the conservation area in co-operation with property owners, groups and local businesses.

The structure and scope of this document is based on the suggested framework published by English Heritage in 'Guidance on the management of conservation areas' (2006). Both the conservation area appraisal and the management proposals will be subject to monitoring and reviews on a regular basis.



BILFORD TOP LOCK

2.2 Legislative background

This document satisfies the statutory requirement of section 71(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990 namely:

"It shall be the duty of the local planning authority from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas."

Conservation staff and advice

A team of staff, with skills in building conservation, work within the City Council's Heritage and Design Team. Overall their duties, in respect of the City's historic assets, are summarised as Identification, Protection, Preservation and Enhancement. Their daily role in respect of conservation areas is to provide specialist advice to planning officers in preparing recommendations on applications for Planning or Conservation Area consent and to offer advice to owners and occupiers of properties within conservation areas when they contemplate making changes. They are sometimes able to help with lists of names of trades-people whose craft skills have been evident elsewhere in the city.

The specialist conservation staff also monitor the changes in conservation areas and may administer grants schemes for repairs and reinstatements (see below). When work is being implemented they may visit sites to inspect the work to see that it conforms with the consent, and to give on-going advice about appropriate materials and methods.

Consultation and decision-making

Any building work which is larger than the limits of volume and height for permitted development needs Planning Permission. Also any demolition that is above the limits of permitted development requires Conservation Area Consent. Any work to alter, partially demolish or extend a listed

building needs listed building consent. In these situations building owners or developers need to submit appropriate applications to the local authority. Applications are advertised by a notice fixed to the site, and neighbours are invited by letter to comment on the proposals. Further consultation is carried out within the council, to consider the archaeological, highway and servicing impact.

The City's Conservation Areas Advisory Committee is asked to comment. This is made up of individuals with specialist knowledge or interest in such areas as building design, historic buildings and archaeology, local history and landscape design. It meets regularly to review applications for consent in relation to listed buildings and conservation areas. The comments are reported to the council's Planning Committee when each application is being determined.

Monitoring change

Each conservation area is reviewed on a five-yearly cycle to monitor the changes that have occurred through the continuous processes of development and through individual changes of use. This review also looks at the boundaries, where the pace of change is perhaps more rapid. The purpose is to re-evaluate the special character of a conservation area, to reach decisions about whether the area still warrants designation and to check that the boundaries are sufficiently clear in response to changes in character. Sometimes an enlargement of the boundary may be justified as related areas are recognised as sharing some of the special characteristics of the conservation area.

It is intended that a photographic record is made of each area at the time of the publication of the Appraisal or the time of its reissue following a review, so that changes can be monitored visually.

Enforcement strategy

If a listed building or a building within a conservation area is found to have been subject to change, without the consent of the City Council, enforcement action will normally be taken. This will require the owner to return the building to its previous state or to take other actions to alleviate the effects of the unauthorised works. The city has an Enforcement Concordat (2003) which identifies the principles of legality and fairness under which the actions will be taken.



2.3 Management proposals

1. Loss of original architectural details of some historic buildings

Many of the buildings in the conservation have been adversely affected by the use of inappropriate modern materials or details such as the replacement of original timber sash windows with uPVC or aluminium, the alteration to original glazing patterns, the loss of original timber front doors and the painting of historic brickwork.

ACTION: The Council will consider the need for Article 4 directions on a case by case basis, to ensure the protection of the special qualities of all Buildings of Local Significance and those identified on the maps as buildings of townscape merit.

2. Tree management

Canal-side trees make an important contribution to the softening of the urban townscape and enhancing the setting of the canal itself. Some trees, within and immediately adjacent to the conservation area, are subject to Tree Preservation Orders.

ACTION: The Council will seek to prepare a Tree Management Programme, identifying all mature trees within the conservation area (privately as well as publicly owned) and ensuring that priorities are agreed and funding set aside for the costs involved in remedial works or replacement.

3. Screening of modern development by trees, hedgerows and walls

Canalside trees and other greenery serve to preserve the setting of the canal where it is threatened by development of an unsympathetic scale sometimes in very close proximity to the canal banks. In certain stretches, boundary screening plants are essential to maintain the 'otherness' which defines the canal and its separation from the surrounding land uses. The Conservation Area Appraisal Map indicates significant stretches of planting some of

which serve an important screening function, and identifies others where more screening would be beneficial. A balance is needed between screening off inappropriate development and blocking long views - diffuse informal groups, as opposed to hedges, are sometimes most appropriate.

In other stretches high brick walls create a characteristic enclosure. There is an expectation that these will be retained. The Appraisal Map indicates important lengths of wall.

ACTION: The Council will seek to encourage additional planting in order to improve the visual and environmental quality of the canal. Boundary walls will be protected from demolition

4. Preservation of setting and views

The setting of the canal is very important. Development which impacts in a detrimental way upon the immediate setting and longer views into and from the conservation area will detract from its special character. The important views are identified in the Conservation Area Appraisal Map.

ACTION: The Council will seek to ensure that all development respects the setting of the conservation area and important views within, into and from the conservation area, as identified in the appraisal. The Council will seek to ensure that these remain protected from inappropriate forms of development and that due regard is paid to these views in the formulation of public realm works or enhancement schemes.

5. Building maintenance and repair

Structures in the conservation area are to be found in three areas: Diglis Basin, Lowesmoor Basin and along the banks of the canal. Most of the buildings in Diglis Basin have received recent remodelling works as part of the re-development and their characters have changed as they have been prepared for new uses. There are still buildings that are unoccupied and in poor condition, the Lock Cottage (listed grade II)

being the most in need and included in the council's Heritage at Risk Register. Buildings in Lowesmoor Basin and environs are in a generally good condition. Whilst locks and modern bridges along the canal appear to be in good condition, the poor state of repair of the canal's 19th century bridges is a cause for concern.

ACTION: The Council will seek to monitor the condition of all historic buildings and canal related structures and, through the Heritage at Risk Register, will report findings and advise action, as necessary. Where the condition of a building gives cause for concern, appropriate steps will be sought to secure the future of the building, including the use of statutory powers.

6. Maintaining the paved surfaces of the towpath

The surfaces of the towpath are at present in very good condition thanks to advocacy work by Sustrans and government grant support.

ACTION: The Council will seek to monitor the condition of the towpath and work with the County Council Highways team and others to ensure that the present quality is maintained.

7. Intrusion/incursion of domestic garden areas onto canal side

In places, particularly alongside later 20th century suburban estate development, householders have removed traditional boundary treatments and landscaped the canal-side in a domestic style with patios, ornaments, exotic planting and garden furniture. Design guidance is needed for householders to advise on good practice for canal-side planting and landscaping.

ACTION: In consultation with British Waterways, the Council will seek to produce design guidance on minor household canal-side works and will seek to ensure that all development affecting the interface between domestic gardens and the canal accords with the advice given therein.

8. Creation of moorings

There are a small number of private moorings against the ends of private gardens. These can create barren hard-standings with fences etc. which harm the green vista along the canal corridor.

ACTION: The Council will seek to liaise with British Waterways to ensure that private moorings are in keeping with the general character and appearance of the canal.

9. Intrusive canalside development and finishes

A large number of vast sheds have been erected alongside the canal. These are sometimes tall and frequently have blank elevations clad in profiled steel sheeting. These buildings are intrusive especially where assertive colours have been used. Guidance on the choice of finishes would be useful to prevent unnecessary harm. It would also be preferable if such significantly scaled buildings could be sited with adequate space around them to enable the creation of a buffer strip of planting within their curtilage, as opposed to relying on the creation of dense but shallow screen planting along the flanks of the canal corridor.

ACTION: The Council will seek to ensure that canal-side developments are accompanied by detailed landscaping plans that soften the buildings' impact on the canal. The use of strongly coloured finishes will be discouraged.

10. Buildings and sites of negative impact

The Conservation Area Appraisal Map shows a small number of buildings or areas which are considered to have a negative impact. They are visually intrusive to the character or appearance of the conservation area.

ACTION: The Council will encourage appropriate redevelopment of sites or buildings which make a negative impact to ensure that the character of the conservation area is enhanced.

11. Litter and graffiti

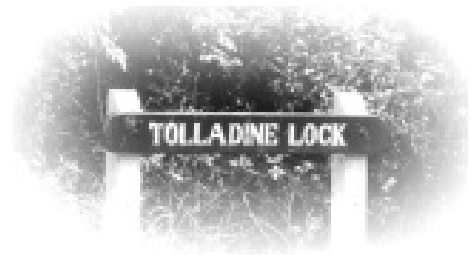
Litter and graffiti are unsightly and spoil the amenity of the canal towpath.

ACTION: The Council will continue to work with relevant bodies and organisations to ensure that, where possible, litter is collected and graffiti eradicated.

12. Monitoring and review

ACTION: The Council will seek to review this document every five years taking into account Government policy. It is intended that the review will include the following:

- *A survey of the conservation area and boundaries;*
- *An updated 'Heritage Count' comprising a comprehensive photographic building record;*
- *An assessment of whether the management proposals detailed in this document have been acted upon, including proposed enhancements;*
- *A 'Heritage at Risk' survey to identify any buildings the condition of which poses a threat to their integrity;*
- *The production of a short report detailing the findings of the survey and proposed actions and amendments;*
- *Public consultation on the review findings, any proposed changes and input into the final review;*
- *Publication of an updated edition of the Management Proposals.*



3 Conservation Area Other Information

3.1 Public consultation

Introduction

Current advice for local councils about how to care for conservation areas is contained within two booklets, *Guidance on conservation area appraisals* and *Guidance on the management of conservation areas*, both published in 2006. These make it plain that the success of a conservation area depends on the extent to which it is 'owned' by the local community, and so local planning authorities are encouraged to work with residents' groups and others. As one booklet says "Heritage is what people value".

A character appraisal for The Canal Conservation Area was completed in draft form and, in accordance with the above recommendations, a consultation process was implemented. This took place in February and March 2006, together with those for several other areas.

Consultation processes

The following approaches were used:-

1. Each draft appraisal document was:-
 - placed on the Council's website with a feedback questionnaire, which could be down-loaded for return by post;
 - displayed in the customer service area of the council's office in Orchard House with copies of the questionnaire and a posting box;
 - passed to a member of the City's Conservation Areas Advisory Committee, who made comments using the questionnaire form and a letter;
 - issued to relevant ward Councillors with a letter inviting comments;
 - displayed in public libraries with copies of the questionnaire and a posting box.
2. Letters were sent to residents and local businesses on the Council's database. These included a leaflet summarising the appraisal and the full questionnaire form. The letter invited people to respond by post or on the website and also drew attention to the exhibition.
3. An exhibition was held in the Guildhall over a day, allowing informal discussions with a conservation officer and the opportunity to return a questionnaire there.

Consultation findings for the Canal Conservation Area

Letters were sent out to people living both within the conservation area and close to it, and also to local businesses. The total mailing was in excess of 150. Fourteen City Councillors were sent a copy of the draft document. Overall one letter and 35 questionnaire returns were received, two of these being amplified by a letter. The following paragraphs identify the significant issues.

Q.2 There was unanimous affirmation of the area's suitability for recognition as a conservation area mentioning the historical and amenity issues, though respondents raised issues of litter and negative buildings. There was also strong support for the current boundaries (90%), in **Q.3**, though some respondents hoped to see the boundaries extended. Extensions to boundaries were suggested as follows:

- Extend the boundary westwards at Perdiswell north of Lock 8, to include the open space there;
- Extend the boundary eastwards between Lock 6 and Bridge 14 to include playing fields for Bishop Perowne College;
- Extend westwards between Bridge 12 and Lock 5 to include the short length of Barbourne Brook where it runs alongside the canal.

Q.4 There was strong support (91.5%) for the identification of the character of the conservation area and for the definitions of the different character areas. It was pointed out that the Appraisal does not mention the wildlife contribution of the canal and its banks/hedges. More should have been written, said one respondent, about the negative impact of the industrial and retail estates on the northern stretch starting at Blackpole.

Q.5 There was similar support for the descriptions of the special character of the public spaces. Particular points raised by respondents included the following:-

- The significance of the Westbury Street railway bridge (bridge No.10) and of the site of Perdiswell airfield have not been fully recognised;
- The whole area would benefit from better signposting and information boards.

Q.6 There was 82% support for the descriptions of the special character of the buildings. Additional material was suggested as follows:-

- Canal-side buildings such as lock cottages;
- Challenges to the traditional character from the scale of new blocks of apartments;
- The need to find new uses for redundant buildings, leading to sympathetic renovation;
- The potential for the use of strong colours where these would have been historically accurate.

Q.7 In answer to the question about elements of character that were at risk, there were 55 items, which have been collated and summarised below:-

- Brick bridges, especially those in the northern part, are in need of structural care;
- The increase of residential development in place of industrial uses erodes the industrial character;
- Increased development will bring unused land away from risk of unlawful tipping;
- Local details such as historic iron railings or brickwork need preserving;
- Increasing enclosure of the canal through infill development may make it less visible from beyond, leading to a loss of security;
- Conflicts occur between domestic dog-walking and wildlife;
- Conflicts between cyclists (increasing in numbers) and walkers or anglers;
- Cycle restriction gates should be re-designed to avoid swinging and clanging shut;
- Current problems of litter and cleansing, the encroachment of trees, small pockets of industrial uses, encroachment of private gardens, dilapidation of some buildings and of brick canal walls, graffiti on bridges, wear of wheeled traffic on towpaths.

Q.8 In response to the question about potential elements for improvement, 23 points were made, many of which repeated the substance of the items listed in response to Q.7. Additional points are summarised as follows:-

- Provide more seating, lighting and litter-bins (and dog bins);
- Maintain the towpaths better;

- Improve boundary treatment with travellers' camp-site, to limit spread of litter;
- Reconsider the design of operational equipment to ensure compatibility with historic gear;
- More short-stay moorings;
- Better signage in the city to direct visitors to the canal.

Q.9 There was more support (80%) for the Management Proposals though but one respondent queried the availability of public funding to improve cleanliness. Most comments that appeared in this section have been recorded in earlier sections.

