

Fig. 37 Route Assessment Area 11: Lower Heyford to Enslow

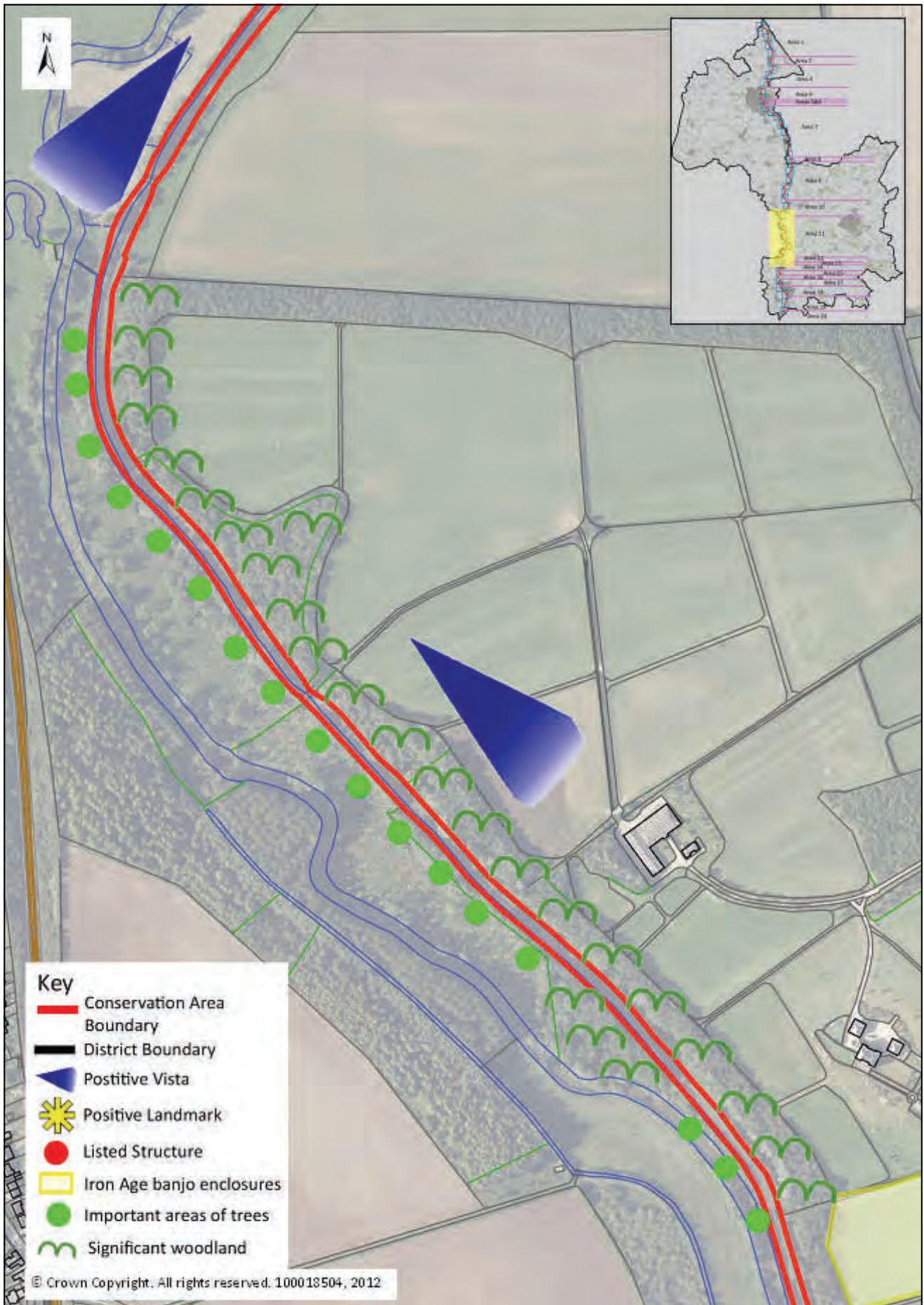


Fig. 38 Route Assessment Area 11: Lower Heyford to Enslow

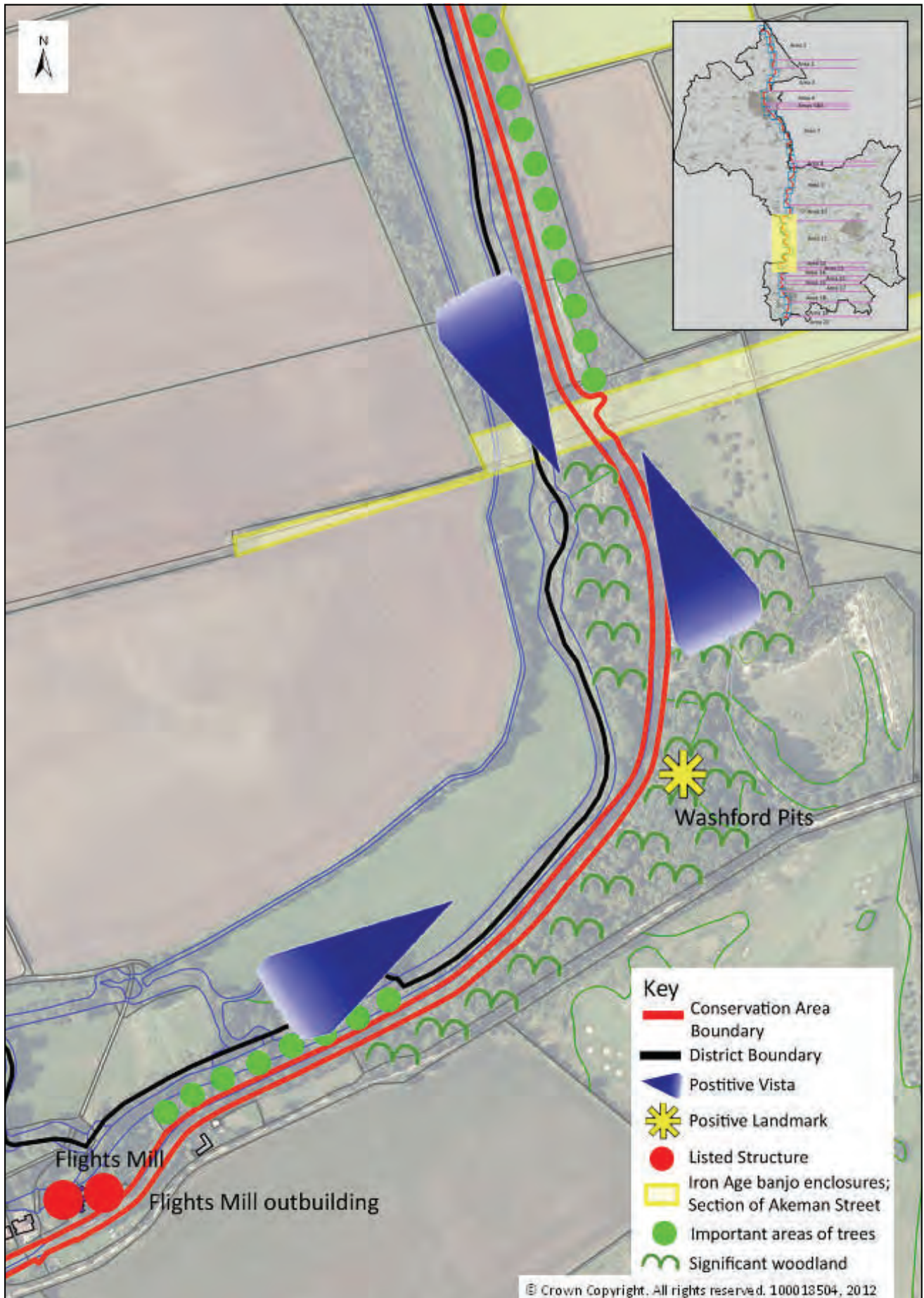


Fig. 39 Route Assessment Area 11: Lower Heyford to Enslow

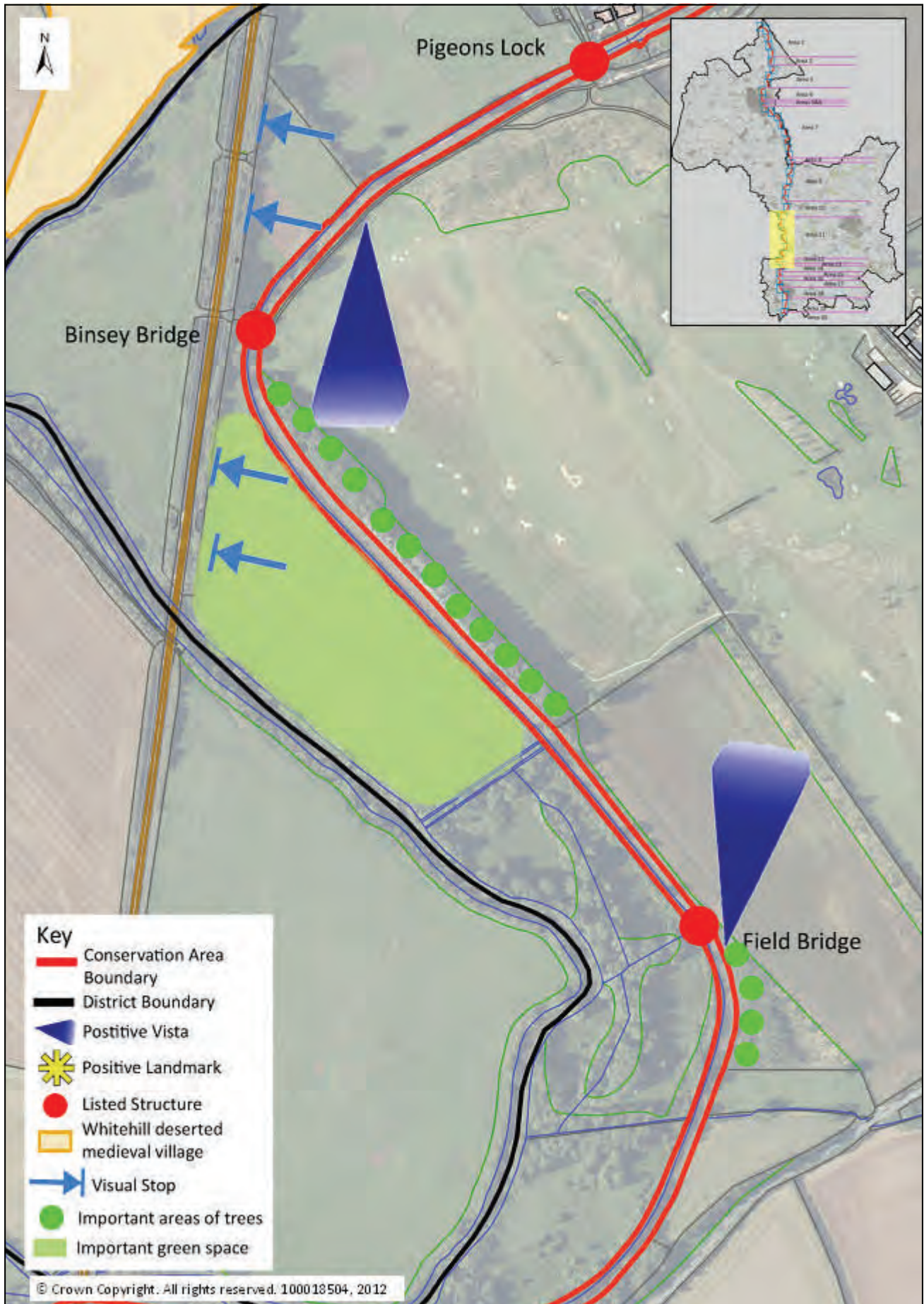


Fig. 40 Route Assessment Area 11: Lower Heyford to Enslow

7.13 Route Assessment Area 12: Enslow to Baker's Lock and Horsebridge (Bridge 217)

7.13.1 Enslow is another busy place for modern narrowboats, with a relatively new boatyard to the north-east of the railway bridge and boats moored on both sides of the canal beyond. At this point the canal and the river are very close. Opposite the wharf, there is also the start of the leat serving the former mill.



