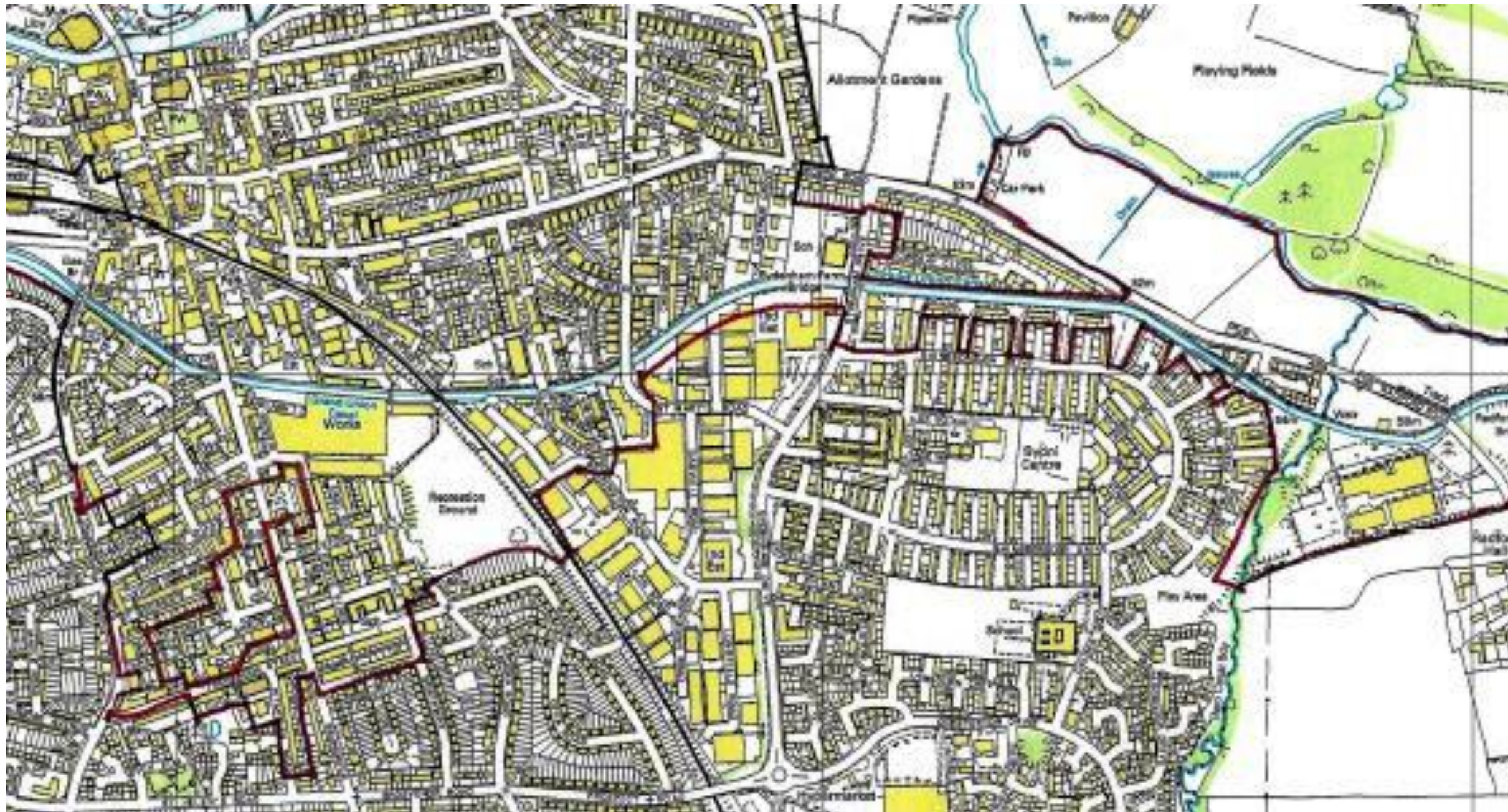
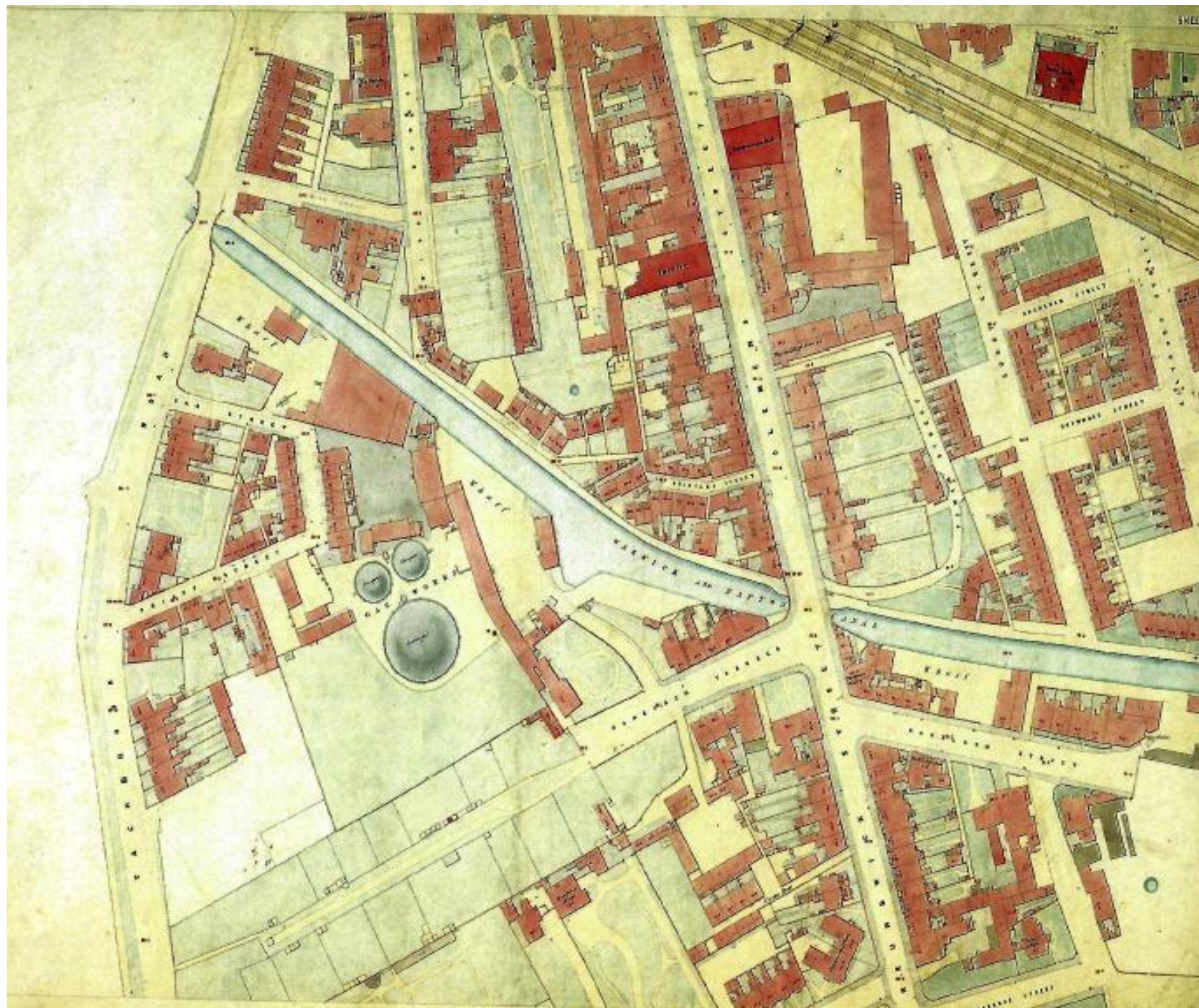