Response to consultation

There is at present no intention to seek any extension to the present boundary of the conservation area, which have an integrity in that it is generally tightly fitted to the land which falls within the British Waterway corridor. To extend the area to take in adjacent areas of open space might increase their protection, and the views from the conservation area, but the settings already receive additional protection in development control because of their impact on The Canal Conservation Area. The open spaces in the northern half of the conservation area are already protected through being part of the City's Green Network.

In respect of the suggestions for increased provision of signage and information boards, and the installation of more seats and dog-bins, these are welcomed as helping to increase the amenity for visitors and locals. However they are matters which might involve increased council expenditure (improbable at this time) or else fall beyond the scope of this document.

The issue of the enclosure of the canal leading to an increased security risk is noted, but security problems are not presently seen as critical along the canal.

The recent renewal of the paved surfaces has done much to eliminate the problems of wear from bicycles and pushchairs, and the general appearance of the towpath has improved considerably since the time of the consultation.

Many others comments reinforced what was already in the appraisal, and others have resulted in small changes to the text.

3.2 Sources of information

A Brief History of Worcester, *Tim Lambert* (www.localhistories.org/worcester.html)

Worcester – A Pictorial History, *T. Bridges & C.Mundy*, Phillimore, 1996

The Basins and Canal at Diglis, *Pat Hughes*, BWB and Worcester City Council, 1991

The Canals of the West Midlands, *Charles Hadfield*, David & Charles, 1966

Worcester and Birmingham Canal - Chronicles of the Cut, *Revd. Alan White*, Brewin Books, 2005

Worcester and Birmingham Canal Society (www.wbcs.org.uk)

The Victoria history of the counties of England: the history of the county of Worcester. Vol. IV, The city of Worcester, *J.W. Willis Bund*, St Catherine Press, 1924.

Buildings of England: Worcestershire, *Alan Brooks and N. Pevsner*, Yale UP 2007.

Old Worcester: people and places, *Bill Gwilliam*, Halfshire Books, 1993

National Heritage list for England,
<http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

'Inventory of Buildings of Local Significance', Worcester City Council.

Roper and Young's Plan of Worcester 1808

O.S. Maps, First Edition 1886, and then 1902, 1928, 1940.

3.3 Useful addresses

For information on listed buildings, trees preservation and conservation areas in Worcester:

Heritage and Design Team,
Development Management Service
Orchard House, Farrier Street
Worcester WR1 3BB
Tel: 01905 722501

For further information relating to listed buildings and conservation areas:

English Heritage
1 Waterhouse Square, 138-142 Holborn
LONDON EC1N 2ST
Tel: 020 7973 3000

English Heritage – West Midlands Region
The Axis, 10 Holliday Street
Birmingham B1 1TG
Tel: 0121 625 6820

For further information and technical advice leaflets:

British Waterways

British Waterways South Wales & Severn,
The Dock Office,
Commercial Road,
Gloucester GL1 2EB
Tel: 01452 318000

The Society for the Protection of Ancient Buildings (SPAB)

37 Spital Square
London E1 6DY
Tel: 020 7377 1644

The Georgian Group

6 Fitzroy Square
London
W1T 5DX
Tel: 020 7529 8920

The Victorian Society

1 Priory Gardens
London W4 1TT
Tel: 020 8994 1019

The Twentieth Century Society

70 Cowcross Street
London EC1M 6EJ
Tel: 020 7250 3857

Civic Voice

Unit 101, 82 Wood Street,
The Tea Factory
Liverpool L1 4DQ
Tel: 0151 708 9920

Worcester and Birmingham Canal Society (www.wbcs.org.uk)

82 Longboat Lane
Stourport on Severn
DY13 8AE

Inland Waterways Association

www.waterways.org.uk/waterways/canals_rivers/west_midlands_region/west_midlands_region

3.4 Listed buildings descriptions

1	SO85SW 20-1/3/211 16/12/87 GV Grade II	Diglis Dock Basin Barge Lock No.1 adjacent to River Severn
<p>Barge lock. c1815. Red brick with stone copings. Wooden double gates. Forms a group with Barge Lock No.2 (qv).</p> <p>HISTORICAL NOTE: the two locks allowed craft from the River Severn into Diglis Lock Basin and then to the Worcester-Birmingham Canal.</p> <p>(Worcester-Birmingham Canal Society Report: 77 Fig.147: 1984-).</p>		
2	SO85SW 20-1/3/212 16/12/87 GV Grade II	Diglis Dock Basin Barge Lock No.2 adjacent to River Severn
<p>Barge lock. c1815. Red brick with stone copings. Wooden double gates. Forms a group with Barge Lock No.1 (qv).</p> <p>HISTORICAL NOTE: the two locks allowed craft from the River Severn into Diglis Dock Basin and then to the Worcester-Birmingham Canal.</p> <p>(Worcester-Birmingham Canal Society Report: 77 Fig.147: 1984-).</p>		

3	SO85SW 20-1/3/213 16/12/87 GV II	Diglis Dock Basin Lock Cottage adjacent to Barge Lock No.2
<p>Lock cottage. Probably c1815 with alterations Late C19. Whitewashed brick with Welsh slate roof and brick end stacks. 2-storey, 2-window range of sashes with glazing bars. Doorway to centre right with doorcase and flat hood. Roof-ridge higher to left. 1-storey extension to right with similar doorway to front and bay window on right end.</p> <p>Forms a group with Barge Lock No.1 adjacent to River Severn (qv) and Barge Lock No.2 (qv) at Diglis Dock Basin.</p> <p>(Worcester-Birmingham Canal Society Report: 53 Figs 93,94: 1984-: 53 FIGS 93, 94).</p>		

3.5 Tree Preservation Orders

Location	Position	Description	TPO No. and ref.
Masonic Hall, Lansdowne Cresc.	On east bank of canal opposite Southfield Street	Group of 20 Prunus, 6 Grey Poplar, 1 Horse Chestnut, 1 Sycamore, 1 Ash	181 G1
Rainbow Hill	East bank, in winding hole opposite Lowesmoor Basin	Sycamore	126 T2
Lansdowne Sports Field	West bank on perimeter of sports field	Group of Horse Chestnut	15 G2/G3
Merrimans Hill	East bank, to west of No.4 Merrimans Hill	Yew	67 T1
		Black Italian Poplar	67 T2
		Hawthorn	67 T3
		Cherry Laurel	67 T4
Gregory's Mill Street	On west bank by former Carmichael works	Group of 7 Hawthorn, 1 Ash	196 G1
Eliot Road	North canal bank adjacent to No.29 Eliot Road	Turkey Oak	194 T1
Warndon	South canal bank, between A449 bridge and Waterside Park sequenced from west to east	Oak	C T40
		Willow	W5 T41

		6 Oak	W5 T42-48
		73 Grey Poplar	W5 G1
		Group of 29 Oak, 24 Field Maple, 3 Hawthorn, 1 Ash	W5 G2

3.6 Surviving small historic features

Information compiled by Worcester Industrial Archaeology and Local History Society

Character Area 1 - Diglis Basin				
River Severn Towpath and footbridge (Bridge No.1)				
No.	Type	Position	Location	Short Description
D1	River wall	breakwater	North of inlet	Mass concrete breakwater and copings [postwar? In 2' lifts, much patched]
D2	River wall	river wall	River wall in brick	Blue brick wall with concrete and sheet piling outer protection to river wall
D3	Copings	river walls	Stone copings	Stone blocks up to 1.5m long, 0.5m wide and deep probably Highley stone
D4	Footbridge	river towpath	Over canal	Timber beams, deck, handrails with WI strainer ties both sides on CI 'A'-frames sat on pivot (south bank). WI push lever and CI underframe.
D5	Plaque	swing bridge	Mid-point of canal on bridge beam	BWB cast metal lock number "1" black-on-white oval disk on beam facing river
D6	Abutment	canal	North side	Red engineering brick, late 19thC rebuild, much re-patched on river end and by stop plank groove.
D7	Copings	canal wall	Stone copings	Stone blocks up to 1.5m long, 0.5m wide and deep probably Highley stone
D8	Abutment	canal	South side	Red engineering brick, late 19thC rebuild?
D9	Copings	canal wall	Stone copings	Stone blocks up to 1.5m long, 0.5m wide and deep probably Highley stone
D10	Sign	swing bridge	Canal side handrail	Large BWB modern plastic black-on-white notice board, with conditions for river licence.

D11	Bollard	breakwater	South of sign	Black steel post bollard, white cap
D12	Handrail	river wall	Below bollard	Iron rungs in recess to concrete river wall with white painted handrails at top
D13	Bollards	breakwater	North of sign	Black steel post bollard, white cap. adj to small black CI 'pear-shaped' bollard
D14	Handrail	river wall	Below bollard	Iron rungs in recess to concrete river wall with white painted handrails at top
D15	Sign	river towpath	North abutment	Large BWB white painted wooden pointer signs on black timber post. Up canal "30m BIRMINGHAM 58 LOCKS"; north "13m STOURPORT 3 LOCKS"; south top "16m TEWKESBURY 1 LOCK"; south lower "29m GLOUCESTER 3 LOCKS". With additional steel support bracket to 'Gloucester' pointer.
D16	Railings	river towpath	North path	Black low timber posts & white steel tube 'knee' rail for 20m (by river moorings)
Diglis Bottom (River) Lock (Lock1 - broad lock)				
No.	Type	Position	Location	Short Description
D17	Canal wall	south side	From stop plank cut to gates	Red engineering brick, late 19thC rebuild, relaid for stop plank groove
D18	Copings	south side	Stone copings	Stone blocks up to 1.5m long, 0.5m wide and deep probably Highley stone
D19	Canal wall	north side	From stop plank cut to gates	Red engineering brick, late 19thC rebuild, relaid for stop plank groove
D20	Copings	north side	Stone copings	Stone blocks up to 1.5m long, 0.5m wide and deep probably Highley stone
D21	Gates	lock 1	Bottom pair gates	Large BWB replacement pair oak gates, iron hoop handles,

				handrail [white painted] and replacement steel hinges, 4700kg each. Open upper frames as flood weir.
D22	Plaques	lock 1	Bottom gate towpath side	BWB cast metal lock number "1" black-on-white oval disk on gate beam facing 'downstream' towards river towpath
D23	Gear	lock 1	Bottom pair each gate	Typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black. Walking boards and handrail.
D24	Copings	lock 1	Bottom gate recess corner blocks and hinge blocks	Massive stone blocks up to 1.5m long, 1m wide and 1m deep, probably Highley stone
D25	Lock walls	lock 1	North side	Red/blue engineering brick, recess cut for steel ladder
D26	Copings	lock 1	North side	Massive stone blocks up to 1.5m long, 1m wide and 1m deep, probably Highley stone
D27	Bollards	lock 1	North side	Two CI 'pin' bollards and new steel post bollard & cap all white painted.
D28	Sign	lock 1	North side	Timber posts (white) & 2 plank signs (white on black), upper "DIGLIS BOTTOM LOCK"; lower "WORCS & B'HAM CANAL"
D29	Lock walls	lock 1	South side	Red/blue engineering brick, recess built for ladder (steel replacement)
D30	Copings	lock 1	South side	Massive stone blocks up to 1.5m long, 1m wide and 1m deep, probably Highley stone
D31	Bollards	lock 1	South side	One early CI 'pear' bollard (central) one CI 'pin' bollard and a new steel post bollard & cap all white painted.
D32	Gates	lock 1	Top gates	Large BWB replacement pair oak gate, iron hoop handles, handrail [white painted] and

				replacement steel hinge strap. Open upper frames as flood weir.
D33	Plaque	lock 1	Top gate by towpath	BWB cast metal lock number "1" black-on-white oval disk on gate beam facing up canal
D34	Copings	lock 1	Top gates	Massive stone blocks hinge & recesses
D35	Gear	lock 1	Top ground paddle windlasses towpath side	CI stanchion and WI windlass ratchet [poss. steel replacement] gear in late Worcester-Birmingham style, set well back from edge in set of massive stone blocks.
D36	Gear	lock 1	Top ground paddle windlasses opposite towpath side	CI stanchion and WI windlass ratchet [poss. steel replacement] gear in late Worcester-Birmingham style, set well back from edge in set of massive stone blocks.
D37	Brickwork	lock 1	Lead-in walls, both sides	Red/blue engineering brick, recess cut for stop planks
D38	Copings	lock 1	Lead-in walls, both sides	Stone coping blocks (some badly eroded) recess cut for stop planks
D39	Brickwork	lock 1	High wall towpath	Canal boundary wall in C19th brick [mostly red, some blue] with few copings (former warehouse)

Diglis lock pound - triangular mooring basin

No.	Type	Position	Location	Short Description
D40	Brickwork	canal wall	Towpath side	Steel sheet piling
D41	Copings	canal edgings	Towpath side	Concrete capping
D42	Bollards	towpath	Canal edge	Steel 'pin' bollards and caps
D43	Brickwork	canal wall	Off-side	Red/blue engineering brick, for 15m beyond lead in to lock 1
D44	Copings	canal edgings	Off-side	Massive stone blocks up to 1.5m long, 0.5m wide and 0.5m

				deep, for 15m beyond lead in to lock 1
D45	Brickwork	canal wall and copings	Off-side	15m length of 19th C blue brick walling with bull nosed blue coping bricks
D46	Concrete	canal wall	Off-side	15m concrete mid 20th C concrete wall and coping
D47	Brickwork	canal wall	Off-side	Red/blue engineering brick, for 15m to lead in to lock 2
D48	Copings	canal edgings	Off-side	Massive stone blocks up to 1.5m long, 0.5m wide and 0.5m deep, for 15m to lead in to lock 2
D49	Mooring rings	canalside	Off-side	3 steel mooring rings close to lock 1
D50	Brickwork	side pond	To north pound	The remains of what appears to be a side pond (for draining dry dock?) with portion of Victorian blue brick walling.
D51	Copings	side pond	To north pound	BWB plain, large 450mm, 225mm, 150mm bull-nosed to pond edge
Diglis Top Lock (Lock 2)				
No.	Type	Position	Location	Short Description
D52	Brickwork	Lock 2	Lead-in walls, off-side	Red/blue engineering brick, much patched
D53	Copings	Lock 2	Lead-in walls, off-side	Stone coping blocks (some badly eroded) recess cut for stop planks
D54	Brickwork	Lock 2	Lead-in walls, towpath side	Red/blue engineering brick much patched
D55	Copings	Lock 2	Lead-in walls, towpath side	Stone coping blocks (some badly eroded) recess cut for stop planks
D56	Bollard	Lock 2	Lead-in walls, towpath side	Steel post bollard
D57	Gates	Lock 2	Bottom pair gates	Large BWB replacement pair oak gates, iron hoop handles,

				handrail [white painted] and replacement steel hinges.
D58	Plaques	Lock 2	Bottom pair gate towpath side	BWB cast metal lock number "2" black-on-white oval disk on gate beam facing 'downstream' towards river towpath
D59	Gear	Lock 2	Bottom pair each gate	Typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black, with unusual CI counterbalance weight on chain over pulley fixed to back of gates.
D60	Copings	Lock 2	Bottom gates recess corner blocks and hinge blocks	Massive stone blocks up to 1.5m long, 1m wide and 0.5m deep, probably Highley stone
D61	Walling	Lock 2	Chamber walls	Large Victorian blue bricks, modern in patches. Iron ladders recessed into both walls
D62	Copings	Lock 2	Plain copings along lock and recesses	Massive stone blocks up to 1.5m long, 1m wide and 0.5m deep but some patching on north side, BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge.
D63	Gear	Lock 2	Middle paddle 4 windlasses north side of lock	Set of 4no. CI stanchion and WI windlass ratchet [poss steel replacement] gear in late Worcester-Birmingham style, for draining/refilling dry dock and/or side pond?
D64	Sign	Lock 2	North side, by middle paddles	Timber posts (white) & 2 plank signs (white on black), upper "DIGLIS TOP LOCK"
D65	Bollards	Lock 2	North side	Two early CI 'pear' bollards all white painted.
D66	Bollards	Lock 2	South side	Two early CI 'pear' bollard one large timber post (central) all white painted.
D67	Bollards	Lock 2	North side, by dry dock fence	Tall black steel 'bollard' gauge (water level dry dock?)