Enslow Wharf

7.13.2 The village retains a stone-built canal-side warehouse on the offside, converted into a house, as well as some ancillary buildings behind it associated with the wharf – and the Rock of Gibraltar public house. The wharf and the pub once belonged to the Oxford Canal Company.



The Rock of Gibraltar public house overlooks the canal, river and flood plain

7.13.3 Modern industrial workshops and houses occupy the site of the mill. The railway station, formerly for the nearby village of Bletchington, is closed.



View northeast from Enslow Wharf

7.13.4 The original stone-built canal bridge survives as a footbridge, the road being carried over the canal by a new bridge to the south-west. Below the wharf is another long row of long-term moorings on the tow-path side.

7.13.5 As elsewhere along the canal, the main vistas are still along the canal, with limited views on the offside because of the scrubby woodland. There is no view of any significance through the scattered settlement.

7.13.6 The very large flat arable fields opposite are dominated by the tall chimney and derelict bulk of a cement factory, its chimney dominating the views from the canal. It replaced the one near Kirtlington at the end of the 1920's. Also visible in the vicinity are large radio dishes.



Junction of canal and River Cherwell near Baker's Lock

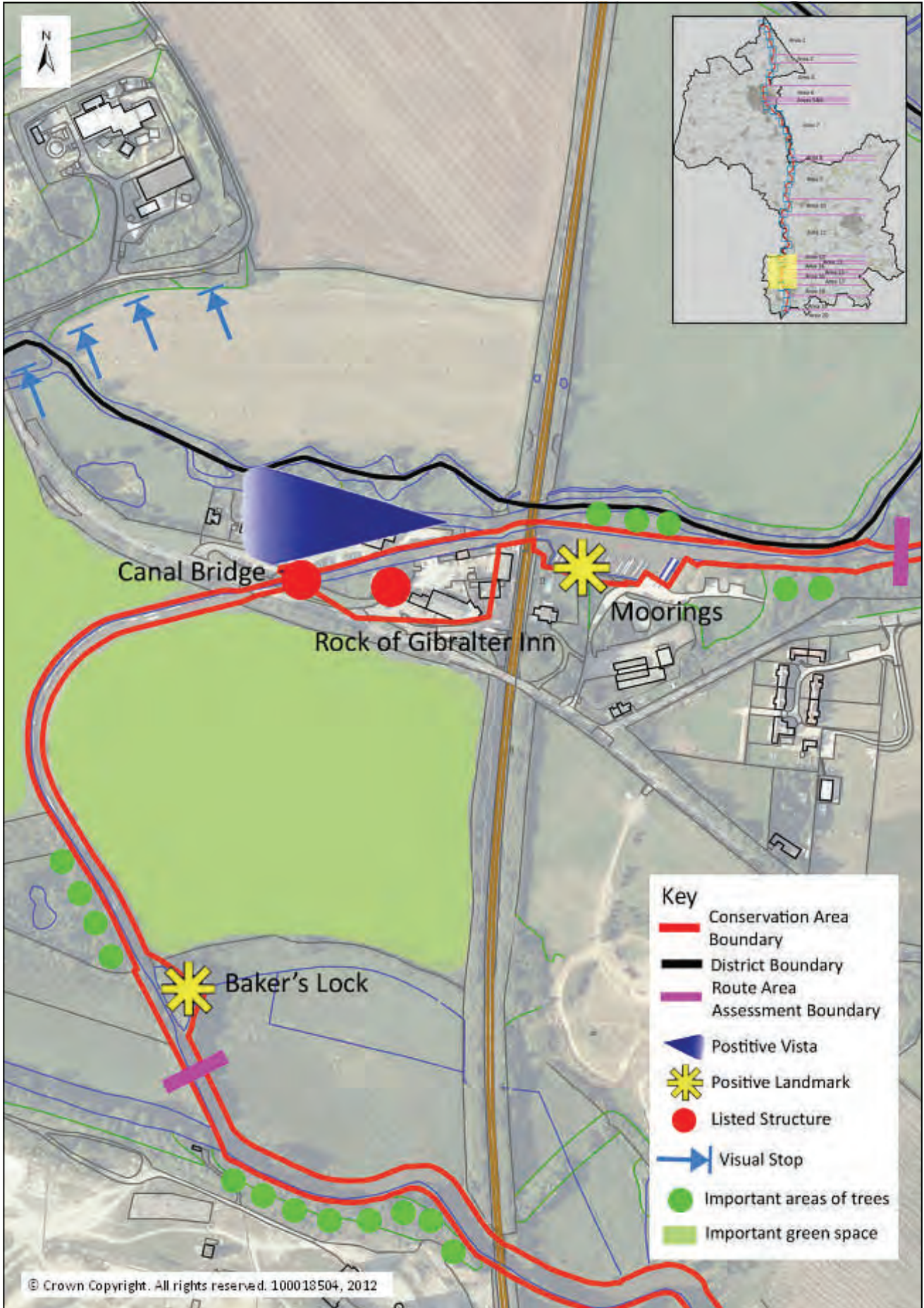


Fig. 41 Route Assessment Area 12 & 13: Enslow to Baker's Lock & Horsebridge; Horsebridge to Shiptonweir Lock

7.14 Route Assessment Area 13: Horsebridge (Bridge 217) to Shiptonwier Lock (Bridge 218)

7.14.1 Below Baker's Lock, the canal joins the River Cherwell and the navigation uses the river for about a mile. This section, despite the bulk of the cement works occasionally being visible, completely unlike any other canalscape.



River section: wide and fast flowing

7.14.2 The river is wider than the canal, faster flowing, with quite sharp bends and pleasant tree-lined meadows on the opposite side to the towpath. Its banks are quite irregular and the towpath is some distance from the bank, enhancing the river-like scenery.

7.14.3 The towpath hedgerow is wildly overgrown, and there is a degree of scrubby woodland between it and the fields as well. The whole scene is rather idyllic and more woods reappear on the offside towards the southern end of this section.



River Cherwell looking downstream: the trees and scrubby vegetation give the area a closed-in atmosphere

7.14.4 The river is not, however, entirely natural; the towpath is on a shallow embankment and there was clearly a degree of engineering required to ensure that there was a minimum depth of water. It is noted as being a little hazardous in times of heavy rainfall and can occasionally flood.

7.14.5 The canal leaves the river at Shiptonwier Lock, the second of the unusual shallow octagonal locks on the canal. The Cherwell continues southwards whilst the canal loops back towards the western side of the valley floor.



Shiptonwier Lock

7.14.6 Views in this section are mainly up and down the meandering river or across from the towpath to the offside and the fields beyond, ending in the low hills of the valley side. The towpath hedge and scrubby woodland adjacent to it restrict views in this direction, but through gaps can be seen large flat fields with few hedges.



Derelict cement works visible in the distance

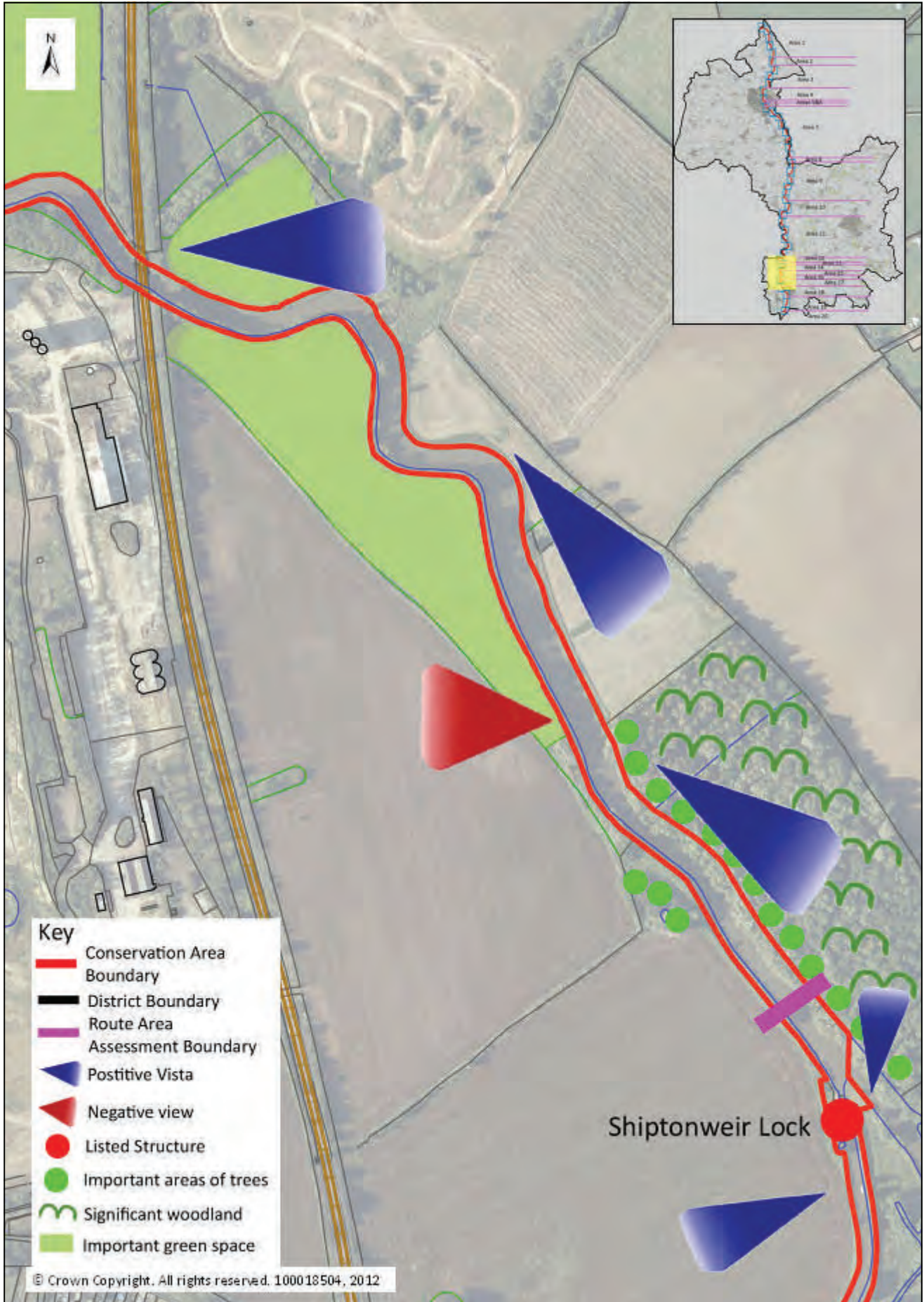


Fig. 42 Route Assessment Area 13 & 14: Horsebridge to Shiptonweir Lock; Shiptonweir Lock to Shipton

