

**WARWICK DISTRICT**

**CANAL CONSERVATION AREA**



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## PART 2

**CANAL CORRIDOR PLANS** TO SHOW DESIGNATED AREA  
AT 1: 2500 scale

### CHARACTER LENGTHS:

#### Grand Union Canal

- |             |                                   |
|-------------|-----------------------------------|
| 1 ROWINGTON | Baddesley, Rowington and Shrewley |
| 2 HATTON    | Hatton and Budbrooke              |
| 3 WARWICK   | Warwick                           |
| 4 AVON      | Warwick                           |
| 5 OLD TOWN  | Leamington                        |
| 6 FOSSE     | Radford and Offchurch             |

#### Stratford upon Avon Canal

- |            |                        |
|------------|------------------------|
| 7 LAPWORTH | Lapworth and Rowington |
|------------|------------------------|

### Appendices include:

Glossary

Consultation report

Gazetteer of listed structures, bridges, locks, gateways, waterside streets, non-designated heritage assets

Footnotes, key figures and references

## 1.0 INTRODUCTION

Warwick District Council is designating a canal conservation area that crosses the district comprising the Grand Union Canal and Stratford on Avon canal, as defined in the canal boundary plans.

**A conservation area is 'an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'**

(Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990).

They were first introduced into British legislation by the Civic Amenities Act of 1967 to protect the wider historic environment. They are cohesive areas in which the interaction of buildings and spaces create environments that constitute valued and sometimes irreplaceable components of our local, regional and national heritage. Conservation areas are designated by the Council, which has a statutory duty to review its historic districts from time to time, in order to ascertain whether further conservation area designations are deemed to be appropriate. The aim is to ensure that the interest of designated areas is retained for future generations, their environmental quality is preserved or enhanced and local distinctiveness and sense of place is safeguarded.

### **What is the purpose of the Conservation Area Assessment?**

The Council has prepared this assessment of the Canal Conservation Area in order to fulfil its statutory duty and aims to:

*Increase public awareness of the aims and objectives of conservation area designation and stimulate their involvement in the protection of the character of these unique places; and to*

*Assess the actions that are necessary to safeguard the individual character of each conservation area and put forward proposals for their enhancement.*

The assessment should be read in conjunction the Development Plan and national planning policy guidance, relating to conservation areas.

The Council has a statutory duty to pay attention to the desirability of preserving and enhancing the character and appearance of conservation areas. This document will provide a framework for the positive management of change in the Canal Conservation Area and form a basis on which planning decisions in the area are made. It is, however, not likely to be fully comprehensive in its content, so failure to mention any particular building, feature or space should not be assumed to imply that they are of no interest.

## SCOPE OF THE DOCUMENT

The purpose of the appraisal is to justify the designation of a canal conservation which will preserve and enhance what is significant about the area. In order to do this it will:

- explore the physical context
- analyse and articulate how the eighteenth century landscape has changed and evolved and will continue to do so
- identify why the waterway corridor is special and what elements within the area contribute to this special quality and which do not
- explains the influence of canal on the district's development
- identify what is locally distinctive.
- inform design guidance and site-specific development briefs that encourage new development that complements the character,
- assist the preparation of proposals that make a positive contribution to the conservation area

## AIMS AND OBJECTIVES

The length of the canals, built 220 years ago through Warwick District has resulted in the character of the conservation area being diverse. A large new settlement at Leamington developed following the arrival of the canals. 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.

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. The CCA will also help in the assessment of the amount of change and of whether any change is appropriate.

In line with the National Planning Policy Framework, the local authority has set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. The strategy recognises that conservation is not a passive exercise. As well as areas for restraint, the appraisal helps identify specific opportunities for the conservation and enhancement of heritage assets. This could include appropriate development within their settings that will make a positive contribution to, or better reveal the significance of, the heritage asset. They also have to consider harm to the significance of the heritage asset and not just say no to any



change, it is a balancing exercise that relies on a full reading of the context by the applicant and the decision maker. Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, and their reversibility, is very important to understanding the potential impact and acceptability of development proposals.

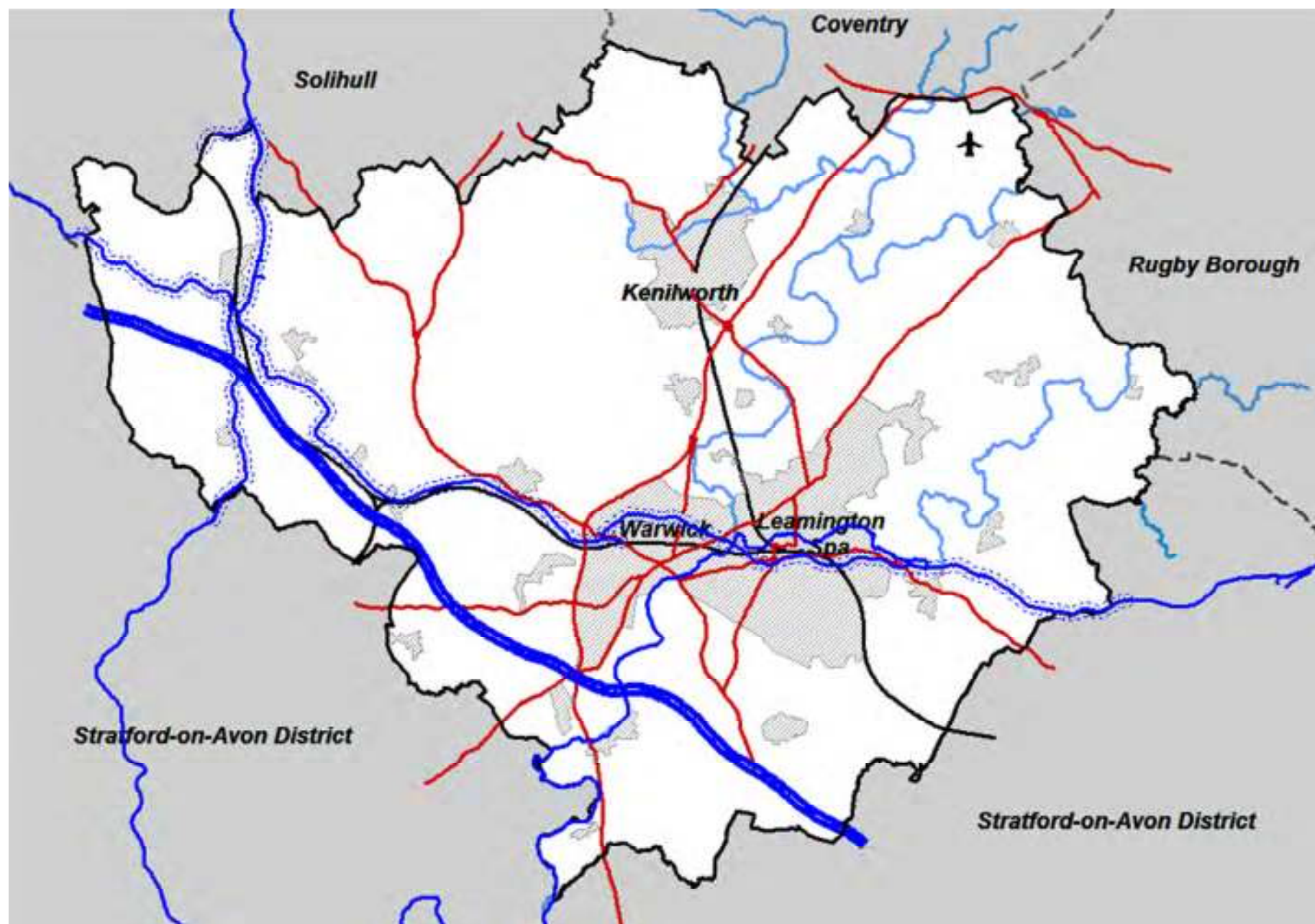


ST MARY IN THE FIELDS – WILLES CANALSIDE ESTATE

## APPROACH TO CONSERVATION

The approach to the appraisal draws on *Conservation Principles, Policies and Guidance* (English Heritage 2008). This recognizes the wide range of heritage values. It states that 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. Conservation Principles established a decision making framework that helps determine what is appropriate. The intention of the appraisal 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.

Community engagement can provide information on the local issues, local economy and local area as well as the needs and aspirations of local people. This helps ensure that judgments on historic areas and places are informed and well founded.



## **DESCRIPTION AND LOCATION OF CANAL CONSERVATION AREA**

The Grand Union Canal runs south east from Birmingham and enters the district at Netherwood Heath, passing the settlements of Kingswood, Rowington, Hatton, Shrewley, Budbrooke, Warwick, Leamington, Radford Semele and Offchurch, it exits into Stratford District at Welsh Road Locks after the planned HS2 crossing.

The Stratford on Avon canal, also from Birmingham, starts at Kings Norton and enters the district after Hockley Heath, passing Lapworth and linking to the Grand Union at Kingswood in 1802, it then extends south, under the M40, through Lowsonford and into Stratford district at Yarlingale from where it continues and connects to the River Avon and then the Severn.