5 Old Town

Tachbrook Road Bridge 41 to Bridge 35 Radford Road

Grand Union Canal 1929 (Warwick and Braunston 1794 Act became Warwick and Napton 14th May 1796)







APPRAISAL

canalside conservation area

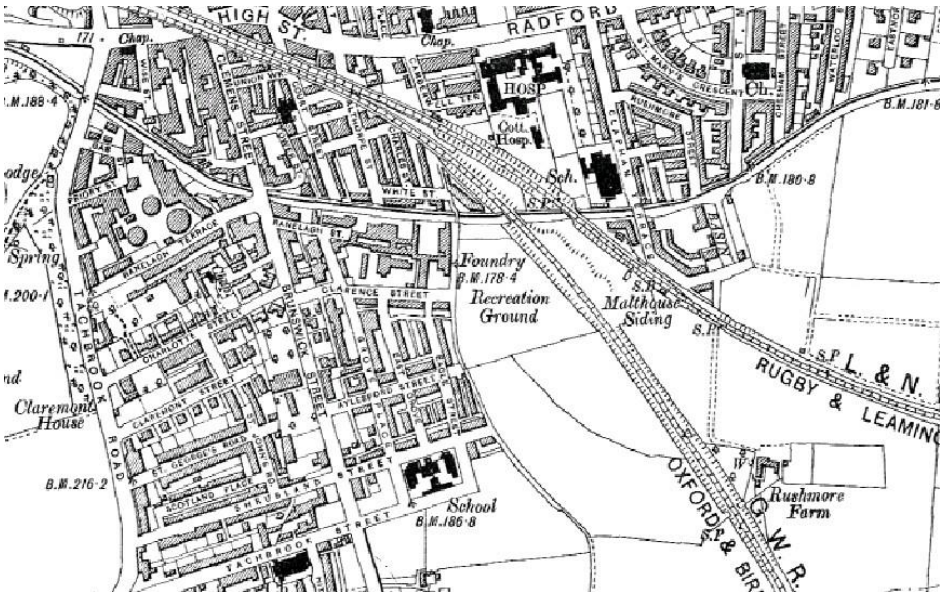
- L canal conservation area
- positive frontage
- listed structures
- significant green

CHARACTER LENGTH FIVE. LEAMINGTON OLD TOWN.

5 Old Town Leamington

Tachbrook Road bridge – Bridge 41 to Bridge 35 Radford Road
Grand Union Canal 1929 (Warwick and Braunston 1794 Act
to become Warwick and Napton Canal 14th May 1796)

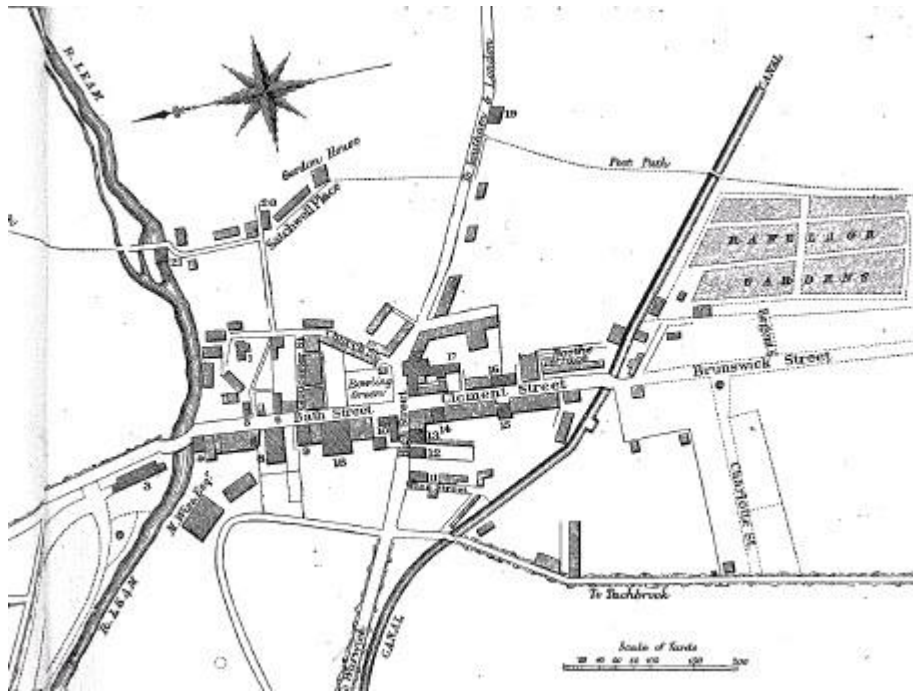
The length between Tachbrook Road and the Radford Road bridge is about 2.5km of predominantly urban development, which has had a profound effect on the growth of Leamington as a settlement. As a consequence of this the conservation area joins that already designated. It is overlapping because the character and appearance is special both historically and in the opportunity a sense of place it provides for people to connect across the Southern part of the town.



1900
On the towpath side the Canal Conservation Area extends up to the High Street and Radford Road in a series of blocks of around 150m deep. Brunswick Street stretches 700m South from the canal with lateral streets either side between Tachbrook road and the railway, the majority of which forms an important part of the old town of Leamington that developed around the canal.