7.15 Route Assessment Area 14: Shiptonweir Lock to Shipton

7.15.1 The towpath changes sides at the lock by a cast-iron footbridge of uncertain date; the canal then loops round almost 180 degrees before turning again towards Shipton on Cherwell. From the towpath the lift bridge before the village (Bridge 219) is clearly visible from some distance away, as is the long curve of the towpath hedge. Unfortunately, it is difficult to see through the hedgerow to look closely at the lonely little church of Hampton Gay or the gaunt ruins of the nearby mansion.



7.15.3 The canal then passes through the edge of Shipton-on-Cherwell and right by the eastern end of its medieval church on the west bank. Despite its proximity to the village there is little interaction between canal and settlement, although a few gardens do run down to the canal bank on the offside east of the church.

7.15.4 The main canal interest in Shipton is the stop gate above the bridge, designed to close off a section of canal in emergencies or for maintenance; it is the only one in the conservation area.



Shipton Stop Gate

7.15.2 The railway crosses again just past the lift bridge. This was the scene of a fatal accident in the 1870's when a train derailed and some carriages fell into the canal. Beyond this are the abutments of the shorter lived branch line to Woodstock.

7.15.5 On the towpath side the views of the valley floor are still restricted by the overgrown hedge, and the views over to the offside, though extensive, are of large fields with few features of note other than the cement works, its chimney and flat fields with few hedges.



The railway crash on Christmas Eve 1874 at Shipton was the worst in the history of the Great Western Railway



View from River Cherwell to the canal

7.16 Route Assessment Area 15: Thrupp

7.16.1 From Shipton there are moored boats virtually all the way to Thrupp on the towpath side. After a bend in the canal there is a long straight section called Thrupp Wide, and this is, as its name suggested, wider than most sections of the canal.



Looking south along the canal at Thrupp

7.16.2 On the offside there are woods and a low but steep bank. The towpath runs on the embankment between the canal and the river but at this point is tamed with modern gravel surfaces and the domestic facilities for those using the moorings, which are private. At the end of the Wide the canal makes a right-angled turn by the wharf.



Looking north through the trees to the church

7.16.3 Thrupp is considered to be one of the finer canal villages, and considered to have developed simply because of the canal. Whilst there is some truth in this, it does seem that the thatched stone-built cottages in the canal yard predate the canal and could be conversions of agricultural buildings.

7.16.4 At the canal end of the yard the small buildings were built for the canal and have been converted to new canal-related uses, such as a cafe. All of this yard area was owned by the canal company, who also owned two small buildings on the opposite side of the canal by the wharf.

7.16.5 Immediately to the south of these remodelled wharf buildings is a former farmyard with a large former threshing barn; this may also predate the canal. It may even be that the existence of these earlier buildings partly accounts for the very sudden right-angled bend for which Thrupp is notorious.



Thrupp Yard

7.16.6 From the turn and the renewed lift bridge, the lane between the towpath and the tall stone wall of the farmyard makes an attractive contrast with the moored boats. Further on to the south other buildings include a pleasant terrace of stone built cottages parallel to the canal, possibly partly converted from a salt warehouse, together with a pub, and a former Baptist chapel, now converted to a house. South of the village is a section of canal with trees or overgrown hedgerows on either side curving round to meet the main road.

7.16.7 The views in the Thrupp section are mainly canal related, up and down 'the cut' and into the canal yard. In the Thrupp Wide section to the north-west of the turn the views are restricted on the offside by trees but open out after the turn to fields in the valley bottom and the railway embankment beyond, contrasting with the rubblestone buildings and boundary walls on the towpath side of the canal.

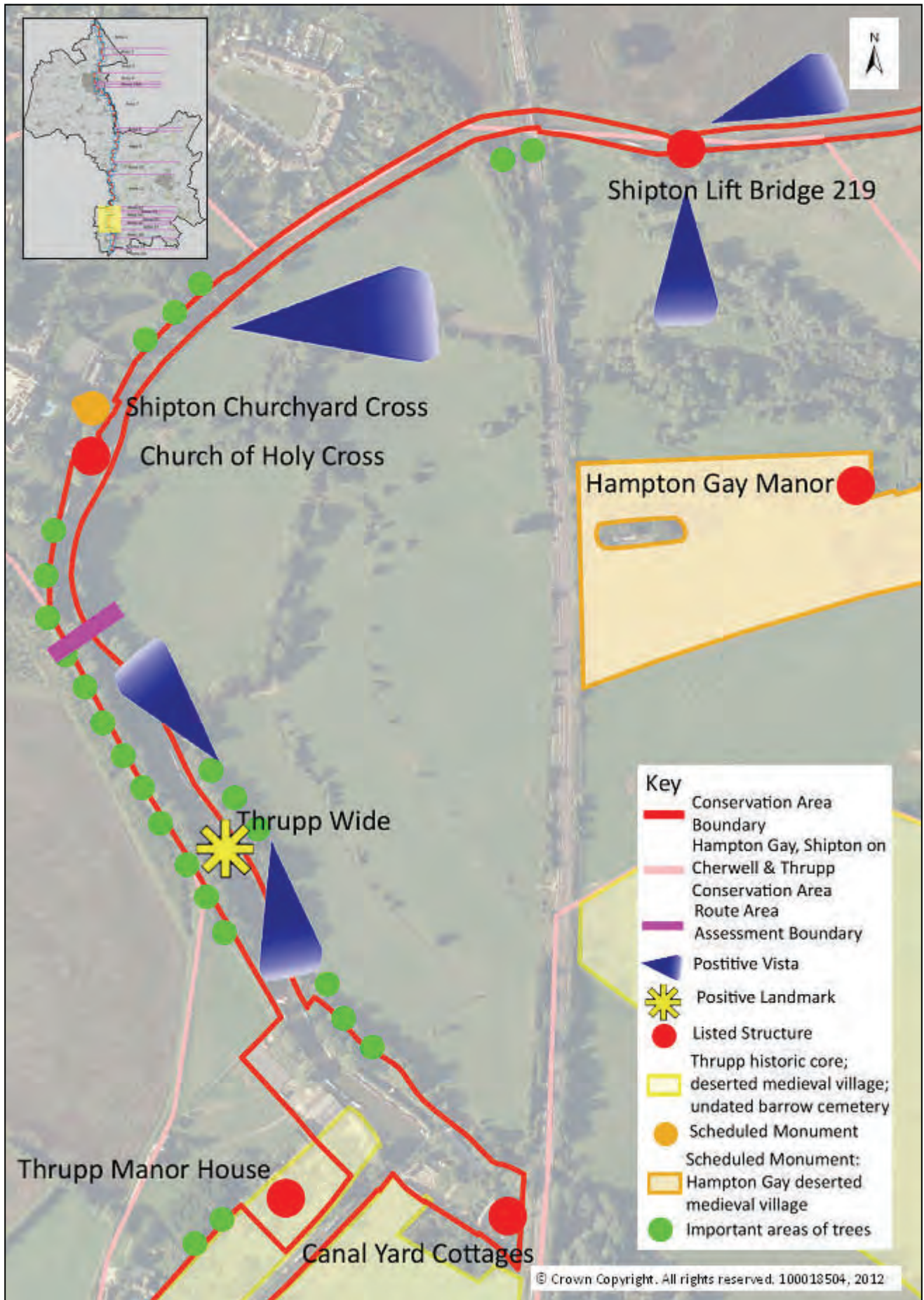


Fig. 43 Route Assessment Area 14v & 15: Shiptonweir Lock to Shipton; Thrupp

7.17 Route Assessment Area 16: Sparrow Gap Bridge (Bridge 223) to Langford Lane

7.17.1 Narrowboats are moored to the towpath side all the way from Thrupp with only a few gaps as far as Langford Lane bridge. The canal turns to the south-east and for a while runs parallel to the busy A423; the Jolly Boatman pub is sited between the canal and the road and is popular with boaters, especially in the summer, though was not built as a pub.



Jolly Boatman pub and bridge

7.17.2 The canal then approaches Kidlington, a large village on the northern edge of Oxford. In this short straight section the busy traffic impacts adversely on the character of the canal. The traffic is close to the towpath, though visually hidden by the towpath hedge. Offside views are also partly hidden by overgrown hedges.



View south towards Kidlington

7.17.3 The bridge taking the main road across the canal is a well-designed example from the 1930s, beyond which are the surviving stone-built buildings of Langford Lane wharf, which is no longer canal related. The angle of the short terrace probably respects earlier property boundaries; these cottages were thatched until being rebuilt after a fire. There are also buildings on the opposite bank, including a pub, and there was probably some wharfage on that side as well. This was the closest the canal came to a roadside conveniently situated for the small town of Woodstock to the north-west.



Cottages at Kidlington Wharf: former warehouses

7.17.4 For about a mile after the wharf, the canalscape is fairly unattractive; there are moored boats on the towpath side, overhung by the overgrown hedgerow. On the offside are modern industrial units, roughly screened by overgrown hedges and trees, providing limited views.



