



Canal &
River Trust

LISTED BUILDING CONSENT APPLICATION

Proposed installation of Red Wheel plaque

**Froghall Wharf, Caldon Canal,
Foxt Road, Stoke-on-Trent ST10 2HJ**



June 2017

Canal & River Trust

Submission by Judy Jones BA(Hons) MA IHBC, Heritage Advisor

Overview

This statement has been prepared to support a Listed Building application by the Canal & River Trust for the installation of a Red Wheel Transport Trust plaque at Froghall Wharf, Caldon Canal.

Froghall Wharf is a Grade II Listed structure.

DATE OF PREPARATION

June 2017

APPLICANT

Canal & River Trust

STATEMENT PREPARED BY

Judy Jones BA(Hons) MA IHBC

Heritage Advisor

Canal and River Trust, Fearn's Wharf, Neptune Street, Leeds, LS9 8PB

Mob: 07920532656

Email: judy.jones@canalrivertrust.org.uk

Heritage design principles

The National Planning Policy Framework (NPPF) 2012 provides the Government's national planning policy of the conservation of the historic environment, in respect of information requirements it sets out that:

'In determining applications, local planning authorities should require an applicant to describe the significance of any assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance'

It is therefore accepted that in order for the LPA to consider this application it is necessary for the applicant to provide a detailed description and justification of the works.

Background history of the Caldon Canal and Froghall Wharf

The warehouse is located **Froghall Wharf** is within the Churnet Valley at the end of the Caldon Canal.

To supply the Grand Trunk Canal with the required water in the early 1770s, a branch canal was constructed to utilise the plentiful rainfall in the Staffordshire Moorlands. James Brindley was sent to survey the line but he died soon afterwards and so his brother-in-law, Hugh Henshall, took over.

The new canal would run through the Churnet Valley to Froghall. This would enable the coal mines to be accessed, but bypass the town of Leek. The connection to the limestone quarries at Caldon Low, from which the canal got its name, was to be made by a railway.

The canal was dug as far as the original Froghall Wharf between 1777 and 1778, when the canal and railway were opened for business. This first arrangement, however, was not a success, and a new Act of Parliament was obtained to re-lay the railway on a new route and to extend the canal through a tunnel to the railway's new terminus at the current Froghall Wharf.



Postcard of Froghall lime kilns Staffordshire, in use in 1921 (David Kitchen, www.brocross.com)

Significance of the Heritage Asset

Statutory List Description

FROGHALL WHARF WAREHOUSE

List entry Number: 1038041

Grade: II

Date first listed: 15-Dec-1986

*IPSTONES C.P. CALDON CANAL, Froghall SK 04 NW 10/207 Froghall Wharf warehouse
GV II*

Warehouse, now converted to retail use. Early C19 with C20 alterations. Red brick;

slate roof. South side of storeys and 2 windows set over to right-hand side, segmental heads to small-pane casements; segmental- head entrance to extreme right. Widely projecting verge on west side apex for hoist cover. Cantled boarded and gabled hoist to north side against canal. The warehouse forms part of a group at the head of the Caldon Canal, including bridge (q.v.) and lime kilns (q.v.), and tram- way terminus (q.v.). Included for group value.

The warehouse also lies within the Caldon Canal Conservation Area.

Nature of the proposed works

The proposal is to install a cast Red Wheel plaque onto the side elevation of the warehouse, to the left of the front entrance to the Tea room.

The *Red Wheel* scheme commemorates Britain's rich and globally important legacy in the development of transport and presents it to a new and wider audience. Whereas many plaque schemes commemorate famous individuals, *Red Wheels* principally highlight key locations of engineering and transport importance.

The Transport Trust has been working with British Waterways and now Canal & River Trust Heritage advisors ever since the '*Red Wheel*' programme was initiated in 2009. Inland Waterway sites make up a third of all Red Wheels to date, a reflection of the exceptional part played by the waterways in the 'Industrial Revolution', and of the last six years' cooperation.

Waterway '*Red Wheels*' unveiled to date are:

- Shardlow Canal Port** (unveiled 04.09)
- Bugsworth Basin & Peak Forest Tramway** (07.09)
- Whaley Bridge Wharf** (07.09)
- Bingley 'Five Rise' Locks** (12.10)
- Dudley Canal Tunnels** (04.11)
- Foxton Locks & Inclined Plane** (04.11)
- Anderton Boat Lift** (04.11)
- Ellesmere Port Dock** (04.11)
- Caen Hill Lock Flight** (06.11)
- Standedge Tunnel** (07.11)
- Stourport Basins** (10.11)
- Braunston Canal Village** (05.12)
- Edstone Aqueduct** (05.12)
- Gas Street Basin** (05.12)
- Burnley Embankment** (05.12)
- Hatton Lock Flight** (05.12)
- Pontcysyllte Aqueduct** (05.12)
- 'Iron Trunk' Aqueduct** (07.12)
- Lune Aqueduct** (09.12)
- Claverton Pumping Station** (09.12)
- Gloucester Docks** (04.13)
- Blisworth Canal Tunnel** (08.14)
- River Wey Navigation** (09.14)
- Harecastle Canal Tunnels** (12.14)