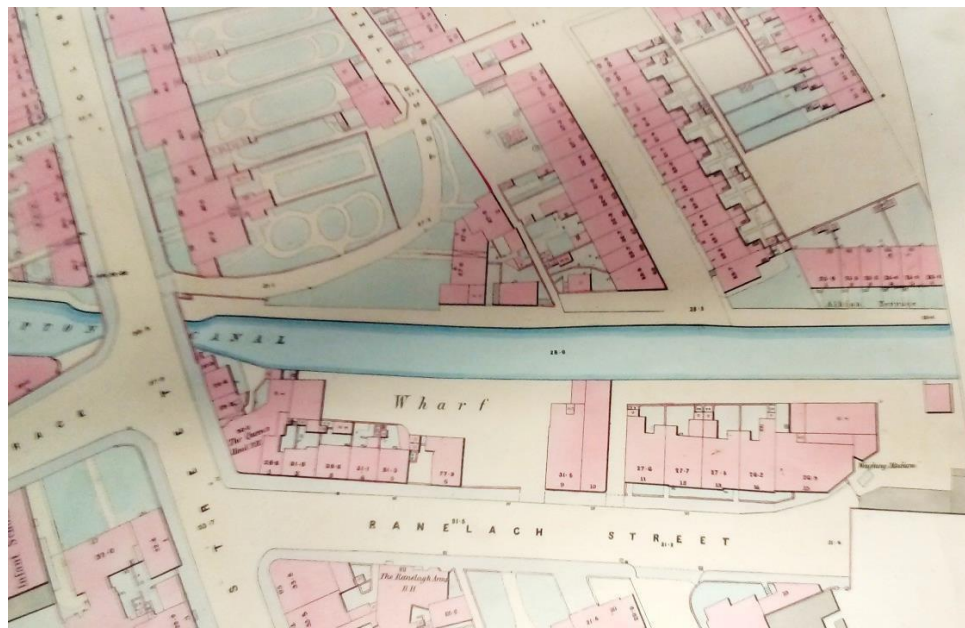


CLEMENS ST 1822



1813 PLAN OF SETTLEMENT AFTER CANAL OPENED – RANELAGH GARDENS BEFORE EAGLE FOUNDRY

Particular features are the former gas works, former Eagle foundry, Shrubland Street School and the residual grounds and mature trees of the former home for Incurables. In amongst this is a range of housing from the fashionable streets occupied by the likes of Lord Eastnor and others, that were rented for the season . to the workers housing around Eagle street, associated with Flavels as a major employer during the 19th & 20th Centuries



RANELAGH WHARF AND TERRACE IN RANELAGH STREET NOW CAR PARKING
REF 1851 1:500 BOARD OF HEALTH MAPS LEAMINGTON LIBRARY



REPLACEMENT EASTNOR TERRACE IN TACHBROOK ROAD
The listed Eastnor Terrace forms the Western perimeter of the block to the West of Clemens Street; part of the central spine that runs right up through the heart of Leamington.





CROWN HOTEL



This block contained The Great Western and Crown hotels, Marble Baths, Theatre, Albion House and Albion Row; a terrace of smaller dwellings fronting the canal.