Kidlington Wharf

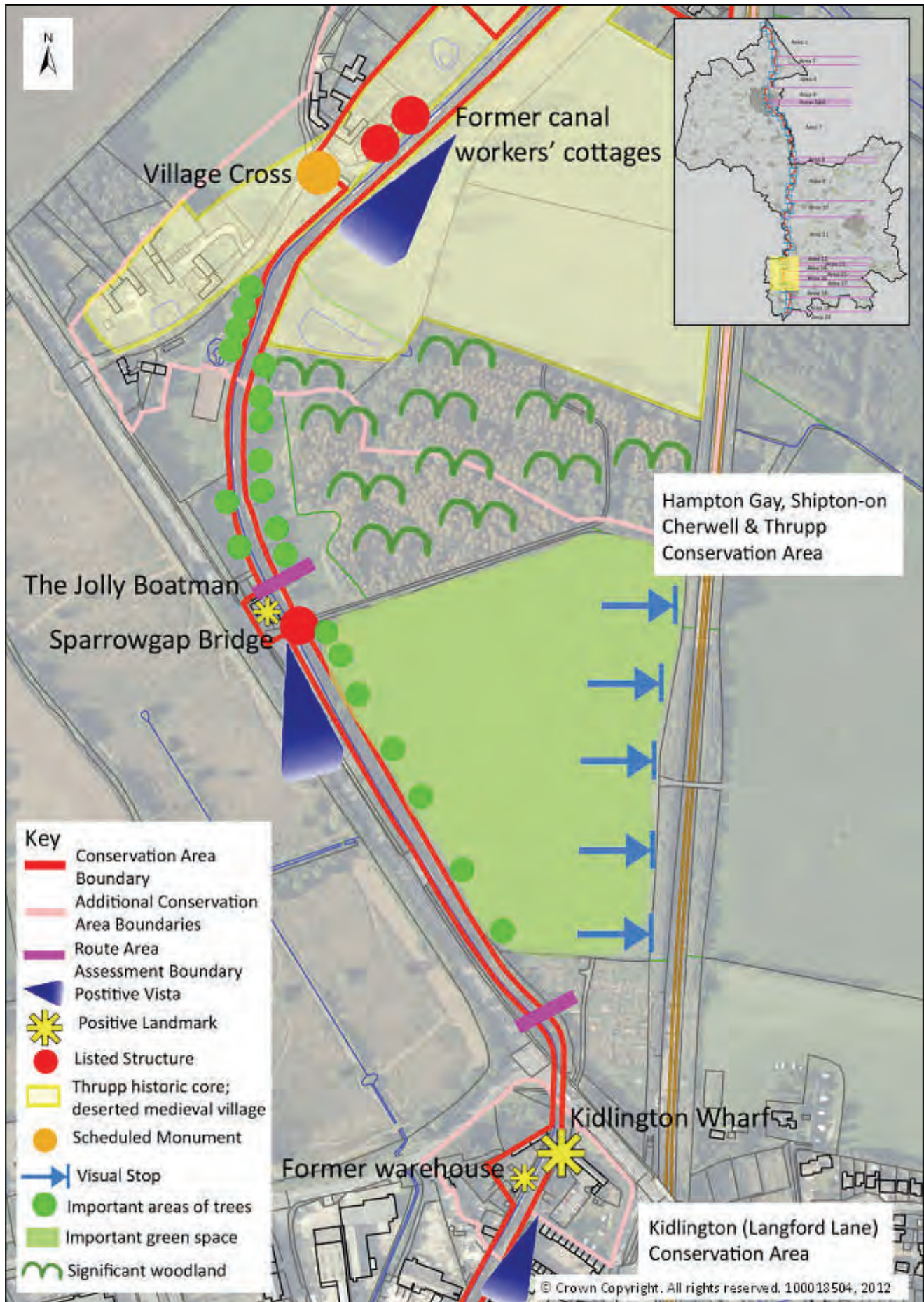


Fig. 44 Route Assessment Area 16 & 17: Sparrowgap Bridge to Langford Lane; South of Langford Lane to Roundham Lock

7.18 Route Assessment Area 17: South of Langford Lane to Roundham Lock

7.18.1 To the south of a modern road bridge the setting of the canal becomes fairly rural again as far as Roundham Lock. There are overgrown shrubs and hedgerows on both sides and, for about the first time within the study area, the canal line is consistently straight for several quite long stretches.

7.18.2 Views are still limited, mainly due to the overgrowth on the offside, which also has the benefit of hiding modern urban developments further away from the canal, and the overgrown towpath hedge. Occasionally there are gaps in the hedge to allow views over quite scrubby fields.

7.18.3 By the surviving abutments of former lift bridge No.225 is a World War Two pill box on the offside; this presumably dates from 1940 and the only one actually on the line of the canal to survive.



Pillbox and bridge abutments



Roundham Lock

7.19 Route Assessment Area 18: Roundham Lock to Kidlington Green Lock

7.19.1 Evidently, until the second half of the 20th century, the next section as far as Kidlington Green Lock would have been very similar in character to Areas 17 and 19, and, indeed, large sections of the canal.



The canal sits between it's the open fields and modern housing; similarly to Banbury, this area sees great activity levels due to this heightened interaction

7.19.2 However, there have recently been major housing developments on the offside, and the canal becomes the boundary between modern housing estates on the east and the water meadows to the west, beyond which is the railway.

7.19.3 As there are very few crossing points, this boundary is almost impermeable and the differences between the two landscapes is quite marked. There are few opportunities for views through the towpath hedge. The views across to the housing show how near to the canal the land has been developed.



View west from Bullers Bridge across the fields

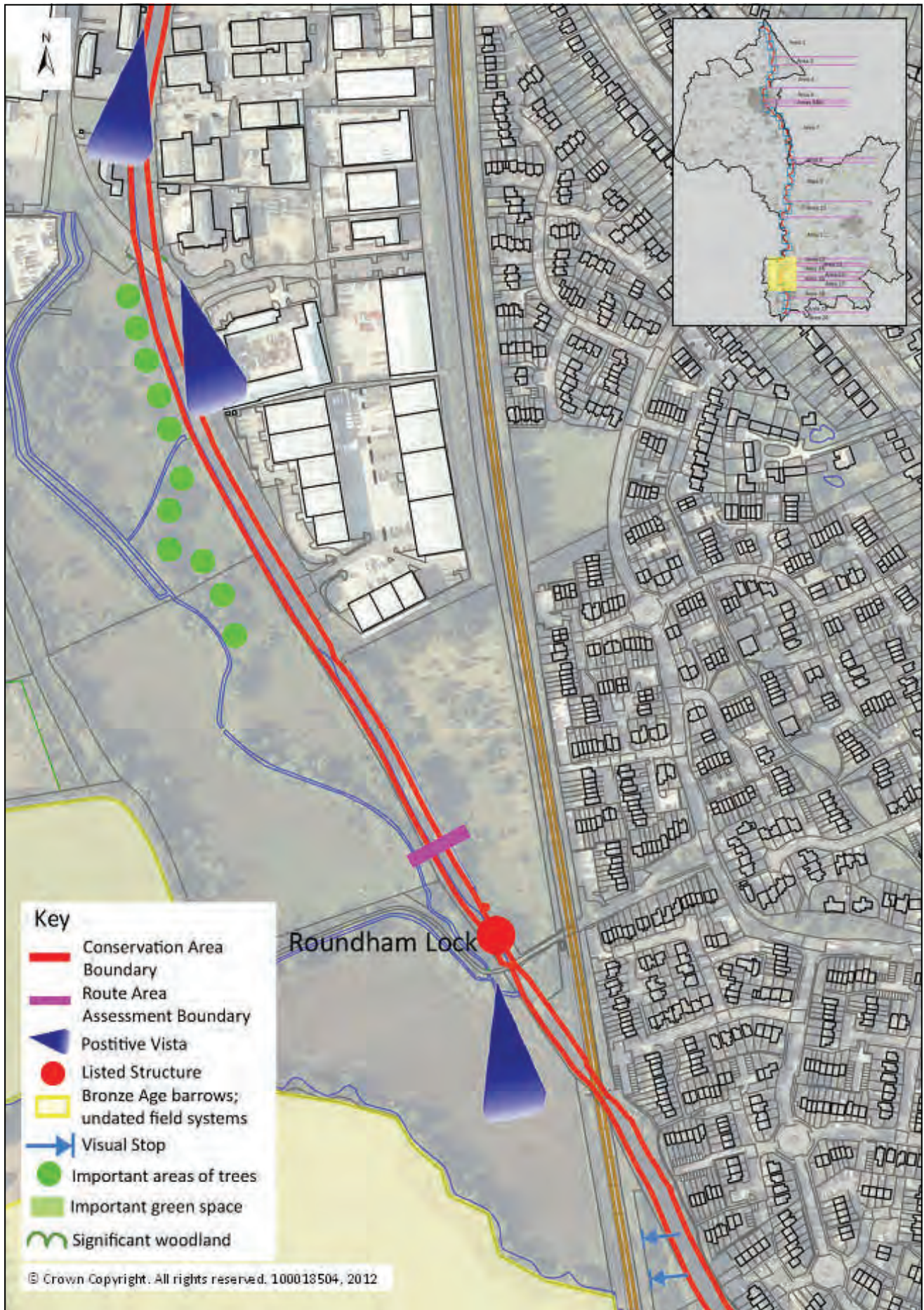


Fig. 45 Route Assessment Area 17 & 18: South of Langford Lane to Roundham Lock; Roundham Lock to Kidlington Green Lock