The waterways in Warwick District together form the conservation area. The canals in Warwick District are an integral part of a network managed largely by the Canal & River Trust, as successors to British Waterways The networks covers 2000 miles, roughly equivalent to sailing around the coast of Britain, depending on whether you shortcut through the Caledonian Canal. The 22.6 miles of the Warwick to Birmingham canal cost £160,00 and the Warwick to Napton 14.2 miles cost £75000 when they were opened in 1800. They were combined into the Grand Union Canal in 1929. The Stratford upon Avon canal fully opened in 1816, 23 years after it was begun, and at a cost of £297000 for 25.6 miles.

## **METHODOLOGY**

- 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 Historic Environment Record , Warwickshire County Record Office, WCC/WDC landscape sensitivity studies, Canal and local history sources
- Discussions with Canal & River Trust, Historic England, local history groups and other key stakeholders
- Consultation with the community and registered interested parties
- From the detailed assessment of each character area, identify a range of Issues and opportunities
- make recommendations for the future preservation and enhancement of the Conservation Area that are based on good conservation and regeneration practice

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, settings, trees and the public realm and open spaces which together make a special contribution to the 'sense of place'.

Covering the area methodically and combining this on site observation with an analysis of historic maps, gives a sense of how and why a place has come to look the way it currently does. Looking at the relationships of buildings to open spaces, residential, commercial or industrial places reveals the character and appearance of the conservation area.

The appraisal and consultation was carried out in late 2017 and 2018 by Roger Beckett RIBA, architect/planner for Warwick District Council Conservation section.

## OUTPUT

An illustrated appraisal document to:

- define heritage values, landscape character and appropriate boundaries of the proposed Canal Conservation Area
- identify the special interest
- summarise the relevant legislation and policy guidance
- provide a detailed assessment of the special character of the Warwick Canal Conservation Area
- provide guidance to try to ensure this special character is 'preserved or enhanced'
- Identify opportunities for enhancement and of the vulnerabilities that may threaten to change the character. Such as; the redundancy of particular uses and therefore building types; planning issues concerning sustainability, density, design quality and poor access; highlight the balance of 'hard' and 'soft' elements that shape the appearance of this public realm
- Give a summary historical development of how the canals affected the modern-day layout and appearance of the settlements and rural parts of Warwick District
- Provide links to more detailed sources on canals and their role in changing the country.

- The Conservation Area documents will also be lodged with Warwickshire County Councils Historic Environment Record. HERs are a primary source of information for planning, development-control work, and land management. They are continuously updated.

Site visits have taken place at different times of year, recognising the seasonal variations in appearance and nuances of character at different times of day and night. 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 appraisal records a range of settings including the contribution open fields as far as visible boundaries in winter make to the setting, character and appearance of open countryside lengths. The topography in the rural parts brings the landscape the canal was designed to pass through into clear consideration. There are embankments, cuttings, the changes it wrought to the pre existing tracks that existed beyond the immediate site boundaries and the impact on bridge and lock gate crossings. So that changes if proposed, can be evaluated against this broader context as well as the

current way in which the setting affects character and appearance.

## **PURPOSE OF CONSERVATION**

Conservation is a creative activity to find solutions that conserve historic places and apply ongoing cultural values. 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. 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.

## **CONSERVATION PRINCIPLES**

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. (CONSERVATION PRINCIPLES, POLICIES AND GUIDANCE FOR THE SUSTAINABLE MANAGEMENT OF THE HISTORIC ENVIRONMENT EH 2008 - CPPG EH 2008)

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. (CPPG EH 2008)

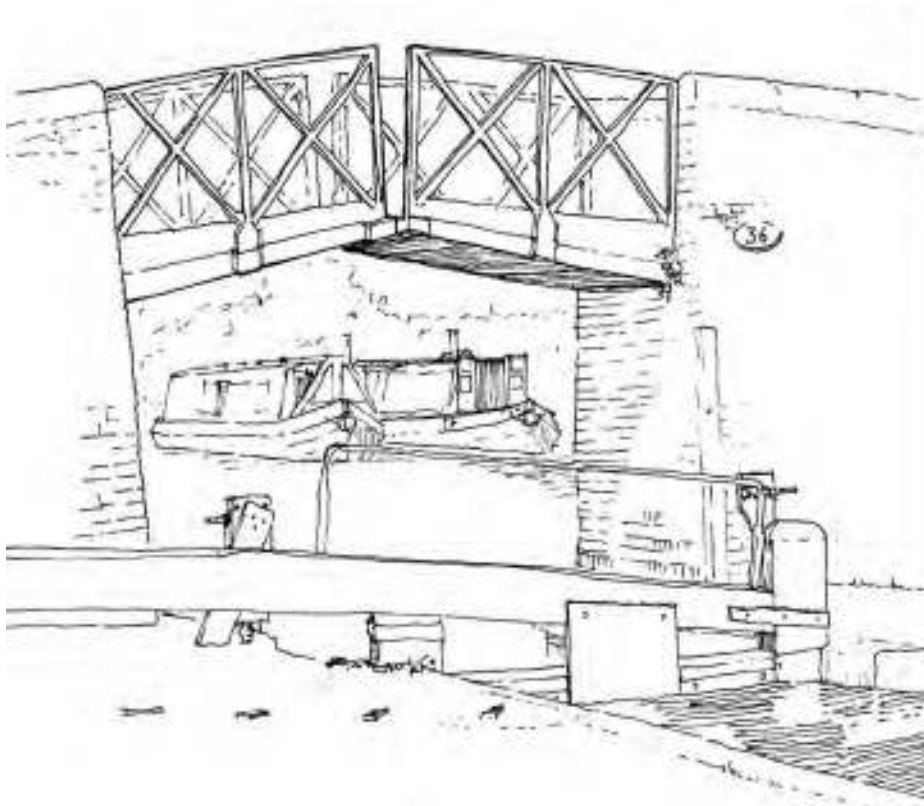
Most of the buildings in a conservation area will help to shape its character. The extent to which their contribution is considered as positive depends not just on their street elevations but also on their integrity as historic structures and the impact they have in three dimensions, perhaps in an interesting 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 National Planning Policy Framework (NPPF) highlights that the setting of a designated heritage asset can contribute to its significance. Settings may also be nested and overlapping. 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 care 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.



HATTON FLIGHT DOWN TOWARD ST MARYS WARWICK





## 2.0 PLANNING POLICY FRAMEWORK

### LEGISLATION

In addition to normal planning framework set out in the [Town and Country Planning Act 1990](#):

The [Planning \(Listed Buildings and Conservation Areas\) Act 1990](#) provides specific protection for buildings and areas of special architectural or historic interest.

The [Ancient Monuments and Archaeological Areas Act 1979](#) provides specific protection for scheduled monuments

The **Civic Amenities Act 1967** – was an Act to ‘make further provision for the protection and improvement of buildings of architectural or historic interest and of the character of areas of such interest; for the preservation and planting of trees; and for the orderly disposal of disused vehicles and equipment and other rubbish.’

Conservation Areas are designated under the provisions of **Section 69** of the Planning (Listed Buildings and Conservation Areas) Act 1990. A Conservation Area is defined as, ‘an area of special architectural interest, the character or appearance of which it is desirable to preserve or enhance’. **Section 71** of the same Act requires Local Planning Authorities to formulate and publish proposals for the preservation and enhancement of any parts of their area which are Conservation Areas. **Section 72** specifies that, in making a decision on an application for development in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

**Section 26A of the Planning (Listed Buildings and Conservation Areas) Act 1990** provides that a local planning authority may make a heritage partnership agreement with any owner of a listed building situated in England. Section 26A and associated provisions of the Act were inserted by the Enterprise and Regulatory Reform Act 2013.

The Canal & River Trust is developing a formal National Listed Building Consent Order with Historic England and the

Department for Communities and Local Government, and will work with others to secure the conservation of the wider context and setting of our waterways.

'Much of the appeal of the waterways stems from the refined simplicity of many of the structures, demanding the utmost sensitivity in preserving their integrity' - Sir Neil Cossons

The **Town and Country Planning (Tree Preservation) (England) Regulations 2012**. A Tree Preservation Order is an order made by a local planning authority LPA in England to protect specific trees, groups of trees or woodlands in the interests of amenity. An Order **prohibits the cutting down, topping, lopping, uprooting, wilful damage, wilful destruction of trees without the local planning authority's written consent**. If consent is given, it can be subject to conditions which have to be followed. In the Secretary of State's view, cutting roots is also a prohibited activity and requires the authority's consent. The extent to which the trees, groups of trees or woodlands can be seen by the public will inform the authority's assessment of whether the impact on the local environment is significant. The trees, or at least part of them, should normally be visible from a public place or accessible by the public and contribute to the character or appearance of the conservation area. Other considerations are size and form; future potential as an amenity; rarity, cultural or historic value; contribution to, and relationship with, the landscape. Anyone proposing to carry out works on trees must serve on the Council six weeks notice of the intended works. The notice should contain sufficient information to identify the trees, details of proposed works and reasons. The authority has six weeks in which to respond and work should not commence until it has

commented, or the six weeks has expired, whichever takes place first. If the council considers the proposed works should not be carried out, it can make a formal TPO. C&RT as a statutory undertaker are not restricted from carrying out necessary works without application to the LPA.

