

WARWICK DISTRICT
CANAL CONSERVATION AREA

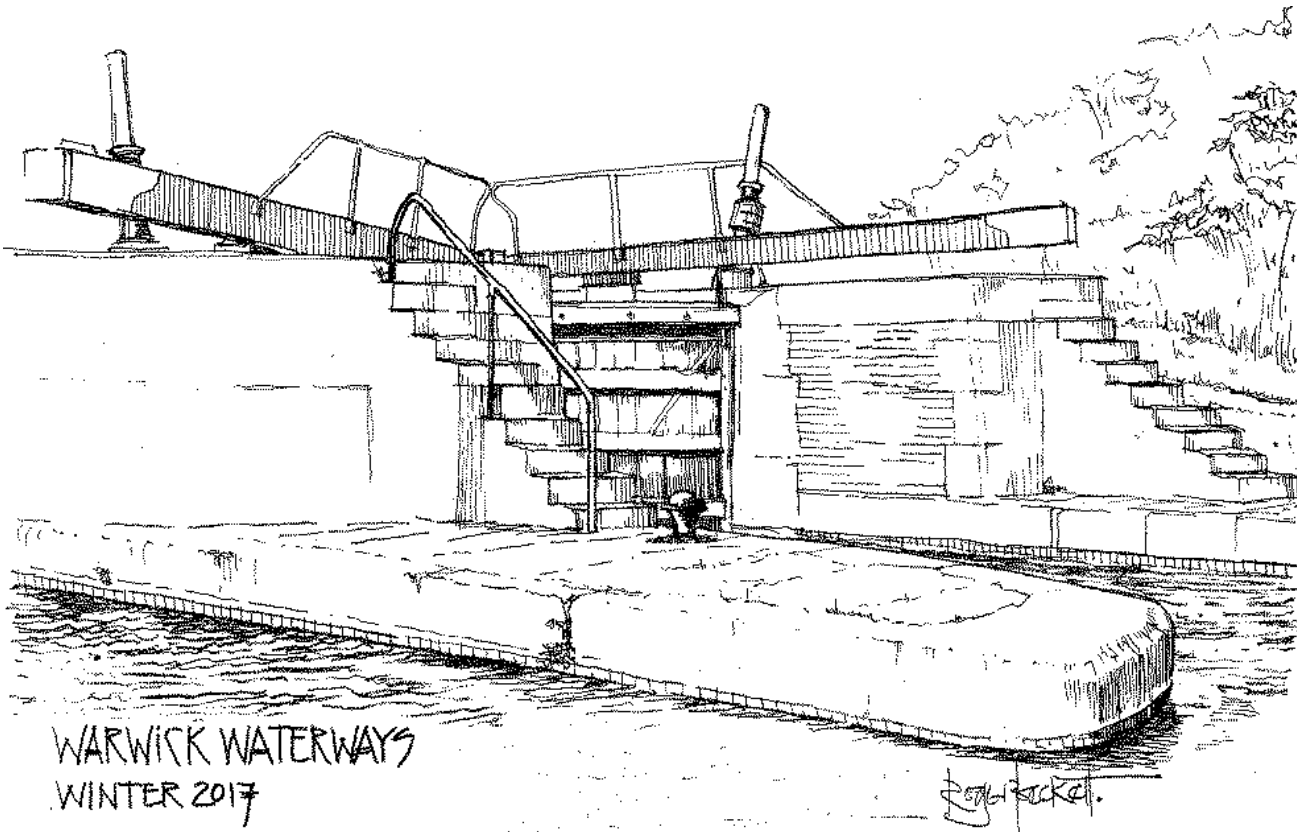
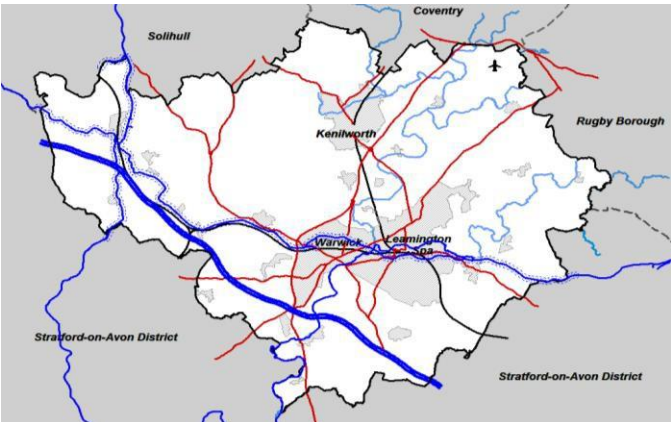
Consultation draft contains

- INTRODUCTION
- SUMMARY OF SPECIAL INTEREST
- PLANNING POLICY/MANAGING CHANGE
- CANAL CORRIDOR PLANS
- DOCUMENTED HISTORY

CHARACTER LENGTHS

- 1 ROWINGTON
- 2 HATTON
- 3 WARWICK
- 4 AVON
- 5 OLD TOWN
- 6 FOSSE
- 7 LAPWORTH

- TO FOLLOW CONSULTATION
- Appendices to include:
- GAZETTEER OF LISTED STRUCTURES, BRIDGES, LOCKS, GATEWAYS, WATERSIDE STREETS,
 - NON DESIGNATED HERITAGE ASSETS
 - FOOTNOTES
 - LINKS TO HISTORIC MAPS
 - ARCHAEOLOGY AND HERITAGE ENVIRONMENT RECORD AND
 - HISTORIC LANDSCAPE CHARACTERISATION LINKS
 - HER AND WCRO



Introduction

Background to the study

Warwick District Council Local Plan has identified that Waterways can be used as tools for place making and place shaping and contribute to the creation of sustainable communities (Warwick District Local Plan NE7). The Canal Conservation Area will assist heritage-lead regeneration, including the Creative Quarter in Leamington’s Old Town, and other waterside development opportunities across the district.

An appraisal has been undertaken to explore the physical context, to understand, analyse and articulate how the eighteenth century landscape has changed and evolved and will continue to do so; why the waterway corridor is special and what elements within the area contribute to this special quality and which do not; and how to preserve and enhance what is significant. The appraisal explains the influence on the district’s development, identifies what is distinctive, and provides an evidence base for analysis of significance. The physical extent of the canals through Warwick District means the character of the area is diverse, where imitative or ‘in keeping with existing’ approaches would run counter to the way in which the area has traditionally evolved. Informed design guidance and site-specific development briefs that encourage new development that complements the character, while making a positive contribution to the significance of the conservation area can draw on this appraisal.

Methodology

Assessment of the network and its setting

- A physical appraisal of the current state of the canals and their environs
- Desk research to understand the evolution from the canal acts in 1793 to today, resources include the Heritage Environment Record . Warwickshire County Record Office, WCC landscape sensitivity studies
- Discussions with Canal &River Trust, Historic England, local history groups and other key stakeholders
- Define heritage values, landscape character and appropriate boundaries

Output - An illustrated appraisal document to explain the canals significance

- Identify the special interest
- illustrate character and appearance of lengths
- Summarise the legislation and policy guidance
- Identifies vulnerabilities and opportunities for enhancement

Conservation is a creative activity to find solutions that conserve historic places and applying cultural values that continue to apply to the future. Evaluating the historic environment involves understanding how the past is encapsulated in today’s landscape, explaining why it has assumed its present form and distinguishing its more significant elements, including the social and cultural circumstance that brought it about. The relationship forged with the eighteenth century landscape by the original engineers

design has changed and evolved and will continue to do so, reflecting what happens adjacent to the waterway and within its aspect. The NPPF highlights that the setting of a designated heritage asset can contribute to its significance. Settings may also be nested and overlapping. .Legislation recognises that change created the canal as a historic place, and that managing change is essential to the waterway environment realising its full potential in the future.