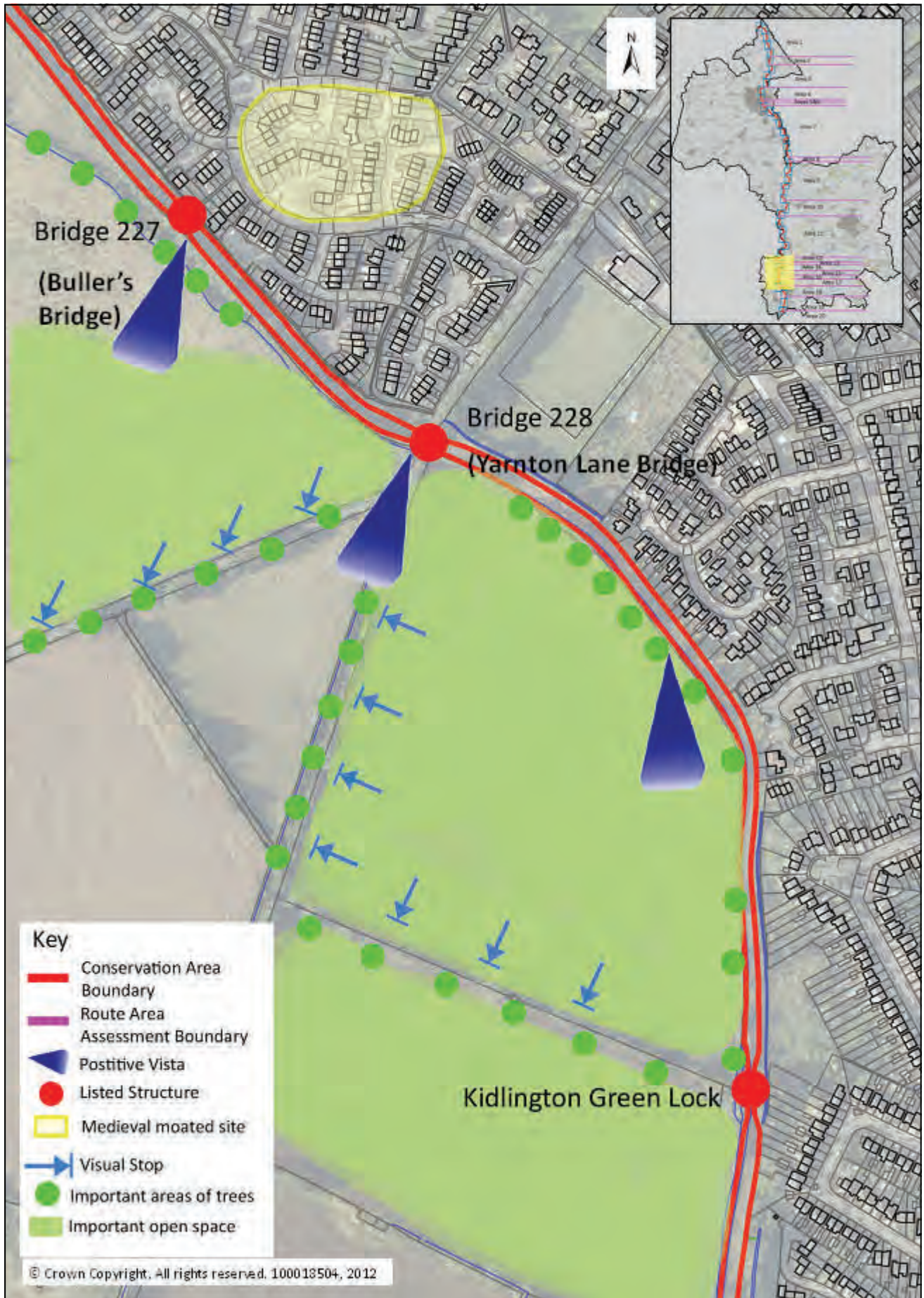


Fig. 46 Route Assessment Area 18: Roundham Lock to Kidlington Green Lock

7.20 Route Assessment Area 19: Kidlington Green Lock to the Oxford By-pass

7.20.1 South of Kidlington Green lock is another long straight section of canal with fairly scrubby fields and overgrown hedges on both sides, but few houses. Beyond the offside fields, however, the Oxford bypass becomes visible and audible. Nevertheless, this is still rural rather than suburban in character. Moored live-aboard boats appear on the towpath side above Duke's Lock.



Rural stretch south of Kidlington

7.20.2 The terrain is much flatter in this area, where the Cherwell valley merges with that of the flat meadows of the Thames. The views are mainly to the offside, where there are breaks in the trees, and of large open fields with the earthworks and bridgeworks of the by-pass visible in the background. Beyond the hedge on the towpath side, the railway gradually rejoins the canal and the very limited views through the hedge are terminated by earthworks.



King's Bridge



Junction with Duke's Cut

7.20.3 The vistas open out slightly to the south of Duke's Lock and the junction with the Duke's Cut, forming an attractive canalscape in its own right with the locks and the lock-keeper's cottage. However, most views are mainly of fields on the offside with 20th century earthworks and viaducts of roads as a back drop.



View from Bridge 231



Remains of King's Wharf

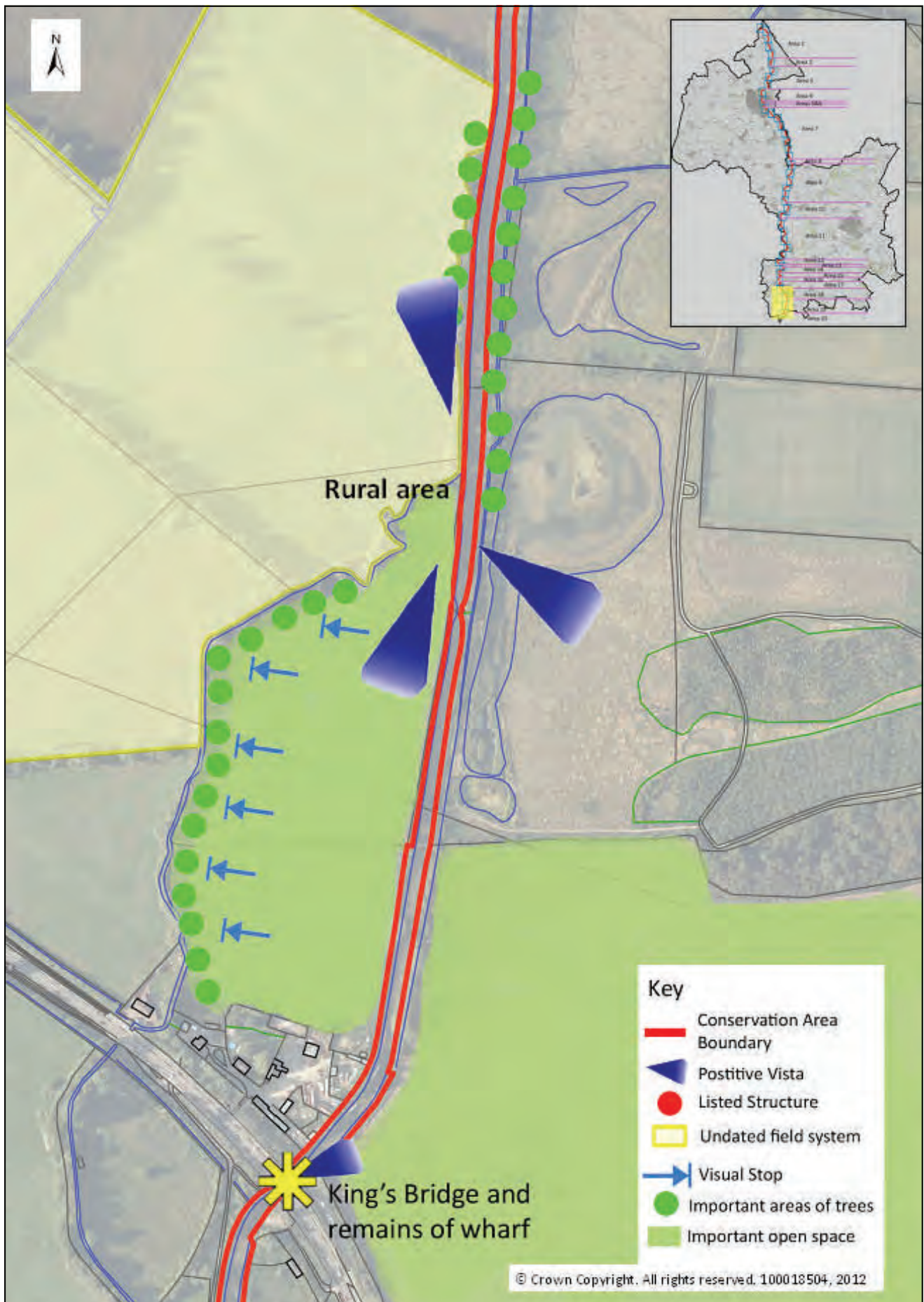


Fig. 47 Route Assessment Area 19: Oxford Bypass

7.21 Route Assessment Area 20: The Duke's Cut



View north past the Duke's Cut

7.21.1 The end of the conservation Area is at the redrawn southern boundary of Cherwell District. Towering over the last lift bridge in this section is the not unattractive viaduct of the Oxford by-pass, a fairly good example of concrete engineering which does not intrude too much on the vistas along the valley. However, of course, like all such features, it brings with it the virtually incessant roar of traffic.

7.21.2 Below Duke's Lock the short Duke's Cut provides a link from the canal to an arm of the Thames. The junction is guarded by the lock keeper's house and the main towpath crosses the Cut on a brick bridge.

7.21.3 The Cut has its own lock – which can fall either way depending of river levels; this is now crossed by the main railway line and another main road crosses it close by. The Cut has a few moored barges and a very muddy towpath. On its offside, to the south, is a large lake, only just visible through the offside trees even in winter.

7.21.4 The junction with this branch of the Thames is not exactly dramatic and hemmed in by trees on all sides. The river meadows are only visible after a short walk through scrubby woodland and out of the conservation area. All the other views are restricted to the canal arm.