Conservation areas give protection across a broader area of land than listing individual buildings and all features within the area, listed or otherwise, may be recognised as part of its character. The conservation area is greater than the sum of the parts. Local authorities have the power (under **Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990**) to designate as conservation areas, **any area of special architectural or historic interest**. This means the planning authority has extra powers to control works and demolition of buildings to protect or improve the character or appearance of the area.

The special character of these areas is not just made up of buildings, it is also defined by other features which contribute to particular views and the familiar local scene:

- the way roads, paths and boundaries are laid out
- characteristic building and paving materials
- the way buildings are used
- public and private spaces, such as gardens, parks and greens
- trees and street furniture planning

<https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>

The relevant **demolition of an unlisted building in a conservation area, without the permission of the local**

**planning authority is a criminal offence.** An unlisted building that makes a positive contribution to a conservation area is one that is important or integral to the character or appearance of the conservation area. Its demolition is likely to amount to substantial harm to the conservation area, proportionate to the relative significance of the building and its contribution to the significance of the conservation area as a whole. This can be balanced by public heritage benefits, such as: sustaining or enhancing the significance of a heritage asset and the contribution of its setting; reducing or removing risks to a heritage asset; securing the optimum viable use of a heritage asset in support of its long term conservation. **Listing and specific restrictions on permitted development in conservation areas make it imperative to check and consider the context before making proposals for change.**

Conservation areas are mostly designated by local planning authorities. The Department for Digital, Culture, Media and Sport is responsible for the identification and designation of listed buildings, scheduled monuments and protected wreck sites. Historic England administers all the national designation regimes. Historic England identifies and designates registered parks, gardens and battlefields. World Heritage Sites are inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO).



RADFORD LOCKS RAIL VIADUCT GATEWAY TO CYCLEWAY

## **NATIONAL PLANNING POLICY FRAMEWORK (NPPF)**

In 2012 the NATIONAL PLANNING POLICY FRAMEWORK ( NPPF ) replaced Planning Policy Statement 5. This had superseded PLANNING Policy Guidance 15 and 16 that, for many years, had shaped conservation practice. The 2018 revision to NPPF has amended the paragraphs that were used in the Canal Conservation Area consultation document and therefore the now current paragraphs are referenced. Conservation policies are principally in paragraphs 126-141 but policies giving effect to this objective appear elsewhere in the National Planning Policy Framework including that on good design.

The National Planning Policy Framework set out the Government's planning policies for England and how these should be applied. Protecting and enhancing the historic environment is an important component of the National Planning Policy Framework's drive to achieve sustainable development (as defined in para 6-10) The appropriate conservation of heritage assets forms one of the 'Core Planning Principles' that underpin the planning system.

*NPPF 7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs\**

\* Resolution 42/187 of the United Nations General Assembly.

*NPPF 20. Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for:*

- a) housing (including affordable housing), employment, retail, leisure and other commercial development;*
- b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- c) community facilities (such as health, education and cultural infrastructure); and*
- d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.*

*NPPF 124. The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.*

*NPPF 185. Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:*

*a) the desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation;*

*b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;*

*c) the desirability of new development making a positive contribution to local character and distinctiveness; and*

*d) opportunities to draw on the contribution made by the historic environment to the character of a place.*

*NPPF 193. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.*

*NPPF 194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:*

*a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*

*b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.*

## **CONSTRUCTIVE CONSERVATION - INTERPRETING SIGNIFICANCE AND SETTING**

As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset's physical presence, but also from its setting. Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals. In most cases the assessment of the significance of the heritage asset by the local planning authority is likely to need expert advice in addition to the information provided by the Historic Environment Record, similar sources of information and inspection of the asset itself. Informed analysis is required as harm may arise from works to the asset or as is particularly relevant to a linear heritage asset, from development within its setting.

Constructive conservation is concerned with the positive contribution that conservation of the setting of heritage assets can make to sustainable communities and for the desirability of new development making a positive contribution to local character and distinctiveness.

What matters in assessing if a proposal causes substantial harm, is the impact on the significance of the heritage asset. Whether a proposal causes substantial harm will be a judgment for the decision taker, based on; having credible, reliable information on the proposal; having regard to the



circumstances of the case; and on the policy in the National Planning Policy Framework.

Substantial harm is a high test, one important consideration might be whether the adverse impact seriously affects a key element of its special architectural or historic interest. While the impact of total destruction is obvious, partial destruction or alteration can have a considerable impact but, may still be less than substantial harm. It may not be harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm.

Policy on substantial harm to designated heritage assets as set out in the National Planning Policy Framework is:

*NPPF 195. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- a) the nature of the heritage asset prevents all reasonable uses of the site; and*
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*

*c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and*

*d) the harm or loss is outweighed by the benefit of bringing the site back into use.*

*NPPF192. In determining applications, local planning authorities should take account of:*

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness.*

*NPPF 198. Local planning authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.*

*NPPF 200. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.*



*NPPF 201. Not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.*

## **HISTORIC ENGLAND ADVICE AND GUIDANCE**

The decision to designate the Canal Conservation Area lies with Councillors. Government advice on the control of conservation areas and historic buildings in the National Planning Policy Framework is expanded upon by Historic England, currently as Advice Note 1: Conservation Area Designation, Appraisal and Management and other documents drawn on for this appraisal. This remains under review, along with former English Heritage guidance to try to more closely align with the terms used in the NPPF. The first conservation areas were designated in 1967 under the Civic Amenities Act, and there are now nearly 10,000 in England. Over 500 miles of canal are in conservation areas.

Conservation is a creative activity to find solutions that conserve historic places and applying cultural values that continue to apply to the future. Managing change is essential to the historic environment realising its full potential in the future. The risk of neglect and decay of heritage assets are

best addressed through ensuring that they remain in active use that is consistent with their conservation.



CONSTRUCTIVE CANAL CONSERVATION- GLOUCESTER DOCKS

## **LOCAL PLAN POLICY OF PARTICULAR RELEVANCE TO THE CANAL CONSERVATION AREA**

The district has a Local Plan 2011-2029 (adopted Sept 2017) which sets out the framework for future development in the district; how much, where it will be and how it will be supported in terms of infrastructure. The Plan contains both allocations for land uses, including housing and employment, and policies by which planning applications will be assessed by development management staff and Planning Committee Members. It also provides guidance for developers about what is expected by way of physical, sustainable development and in terms of good design. The Local Plan sits beneath the revised National Planning Policy framework 2018 (NPPF).

There is a policy in **the Local Plan (Policy DS17)** that commits the Council to prepare and adopt a Canalside Development Plan Document (DPD). The Canal Conservation Area Appraisal forms part of the assessment of the canals in the district - their environment and setting.

A Development Plan Document is a document that fits within the Local Development Plan framework, but has been prepared separately as it deals very specifically with a particular aspect or topic. The canalside has been given special consideration as it is considered that there are opportunities in this area which could be enhanced for the benefit of the local and wider community.

### **NE7 Use of Waterways**

***The waterways can be used as tools in place making and place shaping, and contribute to the creation of sustainable communities. Therefore, any development should not:***

- a) adversely affect the integrity of the waterway structure;***
- b) adversely affect the quality of the water;***
- c) result in pollution due to unauthorised discharges and run off or encroachment;***
- d) adversely affect the landscape, heritage, ecological quality and character of the waterways;***
- e) adversely affect the waterways potential for being fully unlocked or discourage the use of the waterway network***

*Whilst regeneration and reuse is to be supported, there are clear reasons for managing the type and nature of new development in order to protect the environment. These include the presence of many listed buildings and their settings and the natural environment and biodiversity, some of which has evolved as a direct result of the former neglect of the waterways. The historic environment includes buildings and structures pertaining to the previous uses of the canal network as a major carrier of goods and includes wharfs, towpaths, bridges and buildings that may be listed nationally or included on local lists or of interest because of their historic industrial importance to the local area.*

## **DS17 Supporting Canalside Regeneration and Enhancement**

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

- i. assess the canals in the district and their environment and setting;*
- ii. identify areas for regeneration along urban sections, particularly for employment, housing, tourism and cultural uses; and*
- iii. 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 policies for use in assessing planning applications

EXPLANATORY TEXT 2.69 The Council wishes to see the canals reach their full potential, providing not only for leisure pursuits but also for the possibility of opening up and regenerating areas that have fallen into disuse over time, particularly where this may help to boost the local economy by providing new jobs. A holistic approach is needed to avoid piecemeal development that may result in the sterilisation of other sections of the canalside. By carrying out a study into what activity is currently taking place along the canal and within its environs, the Council can plan for a sustainable and productive future. A Development Plan Document produced by the Council will be able to allocate specific sites for appropriate uses whilst building on and reinforcing existing successful canalside developments. This should result in a set

of proposals to guide sustainable and dynamic future development that contributes to the prosperity of the district.

It is intended that this Development Plan Document will also bring forward three of the employment areas (Sydenham Industrial Estate, Cape Road / Millers Road, Montague Road) identified for redevelopment for residential uses (see Policy DS8). It is important that proposals for these areas are developed to take account of their canalside location and brought forward as part of the wider uses outlined in this policy.