1860 AFTER RAILWAY ARRIVAL

wcro

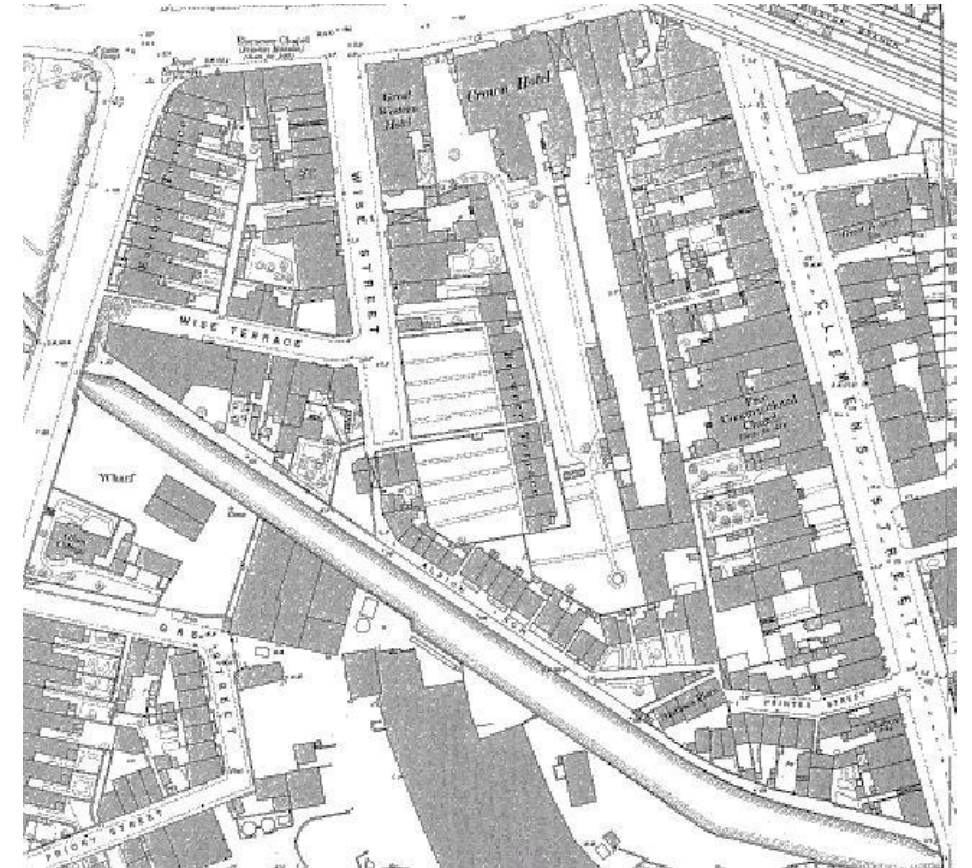


ALBION ROW TOWPATH FRONTAGE USED FOR ACCESS

WCRO

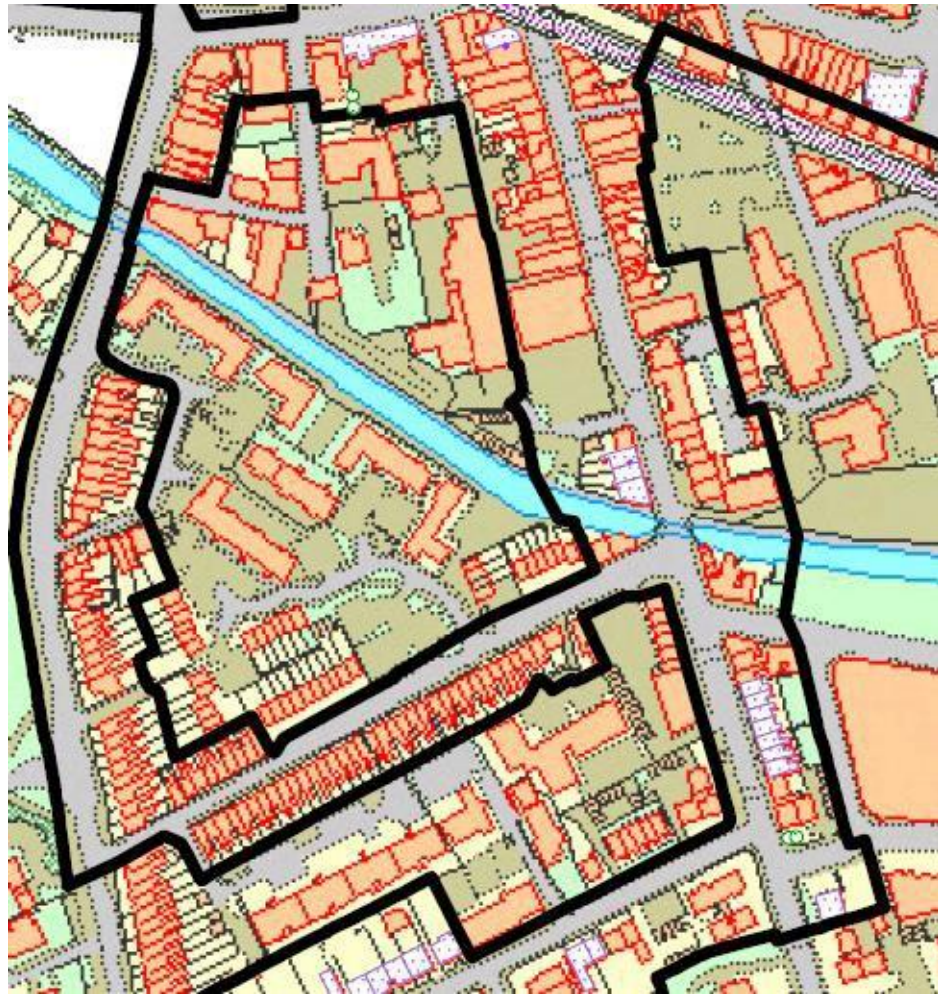
Activity along this length and the connections into the town would have served the boating families as well as local people. Wise street and Wise Terrace were named after the Wise family who were considerable landowners in this part of town.

[footnote WISE.](#)



On the offside there was a wharf and the gas works developed from the 1820's onwards so that Ranelagh terrace which was intended to be laid out as an avenue leading to a villa at the West end, but was never completed.





The form of the block to the north of the canal is shattered. Whilst Wise Street still exists, Wise Terrace no longer connects through to Tachbrook Road.



TACHBROOK ROAD ACCESS



REMAINING WISE TERRACE PROPERTY



ORIGINALLY WISE STREET AND ALBION ROW, AREA NOW IN TRANSITION LACKS COHERENCE, PERMEABILITY CURTAILED, IMPACTS ON CHARACTER AND APPEARANCE OF CANAL CORRIDOR



Key		
Leamington Spa HTCs		
Canal Basin/Buildings	Alotments	Early Industrial Townhouse
Shops	Social Club	Industrial Townhouse
Offices	Cinema Complex	Rural Historic (Pre 1750)
Storage and Distribution	Public Hall	Rural Historic (Post 1750)
Commercial Transport	Sports Club	Historic Farmstead
Public House	Public Park	Mews
Shopping Centre	Church (Anglican)	School (Primary and Secondary)
Supermarket	Church (Catholic)	Further/Higher Education Establishment
Hotel	Non-Conformist Chapel/Church	Medical Complex (other)
Business Park	Cemetery	Fire Station
Retail Park	Religious (Other)	Hospital
Dairy (Urban)	Vicarage	Public Building/Community Centre
Shopping Precinct	Church Hall	Local/Central Government Offices
Kennels	Parish Room	Library
Commercial Garage	Power Station/Sub Station	Residential Care
Market Garden/Orchard	Telephone Exchange	Police Station
Mill (agricultural)	Recycling/Waste Centre	Town Hall
Brewery	Early Industrial Houses	Law Courts
Work Shops	Mid-Victorian Industrial Houses	Post Office
Industrial Estate	Late Industrial Residential	Car Park
Factory (other)	Inter-War Residential	Railway Station
Museum	Early Suburban	Multi-Storey Car Park
Theatre	Suburban Villa	Green
Sports Ground	Post-War Residential	
Public Garden	Post-Industrial Residential	

There are difficult elements such as the electricity transformer station, there are former works buildings used for both retail and there are some more recent housing blocks, but no real sense of urban form.



VISITOR MOORINGS LACK FACILITIES

A redevelopment of the Mercia metals site alongside the canal occupying the space originally known as Albion Row, could provide the opportunity to re-establish a more beneficial relationship with the canal as public realm. It should have an active edge to the canal, including some places where it is possible to stop and chat or sit in the sun, with views up and down the canal to watch the boats go by and to avoid presenting a hostile or bland façade to those people using the towing path and canal.



ALLEY LINKS BACK TO CLEMENS STREET

If the uses are gated to provide security then more positive links to the High Street and Clemens Street from the towpath will support the

public realm. Ivy and small bushes have softened what is an currently an ugly boundary, but without the effective enlargement of the towpath margin the opportunity for a continuous green boundary is unlikely. Vegetation on the offside is a change from the former hard gas works use and provides a wildlife corridor for birds, bats and insects.