D68	Gates	Lock 2	Top gates	Large BWB replacement pair oak gates (2003), iron hoop handles, handrail [white painted] and replacement steel hinges.
D69	Copings	Lock 2	Top gates	Massive stone hinge blocks
D70	Plaque	Lock 2	Top gates	BWB cast metal lock number "2" black-on-white oval disk on gate beam facing up canal
D71	Brickwork	Lock 2	Chamber walls	Victorian brickwork, reasonably good condition, heavily patched
D72	Gear	Lock 2	Top ground paddle windlasses towpath side of lock	Unusual timber stanchion and WI windlass ratchet gear in early Worcester-Birmingham style.
D73	Gear	Lock 2	Top ground paddle windlasses opposite side of lock	Unusual timber stanchion and WI windlass ratchet gear in early Worcester-Birmingham style.
D74	Bollards	Lock 2	North side	Two early CI 'pear' bollards all white painted.
D75	Bollards	Lock 2	South side corner basin	Large square timber post bollard
D76	Copings	Lock 2	Up to Diglis Basin south side	Stone coping blocks (some badly eroded)
D77	Copings	Lock 2	Up to Diglis Basin corner, south side	Large brick blue copings at corner, bull nosed to canal, some badly damaged
D78	Copings	Lock 2	Up to peninsula to dry dock, north side	Stone coping blocks (some badly eroded)
Dry Dock Basin; within recent portal-framed shed				
No.	Type	Position	Location	Short Description
D79	Canopy	dry dock	By Lock 2	Originally an open sided 'Metsec-type' lattice steel portal framed structure with corrugated (large industrial version) asbestos-cement

				roofing sheets. Demolished 2007
D80	Shed	dry dock	By Lock 2	Rebuilt 2008 as steel portal frame, 'crinkled' steel sheeted, enclosed shed.
D81	Brickwork	chamber	Chamber walls	Victorian brickwork (battered), reasonably good condition, patched and recessed for WI ladder south side
D82	Brickwork	chamber	Chamber floor	Concrete with concrete keel walls with timber baulks as cappings
D83	Copings	chamber	From ladder to peninsular into dry dock, south side	Stone coping blocks as for dock edge (some badly eroded)
D84	Copings	chamber	Dry dock three sides	Massive stone blocks up to 1.5m long, 0.5m wide and 0.5m deep
D85	Stanchions	dry dock	Rest of dry dock three sides	Steel stanchion and chain(removable) edge protection
D86	Walling	north entry	Dock wall	Sheet steel piled entry from dock, concrete backed, no coping.
D87	Bollard	dock entrance	North, inside fence	Steel 'pin' bollard and cap
Diglis Main Basin				
No.	Type	Position	Location	Short Description
D88	Walling	basin wall	North wall	Moorings and steel mooring rings regularly spaced
D89	Canal house	listed building	west side of dock, adjacent Lock 2	Canal master's house (Georgian - empty) to Diglis Basin, white painted brick, with single storey canal office attached to right, bay window facing Lock 2
D90	Lamp bracket	canal house	Over house doorway	Ghost of lamp bracket and stay, now missing

D91	Lamp bracket	canal office	Corner	WI bracket and stay, for missing lamp
D92	Lamp bracket	canal office	Side wall on post	Red/green traffic lights for lock on pine 'telegraph' power pole
D93	Outbuildings	canal house	Brick lean-ton, south gable	Brick (Flemish bond) lean-to side. Raised (late 19thC brick - with unusual terracotta air brick) over earlier wall
D94	Wall	canal house	Brick boundary wall	Victorian red brick 6ft wall (Flemish bond but much repaired stretcher bond) by lean-to with stone copings.
D95	Outbuildings	canal house	Brick workshops	Large Victorian red bricks workshop, beside towpath to lock 2 (derelict), brick lean-to and smaller shed to south around brick paved yard.
D96	Wall	canal office	Brick boundary wall to yard by Lock2	Victorian red brick (Flemish bond) 8ft wall by lean-to with 1/2 round blue brick copings. (water point? post in front)
D97	Outbuildings	canal house	Brick workshops	Small Victorian red bricks shed (Flemish Garden Wall bond) abutting 8ft brick wall enclosing the South Basin (see below)
D98	Outbuildings	canal house	Shed	Post war corrugated galv. iron shed with corrugated asbestos roof abutting south basin.
D99	Paving	canal house	Blue brick	From north side gate to yard around frontage doors to east yard gate, 19th C blue brick paving.
D100	Copings	canal edgings	South side dock, swing footbridge return wall	Old sandstone copings replaced or overlain by concrete on return to main south dock wall.
D101	Rubbing strip	waterline	South side dock, return wall	WI rubbing strip wrapped around crumbling corner stonework
D102	Mooring rings	canal edgings	Return wall	2no. WI mooring rings.

D103	Copings	canal edgings	South side dock, between swing bridges	Old sandstone copings replaced or overlain by concrete on return to main south dock wall.
D104	Copings	canal edgings	South side return to south basin swing bridge	Massive stone blocks up to 1.5m long, 0.5m wide and 0.5m deep, from lead in to swing bridge to corner.
D104	Bollards	canalside	South side return to south basin swing bridge	Two early CI 'pear' bollards all black painted.
D106	Copings	canal edgings	South side up to covered wharf	Massive stone blocks up to 1.5m long, 0.5m wide and 0.5m deep, from lead in to swing bridge to corner.
D107	Copings	canal edgings	Last 10m south side, up to covered wharf	Old sandstone copings replaced or overlain by concrete on main south dock wall.
D108	Bollard	canal edgings	South side up to covered wharf	An early CI 'pear' bollards all black painted.
D109	Warehouse	south wharf	Between main and south basin	Red Victorian brick, English Garden Wall bond, much repaired, blue brick arched openings, slate roof. Flood barriers added (refurb 2007) large east & west window, arched & coined in blue brick. New roof & rooflights, timber lean-to.
D110	Warehouse	south wharf	On east end south wharf (secure canal frontage)	2-storey Red Victorian brick, English Garden Wall bond, curved sw corner corbelled above. Much repaired and rebuilt 2007, brick arched openings, new slate roof. Flood barriers added, steel wharf extended canopy (ex timber & asbestos sheet) & timber clad with new top storey. Single storey brick pier & timber cladding.
D111	Wharf	south wharf	On east end south wharf (secure)	New steel & decking cantilevered wharf over & beyond original brick wharf wall

D112	Bollards	east wharf	Entry to east towpath	Stone truncated cone bollards, white painted & flared to square base
D113	Copings	east wharf	Canal edge	Concrete copings along length of main permanent moorings (over sheet piling?)
D114	Mooring rings	dockside	East wharf	13 steel mooring rings by canal edge
D115	Bollard	corner wharf	Towpath adjacent to canal edge	Steel sheet pillar bollard, black with permanent mooring service outlets.
D116	Bollard	corner wharf	Towpath adjacent to canal edge	Small CI post bollard, black with white painted top in concrete
D117	Wall	boundary wall	East wharf, south end	Brick (English Garden Wall bond) to the gable end of the Anchor public house. Flemish Garden Wall bond to 4m high outbuilding
D118	Wall	boundary wall	East wharf, south end	9" brick boundary wall of the Anchor public house garden, 1.2m high, much rebuilt (orig Flemish garden wall bond) half-round blue brick coping plus modern railings and gate
D119	Wall	boundary wall	East wharf	Flemish Garden Wall bond red brick 4m high yard wall (former warehouse) rebuilt top 1m & coping brick to new flats (new brick & render) that line the back of towpath.
West Basin Swing Footbridge				
No.	Type	Position	Location	Short Description
D120	Copings	canal edge	Diglis Basin, west side	Massive stone blocks up to 1.5m long, 0.5m wide and 0.5m deep, running below bridge.
D121	Wall	curved swing back wall	Edge of swing bridge, north side	Blue brick wall with reset, bull-nosed brick coping (late Victorian), section of old concrete and new blue brick copings

D122	Platform	brick paving	Beneath swing bridge, north side	Part modern blue brick paving, part larger blue brick setts.
D123	Wall	abutment	Diglis Basin, south side	Victorian blue brick walling above projecting cow-nose, blue brick, string course at water level
D124	Copings	abutment	Diglis Basin, south side	New sandstone copings with, west beyond bridge new large blue brick copings. Granite sett & stone pavings.
D125	Footbridge	towpath	Over canal arm	New (2006) timber beams, deck, handrails with orig WI strainer ties both sides on original CI 'A'-frames sat on pivot (north bank). WI push lever and CI underframe.

West Basin (formerly Grist Mill Boatyard)

No.	Type	Position	Location	Short Description
D126	Wall	west basin	North side	Blue brick canal wall beside cottage yard
D127	Copings	west basin	North side	BWB plain, small round-nosed to canal edge, lock cottage yard
D128	Copings	west basin	South side	New & reused BWB plain, long 450mm, 225mm, 100mm bull-nosed (new granite sett & blue brick paving)
D129	Bollards	west basin	South side	New square oak bollards
D130	Housing	building	South side, west basin	Former warehouse site (new terraced housing) with remains of three main arched doorways retained on frontage, in blue brickwork, with stone inserts.
D131	Copings	west basin	South side	Beyond former boat yard new BWB plain, long 450mm, 225mm, 150mm bull-nosed blue edge copings, directly below raised terrace to new houses
D132	Offices	building	North side, west basin	Former warehouse site with new office and new wharf.

D133	Copings	west basin	North side	Beyond cottage yard new BWB plain, long 450mm, 225mm, 150mm bull-nosed blue edge copings
D134	Bollards	west basin	New north wharf	New square oak bollards
South Basin Swing Footbridge				
No.	Type	Position	Location	Short Description
D135	Copings	canal edge	Diglis Basin, west side	Massive stone blocks up to 1.5m long, 0.5m wide and 0.5m deep, running below bridge.
D136	Wall	curved swing back wall	Edge of swing bridge	Blue brick wall with bull-nosed brick coping (late Victorian)
D137	Platform	brick paving	Beneath swing bridge	Modern blue brick paving
D138	Wall	abutment	Diglis Basin, east side	Victorian blue brick walling above projecting cow-nose, blue brick, string course at water level
D139	Copings	abutment	Diglis Basin, east side	Large blue brick BWB 450mm, 225mm, 150mm bull-nosed, extending 2m flat to string course to first stone coping, both sides.
D140	Footbridge	towpath	Over canal arm	New (2006) timber beams, deck, handrails with orig WI strainer ties both sides on original CI 'A'-frames sat on pivot (north bank). WI push lever and CI under-frame.
South Basin				
No.	Type	Position	Location	Short Description
D141	Offices	south basin entrance	North-west corner basin frontage facing north to main Diglis Basin	Former red brick warehouse and offices (slate roof) restored 2006/7 as offices & retail. Victorian much altered. Original symmetrical frontage (centre door) to main basin; ground floor English bond, first floor English Garden Wall bond (raised?) all rubbed brick flat lintols. East extension (orig low

				ground floor window?) English bond. First floor on brick piers extending to edge of south basin (blue brick arched lintols) incl sack hoist over with rooflet.
D142	Copings	canal edge	South Basin all sides	New sandstone copings on original brick walls with new granite sett & stone pavings.