EXPLANATORY TEXT 2.27 13.5 hectares of employment land is being provided as replacement to allow for the redevelopment of poor quality employment land. The Council has undertaken a review of industrial estates within the district and identified the following areas as being less capable of providing the right type of employment land in the right location to meet future business needs:

- a) Sydenham Industrial Estate, Royal Leamington Spa
- b) Cape Road / Millers Road, Warwick
- c) Montague Road Industrial Estate, Warwick
- d) Common Lane, Kenilworth

EXPLANATORY TEXT 2.28 These industrial estates arose to accommodate small-scale local manufacturing and are characterised by building stock that no longer reflects the requirements of many businesses. Decline in manufacturing and the fact that modern manufacturing processes need smaller footprint buildings means levels of vacancy on these sites will increase. In addition these industrial estates do not

have easy access to the strategic road network and, being located within or adjacent to residential areas, do not offer the most suitable environment for certain employment uses.

Three of these areas a, b & c are located adjacent to the canal and therefore will be brought forward through the Canalside DPD. The appraisal considers them as areas in transition.



ENHANCEMENT OPPORTUNITY WARWICK

### **BE1 Layout and design**

New development will be permitted where it positively contributes to the character and quality of its environment through good layout and design. Development proposals will be expected to demonstrate that they:

- a) harmonise with, or enhance, the existing settlement in terms of physical form, patterns of movement and land use;*
- b) relate well to local topography and landscape features (see policy NE4);*
- c) reinforce or enhance the established urban character of streets, squares and other spaces;*
- d) reflect, respect and reinforce local architectural and historical distinctiveness;*
- e) enhance and incorporate important existing features into the development;*
- f) respect surrounding buildings in terms of scale, height, form and massing;*
- g) adopt appropriate materials and details;*
- h) integrate with existing paths, streets, circulation networks and patterns of activity;*
- i) incorporate design and layout to reduce crime and fear of crime (see policy HS7);*
- j) provide for convenient, safe and integrated cycling and walking routes within the site and linking to related routes and for public transport (see policy TR1);*
- k) provide adequate public and private open space for the development in terms of both quantity and quality (see policy HS4);*
- l) incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features including incorporating sustainable water management features;*
- m) ensure all components, e.g. buildings, landscaping, access routes, parking and open spaces are well-related to each other and provide a safe and attractive environment;*
- n) make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste*

*separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;*

*o) meet the highest standards of accessibility and inclusion for potential users regardless of disability, age or gender;*

*p) ensures that layout and design addresses the need for development to be resilient to climate change (see policy CC1); and*

*q) ensure that there is an appropriate easement between all waterbodies / watercourses to allow access and maintenance*

Development proposals that have a significant impact on the character and appearance of an area will be required to demonstrate how they comply with this policy by way of a Layout and Design Statement. **This should include a statement on Heritage proportionate to the impact.**

### **HE1 Designated Heritage Assets and their setting**

*Development will not be permitted if it would lead to substantial harm to or total loss of the significance of a designated heritage asset, unless it is demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or it is demonstrated that all of the following apply:*

*a) The nature of the heritage asset prevents all reasonable uses of the site; and*

*b) No viable use of the heritage asset itself can be found that will enable its conservation; and*

*c) Conservation by grant funding or charitable or public ownership is not possible; and*

*d) The harm or loss is outweighed by the benefit of bringing the site back into use.*

*Where development would lead to less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal, including securing its optimum viable use.*

### **HE2 Conservation Areas**

*There will be a presumption in favour of the retention of unlisted buildings that make a positive contribution to the character and appearance of a Conservation Area. Consent for total demolition of unlisted buildings will only be granted where the detailed design of the replacement can demonstrate that it will preserve or enhance the character or appearance of the conservation area.*

*Measures will be taken to restore or bring back into use areas that presently make a negative contribution to conservation areas.*



FORMER WHARF EMSCOTE ROAD WARWICK



### **HE3 Locally Listed Historic Assets**

*Development that would lead to the demolition or loss of significance of a locally listed historic asset will be assessed in relation to the scale of harm or loss and the significance of the asset. Change to locally listed historic assets should be carried out using traditional detailing and using traditional materials.*

EXPLANATORY TEXT The Council will maintain a list of locally important historic assets that do not meet the statutory criteria for listing. Within conservation areas, permitted development rights may be removed by the service of an Article 4 Direction on locally listed assets. Where locally listed historic assets are not within a conservation area, the Council may consider approving an Article 4 Direction to control aspects of development and demolition. Locally listed historic assets will be designated both within and outside conservation areas.

### **HE4 Archaeology**

*Development will not be permitted that results in substantial harm to Scheduled Monuments or other archaeological remains of national importance, and their settings unless in wholly exceptional circumstances. There will be a presumption in favour of the preservation of locally and regionally important sites, except where the applicant can demonstrate that the benefits of development will outweigh the harm to archaeological remains.*

*The Council will require that any remains of archaeological value are properly evaluated prior to the determination of the planning application.*

*Where planning permission is granted for development which will have an adverse effect on*

*archaeological remains, the Council will require that an agreed programme of archaeological investigation and recording precedes development.*

EXPLANATORY TEXT It is not always sufficient to rely on existing information to allow an informed decision to be made about the archaeological consequences of a proposal. In such circumstances, the applicant will be required to arrange for a field evaluation to be undertaken before the planning application is determined. Regardless of circumstances, the decision-making process is always easier if any archaeological aspects of a development site can be considered early in the planning process.

## **NATURAL ENVIRONMENT POLICY**

A healthy natural environment is of vital importance to people, places, the economy and nature itself. Therefore it is appropriate that the Council seeks to protect the natural environment and strives for net gains in biodiversity. The natural environment provides a wide range of important benefits, including areas for recreation and education, healthy food and clean water and air. The fragile state of the natural environment means that it is important that it is protected and enhanced, to ensure that future generations can also benefit from these resources. Furthermore, there will be opportunities to create new green infrastructure assets and restore degraded ones.

### **NE1 Green Infrastructure**

*The Council will protect, enhance and restore the district's green infrastructure assets and strive for a healthy integrated network for the benefit of nature, people and the economy.*



*The natural environment will be planned for at a variety of spatial scales....*

### **NE2 Protecting Designated Biodiversity and Geodiversity Assets**

*The Council will protect designated areas and species of national and local importance for biodiversity and geodiversity....*



KINGSWOOD GRAND UNION

### **NE3 Biodiversity**

*New development will be permitted provided that it protects, enhances and / or restores habitat biodiversity....*

### **NE4 Landscape**

*New development will be permitted that positively contributes to landscape character.*

*Development proposals will be required to demonstrate that they:*

- a) integrate landscape planning into the design of development at an early stage;*
- b) consider its landscape context, including the local distinctiveness of the different natural and historic landscapes and character, including tranquillity;*
- c) relate well to local topography and built form and enhance key landscape features, ensuring their long term management and maintenance;*
- d) identify likely visual impacts on the local landscape and townscape and its immediate setting and undertakes appropriate landscaping to reduce these impacts;*
- e) aim to either conserve, enhance or restore important landscape features in accordance with the latest local and national guidance;*
- f) avoid detrimental effects on features which make a significant contribution to the character, history and setting of an asset, settlement, or area;*
- g) address the importance of habitat biodiversity features, including aged and veteran trees, woodland and hedges and their contribution to landscape character, where possible enhancing these features through means such as buffering and reconnecting fragmented areas;*
- h) maintain the existence of viable agricultural units, and;*
- i) are sensitive to an area's capacity to change, acknowledge cumulative effects and guard against the potential for coalescence between existing settlements.*



CANAL AQUEDUCT TRAVELS OVER THE MAIN LINE RAILWAY AT MYTON

## CULTURE, LEISURE AND TOURISM

The district has many historic assets that operate as visitor attractions, such as the castles in Warwick and Kenilworth, Stoneleigh Abbey, the country houses of Packwood and Baddesley Clinton and the canal network, as well as the regency buildings and parks of Royal Leamington Spa. The district also has other attractions such as Hatton Country World and Stoneleigh Park, all of which generate approximately 3.9m trips a year to the area. The estimated spend is £257m and supports over 4,180 jobs. The close proximity of Stratford-upon-Avon provides a strong cross-border tourism offer.

The Council's strategy sees tourism as being a key part of the local economy and this Plan should promote and deliver tourism in a proactive and positive way. The district's cultural assets and visitor facilities should be supported to grow and improve in ways that maintain their attractiveness and integrity; this will be the case particularly for those assets associated with the historic environment. It is an objective of this Plan to enable the maintenance and improvement of leisure facilities, including supporting appropriate opportunities for culture and tourism.

## LOCAL PLAN POLICIES OF GENERAL RELEVANCE

### DS1 Supporting Prosperity

*The Council will provide for the growth of the local and sub-regional economy by ensuring sufficient and appropriate employment land is available within the district to meet the existing and future needs of businesses*

### DS2 Providing the Homes the District Needs

*The Council will provide in full for the Objectively Assessed Housing Need of the district and for unmet housing need arising from outside the district where this has been agreed. It will ensure new housing delivers the quality and mix of homes required, including: a.affordable homes; b. a mix of homes to meet identified needs including homes that are suitable for elderly and vulnerable people; and c.sites for gypsies and travellers*

### DS3 Supporting Sustainable Communities

The Council will promote high quality new development including: a) delivering high quality layout and design that relates to existing landscape or urban form and, where appropriate, is based on the principles of garden towns, villages and suburbs; b) caring for the built, cultural and natural heritage; c) regenerating areas in need of improvement; d) protecting areas of significance including high-quality landscapes, heritage assets and ecological assets; e) delivering a low carbon economy and lifestyles and environmental sustainability.