Bridge 233, the Oxford Bypass and southern end of the conservation area



The Duke's Cut



Duke's Cut Lock

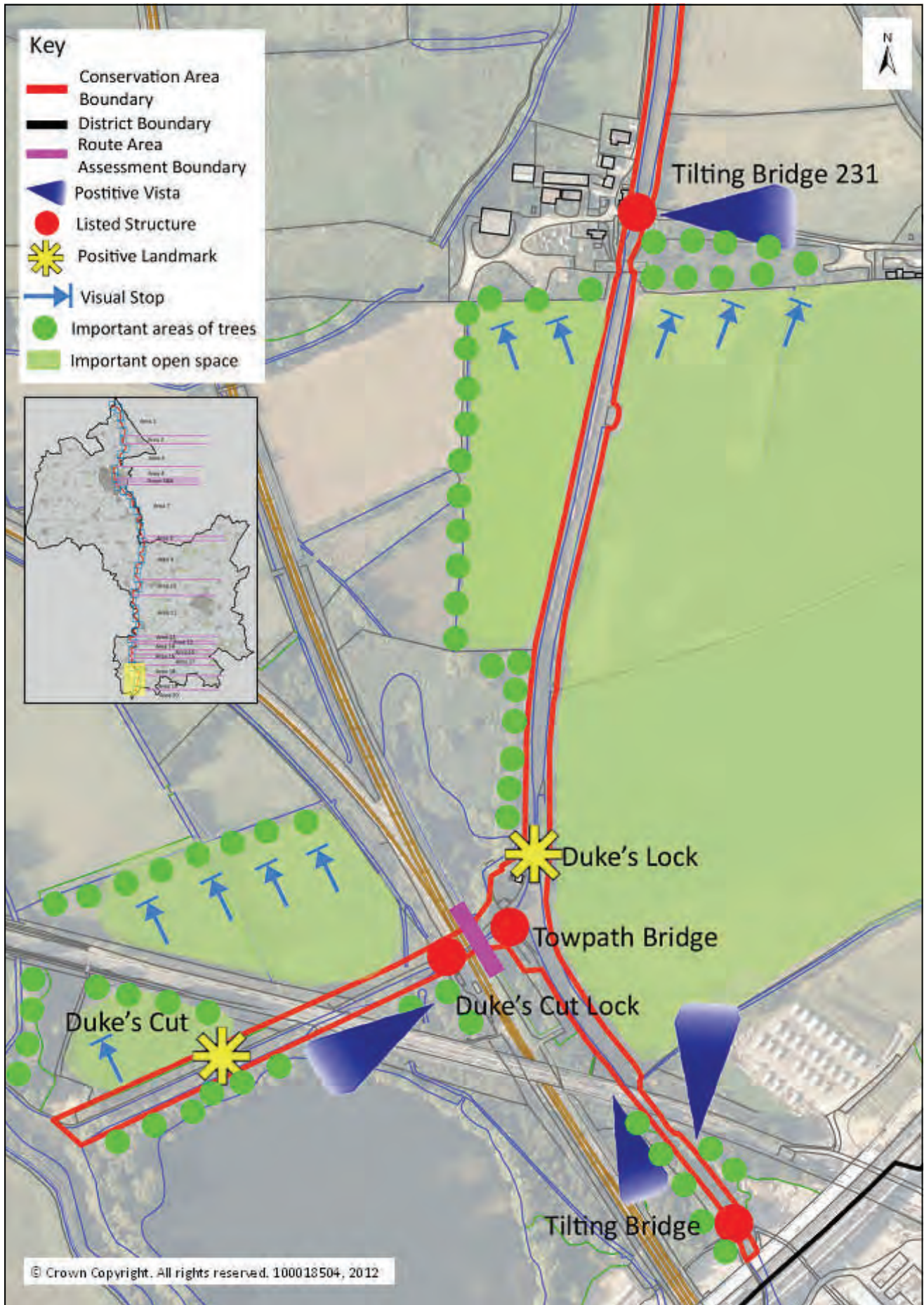


Fig. 48 Route Assessment Area 19 & 20: Oxford Bypass; The Duke's Cut

8. Management Plan

Opportunities for Management and Enhancement

The canal is an attractive feature that bisects the district. It has two principle aspects: its general homogeneity, and the pragmatic use of local materials in structures without any architectural pretensions. While its special historic character is clear, it is important that the features which contribute to its character are formally recognised and celebrated. It can also be useful to identify opportunities to enhance the conservation area. Positive conservation management will ensure the ongoing protection of the canal's special character.

1. Boundaries and hedges

The boundaries to the canal are generally thick hedges on the towpath side and left open on the offside. In some areas, this hedge has been removed and replaced by modern fencing, although some brick wharf walls in Banbury survive. Willow trees near Clattercote could be the remnants of paling used to keep cattle away from the canal. This strong boundary is a significant element of the character of the canal. All attempts should be made to retain it if possible or replace it if not. Existing walls taller than one metre next to a highway and two metres elsewhere in the conservation area are protected from unauthorised demolition.

ACTION: Boundaries which make a positive contribution to the character of the conservation area should be retained. New boundary treatments should match the character of the existing boundaries.

2. Tree management

Conservation area designation affords protection to trees from unauthorised felling or lopping. The wooded sections (such as at Clattercote and Somerton) and the informal trees along the length of the canal make a positive contribution to the character of the conservation area. There are also several attractive shrubs and hedges along the route which act as a landmark and enhance the conservation area.

ACTION: The existing wooded areas and hedges along the route of the canal should be retained. The trees should be managed to promote their longevity and to ensure that they do not become a danger to canal users. Opportunities should be taken as

appropriate to plant young trees in order to ensure the continued presence of mature trees in the future.

3. Sensitive new development within the conservation area

The greater majority of the conservation area will not be suitable for development. However, there are small areas of wharfs and similar where future development may be considered. To be successful, any future development within the conservation area needs to be mindful of the character of the canal.

Successful new development in historic areas should:

- Relate well to the geography and history of the place and the lie of the land
- Sit happily in the pattern of existing development and routes through and around it
- Respect important views
- Respect the scale of neighbouring buildings
- Use materials and building methods which are as high in quality as those used in existing buildings
- Create new views and juxtapositions which add to the variety and texture of their setting

ACTION: New development should respond sensitively and creatively to the historic environment while at the same time being distinctly of the 21st century and addressing issues such as sustainability and energy efficiency.

4. Development affecting the setting of the conservation area

Development at the edges of the conservation area can have a significant impact on the character of the area and its sense of place. Development affecting the setting of the conservation area should have regard to its historic context and make use of traditional materials, appropriate scale, massing and plot layouts to reinforce the distinctive character of the canal.

ACTION: The impact of development on the character and appearance of the conservation area will be a consideration in the planning process. This applies equally to development outside the conservation area if it is likely to affect the setting.

5. Land use

The character of the proposed conservation area relies largely on the existing pattern of land uses established within sight of the canal. While continuing pressure for development across the district is also true along the route of the canal, sympathetic re-use of existing buildings and the continued agricultural use of the land could enhance its character. Finding new uses for buildings can be difficult due to their size, complexity and accessibility, but economically viable complementary alternative uses are preferable to loss of structures and open land.

ACTION: Change of use of buildings and areas can impact on the character and appearance of the conservation area, and as such will be a consideration in the planning process.

6. Specific issues

Specific issues which have the potential to affect the historic character and appearance of the conservation area have been identified as follows:

- Towpath condition
- Availability of parking
- Minor alterations to buildings and canal structures
- Choice of materials for structures and accompanying canal furniture (signage etc)
- Archaeology
- Development in Banbury
- Canal related dwellings
- Marinas
- Canalside housing
- Residential mooring
- Bridge replacement
- Ecology

ACTION: Open a dialogue between CDC, residents, landowners, tourists and the Canal & Rivers Trust to work on an enhancement and management plan for the length of the canal, including maintenance.

7. Enforcement and remediation

If changes in the appearance and condition of the conservation area are monitored regularly, action can be taken promptly to deal with any problems as they arise.

Such areas may include:

- Dialogue with service provider, stakeholders and Canal & Rivers Trust
- Maintenance of the towpath
- Archaeological investigation and recording prior to development
- Programme of monitoring changes
- Maintenance of empty, abandoned or neglected structures
- Consider development of a management protocol to address the improved management of live-aboard moorings
- Review the conservation area boundary periodically as part of the Council's ongoing programme

ACTION: Work with appropriate parties such as the County Councils, English Heritage, the Trust and Network Rail to monitor the canal and prepare for any emergency works.

8. Heritage Partnership Agreement

The question of management and responsibilities is a key issue along the length of the canal. Day-to-day management is the responsibility of the Canal and Rivers Trust, whereas the District Councils are responsible for planning matters. To ensure that these issues are addressed consistently, the negotiation of a Heritage Partnership agreement is suggested. This non-statutory agreement has potential benefits, such as creating a common approach to management and regulatory authority, while establishing a core document to which reference can be made.

Such agreements usually contain action plans which deal with issues of key management and long-term visions. For the Oxford Canal, it might cover the following topics:

- Range and scope of repairs, materials, methodologies and approach
- Mechanisms to deal with visitors and tourism
- Design and the public realm
- Trees, hedges and the natural environment
- Residential moorings
- Towpath improvements
- Boundary treatments
- Water quality

ACTION: Work with the Canal & Rivers Trust to help produce a Heritage Partnership Agreement to help with the long-term preservation and continuation of the canal.

9. Conservation Area Boundary Justification

9.1 Linear features such as the Oxford Canal differ from the typical conservation areas in that they do not relate to a specific settlement of part thereof. This conservation area can be thought of as a consistent thread linking a whole series of areas, and also as a coherent historic element in its own right.

9.2 The appraisal and designation of such areas therefore needs to initially assess the balance between these two aspects of the proposed linear conservation area. That balance will be influenced by several things, including the nature and significance of the canal infrastructure, the character of the landscape through which it runs, and the interface between the two.



Canal infrastructure sits in the rural landscape near Cropredy

9.3 Apart from its passage through Banbury and the brush with Kidlington at its southern extremity, it is essentially rural in character. That character is fairly homogenous, reflecting the valley around it.

9.4 The valley flows between relatively low and rolling hills. Its sides are gently sloped and the river meanders across the gravels of its flood plain. The large hedged fields continue uninterrupted up the slopes, and the agriculture is mixed, with cattle and sheep as well as large areas of arable.

9.5 The settlement pattern is also similar throughout the valley above and below Banbury, with the villages deliberately sited on the higher ground above the flood plain and often well away from the river. The only significant sites close to the river are, inevitably, the mill sites, many clearly of great antiquity and all with long and often meandering leats and tail races.

9.6 The relationship between the canal and its setting also changes little throughout its journey down the valley, the Banbury section again excepted. It takes broad sweeping meanders down the valley as it attempts to keep as long as possible to the same contour level, sometimes veering towards the villages at the valley sides but generally avoiding earlier established settlements. Where it does occasional come close to a village it tends to pass along its edge, such as at Upper and Lower Heyford.



Cottages at Lower Heyford

9.7 Whilst small hamlets grew up at wharf sites, usually on the edge of villages or where roads leading to them crossed the canal, there were no completely new settlements created because of the canal. Even Thrupp, often considered to be a classic new canal village, was a well established manorial complex before the arrival of the canal. The large farm complex remains close to the wharf, and in the main canal yard former agricultural buildings, probably part of the manorial mill, were acquired by the canal company and converted to housing.

9.8 It is therefore suggested that the historical geography and landscape of the rural areas in the Cherwell valley had little direct influence on the route of the canal, for which topography and water supply issues were far more important. Similarly, the construction of the canal had surprisingly little impact on the wider landscape or its settlement patterns.

9.9 It is considered that the main justification for the creation of a conservation area is the intrinsic historical importance, heritage and amenity value of the Oxford Canal itself. Its value as a long-distance link through the whole valley, linking several established conservation areas, is important but secondary.



Cropredy wharf and cottage: the boundary line extends to include the house as part of the conservation area

9.10 As a result, the suggested boundaries of the conservation area are tightly drawn mainly along the canal. For most of the route, on the towpath side the towpath hedge or, in places, its former position, marks a logical boundary to the area but the earthworks of the canal usually extend a little further and should be included within the conservation area; on the offside, a nominal 1m on the bank has been chosen unless there are canal related earthworks.

9.11 Where there are canal related features, such as historic wharfs and locks, the boundary is extended to encompass them. In a handful of cases the area has also been extended to include historic canal related woodland, notably the shallow embankment near Clattercote and the adjacent section of the Boddington feeder.

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The area behind Castle Quay teeming with life at the Banbury Canal Day

9.13 Within Banbury, most of the canal-related landscape and developments north of Bridge Street have been lost, especially after the construction of the Castle Quays development. Apart from the included Tooley's boatyard, none of the former wharf areas have been included. In contrast, there is still fragmentary survival of canal-related landscape within the town south of Bridge Street, between the canal and Lower Cherwell Street, and this area has been included.



Atmospheric scenery on the outskirts of Banbury

10. Effects of Conservation Area Designation

Special Controls

10.1 In order to protect the special environment, stricter controls exist within the Conservation Area. These are not intended as a hindrance to change, but as positive management to safeguard the character of the area as a whole. These include:

- ◆ Additional powers of control to dwelling houses for extensions, roof extension and alterations, cladding, garages and satellite dish locations
- ◆ Most works involving total demolition require Conservation Area Consent. Consent for demolition will not normally be granted until it is known what form redevelopment will take
- ◆ Work to trees requires six weeks notice to be given to the Council

With all proposal for development and the display of advertisements in a conservation area, greater care is necessary to ensure that scheme enhance and preserve the area's special character. Design and choice of materials are of particular importance in this respect.