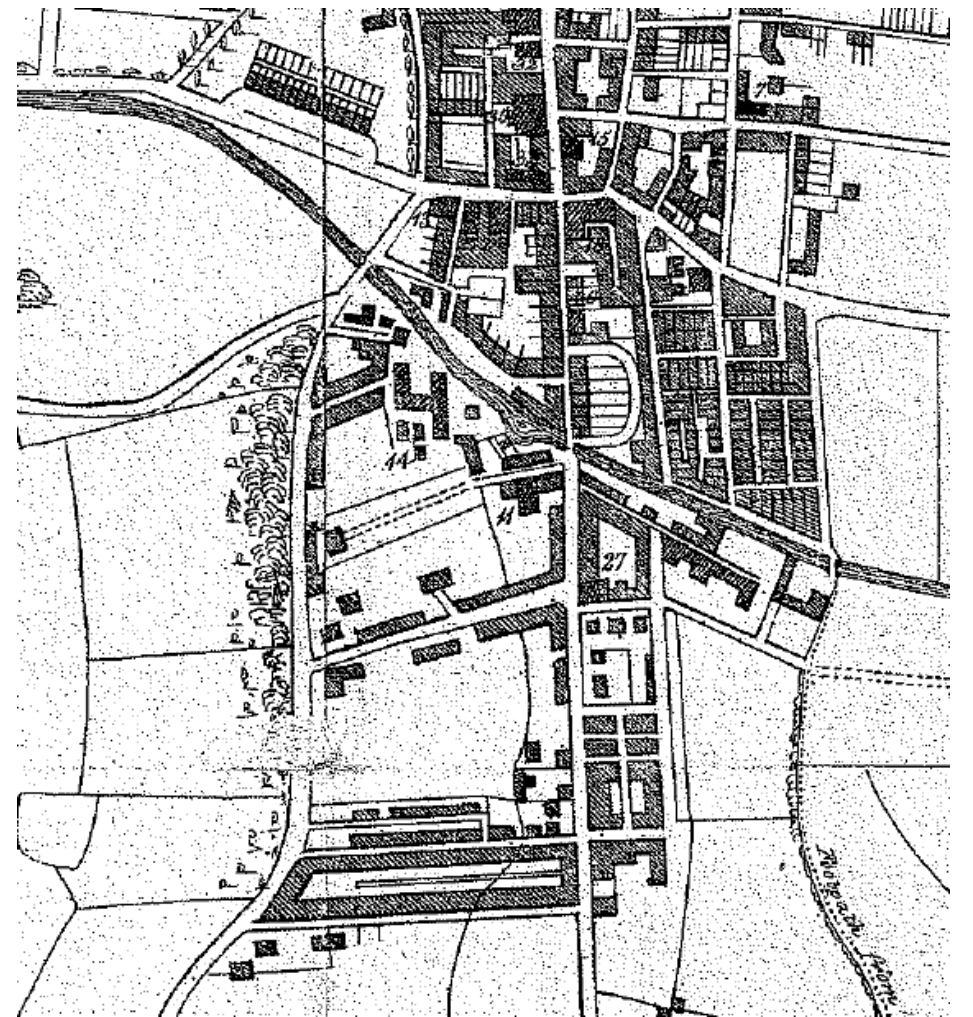


On the offside a mixture of 2 storey housing and 3 storey apartment blocks set out in a regimented layout aligned to the canal, has replaced the large gas cylinders. The lack of variety in building form, scale and detail has failed to take full advantage of the borrowed outlook across the canal, and one of the key considerations for redevelopment of the back of the towpath is that repeating this formula is at odds with the much more incremental way in which part of the town evolved with a north south alignment of buildings being more appropriate.



JOHN GEORGE JACKSON 1838

The street pattern running east to west follows the packets of the enclosure boundaries, Charlotte Street being the first of these. Either side of Brunswick Street the enclosure boundaries followed the line of Grove place to the east and a similar margin occurs on the west side. Charlotte Street was the first street laid out between Tachbrook road and Brunswick Street, again following the alignment of the east west hedgerows and this underlying pattern still exists.





RANELAGH TERRACE SET OUT WITH TREES TO HAVE A VILLA AT TACHBROOK ROAD



ACTIVITY IN LISTED STRUCTURE PROMOTES ENGAGEMENT WITH CANAL BELOW



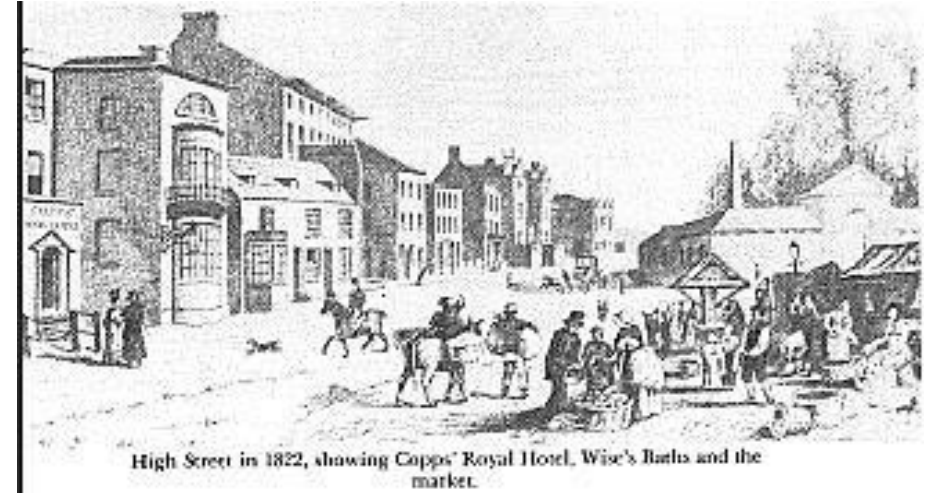
West of Brunswick Street, the current conservation area boundary picks up on the more obvious older buildings, particularly where the joinery and roof materials have not been changed, but ignores the overall character that makes up the area. There is an argument that this restrictive designation approach suggests that everything outside the boundary has little or no value, whereas the sense of place is not quite so discriminatory, and ignores the impact that inappropriate development can have on the setting



A whole variety of different past activities, horticultural nursery, churches, workshops interspersed and enriched the residential grain.



The area has grown up with parts of the streets being developed at different times and with different scale and pattern of building, which enriches the overall character of the area.



Where this has perhaps broken down is with the local authority housing built to replace sub-standard accommodation elsewhere, but particularly around Christine ledger Square and Radcliffe Gardens has disrupted the regular street pattern





South of the canal, East of Brunswick street development of the first block up to Grove place, again responds to the enclosure field boundaries.



Moving south from the bridge, 3 storey town houses as far as Clarence Street are of a form and style that is familiar further up the spine, brick built with stucco fronts and taller first floors, the piano nobile, [listed ON PLAN AND IN GAZETTEER-] as was the West side prior to its redevelopment.