Character Area 2 - Diglis Basin to Sidbury Bridge (Bridge No.3)				
Diglis Pound				
No.	Type	Position	Location	Short Description
D143	Copings	canal edge	Towpath at corner to main basin	BWB plain, long 450mm, 225mm, 150mm bull-nosed
D144	Canal wall	canal edge	South towpath	10m length of repair sheet piled edge, no copings
D145	Copings	canal edge	South towpath	BWB plain, long 450mm, 225mm, 100mm bull-nosed
D146	Mooring rings	towpath	Canal edge	(15-18nos.) steel mooring rings
D147	Bollards	towpath	Canalside	4 small pear-shaped style CI mooring bollards
D148	Building	boundary	South side of towpath	Huge barrel vaulted corrugated iron workshop/store (garage), steel glazing (later?) in sheet clad gable onto canal, above red brick wall. Blocked up doorway to canal (WW2 food repository?)
D149	Canal wall	north side	Canalside	generally obscured after sheet piled basin by pontoon mooring. Blue brick wall and coping (with new railings) to car park by converted mill
D150	Mill	north side	Canalside to Bridge No.2	Former 4 storey mill (now apartments with 2 penthouse floors added). English bond blue brick canal edge/integral wharf with 2 blue brick arches (now infilled) and similar oculus window between. Windows blue brick arch lintols
D151	Mill wharf	north side	Canalside wharf	Canalside wharf red brick wharf, now with new red brick wall (blue copings) to apartment patios to link block (rendered)
D152	Mill	north side	Canalside middle wing	Former 4 storey (red brick & slate roof) mill wing on canal

				(now apartments). English Garden bond red brick middle wing (flat rubbed brick lintols).
D153	Mill	north side	Canalside to Bridge No.2	Former 3 storey (red brick & slate roof) mill wing on canal (now apartments). Flemish bond by bridge (blue brick lintols)
D154	Mill	north side	Linking wing set back from wharf	Former 3 storey (red brick & slate roof) mill wings on canal (now apartments). English bond (gauged red brick arch lintols) recessed connecting wing, blue brick band.
D155	Mill wharf	north side	Canalside wharf	Concrete wharf, now with new red brick wall (blue copings) to apartment patios
D156	Brackets	north side	Middle mill wall	Pair large CI brackets above 3rd floor for upper loading floor cantilevered over canal. Loading door partly bricked plus window retaining hinge pintles.

Mill Street Bridge (Bridge No.2) post-war concrete beam and deck construction

No.	Type	Position	Location	Short Description
D152	Plaque	bridge parapet	Facing south to canal	BWB cast metal bridge number "2" black-on-white oval disk on precast deck beam (plain red brick abutments & steel railings).
D153	Plaque	bridge parapet	Facing north towards lock	BWB cast metal bridge number "2" black-on-white oval disk on precast deck beam.
D154	Copings	towpath	Below bridge and lead in lengths	Old stone copings, much repaired on south side with concrete.
D155	Bollards	towpath	Canalside	former mooring bollard (missing) on west side set in circle of granite setts.

Porcelain Pound

No.	Type	Position	Location	Short Description
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D160	Copings	towpath mooring length	Canal edgings	Concrete cappings to old walling (over original copings?) 8 BWB plain, long 450mm, 225mm, 150mm bull-nosed visible.
D161	Bollards	towpath	Canalside	15 steel nail-head mooring bollards set in round of granite setts
D162	Copings	towpath to Bridge No.3	Canal edgings	Concrete cappings to old walling (over original copings?)
D163	Bollards	towpath	Canalside	3 small pear-shaped style CI mooring bollards
D164	Brickwork	boundary	Commandery Road	brick retaining wall (4m) to road back of towpath, with 5 relieving arched buttresses (rest concrete retaining wall & railings)
D165	Wall	north side	Porcelain works opposite south moorings	Former wharf; BWB plain, long 450mm, 225mm, 150mm bull-nosed coping to red English bond wharf wall. (later English bond red brick retaining wall above & raised ground now removed by development)
D166	Wall	north side	Porcelain works east portion beyond wharfs	Warehouse wall edge to canal in blue English bond brick, above 1m in red (stretcher)/blue (header) wall, largely rebuilt to 4m for terrace to newly completed apartments.
D167	Wall	north side	Porcelain works east end by Bridge No.3	Original red brick English bond 4-5m retaining wall, new stone copings but part with 1.5m wall (stepped back) with 1/2 round blue brick copings.

Character Area 3 - Sidbury Bridge to Lowesmoor Terrace Bridge (Bridge No.9)				
Sidbury Bridge (Bridge No.3) Concrete deck with brick parapets and concrete copings [similar to Bridge No.8]				
No.	Type	Position	Location	Short Description
B2	Plaque	bridge parapet	Canal side facing north	BWB cast metal bridge number "3" black-on-white oval disk on brick parapet
B3	Plaque	bridge parapet	Sidbury, north side facing road	Stone plaque in brick parapet "THE LAST BATTLE OF THE CIVIL WAR WAS FOUGHT AT WORCESTER ON 3RD SEPTEMBER 1651 'IT IS FOR AUGHT I KNOW A CROWNING MERCY, OLIVER CROMWELL' Near this spot in the city wall stood the Sidbury Gate, which was stormed by the Parliamentary troops. Erected by the Cromwell Association and Worcester City Council with the aid of subscription 1993"
B4	Sculpture	bridge parapet	Sidbury, north side facing road	"This sculpture is dedicated to Stuart McNidder MBE RIBA FRTPI (1943-2006) who campaigned to improve the historic city of Worcester. All who live, work or visit here benefit from his lasting contribution to the excellent planning and design in the City where he was City Architect and Planning Officer and Director of Technical Services (1985-2006)"
B5	Sculpture	bridge parapet	Sidbury, south side facing road	With B4, pair of sculptures in galvanised steel by Lawrence Walker
B6	Flagstones	path	Sidbury	old York stone flagstones, sett edges
B7	Railings	path	By Commandery side of lock	modern steel railings, on modern dwarf wall with small blue, bull-nosed copings

B8	Brickwork	retaining wall	Below railings down to towpath	old Victorian bricks, heavily patched and repaired down slope to bridge abutment
B9	Brick Paving	towpath ramp	Below bridge No.3	modern replacement by BWB in traditional style with ridge bricks for grip [horses hooves]
Sidbury lock (Lock3)				
No.	Type	Position	Location	Short Description
B10	Gates	Lock 3	Bottom pair gates	typical BWB replacement oak gates, iron hoop handles and replacement steel hinge straps
B11	Plaques	Lock 3	Bottom gate towpath side	BWB cast metal lock number "3" black-on-white oval disk on gate beam facing down canal
B12	Gear	Lock 3	Bottom pair each gate	typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black
B13	Copings	Lock 3	Bottom gate recess corner blocks and hinge blocks, including run-out walling	massive stone blocks up to 1.5m long, 1m wide and 0.5m deep, originals signs of turning to re-use insitu). Probably Highley stone through mid-Worcestershire
B14	Copings	Lock 3	Plain copings along lock and recesses	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge
B15	Gates	Lock 3	Top gate	typical BWB replacement single oak gate, iron hoop handles, handrail [white painted] and replacement steel hinge strap (not into stone blocks)
B16	Copings	Lock 3	Top gate	off-side closing massive stone block
B17	Plaque	Lock 3	Top gate	BWB cast metal lock number "3" black-on-white oval disk on gate beam facing up canal

B18	Brickwork	Lock 3	Chamber walls	reasonably good condition Victorian well maintained by BWB
B19	Gear	Lock 3	Top ground 'paddle' windlasses towpath side of lock	CI stanchion and WI windlass ratchet [poss steel replacement] gear in late Worcester-Birmingham style
B20	Gear	Lock 3	Top ground 'paddle' windlasses opposite towpath side of lock	unusual timber stanchion and WI windlass ratchet gear in early Worcester-Birmingham style.
B21	Copings	Lock 3	To island to weir	stone coping blocks (some badly eroded) with WI rubbing strip at the waterline
B22	Brickwork	Lock 3	High wall	offside lock boundary wall in C19th brick [white painted] with 1/2 round blue brick copings
B23	Brickwork	Lock 3	High wall	C19th arched brick wall to far side of weir above indications of original wharfage, recreated in adjacent housing conversion'.
Commandery Pound				
No.	Type	Position	Location	Short Description
B24	Railings	boundary	Commandery	modern steel railings, in 'artistic' designs on modern dwarf wall with small blue, bull-nosed copings
B25	Copings	towpath to Bridge 4	Canal edgings	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge
B26	Bollards	towpath	Canalside	13 small pear-shaped style CI mooring bollards, recent additional ones set in square of [2 rows] granite setts

B27	Wharf	rear Fownes Hotel and adjacent works	Canalside	indications of the remains of wharf with length of Victorian brick canal edge, missing copings
B28	Brickwork	boundary	Hamilton Rd	Victorian brickwork walling to closure to road alongside towpath (to prevent access)
B29	Bollards	towpath	Canalside	2 small mushroom-head mooring bollards in granite sett square. Note, copings here replaced with small blue edging bricks
B30	Bollard	towpath	Bridge abutment	small CI pear-shaped style mooring bollard behind towpath?
B31	Rubbing Strip	vertical edge	Bridge abutment	steel rubbing strip fitted but little discernible [rope] wear and possibly not from tow ropes
Blockhouse Bridge (Bridge No.4) all concrete structure [matching Bridge No.9]. Parapets of precast concrete construction, exposed aggregate and 'toothed dentil decoration.				
No.	Type	Position	Location	Short Description
B32	Plaque	bridge parapet	facing south to canal	BWB cast metal bridge number "4" black-on-white oval disk on parapet
B33	Plaque	bridge parapet	facing north to lock	BWB cast metal bridge number "4" black-on-white oval disk on parapet
B34	Copings	towpath	Below bridge and short length south	old stone copings
Blockhouse Lock (Lock 4)				
No.	Type	Position	Location	Short Description
B35	Brickwork	offside canal	Below bridge and steps to lock	brickwork detailing bullnosed brick, timber rubbing strip and steps and walling up to Lock 4
B36	Railings	Lock 4	Top of offside steps	C20th CI stanchions and steel rails
B37	Brick Paving	towpath ramp	Below bridge No.4	C20th replacement by BWB in traditional style with ridge bricks for grip [horses hooves]

B38	Gates	Lock 4	Bottom pair gates	typical BWB replacement oak gates, iron hoop handles and replacement steel hinge straps
B39	Plaques	Lock 4	Bottom gate, towpath side	BWB cast metal lock number "4" black-on-white oval disk on gate beam facing down canal
B40	Gear	Lock 4	Bottom pair each gate	typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black
B41	Copings	Lock 4	Bottom gate recess corner blocks and hinge blocks, including run-out walling	massive stone blocks up to 1.5m long, 1m wide and 0.5m deep, originals signs of turning to re-use insitu). Probably Highley stone through mid-Worcestershire
B42	Copings	Lock 4	Plain copings along lock and recesses	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge
B43	Gates	Lock 4	Top gate	typical BWB replacement single oak gate, iron hoop handles, handrail [white painted] and replacement steel hinge strap
B44	Copings	Lock 4	Top gate	off-side closing and hinge block massive stone blocks
B45	Plaque	Lock 4	Top gate	BWB cast metal lock number "4" black-on-white oval disk on gate beam facing up canal
B46	Brickwork	Lock 4	Chamber walls	Reasonably good condition Victorian well maintained by BWB
B47	Gear	Lock 4	Top ground 'paddle' windlasses towpath side of lock	Unusual timber stanchion and WI windlass ratchet gear in early Worcester-Birmingham style on concrete insitu block.
B48	Gear	Lock 4	Top ground 'paddle' windlasses opposite towpath side of lock	Unusual steel stanchion [replacing a timber one with same gear] and WI windlass ratchet gear in late Worcester-Birmingham style on concrete insitu block

B49	Brick wall	Lock 4	Towpath	high [2.5m] Victorian brick wall to road with 1/2 round wide brick copings. Access gateway with WI flat plate lintol
B50	Brick wall	Lock 4	Curved Lock Cottage wall	high [2.5m] Victorian brick wall to lock cottage garden; lowest 1m in Georgian brick, with modern steel railings fitted in trad style
B51	Gate fittings	Lock 4	Curved Lock Cottage on wall	WI hinge pintles and CI gate catch-back clip built into brickwork
B52	Brick wall	Lock 4	Curved Lock Cottage wall	Low late Victorian wall with modern steel railings fitted in traditional style
Blockhouse Pound, Lock 4 to Tallow Hill				
No.	Type	Position	Location	Short Description
B53	Copings	towpath	Canal edgings	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge for 100m
B54	Bollards	towpath	Canalside	3 small mushroom-head mooring bollards in blue brick square over length of copings above
B55	Wharf	canalside	Opposite side to towpath	Remnants(?) of wharf/canalside building walls of former Hardy & Padmore Foundry at waterline by current moorings
B56	Railings	boundary	Three Springs Estate	Small portion of old WI railings buried 'hedging' and hidden by fencing to Three Springs Trading Estate/garage block
B57	Copings	towpath	Canal edgings	BWB plain, large 450mm, 225mm, 150mm bull-nosed by first 4 bollards [below]
B58	Bollards	towpath	Canalside	6 small mushroom-head mooring bollards in blue brick square. Note, between last three copings replaced with small blue brick edging bricks and backings up to bollards (450mm width)

Tallow Hill Bridge (Bridge No. 5) New [2002] concrete arch & deck brick wing walls				
No.	Type	Position	Location	Short Description
B59	Plaque	bridge parapet	Facing south	BWB cast metal bridge number "5" black-on-white oval disk on 'parapet'
B60	Plaque	bridge parapet	facing north to footbridge	BWB cast metal bridge number "5" black-on-white oval disk on 'parapet'
B61	Lamp	wall	To 'Pizza Hut' building	Former Victorian iron, copper & glass public house gas lamp that once adorned "The Beehive" pub that stood on Tallow Hill [car park to Pizza Hut]
B62	Glass	windows	To 'Pizza Hut' building at towpath level	Displayed are the coloured Victorian and etched pub window-glass from the "The Beehive" in display windows
Peter Underwood Bridge (Bridge No. 5A) New [2002] all steel roving bridge				
No.	Type	Position	Location	Short Description
B63	Plaque	bridge	Beam facing south to Bridge 5	BWB cast metal bridge number "5A" black-on-white oval disk on steel beam
B64	Plaque	bridge railings	South railings onto path	<p>Large plaque "THE PETER UNDERWOOD BRIDGE</p> <p>In memory of Peter Cridlan Underwood (1930-2003)</p> <p>Worcester businessman and generous patron of the city and people of Worcester, whose family firm constructed this bridge.</p> <p>"So he passed over, and the trumpets sounded on the other side"</p>
B65	Plaque	bridge beam	Facing north up canal	BWB cast metal bridge number "5A" black-on-white oval disk on steel beam