Detailed effects of designation can be obtained from the Council's Planning department (contact details on back cover).

Listed Buildings

10.2 A Listed Building is a building that is considered to be of 'special architectural or historic interest' and as such requires special protection. Once listed, a building is protected under the Planning (Listed Buildings and Conservation Areas) Act 1990. The Listing protects the entire building both externally and internally irrespective of the reason for listing as well as any object or structure fixed to it or any object or structure within the 'curtilage' of the building, which has existed since before 1st July 1948. This is to ensure that the special character of both the building and its setting are protected.

10.3 Where works are proposed to a Listed Building, it is always advisable to check with the Council's Design and Conservation Team whether Listed Building Consent is required. In any works proposed, special regard must be given to the desirability of preserving the building, its setting and special features of interest.

10.4 In considering any works to a listed building the principle objective must be to retain all original features and fabric of the building wherever possible. Listed Building Consent is required for the demolition of a listed building or for alteration, which would affect the building's character, integrity or special interest. This could include changing windows and doors, changing roofing materials, painting brickwork, moving or replacing internal walls, fireplaces or staircases. Like-for-like repairs may not need consent but it is always advisable to check prior to undertaking any works as the carrying out of works without the necessary consent is a criminal offence with significant penalties for those involved following a successful prosecution.

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Appendix 1: Policies

Main Legislation	National Policy Guidance	Local Policy
Town and Country Planning Act 1990	NPPF (National Planning Policy Framework)	Adopted Cherwell Local Plan 1996
Planning (Listed Buildings and Conservation Areas) Act 1990		South Northamptonshire Local Plan 1997
Ancient Monuments and Archaeological Areas Act 1979		Cherwell Non-Statutory Local Plan 2011
		West Northamptonshire Joint Core Strategy Pre-Submission Draft Plan 2011
		The Cherwell Local Plan Proposed Submission Draft May 2012

Specific Local Policies

Adopted Cherwell Local Plan 1996:

C5, C13, C18, C23, C28, C29, C30, H26, TR11, R7, R9
ENV7

South Northamptonshire Local Plan 1997

EV10, EV11, EV25

Cherwell Non-Statutory Local Plan 2011

TR20, R2, R14, R16, EN12, EN13, EN28, EN34, EN35,
EN39, EN40, EN42, EN43, EN45, EN45A, EN47, EN51,
D10, D11, S5

West Northamptonshire Joint Core Strategy Pre-Submission Draft Plan 2011

C3

The Cherwell Local Plan Proposed Submission Draft May 2012

SLE2, SLE3, BSC10, ESD6, ESD8, ESD10, ESD11, ESD13,
ESD16, ESD17, Banbury 1, Banbury 4, Banbury 7,
Banbury 9, Banbury 14

Appendix 2: Listed Buildings

within the Conservation Area

List Entry	Name	Grade	List Date
1216144	Field Bridge 145, Claydon	II	26.02.1988
1215892	Lock to the North of Bridge 146, Claydon	II	26.02.1988
1287882	Field Bridge 146, Claydon	II	26.02.1988
1216170	Elkington Lock, Cropredy	II	26.02.1988
1287687	Field Bridge 148, Cropredy	II	26.02.1988
1216171	Field Bridge 149, Cropredy	II	26.02.1988
1216172	Road Bridge 150, Appletree Lane, Cropredy	II	26.02.1988
1216332	Cropredy Lock	II	26.02.1988
1253432	Wharf House, Cropredy	II	24.08.1994
1215874	Field Bridge 155, nr Cropredy Mill	II	26.02.1988
1215934	Field Bridge 156, School Lane, Cropredy	II	26.02.1988
1215875	Field Bridge 157, Williamscot	II	26.02.1988
1215937	Bourton Lock	II	26.02.1988
1287876	Bourton Lock Cottage	II	26.02.1988
1199858	Old Town Hall, Lower Cherwell Street, Banbury	II	14.02.1986
1369563	Haynes Lift Bridge 170, Banbury	II	19.11.1992
1249079	Foxes Lift Bridge 171, Banbury	II	19.11.1992
1277612	Haddons Lift Bridge 173, Bodicote	II	19.11.1992
1248369	Grant's Lock, Bodicote	II	14.11.1985
1277942	Grant's Lock Bridge, Bodicote	II	14.11.1985
1200121	Tilting Bridge 800m north of Twyford Road, Adderbury	II	05.05.1988
1046362	Tilting Bridge 400m north of Twyford Road, Adderbury	II	05.05.1988
1300907	Twyford Road Bridge, Twyford Wharf	II	05.05.1988
1046337	Brick Kiln, Twyford Wharf	II	05.05.1988
1365853	Brick Kiln, Twyford Wharf	II	05.05.1988
1369819	King's Sutton Lock	II	05.05.1988
1046363	Canal building 10m west of lock, King's Sutton Lock	II	05.05.1988
1300910	Lock keeper's cottage, King's Sutton Lock	II	05.05.1988
1200132	Bridge at King's Sutton Lock	II	05.05.1988
1046364	Tilting Bridge, northeast of Home Farm, Aynho Road, Adderbury	II	05.05.1988
1369820	Tilting Bridge, north by northeast of Sydenham Farm, Aynho Road, Adderbury	II	05.05.1988
1200139	Tilting Bridge, southeast of Sydenham Farm, Aynho Road, Adderbury	II	05.05.1988

List Entry	Name	Grade	List Date
1046365	Tilting Bridge east of Nell Bridge Farm, Aynho Road, Adderbury	II	05.05.1988
1193078	Bridge over canal, Wharf Lane, Souldern	II	03.10.1988
1369802	Chisnell Lift Bridge 193, Wharf Lane, Souldern	II	19.11.1992
1066590	Somerton Lock	II	26.02.1988
1357139	Somerton Lock Cottage	II	26.02.1988
1066592	Somerton Lock Bridge	II	26.02.1988
1226118	Bridge 500m north of Allen's Lock, Upper Heyford	II	26.02.1988
1266243	Station Road Bridge and approach walls, Lower Heyford	II	26.02.1988
1266244	Bridge 1.7km north of Dashwood Lock, Lower Heyford	II	26.02.1988
1225638	Bridge 400m north of Dashwood Lock, Lower Heyford	II	26.02.1988
1200261	Canal Bridge at Dashwood Lock, Kirtlington	II	09.12.1987
1369771	Northbrook Bridge, Kirtlington	II	09.12.1987
1200266	Canal Bridge at Pigeon Lock, Flight's Mill, Kirtlington	II	09.12.1987
1046505	Pinsey Bridge, west of Kirtlington Golf Course, Kirtlington	II	09.12.1987
1300862	Tilting Bridge 750m south of Pigeon Lock, Kirtlington	II	09.12.1987
1291166	Canal Bridge, Enslow Wharf, Bletchingdon	II	26.02.1988
1290453	Shiptonweir Lock, Shipton on Cherwell	II	26.02.1988
1211261	Shipton Lift Bridge 219, Shipton on Cherwell	II	19.11.1992
1290391	Cottages, 1-3 Canal Yard, Canal Road, Thrupp	II	26.02.1988
1290394	The Boat Public House, Canal Road, Thrupp	II	26.02.1988
1210631	Cottages, 1-9 Canal Road, Thrupp	II	26.02.1988
1210769	Village Cross, Canal Road, Thrupp	I	07.12.1966
1210436	Sparrowgap Bridge, Thrupp	II	26.02.1988
1210420	Roundham Lock, Kidlington	II	26.02.1988
1220542	Bridge 227, west of Grovelands, Kidlington	II	26.02.1988
1290142	Road Bridge 228, Yarnton Road, Kidlington	II	26.02.1988
1290953	Kidlington Green Lock, Kidlington	II	26.02.1988
1192665	Tilting Bridge, west of Woodstock Road, Yarnton	II	10.04.1987
1286500	Towpath Bridge, Duke's Cut Lock, Woodstock Road, Yarnton	II	10.04.1987
1046560	Tilting Bridge northeast of Wolvercote Viaduct, Gosford	II	10.04.1987

Appendix 3: Recommendations for Local List of Non-Designated Heritage Assets

Recommendations for Local Listing

The following structures are recommended for inclusion on a non-statutory local list of non-designated heritage assets. The existing listing appears inconsistent, with certain bridges, for example, being listed but virtually identical ones being omitted from the list.

These recommendations are to be considered in line with the Council's upcoming guidance and criteria for locally listed heritage assets. It is possible that some may also be worthy of statutory listing, but the designation of local listing will afford these structures a degree of protection under the NPPF.

Unless otherwise already statutorily listed, it is recommended that all locks on the route should be locally listed because of their intrinsic historical and architectural significance.

Many of these bridges in this section do not initially appear to be of significance as they are concrete covered brick canal bridges. However, it is clear that these date to the origins of the canal and are of late-18th century date and substantially intact. It is only the concrete repair coat that hides their true significance, and it is further recommended that eventually a more sympathetic repair should be undertaken and a strategy is developed for their long term preservation, including removal of the concrete.

The structures in this section are, at this stage, thought to be worthy of consideration for a local list. Full justification will be made when the list is published, based on the Council's strict criteria to assess their worthiness. Whether or not a structure in this section is eventually locally listed, all make a positive contribution to the character and appearance of the conservation area and are in that case significant features in their own right.

Unlisted Canal Bridges throughout conservation area:

Bridge 142, over Boddington feeder
Bridge 143, Hay Bridge
Bridge 144, Claydon Top
Bridge 147
Bridge 153, Cropredy Bridge
Bridge 158, Bourton Bridge
Bridge 159
Bridge 160, Hardwick Lock Bridge
Bridge 163, Marsh Bridge (abutments only)
Bridge 172, Nadkey Bridge
Bridge 187, Nell Bridge Lock Bridge
Bridge 195, Meadlands Bridge
Bridge 198, Deep Cutting Bridge
Bridge 199, Somerton Mill Bridge
Bridge 200, Heyford Common Lock Bridge
Bridge 204, Allen's Lock Bridge
Bridge 205, Mill Bridge, Upper Heyford
Bridge 211, New Brighton Bridge
Bridge 215a, Enslow Railway and River bridge, GWR
Bridge 217, Horsebridge
Bridge 220, Shipton Bridge
Bridge 221, Thrupp
Bridge 224, Langford Lane Bridge
Bridge 226, Roundham Lock Bridge
Bridge 226a, GWR Railway Bridge
Bridge 230, King's Bridge
Bridge 231a, L&NWR Railway Bridge

Bridges 167, 169, 178, 182A, 184, 191, 197, 225, 229 (abutments only)

Shipton-on-Cherwell GWR railway bridge abutments

Shipton-on-Cherwell GWR Woodstock branch railway bridge abutments

10 Red Lion Street, Cropredy: A former Manor House to the largest estate in Cropredy

Alcan Site, (Alcoa Europe), Southam Road Banbury (east and west of Southam Road) – Aluminium Factory Gates and gate house: 1931 by Wallis Gilbert & Partners (of Firestone and Hoover factory fame). Gates and lamps made of aluminium.