Between Clarence Street and Aylesford Street, Clarence Cottage, Erin villa, and Brunswick terrace remain whilst the rest of the block has been redeveloped post second world war. Between Aylesford Street and Shrubland Street, with exception of a few terraced houses, there is little older stock.



DETAILS OF HOUSING THAT CHARACTERISES CANAL CORRIDOR IN OLD TOWN



ALTHORPE STREET WAS CLEARED WHEREAS THIS COMMUNITY WAS LEAMINGTON'S FIRST GENERAL IMPROVEMENT AREA AND RECOGNISED THE VALUE OF THE PLACE In the blocks East of Grove place; Eagle St and East Grove, the terraced housing remains in the form established in the Edwardian and Victorian times and is a coherent set of street blocks. Quite a lot of decorative detail; terracotta bricks, dentil & string courses, chimneys and bay structures, even where these have lost their timber joinery, are important characteristics of buildings of this time and scale. Measures to reduce the impact of the car, introducing street trees and places to sit and play, has changed the appearance of the public space, but as a

result they are not dominated by cars like so many other terraced streets of this age.



Shrubland Street retains its Victorian character as a Community School.



A typical block of pre first world war terraces lies between the school and Llewellyn Road.



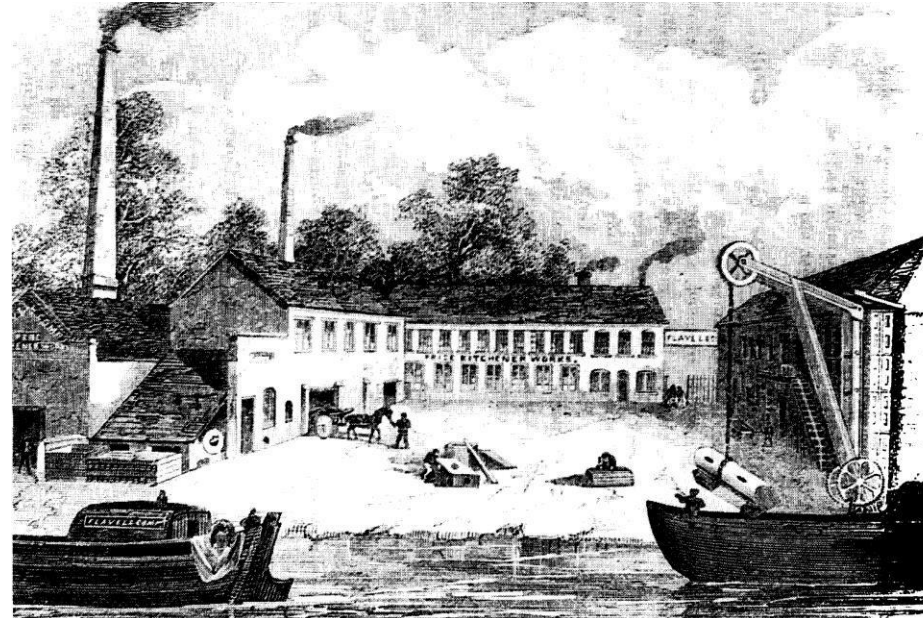
Ranelagh Street mixed large town houses with active waterfront wharfage. Most of this has now gone



EAGLE FOUNDRY ALONGSIDE RANELAGH NURSERY GARDENS

At the end of the Street as far as the footpath that ran from Whitnash to Lillington, was Ranelagh gardens. Ranelagh gardens was 10 acres of pleasure gardens including greenhouses and hothouses for the botanical collection laid out in 1811. On gala days they were and attractive venue with fireworks, balloons, music, and attracted both the wealthy visitors to Leamington and local people. There were public walks and shrubberies, according to bisset's guide – see text box for details. The North eastern corner was developed by Mr Carter as a foundry in 1834 building up to the Whitnash brook. After Mr Cullis the

nurseryman's death in 1849, the remainder of the waterside seems to have been more for wholesale nursery use and is marked on the 1880's plan as Ranelagh cake mills – presumably – cattle feed. Sidney Flavel expanded into the foundry in April 1856 and an illustration of the time shows the wharf cranes with his kitchener works and Flavel's boats, bringing materials to the site.



Housing on Eagle street and East Grove then takes up the rest of the gardens site and by the 1880's (first edition OS) the street pattern is established as far as Tachbrook Street.