B66	Plaque	bridge beam	Facing north up canal	BWB cast metal rectangular [cusped corners] "2002" black-on-white plaque on steel beam
B67	Sculpture	back of towpath	Alongside wall to 'Staples' store	Modern tall steel post with small cut-out sculptures atop: Once one part of the sites of the extensive Vulcan Iron Works
Cromwell St. Footbridge (Bridge No. 6) Concrete (steel railing) inset into existing abutments				
No.	Type	Position	Location	Short Description
B68	Wall	abutment	Towpath	Former road bridge, Victorian brick with ashlar stone quoins to each corner and ornate stone copings to stub stone piers
B69	Wall	abutment	Opposite side to towpath	Former road bridge, Victorian brick with ashlar stone quoins to each corner and ornate stone copings to stub stone piers
B70	Wall	boundary	Towpath adjacent to abutment	Victorian brick walling and remains of abutment of former railway bridge to the Vinegar Works from Shrub Hill
B71	Wall	canalside	Opposite side to towpath by abutment	Victorian brick walling and remains of abutment of former railway bridge to the Vinegar Works from Shrub Hill
Blockhouse Pound, Bridge No.6 to Bridge No.8 [no Bridge 7]				
No.	Type	Position	Location	Short Description
B72	Walls	canalside	Opposite side to towpath	Length of Victorian brick walls below foundry wall sheeting (& CI windows) and remains of canalside wharf. Again once another part of the Vulcan Iron Works
B73	Wall	boundary	Towpath up to bridge no.7	Length of Victorian brick walling and remains of doorways (stone detailing) of the former canalside Worcester Flour Mills

B74	Copings	towpath	Canal edgings	BWB plain, large 450mm, 225mm, 150mm bull-nosed, with wall above
B75	Railings	canalside	Opposite side to towpath	Early C20th WI railings with CI gate piers and gate access to canal - concrete platform below and stormwater sluice.
Lowesmoor Bridge (Bridge No. 8) Concrete deck with brick parapets and concrete copings [similar to Bridge No.3]				
No.	Type	Position	Location	Short Description
L1	Plaque	bridge parapet	Canal side facing south	BWB cast metal bridge number "8" black-on-white oval disc on brick parapet.
L2	Plaque	bridge parapet	Canal side facing north	BWB cast metal bridge number "8" black-on-white oval disc on brick parapet.
L3	Brick Wall	canalside	East side by Bridge No.8	Range of continuous Victorian blind brick(red) arched (blue brick voussoirs) of former gas retort building, now retaining wall to Bradfords' yard.
L4	Brick Wall	canalside	East side by Bridge No.9	Remains of red brick walls to former gasworks with arched openings (now bricked up) to canal, porthole vents (blocked) and blue brick diaper patterns in brickwork.

Character Area 4 - Lowesmoor Basin				
Lowesmoor Terrace Bridge (Bridge No.9) 2 all concrete structure (as bridge No.4). Parapets of precast concrete construction, exposed aggregate and 'toothed dentil decoration.				
No.	Type	Position	Location	Short Description
L5	Plaque	Bridge parapet	Facing south to canal	BWB cast metal bridge number "9" black-on-white oval disc on crown of arch.
L6	Plaque	Bridge parapet	Facing north to canal	BWB cast metal bridge number "9" black-on-white oval disc on crown of arch.
L7	Canal arm	canal-side	Lowesmoor basin	Very large and curved sandstone canal edge blocks, south side
L8	Brick Wall	access ramp	Towpath ramp by canal edge	English bond red brick retaining wall with large half-round, blue brick copings
Westbury Street				
No.	Type	Position	Location	Short Description
L9	Bridge parapet	road east	Westbury St	Continuation of English bond red brick retaining wall, following coursing of earlier lower bridge bricks, with large half-round, blue brick copings
L10	Bridge parapet	road west	Westbury St	Early red brick [hand made] with sandstone copings of hump-backed bridge over Lowesmoor Basin arm for towpath, now carrying Westbury St. South end rebuilt higher
L11	Brick Wall	road	Westbury St	English bond red brick retaining wall with large half-round, blue brick copings
L12	Kerb & Gutter	highway	Westbury St, west side	Granite sett gutter with 3 lines of square grey granite and an outer line of rectangular red granite [much patched]
L13	Canal arm	bridge	Westbury St	Lowesmoor Basin arm bridge, handmade bricks with hand shaped 1 1/2 brick arch.

				Re-lined [concrete?] and rendered underside of bridge. West side lower portion below projecting brick band may be earlier than parapet above on different brick pattern [originally without coping?]
L14	Kerbs	highway	Westbury St	Stone kerbs [5no] remaining to canal side [east] of road beyond extended bridge parapet
Lion Walk				
L15	Wall	boundary	Lion Walk	English bond brick wall 12' high to boundary of Lowesmoor Basin
L16	Marker	wall-high	Lion Walk	Cast brick, "SND" [Sharpness New Docks] & cast concrete marker "1911"
Lowesmoor Basin				
No.	Type	Position	Location	Short Description
L17	Canal House	building	75 Lowesmoor, Canal House	Port master's house to Lowesmoor basin
L18	Lamposts	pavement, in basin yard	75 Lowesmoor, Canal House	Cast iron flat backed fluted columns [formerly gas] against house wall [originally from Tipton]
L19	Bollard	yard entrance	75 Lowesmoor, Canal House	Cast iron large low dock bollard [relocated] as protection to canal house garden wall]
L20	Sign	wall-low	75 Lowesmoor, Canal House	Slate engraved & gold leaf filled letter sign "Lowesmoor Wharf Developments Ltd Viking Afloat"
L21	Cast Iron cover	yard entrance	75 Lowesmoor, Canal House	Early pattern large cast iron water hydrant/stop tap cover
L22	Bracket	frontage	3 Lowesmoor Wharf Warehouse	Wrought iron hanging sign bracket [& modern sign] on former warehouse building, west side

L23	Balcony	frontage	3 Lowesmoor Wharf Warehouse	20thC steel cantilevered balcony [fire escape?]
L24	Warehouse	building	4 Lowesmoor Wharf	Former industrial warehouses with remains of sliding door gear across whole frontage
L25	Windows	frontage	Lowesmoor Basin workshops	Cast iron windows [7no] 4x3 lights, 2x1 centre opening
L26	Copings	dockside	Lowesmoor Basin	Small blue brick built-up copings to the edge of the canal dock end wall
L27	Copings	dockside	Lowesmoor Basin	Small blue brick built-up copings to the edge of the canal dock south side and to former, filled in side docks
L28	Copings	dockside	Lowesmoor Basin	Large blue coping bricks to the edge of the canal below refurbished south-side dockside warehouses
L29	Mooring rings	dockside	Lowesmoor Basin	Wrought iron mooring rings, insitu and modern steel hoop versions around current dock perimeter
L30	Mooring bollards	dockside	Lowesmoor Basin	Cast iron bollards [small] at dock end
Lowesmoor				
No.	Type	Position	Location	Short Description
L32	Wall	facade	77 Lowesmoor, Vesta Tilley House	English garden wall bond curving brick wall 3-4 storey high + gables dominating east side of Lowesmoor Basin yard.
L33	Façade	building	77 Lowesmoor, Vesta Tilley House	Stuccoed & pillastered frontage on a diminishing plot [to a point at the west elevation!] with tall 1st floor windows to former hall
L34	Windows	facade	77 Lowesmoor, Vesta Tilley House	Cast iron framed windows, 3x4 lights ground floor, 2x5 upper with 2x6 central

L35	Doors	facade	77 Lowesmoor, Vesta Tilley House	Original glazed panelled paired door to both entrances
L36	Postbox	pavement	77 Lowesmoor, Vesta Tilley House	Cast iron VR drum post box
L37	Bracket	wall-high	79 Lowesmoor	Wrought iron hanging sign bracket on former commercial hotel
L38	Nameplate	wall-high	91 Lowesmoor	Cast iron road nameplate "Lowesmoor"

Lowesmoor Terrace

No.	Type	Position	Location	Short Description
L39	Terraccotta	facade	1 Lowesmoor Terrace, Bridge Inn	Edwardian moulded white terraccotta brick detailing and window mullions, to Bridge Inn pub with applique timber framing to 1st floor and gables
L40	Lantern	facade	2 Lowesmoor Terrace, Bridge Inn	Iron bracket and glass pub lantern over doorway
L41	Cast Iron cover	pavement	2 Lowesmoor Terrace, Bridge Inn	4no large cast iron manhole covers to side path and yard marked "John Stokes Builder Worcester"

Additional items - Lowesmoor outside a Conservation Area

No.	Type	Position	Location	Short Description
L42	Cast Iron Cover	pavement	84 Lowesmoor [former garage forecourt]	Large, square, cast iron inspection cover to former garage forecourt [petrol tank filler pit?] "Notice BP", "care must be taken to keep this pit dry"
L43	Brick yard	driveway	86-88 Lowesmoor	Brick-on-edge, stretcher bond pavement/drive under archway between paired buildings and shared yard behind
L44	Terraccotta	facade	86-88 Lowesmoor	Terraccotta detailing, embellishments to façade linking both units

L45	Gates	entry	86-88 Lowesmoor	Modern steel replacement gate
L46	Nameplate	wall-high	86-88 Lowesmoor	Cast iron street nameplate "Lowesmoor"
L47	Sign	wall-high	86-88 Lowesmoor	Painted sign on east gable wall "Bradleys noted accommodation and refreshment rooms" "M_SRA??_??RI?ES"
Additional items - Lowesmoor Place				
No.	Type	Position	Location	Short Description
L48	Sign	wall-high	2 Lowesmoor Place	Cast iron street nameplate "Lowesmoor Place"
L49	Doorway	facade	4 Lowesmoor Place, West Midland Tavern	Stone rusticated door surround with carved head keystone and good 4-panel door but semi-circular fanlight now plain glass
L50	Doorway	facade	4 Lowesmoor Place, West Midland Tavern	Iron strap [corner bracket lamp?] above former corner paired doorway/porch with stone mouldings and keystones - now blocked up
L51	Pub Signs	facade	4 Lowesmoor Place, West Midland Tavern	1930/40s metal lettered "WEST MIDLAND TAVERN" between upper windows; hanging sign and side panel modern, though moulded arched and corner framing is older
L52	Nameplate	wall-high	4 Lowesmoor Place, West Midland Tavern	Cast iron street nameplate "Padmore Street" on side elevation
L53	Marker	wall-high	4 Lowesmoor Place, West Midland Tavern	Cast iron hydrant marker below nameplate [above] "H 20ft"
L54	Cast Iron cover	highway	5 Lowesmoor Place, West Midland Tavern	Early pattern small cast iron water hydrant/stop tap cover, later large cover and modern small cover in road.

Character Area 5 - Railway Viaduct to Gregory's Mill Bridge (Bridge No.13)				
Railway Viaduct - (Bridge No 10) Iconic wide brick canal arches with oculus in spandrel				
No.	Type	Position	Location	Short Description
A2	Brickwork	bridge	Over road and canal facing south	Victorian engineering, railway brick, English bond, with oculus piercing spandrel above road arch (recently fitted with steel railings face-fixed above corbelled brickwork - orig(?) parapet to rail lines now raised above brickwork)
A3	Plaque	bridge spandrel between arches	Canal side facing south	BWB cast metal bridge number "10" black-on-white oval disk on brick parapet
A4	Plaque	brickwork pier between arches	Canal side facing north	BWB cast metal bridge number "10" black-on-white oval disk on brick parapet
A5	Notice	brickwork pier between arches	Canal side facing north below plaque	Wooden framed and painted advertising notice - out-of-date
A6	Brickwork	bridge	Over road and canal facing north	Victorian engineering, railway brick, English bond, with oculus piercing spandrel above road arch (recently fitted with steel railings fixed inside new brickwork upper section)
A7	Copings	towpath	Canal edgings north of Lowesmoor Wharf entrance - 100m	BWB plain brick, large 450mm, 225mm, 150mm bull-nosed to lock edge for 100m
Lansdowne Road Bridge - (Bridge No 11) concrete structure (precast concrete parapets, exposed aggregate & simple 'toothed' dentil decoration (matching bridge no.4)				
No.	Type	Position	Location	Short Description
A8	Mural	abutment	Facing recreation ground to south	Long concrete abutment retaining wall and parapet. Now painted with mural

A9	Plaque	abutment	Parapet facing recreation ground to south	Brass on wood memorial plaque "This Park is Dedicated to the Memory of STEPHEN RUSSEL 27.01.1990 - 16.07.2000
A10	Plaque	bridge parapet	Facing south to canal	BWB cast metal bridge number "11" black-on-white oval disk on brick parapet
A11	Plaque	bridge parapet	Facing north to canal	BWB cast metal bridge number "11" black-on-white oval disk on parapet
A12	Rubbing strip	abutment	South corner	WI bar in vertical steel channel, few rope markings
A13	Rubbing strip	abutment	North corner	Vertical steel channel, (missing WI bar) no rope markings
A14	Copings	towpath	Below bridge and short length to south	Old stone copings
A15	Copings	opposite side to towpath	Below bridge and short length to south	Old stone copings, backed by original brick paving
A16	Brickwork	abutment	Towpath facing north	Original brick abutment retaining wall, English bond to path level
A17	Railings	abutment	West side above north abutment	WI railings from concrete parapet topping retaining wall as boundary to adjacent garden
A18	Brickwork	abutment	East side private garden facing north	Original brick abutment retaining wall, English bond to path level
A19	Railings	abutment	East side above north abutment	WI railings and gate (CI gateposts and fittings) to garden steps between concrete parapet and wall of No.81 Lansdowne Rd
A20	Copings	towpath	Canal edgings north of Bridge No.11 - 100m	BWB plain brick, large 450mm, 225mm, 150mm bull-nosed to canal edge
A21	Railings	boundary	To school sports ground	WI railings and gate (CI gateposts and fittings) to playing fields now largely hidden by

				towpath hedge and security fencing to playing field side
St Georges Lane Bridge - (Bridge No 12) modern precast concrete deck and steel railings				
No.	Type	Position	Location	Short Description
A23	Plaque	bridge beam	Facing south to canal	BWB cast metal bridge number "12" black-on-white oval disk on brick parapet
A24	Plaque	bridge parapet	Facing north to canal	BWB cast metal bridge number "12" black-on-white oval disk on brick parapet
A25	Copings	towpath	Canal edgings 100m north side and below Bridge No.12	Small modern blue brick edging bricks and backings up to bollards (450mm width)
A26	Mooring rings	towpath	Towards canal edge	100m south side and below bridge no.12
A27	Culvert	towpath	Back of towpath beyond football ground	Concrete open culvert leading from & to piped sections, being overflow to canal weir and into the Barbourne Brook just to the west
A28	Weir	towpath	Canal edge	Two modern concrete sections with manholes above weir, flowing under towpath.
A29	Former Site	opposite side to towpath	Former Barker's Brickworks	Largest brick works in Worcester in 18th & 19th centuries, with wharfs, remains of which may be beneath heavily overgrown canal banks to modern factory estate.