Covering the area methodically and combining this with an analysis of historic maps, gives a sense of how and why a place has come to look the way it currently does; of the relationships of buildings to open spaces, and of residential to commercial or industrial places; the evolution of transport infrastructure; views in and out of confined spaces; building scale, type, materials, current use, and other related factors that shape how it is experienced now, was in the past and might be in the future. The appraisal encourages a longer perspective and a balanced response to change as part of a holistic approach to heritage.

Consultation

It is always valuable to involve the community in place making investigations. Using local knowledge, they can direct the attention of officers to townscape, landscape and heritage assets that are valued by particular communities, but which may not have been as yet recognised by, for example, having been listed. The professionals can then place these assets in a wider value context, given their ability to draw upon experience of working further afield. Any understanding of context requires knowledge of history and culture, specifically directed towards the assessment of historic significance, in practice it is linked to an analysis of the quality of the townscape and the relation between the evolution of settlements and their townscape/landscape context. It is important to understand the existing character of places, and how they have developed through time, as a starting point for planning future change.

Development proposals that affect the historic environment are much more likely to create successful places if they are designed with the knowledge and understanding of the significance of the heritage assets they may affect and the contribution of its’ setting to its’ significance. The canal is an historic structure that has shaped the local environment. This appraisal is a review of what is there, how it came to be, and how it might change. The objective is to Identify and describe ‘character length’, assess their relative historic and design importance, and provide an evidence base for the retention of distinctive character.

Most of the buildings in a conservation area will help to shape its character. The extent to which their contribution is considered as positive depends not just on their street elevations but also on their integrity as historic structures and the impact they have in three dimensions, perhaps in an interesting roofscape or skyline. To identify the significance of a place, it is necessary first to understand its fabric, and how and why it has changed over time; and then to consider: who values the place, and why they do so; how those values relate to its fabric ; their relative importance; whether associated objects contribute to them; the contribution made by the setting and context of the place. The nature of canals is that there are many communities of interest in addition to boat owners and those who live in the locality.

What matters and why? - is the key question to what people value in a locality. Both positive and negative characteristics of a place can be used to establish what is valued or has significance. Explaining what has happened before and what might, breaks out of looking just at what is immediately obvious. Heritage values represent a public interest in places, regardless of ownership. The use of law, public policy and public investment is justified to protect that public interest. Advice and assistance should be available from public sources to help owners sustain the heritage in their stewardship and to guide intelligent and imaginative architectural approaches that can be applied to new buildings to enrich historic environments. Innovation is essential to sustaining cultural values in the historic environment for present and future generations, but should not be achieved at the expense of places of established value.

The local waterways link historic towns with the countryside beyond. Also an ecological resource, they provide open access to a landscape of character for the many residents who do not have their own garden, want to walk, jog or cycle along the 40 Km of Canal in Warwick District. By realising the potential of this heritage asset, increasing safe use and enjoyment, the Conservation Area initiative will enhance the health and wellbeing of Warwick's residential population by promoting the intrinsic value of this significant local asset; share in stewardship of this legacy, responding to the range of communities of interest that engage with this distinctive part of the public realm, thus contributing to broaden community, cultural, and civic life.

The approach to the appraisal draws on Conservation Principles, Policies and Guidance that recognizes the wide range of heritage values. The weight given to heritage values should be proportionate to the significance of the place and the impact of the change upon the special architectural or historic interest, the character or appearance of which, it is desirable to preserve or enhance. The intention is to help everyone involved to take account of the diverse ways in which people value the historic environment as part of their cultural and natural heritage.

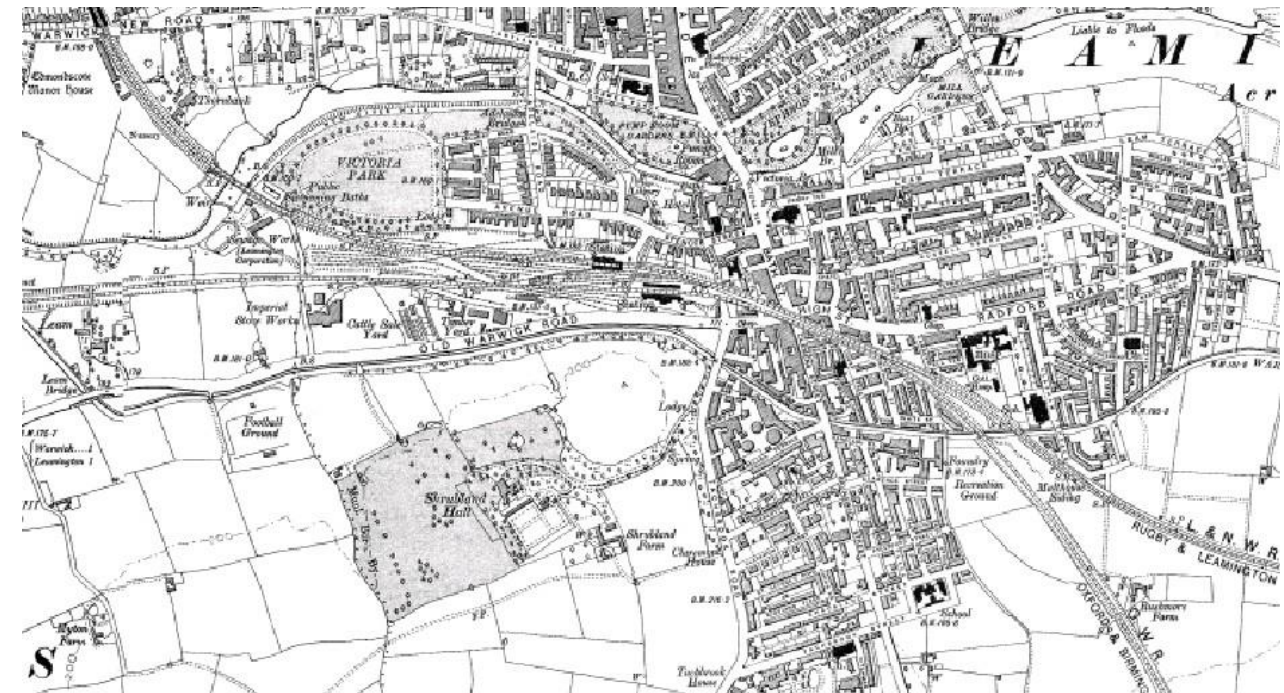


www.ourwarwickshire.org.uk/ is a source of local photographs on line.