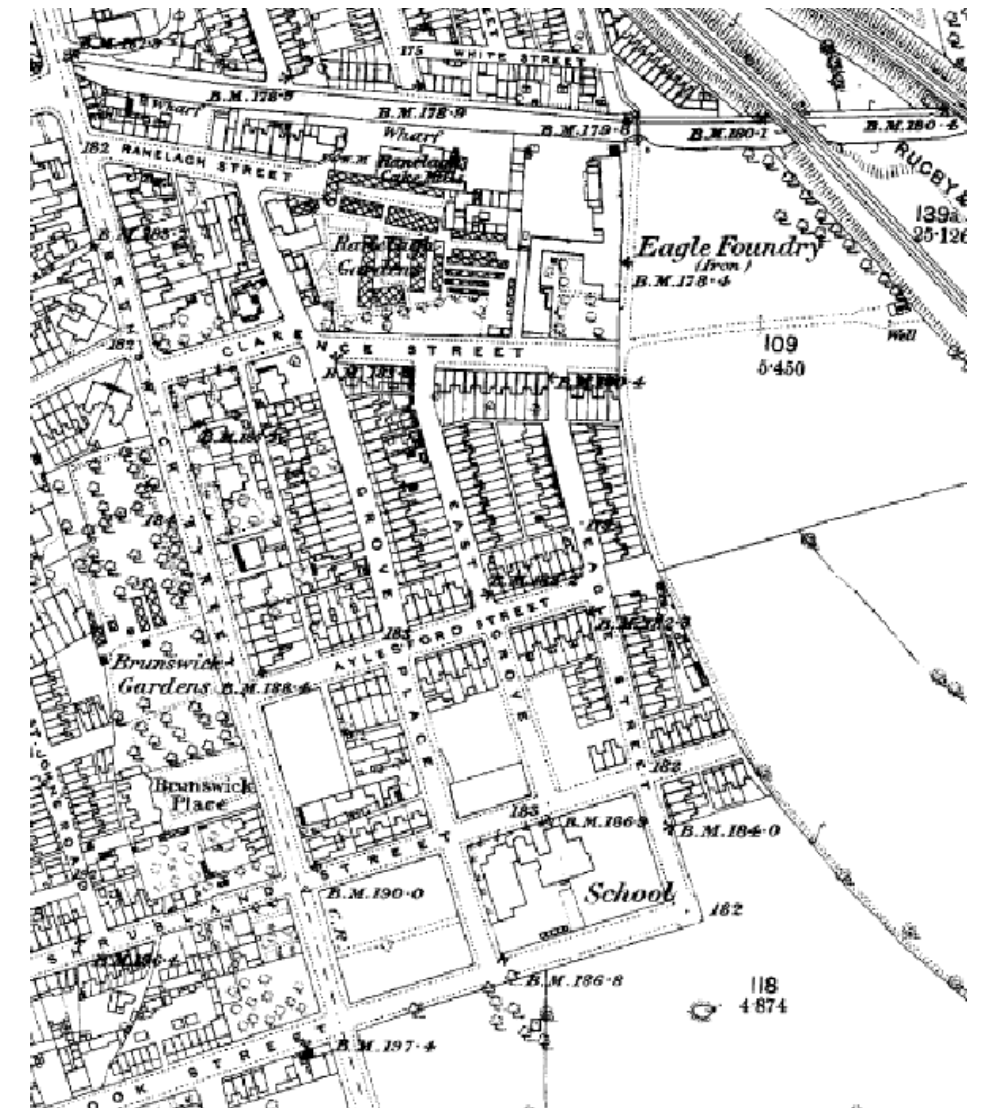


www.britainfromabove.org.uk/image/EPW053192

© Historic England

This is ample reason to establish this as a Conservation Area, based on its historical significant both in architectural form and in relation to significant figures in the town's history. This is not only the Flavels, who went on to provide both leadership and employment to many local families, also Mr Cullis, responsible for planting out the Jephsons and other greening of the new town, but finally William Carter the iron founder is also responsible for much of the decorative ironwork that dressed William Thomas's beautiful Leamington buildings. In addition John Hitchman moved from Banbury to Leamington in 1840 to parish Surgeon. He first lived in Clemens Street and was responsible for establishing an arboretum on Tachbrook Road as a public garden and nursery. He was a tireless personality, combining a desire to help the poor and beautify the town through trees and gardens. He with Cullis's help established a labourer's fund creating gravelled walk and planting trees in the gardens, streets and squares of the town whilst giving work to the unemployed.

[The story of Jephson Gardens and Mill Gdns C Hodgetts and R Stott]



In 1898 the Eagle recreation ground was laid out by the Corporation as 5 acres of open space on the land up to the rail embankment. This was later extended as far as Shrubland Street.

The block between the High street and the canal, East of Clemens Street bridge 40, as far as the railway crossing, consists of a number of buildings of significance in the early development of the town.



CLEMENS STREET ACCESS TO CANAL



The Warwick Advertiser announced in 1808 that John Webb a Birmingham builder was to lay out a new street from the village to the canal. That brick kilns (in Court St and grove Place) were opening nearby and that as the canal went through the land, 'building materials were easily conveyed to the site'. This recognises the benefit that canals brought to the movement of heavy goods. The first house in Clemens Street faced North at the junction with High Street. The east side of the street was built first with Booth's terrace adjacent to the canal built in 1813 and the whole street completed by 1818. Baths, hotels, chapel, library and residential properties fronted the street with shops and courts of dwellings, stables and mews adjoining. South of the canal were houses in upper Clemens Street- now Brunswickstreet

and along the busy navigation, wharfage for coal. The arrival of the canal had facilitated the development of the fashionable spa.



The land at the rear and to the East of Clemens Street, the Stoneleigh arms and other establishments was used for stabling to support visitors who first arrived to take the waters.



The Blenheim hotel in Clemens street opened first as the Oxford hotel when the street was one of the most fashionable in the Spa. It was renamed in 1822 when the Duke of Marlborough stayed there. The Stoneleigh arms was the tap room of the hotel, the rest being converted into houses and afterwards shops.



Proberts' Orange hotel was also in Clemens Street. Copps Royal hotel on the junction of Clemens St and High St, was visited by the Prince Regent in 1819, although subsequently demolished with the coming of the railway. This substantial hotel had 100 beds and stabling for 50 houses and 40 carriages. At the house warming dinner June 1827, 250 patrons sat down under the chairmanship of Mr John Tomes, chairman of the canal companies. None of these buildings are currently listed and so a full evaluation for local listing should follow.



By 1831 the town had evolved from a small village on the canal and had risen to over 6000 people. Viscount Eastnor MP, Capt. Somerville and others led proposals for a Town Hall and petty sessions. Land was given by the Earl of Aylesford and by the Wise family. The builder was a Leamington man John Toone and the architect John Russell, a member of the Duke of Bedford's family, whose family interests in the developing town are reflected in the names including Tavistock Street and Covent Garden. The Town hall, on the High Street, continued to be

used for over 50 years, then becoming the police station and is still in use today by the Polish community and others.

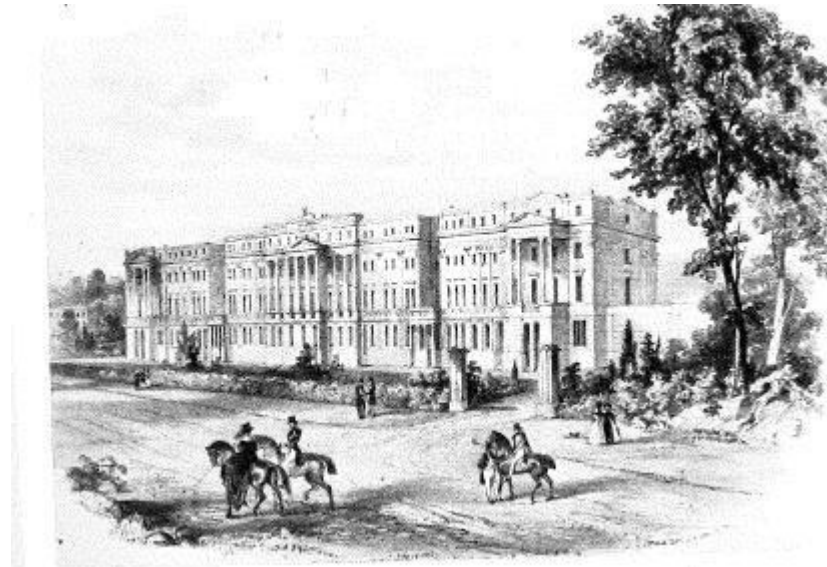


Between the Town Hall and the canal, Court street and Althorpe street were laid out parallel to Clemens Street as much smaller artisan dwellings, densely occupied, probably with workshop activity in amongst it. Terraced houses ran either side of Althorpe street, together with side streets, Moss Street, Wise Street, Neilston Street . The houses fronted directly onto cobbled pavements, at the rear were common 'courts' or yards shared by several houses, with an outside shared toilet in the 'court' with laundry being washed outdoors and a series of criss-crossing washing lines. 1841 Census (England and Wales) shows 250 men women and children living in Althorpe Street.