Alcock & Sons, Castle Street - Formerly Wall's Rope Works.

67-83 Castle Street, Banbury - Terrace of basemented 3-storey townhouses.

The Mill Arts Centre, Lower Cherwell Street, Banbury - Corn Mill and Miller's House: Well preserved 18th and 19th century corn mill, now arts centre.

56 Bridge Street, Banbury - Former public baths and Temperance Society building:

67&68 Bridge Street, Banbury - 3-storey 'Canal-age' housing

69-74 Bridge Street, Banbury - row of mid to late 19th-century shops

North Signal Box, Station Approach, Banbury: Built c.1906 in imported brick, with blue brick dressings and slate roof.

Former Town Hall, Wharf Warehouse and Offices, Lower Cherwell Street, Banbury - Late-18th / early-19th-century, with additions.

Former National Tyre Centre, Lower Cherwell Street - Former Power Station: Hipped roofed offices, boiler house and turbine hall.

Vacant building, owned by BW, Lower Cherwell Street, Banbury - Former sewage pumping station boiler / engine house and yard (Fort Locks Self Storage): Built 1867.

Central Tyres, Lower Cherwell Street, Banbury - 'Corporate Printers' former corn warehouse: Late-19th-century former canal-side 2- 4-storey granary / corn warehouse.

FH Burgess, Canal Street, Banbury - Former Cherwell Iron Works: 1861 with additions.

Laser Sailboats, Swan Close Road, Banbury - 19th-century Iron Works

Canal Wharf, Station Road, Lower Heyford – canal wharf and outbuildings

1 & 3 Langford Lane, Kidlington

Kings Bridge, Water Eaton, Kidlington

Duke's Lock, Gosford, Kidlington

Duke's Lock Cottage, Woodstock Road, Gosford

Nell Bridge Lock

Nell Bridge Lock-keeper's House and outbuildings

Aynho Weir Lock

Shipton Weir Lock

Shipton-on-Cherwell Stop Gate

Claydon Top Lock and buildings

Cropredy Wharf Gauging Narrows

Cropredy Mill, stable, coach house and remains

Former Red Lion PH, Twyford wharf

Aynho Weir Towpath Bridge

Milestone, south of Bridge 182A

Milestone just north of Bridge 159, Bowker's Bridge

Aynho wharf and buildings

Great Western Public House, Aynho

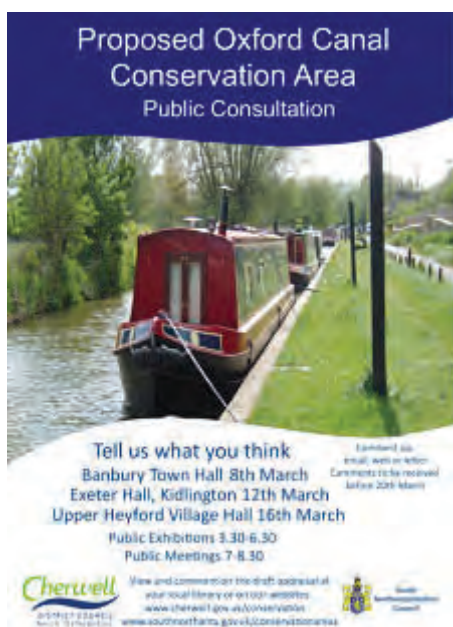
Souldern Wharf and buildings

Appendix 4: Public Consultation

Public Consultation

Public consultation commenced on 5th March 2012 and was due to close on 16th March 2012. The period was extended by request from consultees to 16th April, to enable more people to comment.

The **draft** document was available through the South Northamptonshire and Cherwell District web sites. Further copies were distributed at the public meetings. It was discussed at a stakeholder meeting in Kidlington on March 12th and at three public meetings:



Publicity included:

- ◆ Posters advertising the date, time and location of the exhibitions and public meetings were sent to each Parish Council of the parishes affected by the proposals for them to erect in their local area. Additional posters were erected by officers in the three areas of the meetings.
- ◆ Stakeholders were invited to the event in Kidlington
- ◆ A press release was issued in the Banbury Guardian and Bicester Advertiser

Questionnaires and comment forms were available at the public meetings seeking comments on the appraisal and asking for any other relevant information.



Upper Heyford Village Hall March 16th 2012

Public exhibitions were held on:

- ◆ March 8th: Banbury Town Hall
- ◆ March 12th: Kidlington Exeter Hall
- ◆ March 16th: Upper Heyford Village Hall

Each exhibition ran 3.30—6.30 and was followed by a **public meeting** at 7pm. These meetings were chaired by the local Council Member, and at each a short presentation was given to introduce residents and interested parties to the document, including the reasons behind the proposed designation and justification of the boundary line.

In addition to the discussions at the stakeholder meeting at Kidlington a special e-mail address OxfordCanal@CgMs.co.uk was set up to allow comments to be e-mailed directly to the consultant team.

Consultation Responses

Eighteen written responses were received, together with brief comments left at the meetings and telephone discussions with consultants. Where applicable, comments were worked into the document and changes were made. All responses have been recorded, held with the Council and can be made available on request.

There was strong support for the designation, from both stakeholders and residents. However, it is clear from comments that residents, users and local societies are under the impression that the designation will either prevent them from using their land in the manner they wish to, or that it will prevent others from using it inappropriately. Restrictions are small and are raised to some degree in section 9. The powers to insist on repair methods etc. are unfortunately outside of the Council's control. However, this appraisal is the first step in

what could be a partnership agreement between the Canals and Rivers Trust and the people living on/next to and using the canal.

The main points raised were:

◆ **Maintenance, either small or comprehensive undertakings:**

Overall maintenance is undertaken by the Canal and Rivers Trust, together with individual land/property owners. With regard to historic structures, the Canal and Rivers Trust is making a determined effort to repair the canal's structures using traditional lime mortar. Although this does not last as long as cement, it is better for the structures as it allows structures to breathe, preventing more damage from damp and allowing small structural movements as the ground dampens and dries. The Council encourages landowners, boatowners and visitors to the canal to treat it as a tangible asset, not to harm its appearance with inappropriate additions, alterations or rubbish dumping.

◆ **Specific towpath and embankment maintenance:**

Due to its construction method, the towpath continues to be a subject of concern from those using it, and those appreciating it as an aesthetic part of the canal. Standard pavement/road maintenance solutions would not be appropriate, but the use of brick or granite setts might also be inappropriate in the very rural locations. It is a topic that is of concern to the Canals and Rivers Trust and could ideally be included within any partnership agreement. As such, a recommendation is made to encourage this form of dialogue, but the Council unfortunately cannot insist on traditional repairs.



The natural but poorly maintained towpath at Somerton

◆ **Boundary line drawn too tightly to contain all the relevant important structures and features:**

Some concern was raised that structures which might pre-date the canal but were associated with or influenced by it after its construction have been left out of the conservation area. Some of these features are already covered by existing conservation areas, but where they are not, consideration has been given to their inclusion. As a result, some areas of the boundary have been amended, others have had the view taken that if they remain in a good condition at the next review date (approximately every 5-10 years) then they would be worthy of inclusion. Areas which are not included but are adjacent to the canal do have a degree of protection as part of the setting of the conservation area.



The wide riverbank verge at Thrupp is an attractive feature which enhances the area but also reduces the amount of possible parking in the village, particularly for day visitors to the canal

◆ **Visitors, in particular parking accommodation:**

Some areas, such as Banbury and Thrupp, do have limited parking provision for visitors to the canal. However, as is common in historic settlements, parking is already limited, and additional parking arrangements are often an inconvenience to residents and other roadusers. It is recognised that encouraging tourism, highway safety, and dissuading the use of large modern car parks is a fine balance, and one which has not successfully been reached in all areas along the canal. This is a topic that is of concern to the Canals and Rivers Trust and could be included within any partnership agreement.

◆ **Health and safety:**

The Canal is a working feature, with many inherent dangers such as locks, bridges and boats. Modern health and safety procedures concerned with issues such as railings, signage and vegetation can often be highly intrusive due to their design and appearance. More traditional methods work just as well - simple low-level timber fencing or wrought-iron railings rather than modern pole-rails, or coppicing trees on a regular basis rather than allowing them to grow to a great height before drastic pruning. A measured approach should be taken, and this could be part of any partnership agreement undertaken.



The balance beam at Kings Sutton

◆ **Continuing the working heritage and allowing evolution of the canal:**

The Canal is first and foremost a mode of transportation where people live, work and travel, and this should be borne in mind at all times. Any attempt to remove these primary functions would alter the character swiftly and detrimentally. This brings with it the need to modernise without harming the character. Alteration does not always have to be harmful, and not all traditional methods will continue to be appropriate. The balance must be struck carefully and reviewed often to ensure that it keeps up to date.

◆ **Livestock and farming:**

Several landowners are affected by this designation in that it includes a metre (or more) of their agricultural or mooring land down to the canal bank. Some farmers allow (or are unaware) that their livestock drink from the canal, leading to bank collapse which requires maintenance. The solution is not an easy one, as animals require some kind of fence at the bank side to prevent them from drinking, and setting a fence further back prevents the farm from using the sum total of their available land. It is another balancing act between use and enhancement, and could be a topic that is included within any partnership agreement.

Alterations to the Boundary

The Revised Appraisal

The appraisal was presented to Cherwell District Council's Executive for consideration on **1st October 2012** together with a report which set out the consultation responses in full, the recommended changes to the appraisal and justification for the boundary. The recommendation to approve the document was approved with immediate effect,

A **letter** explaining the implications of designation was sent to households within the conservation area following the adoption. All affected Parish Councils were informed of the implications, the Council website was updated to include the implications, document and interactive map. A press release was issued to local newspapers and to the London Gazette. Due to landownership situations along the canal bank, it is not possible to obtain ownership details of each parcel of land. Therefore, every effort has been made through Parish Councils, homeowners, stakeholders and press to inform all those affected by the designation.



Somerton Deep Lock

Acknowledgements and Contacts

This document has been produced as part of the District Council's ongoing programme of conservation area appraisals.

Research and fieldwork was undertaken during December 2011 and January 2012 by Richard Morriss of RKMorriss Associates and Michael Dawson of CgMs in consultation with the Conservation teams at both Cherwell and South Northamptonshire District Councils.

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Society for the Protection of Ancient Buildings:
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Front cover: narrowboats at Thrupp: Tony Ecclestone