Blisworth Inland Port (06.15)

Tardebigge Top Lock (10.15)

Marple Aqueduct (4.16)

Marple locks (4.16)

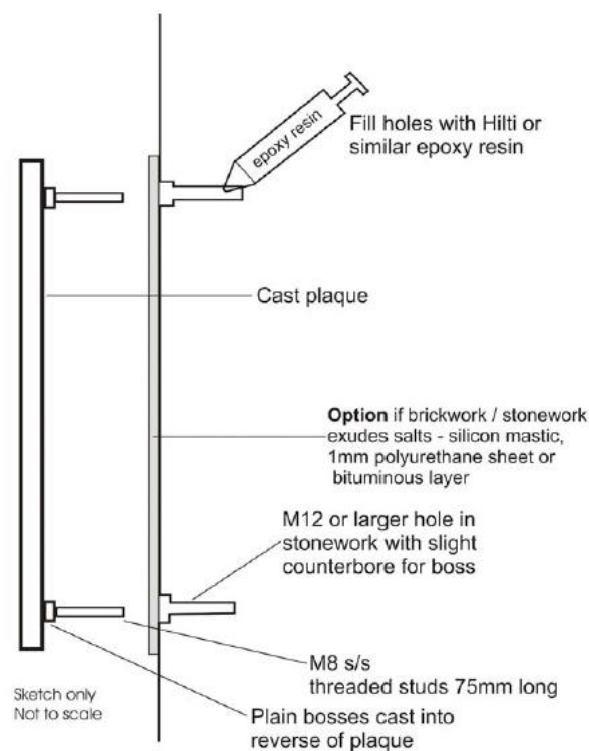
We are now proposing to add Froghall Wharf to the Red Wheel sites.

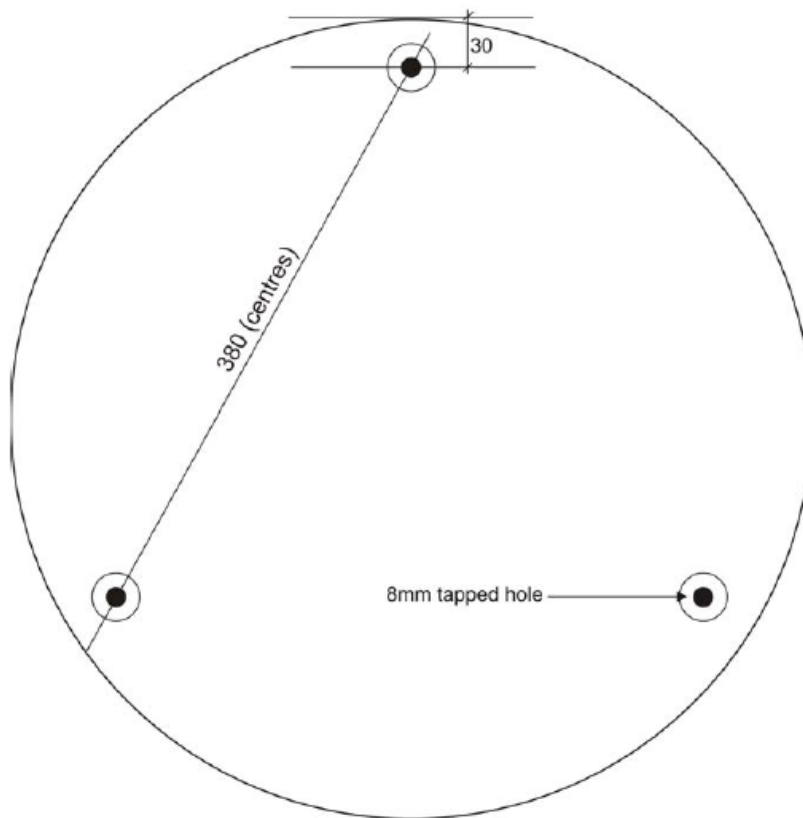
Proposed design

The circular plaque is 495mm in diameter and 10mm thick. It is painted red with white lettering in Gill Golden Cockerel typeface. It is weatherproof, constructed of cast aluminium and weighs approx 4kg.

Fixing is by three bolts - 80mm long 7mm diameter - screwed into the back of the plaque (380mm between bolts). The bolts are captured by resin in predrilled holes. In this case the holes will be drilled into mortar joints only, to cause the minimum damage to the historic brickwork, and so be reversible should removal be required at any time.

(The plaque is not classed as an advert for planning purposes).





Plaque size 500mm diam.



Example of installed plaque at Bugsworth

The proposed plaque for installation at Froghall is visualised below –



The proposed location is a physically prominent position, with visitors to the site being able to see it as they approach the front entrance to the tea room.





Impression of the Red Wheel plaque installed mounted directly beneath the 1st floor window [and centred on it, left to right] and not higher than the 3 courses of blue bricks.

Conclusion

In conclusion it is considered that the proposed installation of the Red Wheel plaque is minor and will not have a deleterious effect on the aesthetic or historic character of the warehouse. It is therefore respectfully requested that this application is approved.