Character Area 6 - Gregory's Mill Bridge to Bridge No.17				
Gregory's Mill (roving) Bridge - (Bridge No 13) brick and cast iron				
No.	Type	Position	Location	Short Description
A31	Plaque	Bridge brick abutment	Facing south to canal adj. CI span	BWB cast metal bridge number "13" black-on-white oval disk
A32	Plaque	Bridge parapet	Facing south to lock adj. CI span	BWB cast metal bridge number "13" black-on-white oval disk
A33	Brickwork	towpath	Retaining walls to south ramp	Original Large stone retaining wall [sloped - not levelled!] and chamfered copings to path level, but Victorian brick parapets added in English bond (discontinuous with abutment). Blue half-round canal copings, much repaired.
A34	Brickwork	towpath	Abutments and parapets, west side of bridge	Early brick, English bond, gently curved north [retaining wall] and south [towpath] sides with battered retaining embankment, blue half-round canal copings, much repaired with late Victorian bricks. Top half of wall below bridge rebuilt with late Victorian (railway age) bricks
A35	Brickwork	towpath	Abutments and parapets, east side of bridge	Stone base copings at waterline with early brick base, English bond, upper half rebuilt (as west abutment) with Victorian brick (suspect originally a tip-up bridge?)
A36	Bridge deck	towpath	Over canal	Victorian CI I-beam [6no.] deck with brick arches between. Deck has been built up [C20th] with steel raising pieces behind railings
A37	Railings	towpath	Bridge both sides	CI stanchions and WI rods [2no.] and half-round, much worn handrail [now quite low], with some rope 'burns' principally on north side at western end handrail
Gregory's Mill Bottom Lock (Lock 5)				

No.	Type	Position	Location	Short Description
A38	Brickwork	offside canal	Below bridge and steps to lock	Brickwork detailing bull-nosed brick, timber rubbing strip and curving steps and walling up to lock 5
A39	Brickwork	towpath west side	to bottom gate	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge rising from towpath level
A40	Brick paving	towpath ramp	From below Bridge No.13	20th century replacement by BWB in traditional style with ridge bricks for grip
A41	Gates	Lock 5	Bottom pair gates	Typical BWB replacement oak gates, iron hoop handles and replacement steel hinge straps
A42	Plaques	Lock 5	Bottom gate towpath side	BWB cast metal lock number "5" black-on-white oval disk on gate beam facing down canal
A43	Gear	Lock 5	Bottom pair each gate	Typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black
A44	Copings	Lock 5	Bottom gate recess corner, hinge blocks and corner coping to steps	Massive stone blocks, originals signs of turning to re-use insitu. Probably Highley stone.
A45	Copings	Lock 5	Plain copings along lock and recesses	BWB plain brick, large 450mm, 225mm, 150mm bull-nosed to lock edge
A46	Gates	Lock 5	Top gate	Typical BWB replacement single oak gate, iron hoop handles, handrail [white painted] and replacement steel hinge strap
A47	Copings	Lock 5	Top gate	Off-side closing and hinge block massive stone blocks
A48	Plaque	Lock 5	Top gate	BWB cast metal lock number "5" black-on-white oval disk on gate beam facing up canal
A49	Brickwork	Lock 5	Chamber walls	Reasonably good condition well maintained by BWB

A50	Gear	Lock 5	Top ground 'paddle' windlasses towpath side of lock	Usual CI stanchion and WI windlass ratchet gear in Worcester-Birmingham style on concrete? insitu block.
A51	Gear	Lock 5	Top ground 'paddle' windlasses opposite side of lock	Unusual canted steel stanchion [replacing a timber one with same gear] and WI windlass ratchet gear in late Worcester-Birmingham style on concrete insitu block
A52	Copings	towpath	Plain brick copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge
A53	Weir	towpath	Canal edge	Modern length of galv. grating above bypass weir, flowing under towpath
A54	Copings	towpath	Plain brick copings edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge, beyond weir to next lock. First 6m directly above original stone copings. Note; no mooring bollards although marked on OS
Gregory's Mill Top Lock (Lock 6)				
A55	Copings	offside canal	Plain brick copings to canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge, over Victorian? Brick, below lock 6. Former wharf to Gregory's Mill or alternative landing stage to lock - no bollards?
A56	Brickwork	offside wing wall and steps to lock	Below Bridge No.6	Brickwork detailing bull-nosed brick, timber rubbing strip and steps (stone corner copings) and walling up to Lock 6
A57	Brickwork	towpath side wing wall	Below Bridge No.6	Brickwork detailing bull-nosed brick, timber rubbing strip and walling up to Lock 6
A58	Copings	nearside canal	Plain brick copings to canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed

A59	Gates	Lock 6	Bottom pair gates	Typical BWB replacement oak gates, iron hoop handles and replacement steel hinge straps
A60	Plaque	Lock 6	Bottom gate towpath side	BWB cast metal lock number "6" black-on-white oval disk on gate beam facing down canal
A61	Gear	Lock 6	Bottom pair each gate	Typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black
A62	Copings	Lock 6	Bottom gate recess corner, hinge blocks and copings	Massive stone blocks originals, two levels towards steps, signs of turning hinge blocks to re-use insitu. Probably Highley stone
A63	Copings	Lock 6	Stone copings along lock off-side	Massive stone blocks up to 1.5m long, 1m wide and 0.5m deep. Probably Highley stone. Short portion of brick as opp.
A64	Copings	Lock 6	Plain brick copings along lock off-side	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge
A65	Gates	Lock 6	Top gate	Typical BWB replacement single oak gate, iron hoop handles, handrail [white painted] and replacement steel hinge strap
A66	Copings	Lock 6	Top gate	Off-side closing stone blocks
A67	Plaque	Lock 6	Top gate	BWB cast metal lock number "6" black-on-white oval disk on gate beam facing up canal
A68	Brickwork	Lock 6	Chamber walls	Reasonably good condition Victorian well maintained by BWB
A69	Gear	Lock 6	Top ground 'paddle' windlasses off-side of lock	Unusual timber stanchion and WI windlass ratchet gear in early Worcester-Birmingham style between stone blocks
A70	Gear	Lock 6	Top ground 'paddle' windlasses towpath side of lock	Usual steel stanchion and WI windlass ratchet gear in late Worcester-Birmingham style on concrete insitu block

A71	Copings	towpath	Plain copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge (replacements as older ones next to weir)
A72	Weir	towpath	Canal edge	Modern length of galv. grating above bypass weir, flowing under towpath
A73	Copings	towpath	Plain brick copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge, beyond weir to next bridge
A74	Bollards	towpath	Canalside	4 small mushroom-head mooring bollards in granite sett squares
Astwood Cemetery Bridge (Bridge No.14)				
No.	Type	Position	Location	Short Description
A75	Copings	towpath	Canal edgings below Bridge No.14	Appears as concrete, but overlies stone?
A76	Plaque	bridge parapet south	Centre span	BWB cast metal bridge number "14" black-on-white oval disk
A77	Plaque	bridge parapets north	Centre span	BWB cast metal bridge number "14" black-on-white oval disk
A78	Brickwork	abutment wing wall	Towpath side	Short wing walls ending in piers of light red Georgian brick in English Garden Wall bond. Brick corners of arch by towpath has many rope 'burn' grooves
A79	Brickwork	abutment wing wall	Off-side	Short wing walls ending in piers of light red Georgian brick in English Garden Wall bond. Stone string course along water level
A80	Brickwork	brick arch	Underside	Light red Georgian brick in English bond from stone string course along water level to towpath
A81	Brickwork	parapets	Both parapets	Rebuilt in large Victorian brick, English bond, above a

				discontinuity, slightly projecting, poor condition. Top 2-5 courses in modern red engineering brick, stretcher bond, plus patching
A82	Copings	parapets	Both parapets	Copings are hefty (up to 1m long) half-round Highley stone, replaced above new top courses
A83	Bridge deck	path	Over canal	tarmac
A84	Copings	towpath	Plain brick copings canal edge	BWB plain, modern large 450mm, 225mm, 150mm bull-nosed to lock
Bilford Road Bottom Lock (Lock 7)				
No.	Type	Position	Location	Short Description
A85	Copings	towpath	Plain brick copings canal edge	Small modern blue brick edging bricks (450mm width)
A86	Copings	nearside canal	Plain brick copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge, rising up to lock
A87	Bollards	towpath	Canalside	4 small mushroom-head mooring bollards in concrete
A88	Brickwork	offside wing wall and steps to lock	Below bridge	Brickwork detailing bull-nosed brick, timber rubbing strip and curving steps (stone corner copings) and walling up to Lock 7, Georgian at waterline, Victorian brick, English bond above, railway age to either side of steps (also English bond) - bad clip crack
A89	Brickwork	towpath side wing wall	Below bridge	Georgian at waterline, Victorian brick, English bond above, railway age to wing wall
A90	Gates	lock 7	Bottom pair gates	Typical BWB replacement oak gates, iron hoop handles and replacement steel hinge straps
A91	Plaques	lock 7	Bottom gate, towpath side	BWB cast metal lock number "7" black-on-white oval disk on gate beam facing up canal

A92	Gear	lock 7	Bottom pair each gate	Typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black
A93	Copings	lock 7	Bottom gate recess corner, hinge blocks and copings	Massive stone blocks originals, two levels towards steps, signs of turning hinge blocks to re-use insitu. Probably Highley stone
A94	Copings	lock 7	Plain brick copings along lock, off-side	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge
A95	Copings	lock 7	Plain brick copings along lock, towpath side	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge
A96	Gates	lock 7	Top gate	Typical BWB replacement single oak gate, iron hoop handles, handrail [white painted] and replacement steel hinge strap
A97	Copings	lock 7	Top gate	Off-side closing stone blocks
A98	Plaque	lock 7	Top gate	BWB cast metal lock number "7" black-on-white oval disk on gate beam facing up canal
A99	Brickwork	lock 7	Chamber walls	Reasonably good condition Victorian well maintained by BWB
A100	Gear	lock 7	Top ground 'paddle' windlasses off-side of lock	Unusual canted steel stanchion [replacing a timber one with same gear] and WI windlass ratchet gear in late Worcester-Birmingham style on concrete insitu block
A101	Gear	lock 7	Top ground 'paddle' windlasses off-side of lock	Usual CI stanchion and WI windlass ratchet gear in Worcester-Birmingham style on concrete? insitu block
A102	Copings	towpath side	Plain brick copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge (much repaired in concrete) to weir
A103	Copings	towpath	Plain brick copings canal edge	Small modern blue brick edging bricks (450mm width) to weir

A104	Weir	towpath	Canal edge	Modern length of galv. grating above bypass weir, flowing under towpath
A105	Copings	towpath	Plain brick copings canal edge	Small modern blue brick edging bricks (450mm width) for 30m beyond weir
A106	Copings	towpath	Plain brick copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge, beyond to next bridge
A107	Bollards	towpath	Canalside	7 small mushroom-head mooring bollards in towpath between lock & bridge

Bilford Road Bridge (Bridge No.15)

No.	Type	Position	Location	Short Description
A108	Plaque	bridge parapet	Facing south to canal	BWB cast metal bridge number "15" black-on-white oval disk
A109	Plaque	bridge parapet	Facing north to lock	BWB cast metal bridge number "15" black-on-white oval disk
A110	Wall	bridge parapet	Wing walls	West walls and parapets both sides of road in precast concrete panels with exposed aggregate and simple toothed dentil decoration
A111	Rubbing strip	abutment	South corner	WI bar in vertical steel channel with rope cuts.
A112	Copings	towpath	Below bridge	Concrete capping
A113	Brick path	towpath	Below bridge and ramp to side of lock	20th century replacement by BWB in traditional style with ridge bricks for grip
A114	Brickwork	retaining wall	North towpath	Brick abutment and retaining wall, English garden Wall bond to path level, much repaired in modern brick
A115	Railings	retaining wall	North towpath	Tubular steel handrail on wooden posts topping retaining wall to tarmac path up to road

Bilford Road Top Lock (Lock 8)

No.	Type	Position	Location	Short Description
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A116	Copings	towpath	Plain brick copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge, rising up side of steps to lock
A117	Brickwork	offside wing wall and steps to lock	Below Lock 8	Brickwork patchwork, timber rubbing strip and steps (replacement new brick) and walling up to lock, English bond
A118	Brickwork	towpath side wing wall	Below Lock 8	Victorian brick, English bond
A119	Brickwork	towpath side retaining wall	Below Lock 8 to towpath	Victorian blue brick, English bond, steps to towpath, curved wall to towpath with many rope grooves
A120	Gates	Lock 8	Bottom pair gates	Typical BWB replacement oak gates, iron hoop handles and replacement steel hinge straps
A121	Plaques	Lock 8	Bottom gate towpath side	BWB cast metal lock number "8" black-on-white oval disk on gate beam facing bridge
A122	Gear	Lock 8	Bottom pair each gate	Typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black
A123	Copings	Lock 8	Bottom gate recess corner and hinge blocks and copings	Massive stone blocks towards steps, signs of turning of hinge blocks to re-use in-situ. 3no. large coping stones to off-side lock chamber coping
A124	Copings	Lock 8	Plain brick copings along lock, off-side	Remainder BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge
A125	Copings	Lock 8	Plain brick copings along lock, towpath side	BWB plain, large 450mm, 225mm, 150mm bull-nosed to lock edge
A126	Gates	Lock 8	Top gate	Typical BWB replacement single oak gate, iron hoop handles, handrail (white painted) and replacement steel hinge straps
A127	Copings	Lock 8	Top gate	Off-side closing stone blocks