The county record office holds many documents <http://archivesunlocked.warwickshire.gov.uk/calmview/>

Another key informative is the Warwickshire historic map record. This allows the map regression technique, whereby you analyse change from the recorded map bases, to be carried out in a dynamic way, with current maps fading into historic maps, so that specific locations can be looked at in detail, but also how the overall structure of the place has evolved to be identified. The maps start with the 1880 ordnance survey, the links are

<http://maps.warwickshire.gov.uk/historical/>

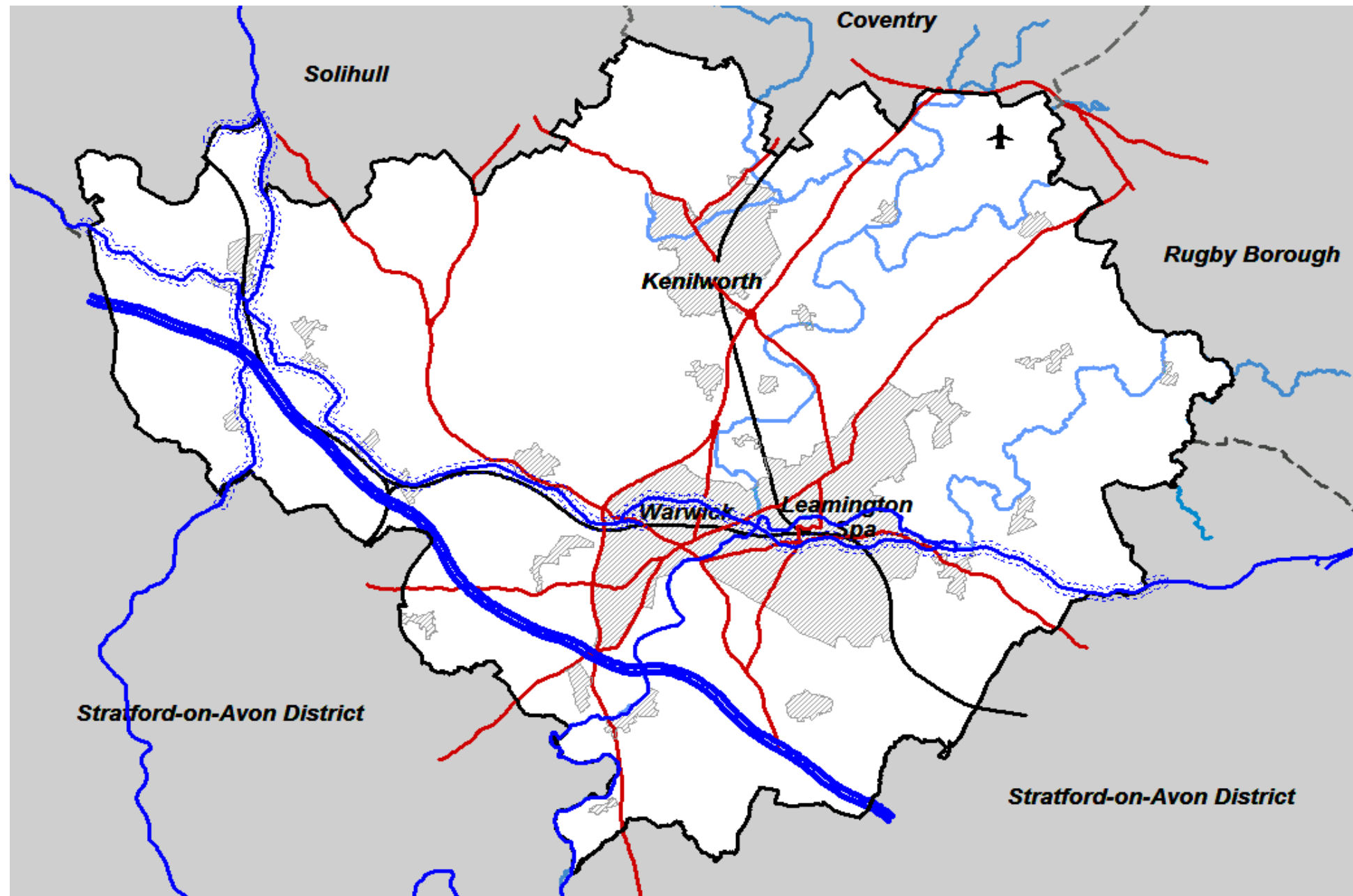


The 1830 mapping is available from the Australian library web site

<http://nla.gov.au/nla.obj-231917049/view> This is the Australian library map source.

<http://heritage.warwickshire.gov.uk/archaeology/historic-environment-record-enquiries/>

WCC Heritage Environment Record is a first step for any comprehensive enquiries about a location.



Waterways in Warwick District

Stratford upon Avon Canal 1795

Warwick and Birmingham Canal 1793 - *since 1929 part of the Grand Union Canal*

Warwick and Napton Canal 1794 - *since 1929 part of the Grand Union Canal*

This appraisal provides a detailed assessment of the special character of the Warwick Canalside Conservation Area and provides guidance to try to ensure this special character is ‘preserved or enhanced’. The historical development explaining how the canals left their mark on the modern-day layout and appearance of the settlements and rural parts of Warwick District is summarised, and links to more detailed sources on canals and their role in changing the country.

To enable a comprehensive and clearer analysis of the townscape, the district’s canal network has been divided into seven ‘character’ lengths, looking at historic development of that part, building type, uses and activities, links, spaces, trees and the public realm and open spaces which together make a special contribution to the ‘sense of place’.

Covering the canal corridors methodically and combining this with an analysis of historic maps and key reference sources, one can gain a sense of how and why a place has come to look the way it does and the significance of the evolution of transport infrastructure. This shows what is distinctive about the building scale, type, materials, current use, and other related factors. It also seeks to identify views in and out of the canal space and explores the setting, a key aspect being the relationships of the network to open spaces and to built form. This approach identifies the character of the area under review, and helps to address issues that may threaten to change that character, such as the redundancy of particular uses and therefore building types, planning issues concerning sustainability, density, high-quality design for new build, permeability, access, transport, the appearance of the public realm, the balance of ‘hard’ and ‘soft’ elements of the environment emerge.

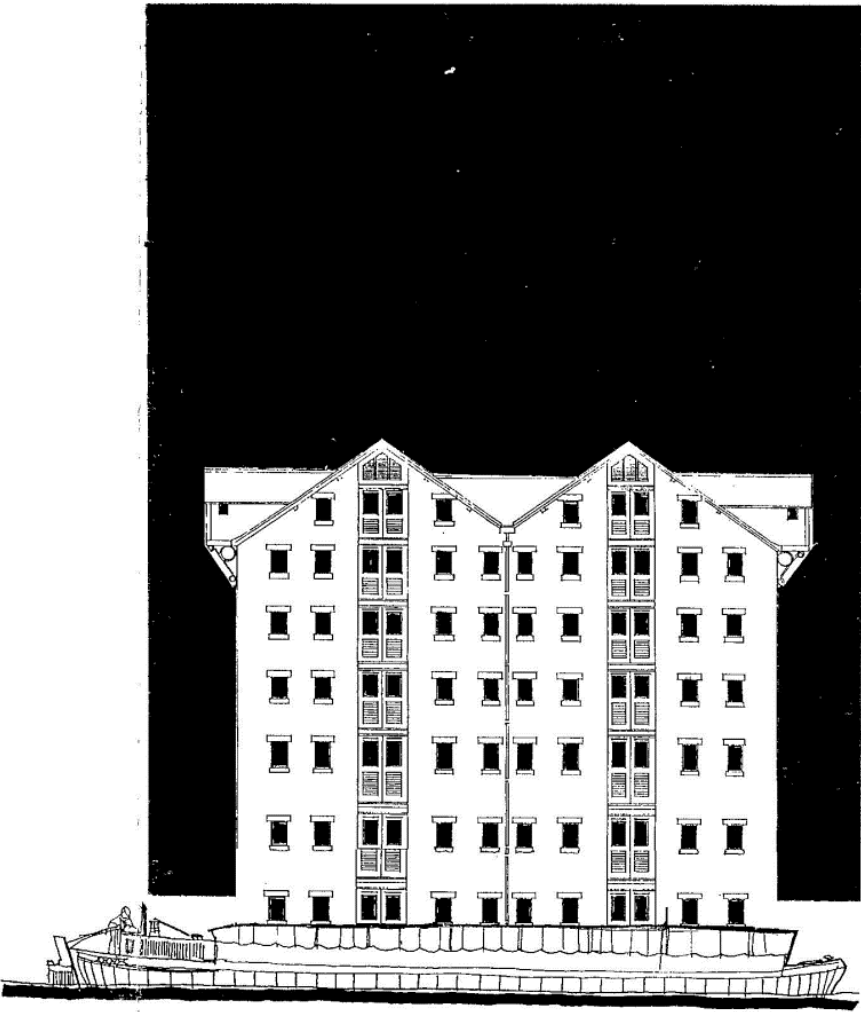
From the detailed assessment of each character area, a range of ‘Issues’ and opportunities have been identified which provide the basis for the guidance which will enhance local plan policy and make a number of recommendations for the future preservation and enhancement of the Conservation Area. These are based on good conservation and regeneration practice for waterways.