The Council will expect development that enables new communities to develop and sustain themselves. As part of this, development will provide for the infrastructure needed to support communities and businesses, including:

a) physical infrastructure (such as transport and utilities); b) social infrastructure (such as education, sports facilities and health); c) green infrastructure (such as parks, open space and playing pitches).

#### HS1 Healthy, Safe and Inclusive Communities

The potential for creating healthy, safe and inclusive communities will be taken into account when considering all development proposals. Support will be given to proposals that:

a) provide homes and developments that are designed to meet the needs of older people and those with disabilities; b) provide energy efficient housing to help reduce fuel poverty; **c) design and layout development to minimise the potential for crime and anti-social behaviour and improve community safety;** d) **contribute to the**

**development of a high-quality, safe and convenient walking and cycling network; e) contribute to a high-quality, attractive and safe public realm to encourage social interaction and facilitate movement on foot and by bicycle; f) seek to encourage healthy lifestyles by providing opportunities for formal and informal physical activity, exercise, recreation and play and, where possible, healthy diets; g) improve the quality and quantity of green infrastructure networks and protect and enhance physical access, including public rights of way to open space and green infrastructure;**

**Particularly where the canal forms the outlook, developments will be expected to contribute to planting and towpath works.**

#### HS4 Improvements to Open Space, Sport and Recreation Facilities

Contributions from developments will be sought to provide, improve and maintain appropriate open space, sport and recreational facilities to meet local and district-wide needs. The public rights of way network within the district is a valuable resource for local people in its ability to support healthy and active lifestyles and reduce reliance on private vehicles. **Development proposals, whether in urban or rural settings, should seek to enhance connectivity to these networks, in particular where there is already limited access.** Wherever possible, good connectivity to the existing public rights of way network will be required.



## NEIGHBOURHOOD PLANS

The next level down in the hierarchy of plans is the Neighbourhood Plan (NP). Budbrooke NP is in place There is a draft in progress for Leamington, Radford Semele and Lapworth. These plans must be made in conformity with national and local policies. If a NP is published for any of the areas adjoining the canalside or including land within the boundary of the DPD, or including the canal itself, then the NP should follow heritage guidance. Significance has long been assigned through national designations. Historic England's Conservation Principles provides guidance on assessing the significance of a heritage asset, based around an understanding of an asset's evidential, historical, aesthetic or communal value, To adopt the approach in the Neighbourhood plans would add further layer of local values and make clear that the Canal is a shared local heritage asset.



LEAMINGTON CANALSIDE IN TRANSITION



## RELATIONSHIP WITH EXISTING CONSERVATION AREAS AND THE DUTY TO REVIEW

Local authorities are advised to review their Conservation Areas from time to time and to ensure that they have up to date character appraisals which set out their special interest and provide the basis for development management and enhancement proposals. The appraisal has highlighted historical development of Leamington and uncovered new evidence regarding the southern portion of the Leamington Spa Conservation Area.

To complete a linear canal conservation area through the district it is proposed to stop the current Leamington Spa Conservation Area at the northern border of the Canal Conservation Areas and then to reappraise the areas cut off the Leamington Spa Conservation Areas, south of the Canal Conservation Area, and to form a further conservation area.

The village of Lowsonford's Conservation Area currently straddles the canal and will also benefit from being reviewed and revised. The boundary of the Canal Conservation Area abuts the boundary of the Lapworth Conservation Area and highlights the field below the embankment as part of the appearance of the canal as one travels through the landscape. This close relationship also exists at Rowington Conservation Area. On the western side of the Warwick Conservation Area the canal permeated St Mary's Lands and the conservation areas abut. The Offchurch Conservation Area does not quite extend to the Bury Lodge adjacent to the canal. The building is included in the Canal Conservation Area which extends down to the River Leam. The Leam is fed from the canal, as the urban area is at the lowest level of the canal, that then climbs to Napton to the east or west to Hatton.

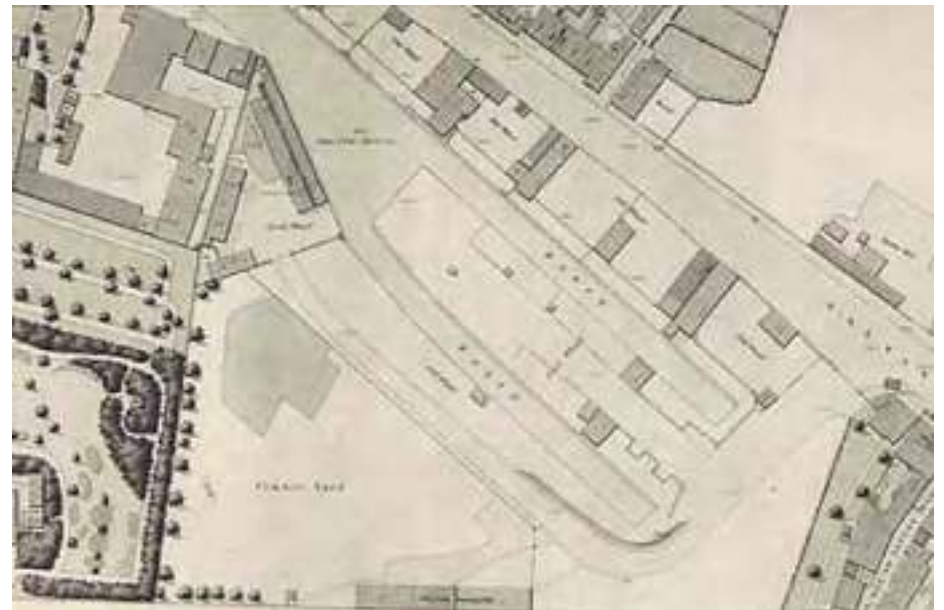


LOCK, BRIDGE AND COTTAGE ARE LISTED AT LOWSONFORD



THE EMBANKMENT BY THE LEAM NEAR RADFORD





GRAND UNION WARWICK - LOSSES AND OPPORTUNITIES



## **3.0 CANAL HISTORY**

### **HISTORICAL CONTEXT**

The twenty five years from 1790 to 1815 saw profound change emerge in both ideas and events that swept Europe and beyond. This included political events, war with France, the French revolution's cry of liberty and equality, Erasmus Darwin and Kant's evolving scientific and philosophical ideas, the emergence of a new 'middle class' and rapidly developing engineering innovations.

In Britain, the industrial revolution and expanding empire brought about capital investment in projects. The rise in population meant farmers needed to deliver foodstuff to the growing towns, and as the industrial revolution in Britain got underway in the late 18th century, there was a need to improve transportation of coal, minerals, raw materials and products. This industrialisation depended on the abundant supply of coal and the means to move the coal from where it was mined.

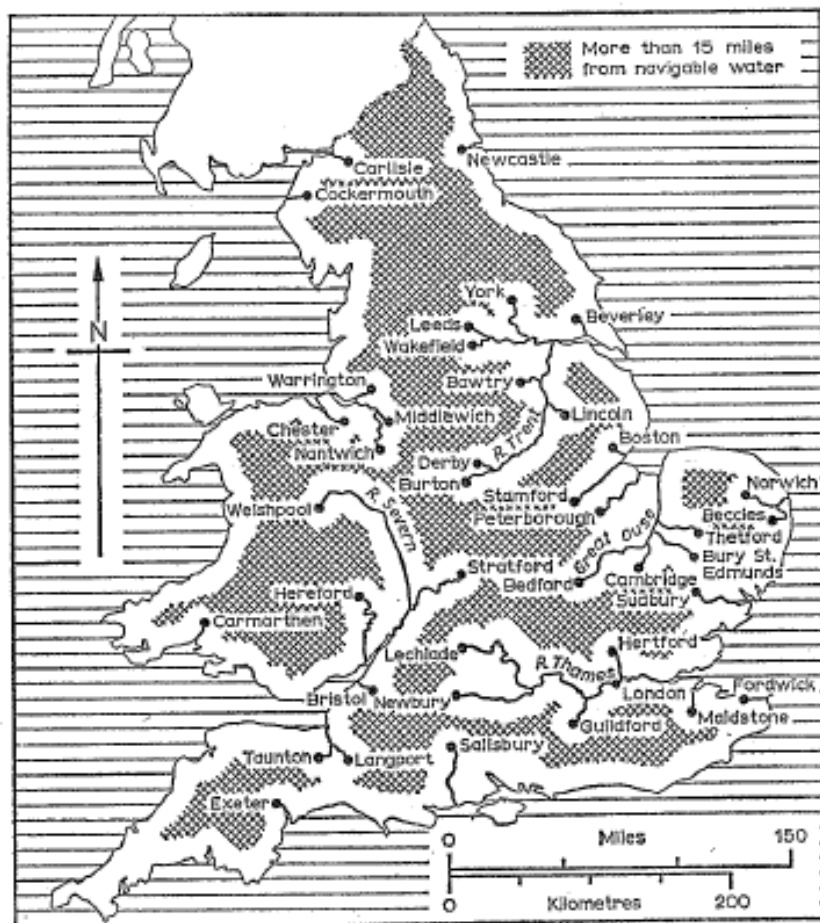
### **DEVELOPMENT OF CANALS IN BRITAIN**

The waterways system that developed in Britain between the 1760s and the 1830s can be regarded as a new beginning in inland transport that was driven by the needs of industrialisation and private enterprise and which also contributed in a variety of ways to the industrial revolution. Canals work better than rivers, as they can go where rivers don't go and can be kept under control in regard to water

supply without the drawback of floods and droughts, or being silted up.