A128	Plaque	Lock 8	Top gate	BWB cast metal lock number "8" black-on-white oval disk on gate beam facing up canal
A129	Brickwork	Lock 8	Chamber walls	Reasonably good condition Victorian well maintained by BWB
A130	Gear	Lock 8	Top ground 'paddle' windlasses off-side of lock	Timber post with WI windlass ratchet gear in late Worcester-Birmingham style inset to concrete insitu block
A131	Gear	Lock 8	Top ground 'paddle' windlasses towpath side of lock	Usual CI stanchion and WI windlass ratchet gear in Worcester-Birmingham style on concrete? insitu block
A132	Copings	Off-side	Plain brick copings canal edge wing wall	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge, leading to moorings (sheet piled)
A133	Copings	Towpath	Plain brick copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge, leading to sheet piled edging
A134	Bollards	Towpath	Canalside	CI pear-shaped' bollard close to lock; 3 small mushroom-head CI bollards near towpath (by sheet-piled canal edge); a concrete 'peg' bollard on edge of towpath, back from canal-side

Bilford Road lock Cottage and Stores

No.	Type	Position	Location	Short Description
A135	House	towpath	Beside lock	Former brick lock cottage modernised out of recognition, without any visible original features
A136	Stores	towpath	Beside lock	New brick stores
A137	Yard	towpath	Beside lock	Short length of old brick wall, new copings, to yard behind

Ivy Bridge (Bridge No.16)

No.	Type	Position	Location	Short Description
W1	Copings	towpath	Large blue brick copings canal edge below bridge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge
W2	Plaque	bridge parapet south	Centre span	BWB cast metal bridge number "16" black-on-white oval disk
W3	Plaque	bridge parapet north	Centre span	BWB cast metal bridge number "16" black-on-white oval disk
W4	Brickwork	abutment wing wall	Towpath side	Short wing walls ending in piers of light red Georgian brick in English Garden Wall bond. Much repaired, cemented over (c1940/1950s) still in very poor condition
W5	Brickwork	abutment wing wall	Off-side	Wing walls ending in piers of light red Georgian brick in English Garden Wall bond. Much repaired, cemented over (c1940/1950s) still poor condition
W6	Brickwork	brick arch	Elliptical arch	Light red Georgian brick in English bond from water level to towpath. Much repaired, cracks to corners, cemented over (c1940/1950s) very poor condition. Brick corners of arches by towpath have many rope groove 'ghosts' under cement.
W7	Brickwork	parapets	Both parapets	Early brick, English Garden Wall bond, poor condition. Cemented over and much repaired in Victorian and modern red brick
W8	Copings	parapets	Both parapets	Mixed copings some hefty (up to 1m long) third-round stone, patched/replaced with large Victorian Red half-round bricks and concrete
W9	Sentry post	parapets	Towpath end, north side	Small 13" brick wall enclosure abutting north parapet end, with minimal opening, also cemented

				over. Reduced/ to parapet height, which has concrete coping here with formed groove facing up canal.(for Perdiswell airfield?)
W10	Bridge deck	path	Over canal	Tarmac path and edgings inset from parapets.

Character Area 7 - Bridge No.17 to Blackpole Lock (Lock 9)				
Bridge No.17				
No.	Type	Position	Location	Short Description
W11	Copings	towpath	Copings canal edge below bridge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge, leading to stone blocks at each end
W12	Plaque	bridge parapet south	Centre span	BWB cast metal bridge number "17" black-on-white oval disk
W13	Plaque	bridge parapet north	Centre span	BWB cast metal bridge number "17" black-on-white oval disk
W14	Brickwork	abutment wing wall	Towpath side	Wing walls ending in small piers in light red Georgian brick in English Garden Wall bond. Much repaired, cemented over (c1940/1950s) still poor condition
W15	Brickwork	abutment wing wall	Off-side	Wing walls ending in small piers in light red Georgian brick in English Garden Wall bond. Much repaired, cemented over (c1940/1950s) still poor condition
W16	Brickwork	brick arch	Elliptical arch	Light red Georgian brick in English bond from water level to towpath. Much repaired, decay to corners, cemented over (c1940/1950s) very poor condition. Brick corners of arches by towpath have many rope groove 'ghosts' under cement.
W17	Brickwork	parapets	West parapets (downstream)	Early brick, English Garden Wall bond, poor condition. Cemented over and much repaired. Has a projecting 2-brick string course. Mid-section parapet above replaced before cementing over.
W18	Brickwork	parapets	East parapets	Early brick, English Garden Wall bond, poor condition.

				Cemented over and much repaired. Has a projecting 2-brick string course. Centre portions of both replaced before cementing over.
W19	Copings	parapets	Both parapets	Mixed copings some hefty (up to 1m long) third-round stone, patched/replaced with large Victorian Red half-round bricks and concrete. Some missing sections exposing Victorian brick "Utopia"
W20	Bridge deck	path	Over canal	Steep cement and rubble path with part crown of vault exposed - poor condition
Railway Bridge (Bridge No.18) brick skew bridge				
No.	Type	Position	Location	Short Description
W21	Copings	towpath	Canal edgings between Br.17 and 18 and below Br.18	BWB plain brick, large 450mm, 225mm, 150mm bull-nosed to canal edge to 10m beyond Bridge No.18
W22	Brickwork	towpath west side only	Abutments to towpath	Victorian engineering, railway red brick, English bond, triangular elevation, gently battered short retaining embankment, large blue copings
W23	Brickwork	bridge	West spandrel	Victorian engineering, railway red brick elliptical skew arch, English bond [much patched], with cow-nosed (half-round) projecting blue brick string course
W24	Brickwork	bridge	West parapets	Modern engineering blue brick, English bond, with larger blue brick copings, Kee-clamp railing added above
W25	Plaque	bridge spandrel over towpath	Canal side facing west	BWB cast metal bridge number "18" black-on-white oval disk on brick parapet

W26	Insulators	bridge spandrel over towpath	Canal side facing west	Twin telegraph insulators on bracket above oval bridge number
W27	Brickwork	off-side east side only	Abutments opposite towpath	Victorian engineering, railway red brick, English bond, triangular elevation, gently battered short retaining embankment, large blue copings.
W28	Brickwork	bridge	East spandrel	Victorian engineering, railway red brick elliptical skew arch, English bond [much patched], with cow-nosed (half-round) projecting blue brick string course
W29	Brickwork	bridge	East parapets	Victorian red brick, English bond [much patched & top 8 courses rebuilt 1930s? brick], old concrete coping with Kee-clamp railing added above
W30	Plaque	bridge spandrel over towpath	Canal side facing east	BWB cast metal bridge number "18" black-on-white oval disk on brick parapet
Cadbury's Wharf				
No.	Type	Position	Location	Short Description
W31	Wharf	canalside	Off-side canal	Short length of wharf, modern 'armco' faced, gravel surface - unused
W32	Wharf	building	Off-side canal	Former wharf building for unloading canal boats for Cadbury's. Modern pvc-coated profiled steel cladding. Additionally disfigured with recent pipework to current factory
Blackpole Bridge (Bridge No.19)				
No.	Type	Position	Location	Short Description
W33	Bridge No.19	road	Blackpole Road	Modern precast concrete deck on brick abutments & retaining walls and with steel railings above

W34	Copings	towpath	Canal edge each side of bridge	Modern concrete capping to sheet piling edge
W35	Plaque	bridge beam	Facing west	BWB cast metal bridge number "19" black-on-white oval disk
W36	Plaque	bridge beam	Facing east	BWB cast metal bridge number "19" black-on-white oval disk

Character Area 8 - Blackpole Lock to Bridge 22A				
Blackpole Lock (Lock 9)				
No.	Type	Position	Location	Short Description
W37	Bollards	towpath	Canal side west of lock	4 small CI 'slim pear-shaped' mooring bollards (by sheet piled canal edge)
W38	Copings	coping to wing walls	Both sides of canal	BWB plain, large 450mm, 225mm, 150mm bull-nosed blue bricks to lock edge, rising up wing walls to lock
W39	Brickwork	off-side wing wall and steps	Below Lock 9	Brickwork patchwork walling up to lock, English bond with steps, with stone coping corners
W40	Brickwork	near-side wing wall and steps	Below Lock 9 to towpath	Brickwork patchwork walling up to lock, English bond
W41	Gates	Lock 9	Bottom pair gates	Typical BWB replacement oak gates, iron hoop handles and replacement steel hinge straps
W42	Plaques	Lock 9	Bottom gate, towpath side	BWB cast metal lock number "9" black-on-white oval disk on gate beam facing bridge
W43	Gear	Lock 9	Bottom pair each gate	Typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black
W44	Copings	Lock 9	Bottom gate recess corner and hinge blocks and copings	Massive stone blocks towards steps, concrete hinge blocks offside incorporating bypass weir
W45	Copings	Lock 9	Copings along lock, off-side	BWB plain blue brick, large 450mm, 225mm, 150mm bull-nosed to lock edge
W46	Copings	Lock 9	Copings along lock, towpath side	Massive stone blocks between gates, Highley stone, worn & lengths covered/patched with concrete
W47	Gates	Lock 9	Top gate	Typical BWB replacement single oak gate, iron hoop handles, handrail [white painted]

				and replacement steel hinge strap
W48	Copings	Lock 9	Top gate	Off-side closing stone blocks
W49	Plaque	Lock 9	Top gate	BWB cast metal lock number "9" black-on-white oval disk on gate beam facing up canal
W50	Brickwork	Lock 9	Chamber walls	Reasonably good condition Victorian well maintained by BWB
W51	Gear	Lock 9	Top ground 'paddle' windlasses off-side of lock	Timber post with WI windlass ratchet gear in late Worcester-Birmingham style inset to concrete insitu block
W52	Gear	Lock 9	Top ground 'paddle' windlasses towpath side of lock	Usual CI stanchion and WI windlass ratchet gear in Worcester-Birmingham style on concrete? insitu block
W53	Copings	off-side	Plain brick copings canal edge wing wall	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge
W54	Copings	towpath	Plain brick copings canal edge	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge leading to sheet piled edging
W55	Bollards	towpath	Canalside	4 'slim pear-shaped' CI mooring bollards

Former Bridge No.20

No.	Type	Position	Location	Short Description
W56	Brickwork	canalside	Opposite to towpath	Remains of abutment insitu for 0.5 above water
W57	Brickwork	canalside	Towpath	New blue brick canal edging stepping forward from current towpath, which rises over the remains? of former bridge abutment. No remains of bridge or approach ramps.

Rad Meadow Bridge (Bridge No.21)

No.	Type	Position	Location	Short Description
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W58	Copings	towpath	Large blue brick copings centre span	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge, only below bridge
W59	Plaque	bridge parapet south	Centre span	BWB cast metal bridge number "21" black-on-white oval disk
W60	Plaque	bridge parapet north	Centre span	BWB cast metal bridge number "21" black-on-white oval disk
W61	Brickwork	abutment wing wall	Towpath side	Wing walls ending in small piers, in light red Georgian brick in English Garden Wall bond. 2-brick string course to base of parapet. Much repaired, cemented over (c1940/50s) in very poor condition
W62	Brickwork	abutment wing wall	Off-side	Wing walls ending in small piers, in light red Georgian brick in English Garden Wall bond. 2-brick string course to base of parapet. Much repaired, cemented over (c1940/50s) in very poor condition
W63	Brickwork	brick arch	Elliptical arch	Light red Georgian brick in English bond from water level to towpath. Much repaired, decay to corners, cemented over (c1940/50s) very poor condition as outer brickwork both sides has fallen off leaving underside string course width fully exposed! Brick corners of arches by towpath heavily cemented but may have rope grooves under
W64	Brickwork	parapets	West parapets (downstream)	Early brick, English Garden Wall bond, poor condition. Cemented over and much repaired. Mid section parapet above may be replaced before cementing over
W65	Brickwork	parapets	East parapets (upstream)	Early brick, English Garden Wall bond, poor condition. Cemented over and much repaired. Centre portions may be replaced before cementing over

W66	Copings	parapets	Both parapets	Mixed copings some hefty (up to 1m long) third-round stone, patched/replaced with large Victorian blue brick [200 by 350 double bull-nosed] copings and concrete or missing
W67	Bridge deck	path	Over canal	steep cement & rubble path - poor condition & weed covered
Tolladine lock (Lock 10)				
No.	Type	Position	Location	Short Description
W68	Bollards	towpath	Canal side west of lock	4 small CI mushroom mooring bollards (by sheet piled canal edge)
W69	Copings	coping to wing walls	Both sides of canal	BWB plain, large 450mm, 225mm, 150mm bull-nosed blue bricks to lock edge, rising up wing walls to lock
W70	Brickwork	off-side wing wall and steps	Below Lock 10	Brickwork patchwork walling up to lock, English bond with curved steps, with stone coping corners
W71	Brickwork	towpath side wing wall and steps	Below Lock 10 to towpath	Brickwork patchwork walling up to lock, English bond
W72	Gates	Lock 10	Bottom pair gates	Typical BWB replacement oak gates, iron hoop handles and replacement steel hinge straps
W73	Plaques	Lock 10	Bottom gate, towpath side	BWB cast metal lock number "10" black-on-white oval disk on gate beam facing bridge
W74	Gear	Lock 10	Bottom pair each gate	Typical Worcester-Birmingham original style [if not original] gate 'paddles' and gear, black
W75	Copings	Lock 10	Bottom gate recess corner and hinge blocks and copings	Massive stone blocks towards steps and hinge blocks both sides
W76	Copings	Lock 10	Copings along lock, off-side	BWB plain blue brick, large 450mm, 225mm, 150mm bull-nosed to lock edge