It is important to understand the significance of an historic asset and the possible impact of a proposed development on this significance

- Principle 1: The historic environment is a shared resource
- Principle 2: Everyone should be able to participate in sustaining the historic environment
- Principle 3: Understanding the significance of places is vital
- Principle 4: Significant places should be managed to sustain their values
- Principle 5: Decisions about change must be reasonable, transparent and consistent
- Principle 6: Documenting and learning from decisions is essential.

Conservation areas exist to protect the features and the characteristics that make a historic place unique and distinctive. They were introduced by the Civic Amenities Act 1967. Designation imposes a duty on the Council to pay special attention to the desirability of preserving or enhancing the character or appearance of the area. In fulfilling this duty, the Council does not seek to stop development, but to manage change in a sensitive way, so that those qualities which warranted designation are sustained and reinforced rather than eroded.

Ref. www.moore2life.co.uk/canals/gusouth/grandunion



Summary of Special Interest

The opening of the Warwick canals was marked by cannons and ringing of bells at a ceremony on the eve of the new century as, on the 19th December 1799, a boatload of coal travelling south from Staffordshire met a boatload of lime travelling north from Napton. The connections were part of a network of waterways that helped transform the means by which goods and materials were transported towards the end of the 18th and early 19th century.

The twenty five years from 1790 to 1815 saw profound change emerge in both ideas and events that swept Europe and beyond. Political events, war with France, the French revolutions cry of liberty and equality, Erasmus Darwin and Kant's evolving scientific and philosophical ideas, and an emerging middle class. Rapidly developing Engineering innovations given impetus by the Coalbrookdale bridge over the Severn in 1779. The impact of the Lunar Society in Birmingham

In Britain the industrial revolution and expanding empire in India and elsewhere, despite the independence of America, brought about capital investment in projects. Mass production and mass consumption required transport to get the goods to market and the coal and minerals to industry. The rise in population meant farmers delivering foodstuff to the growing towns, and getting the night soil away again.

Enlightened industrialists like Robert Owen at New Lanark built a settlement for his workers and their families, with school, community hall and co-operative shop, to show by example how the lives of the poor could be improved through design according to ethical values. But essentially it was the pursuit of profit, a return on investment, that drove the ingenuity and resourcefulness that created the infrastructure to bring forward industrialisation. In 1790 France had 8 cotton mills to England's 200 and 1000 Spinning Jennys compared to Britain's 20,000. France was an agricultural economy with little infrastructure, so 85% of the population lived in small settlements.

In the context of the Midlands, the Canals are of considerable architectural, historic, archaeological, social 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 Leamington of the canal, from its completion in 1800, was no less spectacular. The wharfs quickly became important focal points for industry and facilitated the growth of settlements.

1. The Warwick and Stratford canals significance as part of the late 18th, 19th and early 20th century canal network, the key infrastructure that made possible the development of the country.
2. Its importance as a historic record of the most dominant pre-railway freight transport network, that retains original features including aqueducts, bridges, toll houses, lock cottages, cuttings and embankments.
3. Its major contribution to the growth of Leamington from a village of 315 people at the start of the 19th century when the canal arrived;
4. Its present-day use as a popular leisure resource for walkers, cyclists, pleasure boaters and anglers;
5. The historical and architectural interest of the canal as a structure; aqueducts, lock flights and tunnel;
6. The special interest of the canal as designed landscape, the canal setting and relationship with the historic estates close to the waterways including National Trust properties at Packwood and Baddesley Clinton;
7. The special interest of the 21 broad locks at Hatton, and 25 on the Warwick and Napton stretch of the Grand Union, together with an aqueduct 27 feet above the River Avon and also a metal trough carrying the main line canal over the main line railway; a splendid brick railway viaduct; a tunnel with separate horse tunnel, and numerous brick bridges.
8. The Stratford upon Avon canal through the district also includes distinctive split bridges, and unique barrel vaulted cottages as well as 30 narrow locks. The Stratford is also the example of how volunteers saved the canal and reversed decline under railway ownership, adoption by a trust, returned to national ownership.
9. Key Views to landmarks such as St Mary's church from the lock flight at Hatton.
10. The changing setting of the canals as a linear progress from Birmingham and the metropolitan city fringe, through rural landscapes down to Stratford, or to Warwick where it largely skirts the higher ground at the centre of the town then crosses the river Avon and passes through Leamington alongside the river Leam before climbing east through farmland towards the junction with the Oxford Canal;
11. Economically as an example of how a collection of local Warwick citizens created canals that overcame the regions topography to connect the Birmingham watershed to the navigable rivers.
12. As an example of interwar investment in modernisation of locks to improve the link between the manufacturers of the Midlands to London and the world beyond.
13. The designed landscape of waterway, trees and hedgerows and the waterways role as a wildlife corridor particularly through urban areas. Many stretches of the navigations possess the attractions of a natural river rich in aquatic and waterside flora and fauna and Sites of Special Scientific Interest.
14. Despite their inception at a time of change from agrarian to industrial activity, the Stratford canal is particularly noted for its visual charm, meandering for most of its length through the quiet pastoral landscape of Warwickshire with very limited hints of the coalmines and heavy goods that prompted its creation.
15. The immediate effect was the reduction in the price of coal, so that it became possible to set up industry in country towns like Warwick, away from coal fields. One of the first factories in Warwick employed a tenth of the population, over five hundred hands. As a consequence, in the first thirty years of the century the population of Warwick increased from 5592 to 9109 in 1831.

The appraisal explores the 18th, 19th and 20th century historic and the present day environments, in order to understand better historic and current activity, and the resulting form and what contributes to the setting of the canal. This approach recognises distinctive character areas. Because of the decline of some early industry and subsequent replacement development, the canal remains as the corridor of open space linking a series of different functioning environments, in some ways capturing the vitality that accompanied its creation and the evolution of the urban areas. What comprises a heritage asset's setting may change as the asset and its surroundings evolve or due to the varying impacts of different proposals; for instance, new understanding of the relationship between neighbouring heritage assets may extend what might previously have been, as the asset becomes better understood. The CAA will be lodged with Warwickshire County Councils Heritage Environment Record. HERs are a primary source of information for planning, development-control work, and land management.