The development of canals:

- fuelled rapid economic growth, regional specialisation and urbanisation
- contributed to wider developments in business organisation, capital mobilisation, the creation of effective contracting teams and engineering technology, which were then applied to construction projects everywhere
- provoked the development of joint-stock companies to raise capital from numerous small investors. Canal companies enabled a scale of capital investment that would otherwise have been inconceivable: canals introduced the better off to the marketable company share and became by far the largest concentrations of capital in the Industrial Revolution,
- enabled the development of new engineering techniques and materials and contributed to the development of the profession of Civil Engineering.
- set the legal precedent of compulsory purchase of land by Act of Parliament (via the development of The Duke of Bridgewater's Canal, which required land to enable canals to cross the property of multiple owners)
- together with advances in shipbuilding and the art of navigation made foreign markets more accessible



**Map 6** *Distance from navigable water, 1700*

The construction of the waterways network began with the canal built at Manchester by the Duke of Bridgewater in 1761. During the next thirty years, canals were built which linked the four principal river estuaries of southern Britain. Canal-building reached its zenith after 1790, during the so-called 'Canal Mania'. In just twenty years 1,900 kilometres of new

waterway were completed including the Warwick and Birmingham, Warwick and Napton and Stratford upon Avon Canals.

The canal historian, Charles Hadfield, calculated that some 58 kilometres of canal tunnels had been constructed in Britain by the time that the network reached its peak in the mid-nineteenth century

Between 1758 and 1803, no less than 165 Acts of Parliament for cutting canals were in place. The Canal Acts determined that thirty yards was the corridor width allowed for the works, and that a deviation of up to one hundred yards from the line approved by the Act would be allowed.

Brindley's Trent and Mersey Canal was supplemented by the Wolverhampton Canal, now part of the Staffs and Worcester canal, connecting the Trent with the Severn. The Birmingham Canal and the Coventry Canal gave through navigation from the Trent at Lichfield and the Oxford canal to the Thames. These were major changes to the infrastructure of the country.

Canals had not always been welcomed. When the Duke of Bridgewater applied for the powers to construct his second canal, the existing river navigation users petitioned against it. Active opposition was also offered by landowners whose property was either used for the canal or who believed that their land would deteriorate in value.

However, the beneficial effect of canals on trade was considerable, for example:

- Manchester manufacturers were able to get their raw materials more directly and at cheaper prices.
- The Port of Liverpool was opened to a wider stretch of the country. The Manchester and Runcorn Canal followed on from the Duke of Bridgewater's project for taking the Worsley coals to Manchester by Canal.
- A quote from Williamson's Liverpool advertiser in 1777 shows that compared with the £5 per tonne transport from Liverpool to Birmingham by road, this was reduced to £1.50 by water
- Wedgwood's improvements to the pottery industry were facilitated by canals which reduced damage to pottery in the long journeys to London and the continent and which enabled the transportation of clay at reduced costs. As a result, Wedgwood was able to report that he had increased the number of workers from around 7000 to 20,000.

In conclusion, canals works were often spectacular achievements, given the spade and barrow technology, the infancy of contracting and the ingenuity and industry required of both engineers and of promoters in gaining the rights to carry out the work.

Canals opened up trade in what was then still an agrarian society. Canals facilitated the growth of settlements and manufacturing by allowing materials won in one place to be worked in another, with the products distributed around the country. They provided inland economies such as Warwickshire with an alternative to the horse packed with baskets or of carriages trailing over uneven ground. Their

creation over two hundred years showed how innovation, enterprise and collaboration could be both profitable and development beneficial in the short term, and also provided a legacy that continues to be put to use.



ST MARYS LANDS GREEN/BLUE LINKS

## **THE DEVELOPMENT OF THE CANALS IN WARWICK DISTRICT**

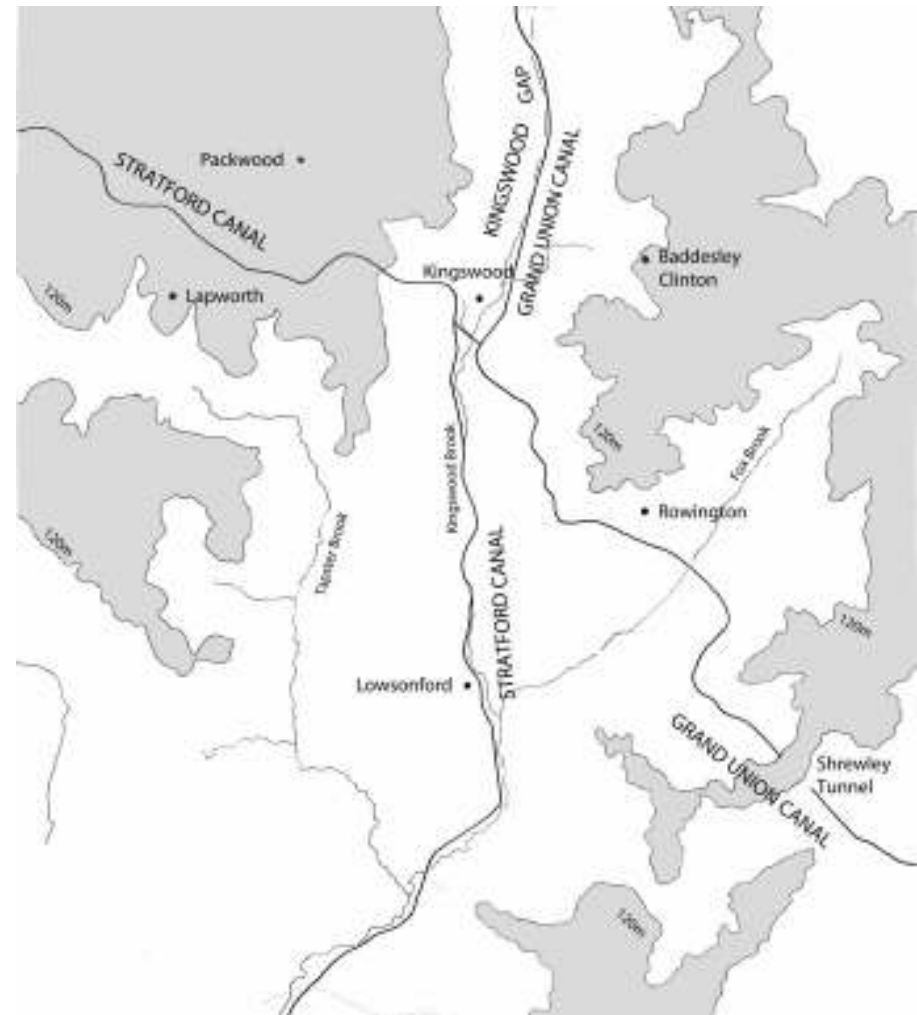
The lengths of canal that run through Warwick District were permitted by several Acts of Parliament passed between 1793 and 1799.

The Warwick and Birmingham Canal was the first to gain Royal Assent on 6 March 1793. The canal is described as commencing at Saltisford, in the Borough of Warwick, and

from there running in a north-westerly direction, passing Budbrook and Rowington, to Kingswood, where it is joined by the Stratford-upon-Avon Canal; it then pursues a northerly course, eventually joining the Birmingham Canal at Digbeth in Birmingham. A second Act of Parliament was obtained in 1796 entitling the company to fund completion of the canal.

The Warwick and Birmingham canal is 22.5 miles long. From the Saltisford to near Budbrook it is level; but over the next 2.5 miles it rises by 44.8 m (146ft) by the 21 locks in the Hatton Flight lock 26 by A46 at O.D. 190.65 feet to lock 46. 337.18 feet Its course is then level through to Knowle locks in Solihull. It passes through Shrewley tunnel at and Rowington cutting. Coming from the other end, the canal ascended locks from Digbeth, Camp Hill and Bordesley at its northern summit and then descended by many locks to the Avon Valley. A reservoir was built at Olton to supply water to the summit level.

There were issues of topography which had to be overcome. Birmingham stands on red sandstone some 300 feet above sea level and a distance from the navigable rivers. The Warwick to Birmingham canal had to be built to overcome the ridges of hills, obstacles between the two towns. This was achieved by locks and with the cutting at Knowle, a cutting at Rowington, followed by a long embankment, and a wide short tunnel at Shrewley. The later railway, following a similar route, engineered some wider cuttings through these same ridges, as can be seen from the OS plans.



BIRMINGHAM PLATEAU 120M CONTOUR SHOWING CANAL ROUTE

Royal Assent for the Warwick and Braunston Canal was granted on 28 March 1794. After work began a second act in 1796 authorised the shortening to meet the Oxford Canal at Napton. This canal is described as commencing at the

Warwick and Birmingham Canal, in the parish of Budbrook, and running in an easterly direction, leaving Warwick on the south and passing by Leamington Priors, Radford, Long Itchington and Stockton to join the Oxford Canal near Napton-on-the-Hill. It is around 14 miles long and crosses the River Avon near Warwick by an aqueduct bridge, and near Radford and Long Itchington there are other smaller aqueducts.