W77	Copings	Lock 10	Copings along lock, towpath side	Massive stone blocks between gates, Highley stone, worn & lengths covered/patched with concrete
W78	Gates	Lock 10	Top gate	Typical BWB replacement single oak gate, iron hoop handles, handrail [white painted] and replacement steel hinge strap
W79	Copings	Lock 10	Top gate	Off-side closing stone blocks and massive hinge block towpath side
W80	Plaque	Lock 10	Top gate	BWB cast metal lock number "9" black-on-white oval disk on gate beam facing up canal
W81	Brickwork	Lock 10	Chamber walls	Reasonably good condition Victorian well maintained by BWB
W82	Gear	Lock 10	Top ground 'paddle' windlasses off-side of lock	Timber post with WI windlass ratchet gear in late Worcester-Birmingham style inset to concrete insitu blocks
W83	Gear	Lock 10	Top ground 'paddle' windlasses towpath side of lock	Usual CI stanchion and WI windlass ratchet gear in Worcester-Birmingham style on concrete? insitu block
W84	Copings	off-side	Canal edge copings wing wall	BWB plain, large 450mm, 225mm, 150mm bull-nosed to canal edge beyond concrete replacement
W85	Copings	towpath	Canal edge copings wing wall	Rough concrete replacement/repair
W86	Bollards	towpath	Canalside	1 concrete 'pear-shaped' by lock gate; 2 concrete 'peg' bollards by sheet piled edging
Tolladine Bridge (Bridge No.22)				
No.	Type	Position	Location	Short Description
W87	Copings	towpath	Copings canal edge below bridge	Concreted

W88	Plaque	bridge parapet south	Centre span	BWB cast metal bridge number "22" black-on-white oval disk
W89	Plaque	bridge parapet north	Centre span	BWB cast metal bridge number "22" black-on-white oval disk
W90	Brickwork	abutment wing wall	Towpath side	Wing walls ending in small piers, in light red Georgian brick in English Garden Wall bond. Heavily repaired, cemented over (c1940/50s) massive structural cracks
W91	Brickwork	abutment wing wall	Off-side	Wing walls ending in small piers, in light red Georgian brick in English Garden Wall bond. Heavily repaired, cemented over (c1940/50s) very poor condition
W92	Brickwork	brick arch	Elliptical arch	Light red Georgian brick in English bond from water level to towpath. Much repaired, decay to corners and waterline, cemented over (c1940/50s) very poor condition. Brick corners of arches by towpath heavily cemented but may have rope grooves
W93	Brickwork	parapets	West parapets (downstream)	Rebuilt modern red engineering facing brick English bond, including a projecting 2-brick string course
W94	Brickwork	parapets	East parapets (upstream)	Early brick, English Garden Wall bond, parts of a string course remain. Cemented over and modern repaired sections, very poor condition
W95	Copings	parapets	West parapet	Mixed copings half-round stone, large Victorian style [new] blue half-round brick
W96	Copings	parapets	East parapet	Mixed copings some hefty (up to 1m long) double canted stone, patched/replaced with large blue half-round brick with concrete between

W97	Bridge deck	path	Over canal	steep cement path - poor condition
W98	Copings	towpath	Copings canal edge copings upstream 75me	BWB plain, large 450mm, 225mm, 150mm bull-nosed blue brick to canal edge beyond concrete replacement
Pipe Bridge				
No.	Type	Position	Location	Short Description
W99	Pipe	over canal	To back of towpath	Post WW2 600mm steel black pipe
W100	Pier	abutments	Towpath and offside	1.8m square blue brick piers
W101	Weir	off-side	Above offside drainage ditch	Steel channel coping to concrete slab/planks? Reinforced bank. Located in front of drainage channel - assumed position of canal weir or sluice
Bridge N.22A				
No.	Type	Position	Location	Short Description
W102	Bridge 22A	road	A449T dual carriageway	Modern steel & concrete deck with steel railings on concrete abutment wall
W103	Copings	towpath	Canal edge each side of bridge	Modern concrete capping and towpath to sheet piling edge
W104	Plaque	bridge abutment	Facing west	BWB cast metal bridge number "22A" black-on-white oval disk
W105	marker	towpath	East side of bridge	Council post WW2 tall stone triangular boundary marker incised "City of Worcester" plus the crest

3.7 BW Architectural Heritage Survey

Location	Description	Ref. No.
East of Bridge No.22A	Triangular boundary marker. M20 th C.	WB222
Bridge No.22A	Steel supporting structure, concrete deck bridge, steel balustrading. M-L20 th C	WB223

Between Bridges No.22 and No.22A	Steel pipe bridge painted black. M20 th C.	WB224
Bridge No.22 - Tolladine Bridge	Originally red brick accommodation bridge with semi-elliptical arch, band above, then parapet and copings. Was completely covered with cement render at some stage but spalling has caused most of west elevation to be rebuilt using a variety of blue and red bricks and new copings (concrete?). East elevation is spalling and unsightly. 1812-1815.	WB225
Lock 10 - Tolladine Lock	Brick chamber with stone and brick copings and timber gates. Timber support to paddle gear, rope cleat. 1812-1815.	WB226
Bridge No.21 - Rad Meadow Bridge	Original red brick accommodation bridge with semi-elliptical arch, band above and parapet topped by stone copings. Now covered in concrete render which is spalling rapidly. 1812-1815.	WB227
Lock 9	Brick chamber with brick and stone copings and timber gates. Timber support to paddle gear. 1812-1815.	WB228
Bridge No.19 - Blackpole Road	Concrete span road bridge supported on brick faced buttresses. M20 th C.	WB229
Bridge No.18 - Railway bridge	Red brick railway bridge with semi-elliptical arch, band above, parapet with oversailing brick copings. M19 th C.	WB230
Bridge No.17	Originally red brick accommodation bridge with stone copings. Now covered with concrete render which is rapidly spalling. Some copings now brick. 1812-1815.	WB231
Bridge No.16 - Ivy Bridge	Original red brick accommodation bridge now covered in concrete render spalling in areas. 'Sentry box' on upper level (WW2). 1812-1815.	WB232
Lock 8 - NW of Bridge No.15	Brick chamber with brick copings and timber gates. Timber support to paddle gear. 1812-1815.	WB233
Bridge No.15 - Bilford Road	Flat concrete road bridge with panelled parapet. E20 th C.	WB234
Lock 7 - between Bridges Nos.14 and 15	Brick chamber with brick and stone copings, timber gates. Hydraulic gear on lower gates. 1812-1815.	WB235

Bridge No.14 - Astwood Cemetery Bridge	Red brick accommodation bridge with semi-elliptical arch, band above then parapet and originally stone copings. Some of the original copings missing and wall raised over the remaining with new stone copings. 1812-1815.	WB236
Lock 6 - 320m approx north-east of Bridge No.13	Brick chamber with brick and stone copings, timber gates lower gates with hydraulic gear. Wooden support to paddle gear, rope cleat. 1812-1815.	WB237
Lock 5 - just north east of Bridge No.13	Brick chamber with brick and stone copings and timber gates. Timber gear support. 1812-1815.	WB238
Bridge No.13 - Gregory's Mill Street	Roving bridge. Segmental brick vaults supported between girders carry deck between brick buttresses with copings of brick. 1812-1815.	WB239
Bridge No.12 - St Georges Lane	Modern concrete road bridge. M20 th C.	WB240
Bridge No.11 - Lansdowne Road	Flat concrete road bridge with panelled parapets. E20 th C.	WB241
Bridge No.10 - Lowesmoor Railway Bridge	Red brick railway viaduct over canal and adjacent road. Circular hole above arch over road. M19 th C.	WB242
Westbury Street Bridge	Red brick roving bridge carrying towpath and adjoining street over entrance to Lowesmoor Wharf. Brick copings. Largely refaced with new brickwork. E19 th C.	WB243
Bridge No.9 - Lowesmoor Terrace	Flat concrete road bridge with rounded corners. E20 th C.	WB244
Bridge No.8 - Lowesmoor Place	Flat concrete road bridge with brick facing. M20 th C.	WB245
Bridge No.6 - Cromwell Street	Flat concrete pedestrian bridge spanning between original brick piers. M20 th C.	WB246
Bridge No.5 - George Street	Concrete flat arch road bridge with panelled parapet. E20 th C.	WB247
Lock 4 - just north east of Bridge No.4	Brick chamber with brick copings and timber gates. Timber support to paddle gear. 1812-1815.	WB248

Lock Cottage - Lock Street	Two storey cottage in three bays with two doors and clay tile roof and three chimney stack, two lateral and one ridge. Associated outbuildings - possibly pig-stye and toilet. Timber casement windows with glazing bars. 1812-1815.	WB249
Bridge No.4 - Park Street	Flat concrete road bridge with rounded corners to arch. E20 th C.	WB250
Fownes Hotel - Clare Street	Three and four storey factory building with pitched slate roofs and timber windows. M19 th C.	WB251
Part of Commandery	Two storey timber framed structure. The mainly brick infill and clay tile roofs. 16 th C. <i>(Now included in listing Grade 1)</i>	WB252
Part of Commandery	Three story brick building with clay tile roof. <i>(Now included in listing Grade 1)</i>	WB253
No.81 Sidbury (sic)	16 th C. Listed Grade II <i>(Now included in listing Grade 1)</i>	WB254
Nos.79 and 79A Sidbury (sic)	16 th C. Listed Grade II <i>(Now included in listing Grade 1)</i>	WB255
Lock 3 - just north of Bridge No.3	Brick chamber with brick and stone copings and timber gates. One timber support to gear. 1812-1815.	WB256
Bridge No.3 - Sidbury	Flat concrete road bridge with brick parapets and concrete copings. M20 th C.	WB257
Bridge No.2 - Mill Street	Flat concrete road bridge with brick-faced buttresses and metal balustrading. M20 th C.	WB258
Portland Street - east of No.86	Warehouse/office. Four storey brick structure with timber casement windows with galzing bars immediately adjacent to the waterway. 7 bays by 8 bays set narrow end to canal. 2 blue brick arches at ground floor by canal with circular window with blue brick surround having glazing bars set as Star of David. M19 th C	WB259
Diglis Basin	Warehouse. Two storey brick structure with timber overhang over loading area of basin. Corrugated steel barrel-vaulted structure adjoining, also of two storeys. E19 th C.	WB260
Diglis Basin	Warehouse. Single storey brick structure with pitched roof. Large gated opening in gable end. E19 th C.	WB261

Diglis Road, Diglis Basin.	Offices. 2 storey structure of unmaintained painted brickwork. Part of ground floor rendered round sanitary station. Some window openings bricked up others have windows in pitiful state of repair/derelict. E19 th C.	WB262
Basin Road, Diglis Basin	Warehouse/offices. 2 storey brick office building with pitched slate roof. Windows mainly timber casement but some steel with glazing bars. Steel framed roof supported on concrete columns overhangs water's edge to provide dry area for unloading. Attached single storey rendered warehouse with pitched concrete tile roof. E19 th C, E20 th C.	WB263
Footbridge leading from Diglis Road wharf to Basin Road	Timber pedestrian swing bridge of 19 th century origins although substantially 20th century construction.	WB264
Footbridge leading from Basin Road Lock No.2	Timber pedestrian swing bridge of 19 th century origins but 20th century construction.	WB265
Lock Cottage	Listed Grade II. C1815.	WB266
Barge Lock No.2	Listed Grade II. C1815. Variety of wooden bollards	WB267
Barge Lock No.1 adjacent to River Severn	Listed Grade II. C1815. Variety of timber bollards	WB268
Immediately south west of Lock No.1	Timber deck swing footbridge with timber handrails and metal bracing. 19 th century origins although largely rebuilt.	WB269
South west of Lock No.1 on bank beside River Severn	Timber signpost. 1986.	WB270

3.8 Index of Locks and Bridges

Name used in Appraisal	Other name/s	Location (nearest highway)	Location (grid reference)
Lock 1	Barge Lock 1	Basin Road	384856/253842
Lock 2	Barge Lock 2	Basin Road	384948/253903
Bridge No.2		Mill Street	385129/254129
Bridge No.3	Sidbury Bridge	Sidbury	385241/254384
Lock 3	Sidbury Lock Commandery Lock King's Head Lock	Sidbury	385244/254410
Bridge No.4	Blockhouse Bridge	Park Street	385379/254634
Lock 4	Blockhouse Lock	Park Street	385399/254649
Bridge No.5		George Street/ Tallow Hill	385511/254991
Bridge No.5A	Peter Underwood Bridge	George Street/ Tallow Hill	385507/255036
Bridge No.6		Cromwell Street	385492/255110
Bridge No.8	Lowesmoor Bridge	Lowesmoor Place	385449/255291
Bridge No.9		Lowesmoor/ Rainbow Hill	385409/255383
Bridge No.10	Railway Viaduct	Westbury Street	385368/255482
Bridge No.11		Lansdowne Road	385189/255963
Bridge No.12		St Georges Lane North	384995/256304
Bridge No.13	Gregory's Mill Bridge	Gregory's Bank	385067/256575
Lock 5	Gregory's Mill Bottom Lock	Gregory's Bank	385090/256592
Lock 6	Gregory's Mill Top Lock	Coleridge Close	385236/256689
Bridge No.14	Astwood Cemetery Bridge	Wordsworth Avenue	385483/256852

Lock 7	Bilford Bottom Lock	Bilford Road	385651/256989
Bridge No.15	Bilford Road Bridge	Bilford Road	385721/257059
Lock 8	Bilford Top Lock	Bilford Road	385740/257049
Bridge No.16	Ivy Bridge	Friesland Close	385962/257431
Bridge No.17		Suffolk Drive	386393/257576
Bridge No.18		Cosgrove Road	386445/257588
Bridge No.19		Blackpole Road	386748/257641
Lock 9	Blackpole Lock	Buckholt Drive	386984/257708
Bridge No.21	Rad Meadow Bridge	Buckholt Drive	387441/257793
Lock 10	Tolladine Lock	Wainwright Road	387838/257674
Bridge No.22	Tolladine Bridge	Wainwright Road	388071/257612
Bridge No.22A	Hindlip (Motorway) Bridge	Northern Link (A449)	388627/257586

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Portuguese

Se necessitar de ajuda para comunicar em Inglês por favor contacte o Serviço de Apoio a Clientes através do 01905 722 233 ou através do e-mail customerservicecentre@worchester.gov.uk

Urdu

اگر انگریزی میں گفتگو کرنے میں آپ کو مدد کی ضرورت ہے تو براہ کرم 01905 722 233 پر یا customerservicecentre@worchester.gov.uk پر کسٹمر سروس سے رابطہ کریں

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