The objective of an appraisal is to record, understand, analyse and define in depth the special interest and traits which make up the character of a conservation area, to identify the pressures and challenges that may threaten its survival and to recommend courses of action which will aid in achieving sensitive management, preservation and enhancement (the latter fulfilling duties imposed by section 71 of the 1990 Act). Historic England's advice encourages a more consistent approach to the identification and management of local heritage assets across England. It signals a move away from the buildings-led approach to local listing to encompass the full range of heritage assets that make up the historic environment and ensure the proper validation and recording of local heritage assets and their context. The context of a heritage asset is a term used to describe any relationship between it and other heritage assets, which are relevant to its significance, including cultural, intellectual, spatial or functional. They apply irrespective of distance, sometimes extending well beyond what might be considered an asset's setting, and can include the relationship of one heritage asset to another of the same period or function.

The NPPF states that the setting of a designated heritage asset can contribute to its significance. Settings may also be nested and overlapping. what matters and why is also defined through understanding morphology, regularity and density of street pattern and other communications; positioning of buildings in relation to plots and sight-lines; building scale and density, and their relationship to street width; Buildings: functional types including plan-form, particularly where townscape character has been shaped by cycles of change and creation over the long term. Setting in urban areas, given the potential numbers and proximity of heritage assets, is therefore intimately linked to considerations of townscape and urban design and of the character and appearance of conservation areas. The character of the conservation area, and of the surrounding area, and the cumulative impact of proposed development adjacent, would suggest how much impact on the setting should be taken into account. The NPPF states that the setting of a designated heritage asset can contribute to its significance.

What comprises a heritage asset's setting may change as the asset and its surroundings evolve. Extensive heritage assets, such as landscapes and townscapes, can include many heritage assets and their nested and overlapping settings, as well as having a setting of their own. Its importance lies in what it contributes to the significance. A conservation area will include the settings of listed buildings and have its own setting, as will the village or urban area in which it is situated and views identified in character area appraisals or in management plans.

Landscapes that display a long and continuous history of evolution, together with those that are characterised by a clear and consistent pattern of key elements, tend to be more sensitive to change than those that have fewer distinguishing features.

Where new development is planned conservation area appraisals should help inform and guide research that provides a useful design resource to those proposing it, and those determining applications. Failure to mention a particular element or detail must not be taken to imply that it is of no importance to an appreciation of character or appearance of the Conservation Area and thus of no relevance in considering planning applications

The conservation area appraisal gives an outlines history of the canals and the settlement and explains what makes it special, with some general guidance on managing change and carrying out development in the conservation area. The analysis makes use of historic mapping and brings together existing sources using a layering of information, so that the narrative is not over burdened with footnotes, but signposts how to find out more from information in the HER. Warwickshire's historic mapping allows us to look back at the pattern of development from the time of the 1880's. earlier mapping is also available to understand the changes that familiar places have undergone since the canal was constructed, and to establish a perspective of time. A CA is an enduring designation that needs reviewing in the future so it captures the way the historic asset evolves over the next twenty, fifty, a hundred years. By looking at change we can build a picture that transcends what we see today, and understand how effective stewardship can be with constructive conservation.

Commentary on emerging issues and opportunities

1. Having walked the length of the canals and recorded the existing state as part of the appraisal process, the study recognises each character length has both positive and negative factors that are relevant to the special character and appearance of the conservation area.
2. Access to stretches of the canal, particularly in the urban area in Warwick, and for important links in Leamington, needs to be improved so that by increasing use and enjoyment the area becomes safer and more accessible.
3. Much of the old town in Leamington is in transition, with areas that were first developed in the 1960s already being redeveloped for residential use. The Althorpe Street area that was cleared of its' traditional workers housing for employment uses as part of the post-war town planning, is part of a proposed Creative Quarter, but also a developers' target for further student housing. The area has the potential to recover and become an active part of the town that again addresses the waterway frontage. A Development framework that extends beyond individual plots would help create a vibrant locality. Particular attention needs to be paid to active frontages, to enhancing the landscape as well as townscape, to ensuring that the waterway is an integral part of what makes up the area, not just a convenient edge.
4. The southern extension of Leamington is already underway and the need to promote proper linkages to the existing infrastructure of the canal side was identified but measures to achieve this particularly at the gateway where Europe Way meets the Myton Road, need care and attention. The current roadway is difficult for cyclists and pedestrians particularly. The realignment of the canal to form the roundabout has already changed this from the original rural edge. The further development of residual space under District Council ownership is an opportunity to make this approach more effective, and exploit the inherited asset of the canal. Investment in heritage assets that in some way provide local infrastructure may be eligible for CIL monies.
5. In Warwick there are further areas in transition. The profound change to the north side of the canal post-war, particularly between Cape Road Bridge and Coventry Road Bridge did at least maintain landscape margin of open space. Pedestrian links across the canal towards the town centre were something of an afterthought and lack legibility. To optimise the value of the canal corridor as a linking element needs design as part of a movement framework that evolves coherently from better signing initially to fuller integration as change and development takes place. The canal originally served walks and workshops on the town side and could be made to play a part in the redesign that will follow if some further work on how this might be done is carried out.
6. There are boundary treatments and some that have arisen from neglect, softened by re-and the colonisation by indigenous vegetation. There are a range of successful frontage treatments that can be employed if this is properly seen as a highway and given that thought and attention. What should not be attempted is to prescribe a standard margin treatment which would replace neglect with monotony.
7. The appearance of the canal frontage is blessed by a significant number of mature trees and succession planting needs to be agreed with the canal authority and waterside owners. Conservation area designation is designed to protect trees from wilful damage or inappropriate removal. This needs to be supplemented by a programme of stewardship that recognises how this linear landscape by celebrating the seasons, takes the garden city concept right through the major urban area and out to the countryside the on the towns. Planting alongside the canal at

the back of the towpath needs to respond to this as public space, any move to semi private space needs to be sensitive to the transition. There will be cases where private gardens abut the back of the towpath and this is the appropriate place for personalisation.