The 1794 Act had permitted the construction of a canal linking the proposed Warwick and Birmingham Canal at Budbrook to the Oxford Canal in the parish of Braunston following a route roughly similar to that of the Leam. However, the course prescribed by this Act was soon found to be inconvenient and more costly, involving major earthworks and/or more aqueducts and the proprietors therefore obtained a second act of parliament in 1796 which authorised them to adopt the present line of the canal.

The Warwick and Napton Canal descended from Napton by narrow locks to the Avon valley and the five mile bottom pound through Leamington and most of Warwick to Cape Locks. Reservoirs were built at Boddington on the Oxford canal and at Napton.

Meanwhile, on 28 March 1793 Royal Assent was given to construct the Stratford upon Avon Canal (originally to terminate on the north side of the town). This was followed in 1795 by a second Act allowing the construction of a navigable cut from the Stratford Canal at Lapworth to the Warwick and Birmingham Canal at Kingswood. The opening

of the Stratford canal's junction with the Warwick line at Kingswood created a link to the Dudley canal. A third Act in 1799 allowed further variations to the course of the cut linking the two canals. The Stratford Canal is described as running from the Worcester and Birmingham Canal at King's Norton via Yardley Wood Common and Shirley to the parish of Lapworth. There it turns south towards Stratford upon Avon.. The total length is about 23.5 miles.

The construction of the two Warwick canals proceeded very quickly. The overall route of these two canals was completed on 19 March 1800, the same year the Grand Junction Canal opened from Braunston to Brentford. Just prior to this the opening of the Warwick canals had been marked by cannons and ringing of bells at a ceremony on 19 December 1799, when a boatload of coal travelling south from Staffordshire met a boatload of lime travelling north from Napton.

Construction of the Stratford upon Avon Canal had started in 1793 but was soon suspended. It restarted in 1799 and the junction with the Warwick and Birmingham Canal was completed in 1802.





LIFT BRIDGE - 26 ON STRATFORD UPON AVON CANAL

However, it was not until 1812 that work on the southern section from Kingswood to Stratford itself were undertaken. This canal length was complete and opened on 24 June 1816. By that time authority had been given for the canal to be extended into the town itself to create a link with the River Avon. From there the Avon was navigable down to the River Severn at Tewkesbury. This new link provided the basis for moving goods from the growing centre of manufacturing in and around Birmingham to Bristol via the Warwickshire Avon and the River Severn. At its busiest the canal's annual traffic peaked at 180,000 tons and this included 50,000 tons of coal alone.

Over a very short period of time the slightly earlier contour canals such as the Oxford Canal had been augmented by new straighter canals with locks and tunnels to create, by the early nineteenth century, the network in Warwickshire that largely continues today.

The Warwick and Birmingham Canal became one of the great lines of transport between Lancashire and London as a result of its connection with the Oxford Canal, through the Warwick and Napton, and thence with the Grand Junction Canal, near Braunston. It not only opened a communication between London and Birmingham and the neighbouring commercial towns, but it provided the means, by its other connections, of conveying the trade between London, Liverpool and Manchester. The link between Warwick and Napton also established a second and shorter line of communication between London and Birmingham than the Thames to Oxford canal and Coventry canal route. By 1805, the county town of Warwick was at the heart of a major new waterway from the industrial Midlands to both London and the north. Locally, it meant there was a cheap and plentiful supply of coal to Warwick, Leamington and the neighbouring areas, and thus it established the conditions for rapid growth in the area.



## THE COMING OF THE RAILWAYS

William James had spent a considerable amount on the canal and river navigation. But he was also to become an early pioneer of the railway, proposing in 1822 a Central Junction Railway or an extension of his tram road from Stratford-upon-Avon to London. He then made surveys between Liverpool and Manchester that in 1824 resulted in the Liverpool and Manchester Railway Company being formed. The first Liverpool and Manchester Bill was passed in 1826.

In 1838 the London and Birmingham railway opened. When in 1845 the Warwick canal companies were put in the hands of the receiver, the London and Birmingham railway company offered to buy the Warwick canals in order to lay a branch through Daventry to Leamington, but negotiations floundered.

The railway boom in 1845 saw the Oxford, Worcester and Wolverhampton railway planning its lines and it offered to buy the Stratford-upon-Avon canal. The sale was eventually completed in 1856 and three years later the railway company bought the Upper Avon navigation.

In 1846 the London and Birmingham railway was combined into the London and North Western Railway.. A Birmingham and Oxford railway was authorised in 1846, this was taken over by the broad gauge Great Western Railway in 1848. The railway followed close by the route pioneered by the canal between Birmingham and Warwick. The Stratford-upon-Avon and Hatton branch was opened in 1860 and, by 1863, the Great Western Railway controlled all the water and rail routes

to Stratford and the southern section of the Stratford-upon-Avon canal was allowed to gradually decay.

Dividends on the Warwick Canals reached their peak in 1839 at 17% and then fell away as the railways took trade, so that by 1852 the Warwick and Napton was nil and the Warwick and Birmingham had no dividend by 1854.

Many rail lines closed in the 20th century, with dismantled railway lines still a feature in the landscape such as at Radford bottom lock, part of the disused Leamington – Rugby line, and above Lowsonford, a part of the Henley in Arden Branch. The mainline railway follows a similar route to the Warwick and Birmingham canal, crossing over it on the way into Leamington and under it on the way out at Myton.



## 20TH CENTURY DEVELOPMENTS

### **The Grand Union 1930s investment.**

By the end of the 19th century, the Grand Junction Company was seeking agreements and amalgamations with other canal companies to improve their position against railway competition. Eventually the Regents Canal and the two Warwick canals became part of the Grand Union Canal in 1929. The journey from Birmingham to London could be accomplished in approximately 50 hours and the time had become much more predictable.

In the early 20th century it was still argued that canal transport had many advantages. Even the most fragile merchandise could be carried safely; the canal boat had a much greater capacity than a railway track or than a lorry and was as cheap, efficient and reliable. The Royal Commission report to government in December 1930 said, "We are of the opinion that certain canals still possess considerable value as a means of transport... Commodities such as coal are unsuitable for conveyance by road. Canals are the only practical alternative to the railways, whilst for... pottery, they offer much less risk of damage than either road or rail.....Factories could be erected at any convenient point on the canal banks, and goods can be transferred direct from factory to barge without interfering with through traffic.....The Minister of Transport should take steps to set up public trusts, which will acquire such canals as he considers it would be in the national interest to preserve and improve."

The Grand Union company had a large trade in the carriage of cementing bags, traffic particularly well-suited to carriage by water. It was loaded and discharged under cover in special warehouses and redelivered by road in small lots, whilst road-stone could also be sourced through the company and supplied at relatively short notice. Thousands of tons of building products passed annually from Stockton, which at that time was the centre of the cement industry and also had a large area devoted to the manufacture of bricks and tiles. In the Leamington area large quantities of coke breeze, tar and grain were handled by canal. There were numerous works handling all types of goods, particularly grain and timber.

The Canals were promoted as a through route from the continent to the Midlands. A steamer could discharge iron and steel in the Regents Canal docks directly to boats placed alongside, from whence they travelled to the Birmingham terminal. The link from Warwick's canals to the Regents Canal Dock in the port of London made it possible to ship goods by water from Europe and America.

In the 1930s, the Grand Union Company therefore undertook a major programme of improvements to accommodate increasing volumes of traffic on the canal. The old narrow locks were replaced by wide ones to enable wider craft or pairs of narrowboats to travel through. Starting in 1932, over half a million pounds worth of improvements were undertaken on the canal between Napton Junction and Knowle. There were 51 new wide locks, now 4.6 m wide at coping, including those on the dramatic Hatton flight. The waterway as

improved can be seen today, together with the remains of the narrow locks which were planked over and used as weirs alongside the new broad gauge locks. The broad locks were opened in 1934. All locks between Knowle and Calcutt have the distinctive worm and nut paddle gear installed as part of a modernisation programme in the 1930s. The castings are by Ham Baker and Co. whose office was in Westminster SW as marked on the paddle gear casing, but the castings were made in Birmingham

There were at this time wharfs at Budbrooke, Saltisford and the Cape. On the south side of the canal from Cape wharf there was Packmore's wharf, Union wharf, Guys Cliffe wharf, Hill wharf, Nelson and Dale's gelatine works, Emscote old wharf and Emscote new wharf, Emscote Mills (operated by Kench and Sons Ltd, on the north of the canal) and Myton Road wharf serving the Leicestershire and Warwickshire Electric Power Co Ltd.

In Leamington a wharf served the Midland Electric Light and Power Co Ltd and the Leamington gasworks. At Eagle wharf there was Sydney Flavel & Co and the Leamington Corporation. There was a basin at Clapham Terrace and 700 metres to the east Gullimans wharf, followed 2 km to the east by Butt Lane wharf, Fosse wharf, Offchurch and Longhole wharf. Local trade was also served by Bascote wharf, and Cuttle wharf at Long Itchington. Rugby Portland cement and the Allied brick and tile company used a wharf at Birdingbury, with Stockton being the location for Charles Nelson & Co's trade.