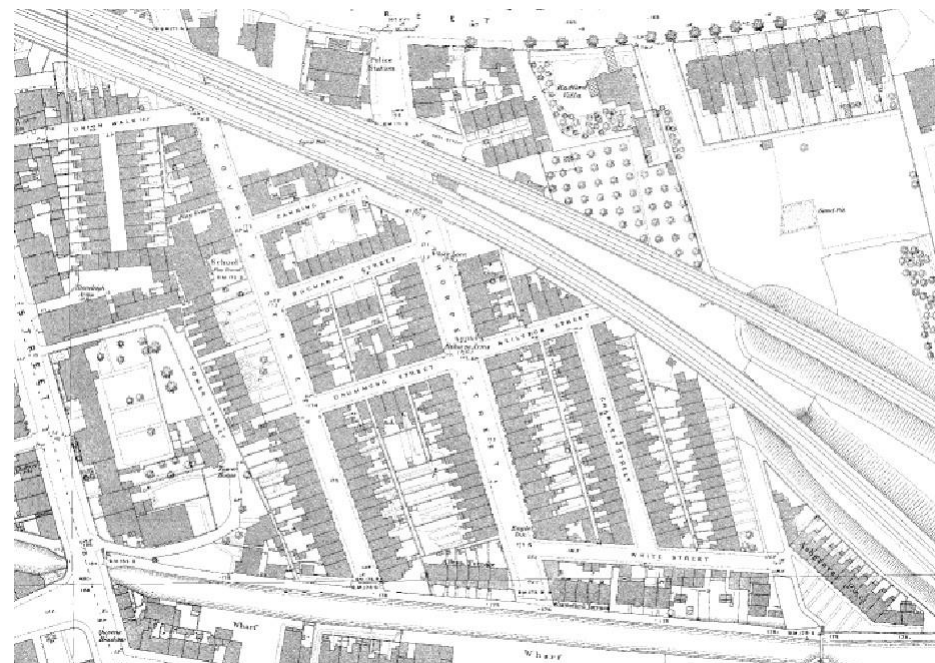


The railway to the district was first only permitted as far as Milverton, due to the opposition of landowners including the Earl of Warwick, who had been a supporter of the canal. To link back to the main line at Rugby involved extending the existing line to Avenue Road, not far from the centre of Leamington, and building a small station. A bridge

was also needed over the junction of High st and Clemens st, which required the demolition of Copps' Royal hotel. In 1852 the Oxford and Birmingham junction railway built to link the Great Western railway at Oxford with Birmingham, constructed a second bridge as rival companies used different gauges. Leamington Station on this line opened in 1852 having been built on the site of Eastnor terrace.



In sept 1935 GWR knocked down the old Brunel design and erected the present one. The railway was built on embankment to cross the canal as well as the High St. the Rugby route has since been partly removed, leaving an abutment on the south bank of the canal. According to Pevsner this railway route effectively separated the original town along the canal from the new town that was emerging North of the river Leam. The railway sweeping through on arches very much compromised the original orderly grid.



The railway incursion meant the block on the east of Althorpe St from the Town Hall was disrupted and Moss St wedged in. Radford villa occupied a generous plot with orchard. A substantial terrace fronted the High St and subsequently Camberwell terrace infilled behind on what was a sand pit.

Whilst on the High Street side of the railway, shops and residential uses are retained, the railway arches and post 2nd world war workshops are part of the deliberate planning intention to remove housing that was considered unfit. This changed both the character and appearance of the area.

Previously Court Street and Althorpe Street had opened onto the towpath, and Albion Terrace, Warneford terrace and Ashgrove place, had faced South, looking over the waterway and the former pleasure grounds and wharf activity. More recently a large new block of student housing for nearly 200 residents has been introduced on the canal frontage. This goes some way to restoring some of the qualities that the area previously enjoyed, although the necessary controlled access to a large block is quite different to having lots of front doors and activity on the street.





The land up to the High Street from the canal should all form part of this conservation area, recognising the impact of the 19th century railway on the evolution of the old town from its beginnings in the late 18th century. Visitors arriving by rail from London have an elevated approach that reveals the grain of this part of the original town more so than those arriving by water where over the past 60 years the town has turned away.



The ladder bridge marks the historic route from Lillington to Whitnash and can be followed under the railway arches to emerge in Camberwell terrace where crossing the high street it continues North up Forfield place. On John Taylors plan, dedicated to the Earl of Aylesford, lord of the manor, a canal crossing is shown which predates the current ladder bridge structure. This was an important route on foot, crossing the Leam at the Mill before the river was modified. Having survived over 250 years of change, this route needs to be kept.

ENTERING the village from the *Warwick Road*—on the left—is the seat of **MATTHEW WISE, Esq.**; surrounded by its beautiful plantations, forming a bold semicircular sweep—and on the right—appears the first of the new erections, *Albion House*, a singular structure, built in a sort of mock Gothic style, rather fanciful than tasteful—but affording within, three comfortable dwellings.—Behind this, at some distance, towards the *Napton Canal*, are several clusters of smaller houses; some of them offering neat and cheerful lodgings.—Passing a good bow-windowed house, lately converted into a boarding-house, and the gates of an extensive Mews—**OLORNSHAW'S** shop next appears, still on the right, abundantly furnished with jewellery and stationery; to which a very commodious Reading Room is attached, well provided with diurnal and monthly publications; together with a *Circulating Library*, carefully adapted to the usual taste of watering places, in a tolerable collection of voyages, travels, and above all—novels. On one side, this shop, is a large and good; on the other side, a small and comfortable house. Behind it, is the *South Well*; and, before it, the *Road Well*.

REV FIELD 1815