8. The Pocket Park along the restored Saltisford arm could be better linked to the racecourse. Then the Saltisford Common and Warwick Cemetery are part of the Green chain that stretches through to the Coventry Road along the former Warwick and Napton Canal length of the Grand Union. Redevelopment of the County's Montague Road site should at the minimum include a planted corridor but perhaps some moorings space or floating residential. The former wharfs on the offside between Coventry Road and Emscote Road already have some water related activities and these should be retained as part of the visual interest that the corridor can provide whether just for recreation or as part of the walk to work or school.
9. Lack of maintenance and poor alterations and replacement windows and rainwater goods are part of the erosion of many historic buildings, equally though redevelopment as a poor pastiche of 'canal side character', threatens the integrity of this as a historic asset by devaluing the true original.
10. The NPPF requires that local planning authorities should take into account the desirability of proposals making a positive contribution to local character and distinctiveness. Loss of feature which makes a positive contribution to the significance of the conservation area should be treated as harm, as should proposals outside a conservation area that would affect its setting.
11. Further work is needed to record the appearance of what has been lost in the significant amount of changed post war. Fortunately some of the grander schemes such as a new dual carriageway along Tachbrook road which would have resulted in the loss of period buildings never happened. Whereas the clearance of the area between Clement Street and Althorpe Street failed to recognise that some aspects of the character and appearance could have helped avoid the fragmentary redevelopment that did take place. One of the key aims of any conservation study must be to recognise the opportunity to inform change and evolution of what are key elements in what makes the locality meaningful to local people. There are features like the lost wharfs and basins that might be introduced to add a special dynamic to successive redevelopment, such as by St Mary's Road.
12. Historic buildings are an important part of the culture of the place, alongside this are the spaces that they frame and the ones that lack shape or identity because their architectural character may not have been preserved well enough. One of the ways in which judgements have been made about character in conservation areas has been to measure how many of the original buildings have suffered changes such as concrete tile roofs plastic windows loss of Street frontage railings. All of these actually can be repaired more sympathetically as better higher performance products are developed to respond. So that whilst some of the areas include less well treated buildings, it is wrong to miss the opportunity to set higher standards as they continue to evolve. Where the appraisal has identified historic evidence of the value of a place, it is wrong to just accept a marginal improvement in the aesthetic as being better than what is currently there.
13. Local residents and landowners need to have informed advice and guidance to help them preserve and enhance the area. Where redevelopment is proposed then the rationale for how the design develops must be informed by an understanding of how the character and appearance of the canal corridor has evolved and show how the proposals fit into a development framework for future in the change.
14. Improving understanding and appreciation this historic asset will help to facilitate dialogue about what is appropriate to change and enhance and is a key element in making the journey along the canal mean more to those that experience it in the future. The successful use of art and temporary events will also bring this to life and help ensure that it continues to be valued and cared for by the communities it serves.
15. Part of the interest in the canal is that it is active water space not just somewhere to throw things to make a splash. Support for moorings, waterbased music and art activities, floating galleries and cafes will all help engender a sense of place and a feeling of ownership that is a key element in optimising the value of something built to facilitate the industrial revolution, and to better link Warwick to the world beyond.
16. Waterside development increases use of the infrastructure and creates opportunities to positively extend the purposes for which it was made over two hundred years ago. The added value that canals bring should support improvements in public access and the quality of the provision, to sustain increased use by a wide range of users for local walks, cycling, boating, angling and more. The provision of disabled access, potable water, waymarking,

mooring bollards, appropriate surfacing, seating, information and interpretation signage, boundary walls and planted borders, hedge laying and tree planting, marginal waterside vegetation, soft edges suitable for young ducks, are all appropriate ways in which the public benefit of enhancing the Canal Conservation Area can be achieved through development. Screening and security fencing also needs to be of a better quality given the public face the canal presents. As an active highway, WDC expects boundary treatments on both sides of the canal corridor to be sensitive to the local context and avoid restricting use through casual encroachment. Boundary walls above 1metre will require planning consent as will structures proposed to be more than 2.5 metres above the ground within two metres of the boundary.

17. The integrity of the waterway as structure is fundamental to the conservation area. Digging foundations , imposing adverse loading on the waterway wall or any act likely to result in a breach of flooding or through discharges to cause pollution or affect the water quality will undermine the designation.
18. The NPPF sets out the requirements for an applicant to, as a minimum, describe the significance of any heritage assets affected by a proposal. Individual planning applications are judged on their merits but also have to be considered in the context in which they come forward. Too often they fail to look beyond the red line or accept that if successful they will intensify use of the network beyond their own immediate frontage. Views to and from the waterway can have a direct effect on the character and appearance.
19. The Conservation area designation requires judgement about whether a proposal will enhance or damage the quality of the townscape. What contribution does it make to the canalside and broader public realm. Sensitivity to context and the use of traditional materials are not incompatible with contemporary architecture. A particular feature of the linear canal side conservation area is that a site is approached, encountered and then passed, so the three-dimensional quality particularly the experience of ground level including the surfaces and planting employed are experienced sequentially, not as flat elevations . Where doorways are, how windows and other openings are modelled, the details of materials and textures used, the effects of sunlight and shade will all have a bearing on whether it is good enough for the context. This is not one of those areas in which development occurred all in one period and therefore is of a unitary character, but there is a recurring feature which is the waterway including a tow path and sometimes a stock proof hedge. Because the canal side has grown organically over the last two centuries, what might have appeared radical is no longer incongruous, but can enhance, whereas a poor copy erodes the original. If there is an existing structure, then can it be restored and repurposed? Or perhaps remodelled creatively, to get the best of both continuity and change. The former maintenance yard at Hatton is perhaps a good example. A robust existing structure has been given new life. The reuse of heritage buildings safeguards the embodied carbon emitted during the production of the materials used in those assets. Further energy would also be expended during its demolition, disposal of waste materials and in the manufacturing and transport of new materials for the replacement building.
20. It is 50 years since the Civic Amenities Act required every local planning authority to look beyond preservation of individual buildings and try to secure quality through identifying which parts of their district are historic assets and thus require a competent design proposal that measures up to that townscape value and to ensure that remains for future generations to enjoy.

opportunities for Regeneration

21. Conservation and development work together using the historic environment as an asset, and giving it new life is a key factor the economic and social revival of canalside towns and cities such as Birmingham Leeds and Gloucester. The careful integration of heritage assets into regeneration projects over a sustained period such as at Kings Cross, plays an increasingly important and successful role in many major regeneration schemes and transforms the built environment.
22. A 'heritage asset' is defined in the National Planning Policy Framework, as "a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest". Once it falls out of use it is potentially at risk. That is why it is important that the canal corridor continues to evolve and adapt to changing needs, but it is equally important that the special character is not eroded by lack of consideration for what is special.
23. Historic England has effectively dispelled the common misconception that listed buildings must be 'preserved' effectively just as they are. This is not the case. Their goal is positive 'conservation' and managing change rather

than ‘preservation’. The challenge is to work together proactively, using flexibility, vision and innovation to find a solution where ‘heritage works’ for the owner, occupiers, community and environment at large.

24. It is important to celebrate the designation of the CA. Failure by owners to identify the special nature of the canalside corridor lowers the overall environmental quality of the area and can counteract the positive effects of other initiatives taking place. Canalside areas with historic buildings, which individually may not be of particular architectural merit, can still form the basis of effective urban regeneration. People gravitate to historic waterside places, because of their richness they provide a Sense of Place. They are often made up of a variety of spaces, building types, sizes and uses; with interesting architectural features and local character yielding associations with the past. They are of human scale, buildings and townscapes not dominated by cars, promoting social interaction, enhanced well being and quality of life. Regenerating heritage assets can translate into higher values – not just financial value, but economic and social value as well. The wider impacts of regenerating historic assets in terms of their economic and social value may include:
- improvement to the physical fabric of urban areas;
 - improvements in personal safety and the reduction of the fear of crime;
 - community involvement and sense of ownership;
 - employment;
 - improvement of image;
 - improvement in confidence: a sense of pride;
 - indirect inward investment into the wider area; and
 - a sustainable use of resources through reuse of past materials and embedded energy.

Managing change

In addition to the condition of the existing fabric, having looked at how the canalsides have changed over the past two centuries, an overall vision of the way in which the settlements will develop and what this will do to the canal corridor over the next 50 years is needed, rather than responding to sites on a piecemeal basis that does not address their part in the character and appearance of the whole historic asset.

Canals impact on built form House building generally remained grounded in local tradition and locally derived building materials until the nineteenth century, when the network of canals and navigable rivers was established for heavy goods. Canal and then railway transport meant that the economic imperative to use only local materials changed and a much wider range of materials became available.

The use of brick at the vernacular level began in the sixteenth century in those parts of the east of England where brick-making had been established during the medieval period. Its gradual spread into other parts of central England to replace, clad or infill external timber-framing was driven at least in part by structural necessity, whereas its use in areas

where stone construction was prevalent was initially linked with architectural fashion. By the mid nineteenth century brick was the most widely used building material, its massively increased production driven by improved, mechanised manufacturing techniques and by the more widespread extraction of brick-making clays, often as a companion product of deep coal mining operations. Early bricks were often uneven in shape and were laid in irregular bonds, but from the seventeenth century when Flemish bond was developed clearly identifiable bonds were adopted so as to allow savings to be made in the number of bricks required and to enhance the neatness of the finish. Increased standardisation and the ending of the Brick Tax (imposed during the wars with Revolutionary France in the 1790s, and abolished in 1850), besides developments in the mass-production of brick and its distribution by rail and canal, made brick the cheapest and most widely available walling material, used for the humblest cottages and hovels which were some of the last manifestations of vernacular building traditions. As both stone quarrying and brick making became more widespread from the late sixteenth century onwards, so ashlar stone and brick, previously restricted in use to higher status houses, were more widely used as building materials for vernacular houses.

In terms of roof coverings, local traditions and materials were far more in evidence before the mid-nineteenth century, when Welsh slate (and to a lesser extent, Cornish slate) was brought to many parts of England by canals and then the

railways. Thatch was a universal roofing material and reed, straw and heather were used. The size of clay plain roof tiles was standardised in 1477 and their use, favoured for fire resistance, especially in towns, spread outwards from the eastern and south-eastern counties. Up to the arrival of the canals in 1800 roofs were generally covered in hand made clay tiles with some lead and occasionally thatch. After this date, slate began to appear and this accelerated with the coming of the railway mid century, so it soon became the norm, most of the mid to late-19th century houses were roofed with this material. Concrete roof tiles have been used to replace these and better options now exist.

From the mid-nineteenth century relatively uniform streets of terraced houses were built in towns and cities across the land to accommodate the ever-larger workforces demanded by industrial and commercial employers. Prior to that, industrial housing in both urban and rural settings commonly reflected local vernacular traditions, albeit sometimes adapted to provide for the carrying on of industrial or craft processes at home. As living standards rose, pattern books and architectural journals encouraged particular fashions and styles, and as canals and railways made mass-produced building materials more widely available, even the homes of the poor approximated to a national standard and shed a lot off their regional characteristics. Relative numbers of early houses remain very small, which is why there is a presumption to list all pre-1700 examples which retain significant early fabric – significant, that is, in terms of the light it sheds on the development and use of the building.

Where a building forms part of a functional group with one or more listed (or listable) structures this is likely to add to its own interest. Examples include canal, docks and railway purpose-built housing or process buildings associated with industrial or military sites, or agricultural buildings associated with a farmhouse. Key considerations are the relative dates of the structures, and the degree to which they were functionally inter-dependent when in their original uses. Vernacular houses can pose challenges in being adapted for modern living, but listed status does not preclude appropriate adaptation once the special qualities of the building in question are understood and respected.

Georgian windows were predominantly of the sliding sash form, there being few casements, with small panes within elegant, slim glazing bars. In the Victorian period changes in the glass manufacturing process enabled larger sheets to be made and in some buildings the glazing bars were removed and replaced with a single sheet of glass flattening reflections and altering the appearance of a building. Many Victorian and Edwardian houses featured such glass from the start. An unwelcome intrusion in the 21st century has been the arrival of plastic (uPVC) double-glazed windows whose material, construction and detailing are so different from timber they undermine the appearance of a building, especially when they pretend to be what they are not.

The Canal reflects its surroundings. Some buildings have been adversely affected by the replacement of traditional windows with inappropriately designed and detailed new windows and doors and by the use of clumsy modern materials that will degrade and require further replacements. This is an opportunity to provide guidance from Historic England and others as to how this work can be done in a way to restore the character and appearance of the streets and uplift values. Advances in construction technology mean that an exemplary street by street approach to energy conservation and waste treatment in some areas might be an effective way of upgrading the fabric to reduce costs in use and restore some of the original qualities. Conservation management proposals should explore the most effective use of private and public resources.

BUILT FORM RELATED ISSUES

Some poor modern interventions within waterway frontages

Poor quality modern development in some parts

Failure of some modern schemes to respond positively to historic form of development

Creation of large areas in a single use

Pressure for the over-development of some vacant sites

PUBLIC REALM ISSUES

The canal corridor is a special part of the public realm with increasing use and appreciation.

Poor quality pedestrian environment in places, particularly paving and access points

Footpaths and movement framework need some improvement .There is a requirement for a public realm strategy which can then be used to attract Community Infrastructure Levy (CIL) finance to fund Implementation of improvements.

Some of the green spaces require management and some improvements with some of the trees in need of tree surgery or replacement in a considered way

Green spaces forming part of the setting of the conservation area should be protected, particularly the open spaces around

Where opportunities arise the town/parish, District and County Councils should work together to seek Improvements to the public realm, access and signage including ways of interpreting the contribution canals make to the quality of the locality.

The appraisal identifies buildings and places which positively contribute to the Conservation Area, either in terms of their character and appearance or their historical interest. Opportunities for enhancement are also identified, along with negative structures these should be acted upon as part of investment in the area.

The Council should as opportunities arise prepare, in consultation with partners, development and planning briefs and masterplans to inform future developments and infrastructure improvement in relation to sites within or in close proximity to the conservation area

There is a policy in the Local Plan (Policy DS17) which commits the Council to undertaking work;

“The Council will prepare and adopt a **Canalside Development Plan Document (DPD)** to:

- a) assess the canals in the District and their environment and setting;
 - b) identify areas for regeneration along urban sections, particularly for employment, housing, tourism and cultural uses; and
 - c) identify areas for protection, where these are appropriate, throughout the canal network within the District.
- This document will designate particular areas and uses and will set out conservation and urban design criteria for use in assessing planning applications.”

Issues might include:

Improving access physical and virtual

Increasing use and understanding

Preservation of setting and views;

Building and sites of negative impact

Identifying Potential and exploring Options

Securing trees and hedgerows and green chains;

Intrusion/incursion of domestic garden areas onto canal side;

Quality of canal-side development and finishes;

Living on water, diversity in dwellings

Maintenance and repair of significant buildings;

Loss of original architectural details of some historic assets;

Litter and Rubbish dumping, community adoption

Crime and the perception of crime

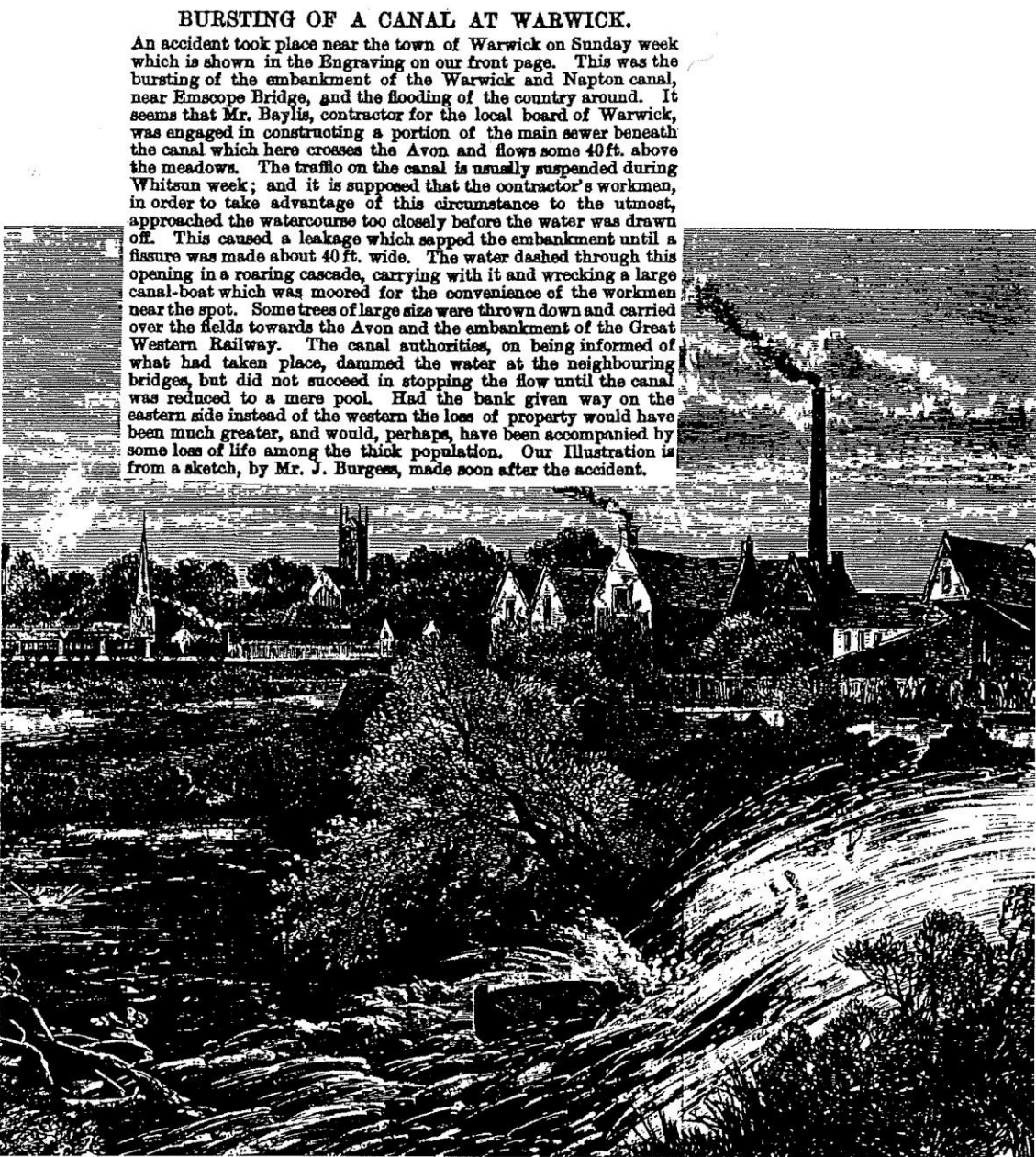
Vandalism and neglect, clutter and harm from poor infrastructure

HS2, new roads and other potentially harmful intrusions on character

Flooding

Holding water in a canal is a designed process, engineered to ensure that use is beneficial, understanding the history, and how this is done, is a key part to ensuring the integrity of the canal as a historic structure.

Evidence of river flooding in the past can be found in the flood water heights recorded on many local mills e.g. Rock Mill, Leamington or the Saxon Mill, Warwick. The Illustrated London News of Saturday May 29 1860 carried a report and picture of the bursting of the canal at Warwick as a result not of natural causes but engineering error.



The report is a summary of the main findings of a study covering a linear corridor stretching across the district for a length of canals of twenty five miles. This is a broad level of assessment drawing on a range of information from the area and its purpose is to try to develop a common understanding of why this historic asset continues to have significance when considering proposals for change. It was carried out in late 2017 and 2018 by Roger Beckett RIBA architect/planner for Warwick District Council Conservation .

It is an illustrated narrative, divided into character lengths and describing its historical evolution, highlighting evidence for lost landscapes and buildings, identifying the principal extant buildings and open spaces, their, architectural form and social context, and other elements of the designed landscape around the canals built at the end of the eighteenth and in the first few years of the nineteenth century. The report is an Observation on the present condition and character of the area, the extent to which it retains elements of demonstrable historical significance or amenity value and an indication of any existing designations and the potential to enhance. This is supplemented with guidance to assist with preparing proposals for development.

In the face of significant change within the urban core, the appraisal analyses and defines the special interest and characteristics of the historic structure of the canal and its setting. The appraisal identifies some of the pressures and challenges facing the character of the Canals as a historic asset, to aid the sensitive management, preservation and enhancement of the Canals within Warwick District. The analysis and subsequent recommendations form the evidence basis for the management of change.

The appraisal treats the canals as a coherent linear historic element of special interest that links a series of quite different environments. The appraisal explores them, in order to understand historic associations and current functions, and how the resulting form contributes to the setting of the historic asset. This approach follows conservation principles and enables the different lengths character and appearance, including areas adjacent to be analysed, and the values identified, so as to define the elements that contribute to the special historic and architectural character.

Failure to mention a particular element or detail must not be taken to imply that it is of no importance to the character or appearance of the Conservation Area and thus of no relevance in considering planning applications, as the document can never be completely comprehensive. The appraisal addresses the need to identify, conserve and enhance this aspect of the district's diverse historic environment and manage change in such a way that respects the local character and distinctiveness.

Site visits have taken place at different times of year. Fieldwork was combined with an analysis of historic mapping and other secondary sources are taken into account in assessing the appropriate boundary that recognises a contribution to the character and appearance of the Conservation Area including; the form and structure of estates and historical settlements; how space is experienced and viewed from within the boundary of the Conservation Area - there are long views from within Conservation Area to the wider landscape that are of significance to the character and appearance; equally the canals and their relationship to the wider landscape can be understood when looking in from outside. The mapping layer will illustrate the setting and contribution of open space (to a depth of approximately two field boundaries). This is not intended to delineate the full extent of the contribution that open space makes to the setting, character and appearance of each character length, but is intended to bring the landscape the canal was designed to pass through into consideration.

Conservation Areas, which are designated by local authorities, have helped to protect the special and unique features of historic places across the country. The purpose of this canal corridor appraisal lies in helping to ensure that change is informed and beneficial use of the waterways as a historic asset is increased.

Places that matter to local communities.

Local planning authorities recognise the need to maintain, or have access to, historic environment records. These are important for informed planning, timely decision-making and increasing public appreciation of their local heritage. National organisations also hold substantial archives and data on heritage and the historic environment. Much of this material suffers from poor accessibility and interconnectivity. One benefit of looking at the canal corridor through the whole district has been the opportunity to bring together local knowledge and historic research.

Further work is needed to identify, digitise and rationalise heritage and historic environment data and records at both national and local levels to make them available for wider professional, academic and public use. This will help to improve the quality and timeliness of planning and decision-making as well as to provide access to original records for family and community history and research. Heritage gives places their character and individuality. It creates a focus for community pride, a sense of shared history, and a sense of belonging.

Local planning authorities play a central role in conserving and enhancing the historic environment. They are best-placed to know how to maximise the benefits of the heritage in their local area and respond to the needs of local communities. They are also well-placed to galvanise partnerships between local government, local communities, private bodies and owners of heritage sites and historic buildings. They rely on specialist advisers to ensure they have valuable expert knowledge of their local areas.

Government advice on the control of Conservation Areas and historic buildings is set out in the National Planning Policy Framework, shortly to be updated. Further advice about Conservation Area control, produced by Historic England as Advice Note 1: Conservation Area Designation, Appraisal and Management, is currently being reviewed along with former English Heritage guidance.

The canals in Warwick District are an integral part of a network managed largely by the Canal & River Trust, as successors to British Waterways