As well as the improvement works executed by contract, the Grand Union company established six depots between London and Birmingham where reinforced concrete sheet piles to stabilise the canal edge from the wash of broader motorised craft were made by direct labour. The Warwickshire Depot had an output of between 400 and 500 piles per week. Once set up these were surmounted by a coping formed in mass concrete 300mm deep, extending 400 mm back from the water's edge. The irregular edges of the canal were replaced by concrete walls to allow higher speeds between locks.

An important part of the improvements were three new reinforced concrete bridges with distinctive parapets. The bridges were designed, to serve the public road traffic of the time, with just over 3m clearance from the water level and a service pipe under the deck.

## **DECAY AND RESTORATION**

LTC Rolt's highly influential book *Narrow Boat* (1944) had begun to create new interest in the canals and he had co-founded the Inland Waterways Association, a pressure group for the retention of the canal system. Popular interest in the canals had been stimulated by the pioneering documentary drama film, *Painted Boats* (1945). It was whilst on a visit to Stratford, and after a morning walk up the canal, that the pioneer Robert Aickman, who founded the IWA, was prompted to start the campaign for their restoration and use.



The stratford upon avon restoration from neglect and decay was inspirational and changed attitudes to the 'stinking ditch'. The growth in the popularity of waterways since the sixties has been phenomenal, with canals regularly featuring on television and a sizeable collection of people now choosing to live and to work afloat.. Many more people are aware of what happens down under that inconvenient hump in the road. Discovering something new is relatively easy when it is on your doorstep. The appraisal consultation revealed a widely held appreciation of that separate tranquil world, a sense of a different place, a combination of well-designed lasting heritage and accessible countryside, softened by nature.



## 4.0 SUMMARY OF SPECIAL INTEREST

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 profoundly affecting 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. The canals through Warwick District are special because:

A. 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 in the early nineteenth century. William James who bought the canal in 1813, completed the south section of the Stratford canal and the tramway, became one of the original railway pioneers, through his insights and subsequent work surveying the Manchester and Liverpool railway

- B. An immediate effect of canals 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 bringing folk to live in towns. In the first thirty years of the century the population of Warwick increased from 5592 to 9109 in 1831.
- C. Having a canal was a major contribution to the growth of Leamington from a village of 315 people at the start of the 19th century when the canal arrived; growing to forty times that in forty years. The landowners who promoted the canal bill were able to develop their estates as the early town grew up around it. They were guided by John Tames, whose legal and financial skill are behind much of Regency Leamington's development, and who chaired both the Warwick canal companies for 25 years.
- D. The canals importance as a historic record of the most dominant pre-railway freight transport network, that still retains original features including aqueducts, bridges, toll houses, lock cottages, cuttings and embankments pre 1850.

- E. The special interest of the canal as an eighteenth century designed landscape, the canal setting and relationship with the historic estates close to the waterways including National Trust properties at Packwood and Baddesley Clinton;
- F. The Stratford upon Avon canal through the district includes distinctive split bridges, and unique barrel vaulted cottages as well as 30 narrow locks. The South Stratford canal is also the example of how volunteers saved the canal and reversed decline under railway ownership, adoption by a trust, and return to national ownership.
- G. 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;
- H. Key Views to landmarks such as St Mary's church Warwick from the lock flight at Hatton, All Saints church from the ladder bridge in Leamington; Lapworth church from the Stratford canal.
- I. The historical engineering and architectural interest of the canal as a structure. All of the features that were to become characteristic of highly- engineered transport routes can be seen in the district, including tunnels, cuttings, aqueducts and embankments of monumental scale, together with bridges, culverts, weirs and associated features.
- J. The Aqueduct over the Avon and Rowington Cutting and Embankment are monuments of the Canal Age in the United Kingdom, which flourished from the 1760s until the establishment of a network of locomotive railways from the 1830s.
- K. 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.
- L. Economic development - 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 and a through route to London.
- M. The Grand Union 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 in the 1930's.
- N. The employment of over a thousand jobless during hard times.
- O. 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,



picturesque and rich in aquatic and waterside flora and fauna and Sites of Special Scientific Interest.

- P. Despite the 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.
- Q. The present-day use as a popular leisure resource for walkers, cyclists, pleasure boaters and anglers; a promenade through the towns and an escape to the country.



WAKING UP ON THE OVERNIGHT MOORINGS AT THE TOP OF HATTON

## WHERE TO FIND FURTHER INFORMATION

[www.ourwarwickshire.org.uk/](http://www.ourwarwickshire.org.uk/) is a source of local photographs on line. As is <http://www.windowsonwarwickshire.org.uk/>

The Warwickshire County Record Office WCRO holds many documents

<http://archivesunlocked.warwickshire.gov.uk/calmview/>

The record office at Kew, and also Stratford Shakespeare Birthplace and Birmingham library

<http://www.nationalarchives.gov.uk/>

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. The maps start with the 1880 first ordnance survey, the links are;

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

and at the National Library of Scotland <https://maps.nls.uk/>

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

### **Warwickshire Historic Environment Record -Warwickshire County Council**

Access to Online Database: [Heritage Gateway](#) and [Timetrail](#)

Information on HER Services: [Warwickshire Historic Environment Record](#)

Ben Wallace HER Manager

[historicensementrecord@warwickshire.gov.uk](mailto:historicensementrecord@warwickshire.gov.uk)

Melanie Millward Historic Environment Record Officer

Archaeological Information and Advice Communities  
Warwickshire County Council PO Box 43 Shire Hall Warwick  
**CV34 4SX**

<https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment>

<http://www.historicengland.org.uk/>

<http://www.heritagegateway.org.uk/gateway/>

<http://www.leafingtonhistory.co.uk/>

<http://www.warwickdc.gov.uk/>

<http://specialcollections.le.ac.uk/cdm/>

The UK Web Archive (UKWA) collects millions of websites each year, preserving them for future generations. The UKWA is a partnership of the six UK Legal Deposit Libraries.

<https://www.webarchive.org.uk/en/ukwa/index>



REINFORCED CONCRETE BRIDGES IN 30'S IMPROVEMENTS



## 5.0 MANAGING CHANGE

The Canal Conservation Area seeks to promote intelligent and inspired design, which is responsive to local distinctiveness, respects history and context and can bring about economic and social benefit.

This appraisal recognises that change created the canal as a historic place, and that appropriately managing change will be essential to the waterway environment realising its full potential in the future.

## GENERAL PRINCIPLES OF CONSERVATION MANAGEMENT

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.

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 proactively, using flexibility, vision and innovation to find a solution where heritage works for the owner, occupiers, community and environment at large.

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. These changes are reversible. All of these can be repaired more sympathetically as better quality higher performance products are developed to respond. Where the appraisal has identified historic evidence of the value of a place, it would be wrong to just accept a marginal improvement in the aesthetic, as being better than what is currently there. 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. Better solutions will evolve to the bigger visual issues, such as reduction in refuse and recycling bins and potential removal



of vehicle clutter through car sharing subscriptions. These may in time allow the quality of the streets to recover.

There should be a presumption that an existing structure can be restored and repurposed or perhaps remodelled creatively, to get the best of both continuity and change. The former maintenance yard at Hatton is a good example. A robust existing structure has been given new life as a central meeting facility. 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. Making use of assets is a key principle of conservation.



CRT HATTON CENTRAL OFFICES

WATERWAYS MUSEUM COLLECTION

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 change.

Local residents and landowners need to have informed advice and guidance to help them preserve and enhance the area.

There is a presumption that buildings which make a positive contribution to a CA should be retained, preferably in a continuation of their original use. This may require updating of the services in the building, or adaptations to improve access. Changes that harm the significance or diminish its contribution are not appropriate.

Detrimental changes that harm an area can arise through change in use or intensification as well as by neglect. The council has powers to remedy structures in a conservation area, even those that are not listed. Changes that harm the character can be affected by siting as well as the scale form and materials of a building and by the introduction or loss of landscape elements including surfacing, boundaries and planting.

## **HERITAGE RELATED BENEFITS OF REGENERATION**

Conservation and development need to work together. Using the historic environment as an asset, and giving it new life is a key factor in the economic and social revival of canal-side 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 can transform the built environment.

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, but it is equally important that the character is not eroded by lack of consideration for what is special. Canal-side areas with historic buildings, which individually may not be of particular architectural merit, can still form the basis of effective urban regeneration.

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
- indirect inward investment into the wider area
- and sustainable use of resources through reuse of past materials and embedded energy
- improvement of image

- improvement in confidence: a sense of pride

## **APPLYING THESE PRINCIPLES TO THE CANAL-SIDE**

The enclosure or openness of particular sections of the canal should be respected as this quality contributes significantly to its varying character. The ever changing views, the variety and contrast of townscape elements and the informal relationship between buildings and canal make significant contributions to the character of the canal. Different sections of the canal vary considerably in terms of aspect, level, width and orientation and in the nature and function of adjacent buildings and landscape.

The incremental development of a diverse canal-side should mean that compatible new buildings will allow the area to continue to evolve and can add to locally distinct character. This is to be preferred to bogus copies or poor pastiche which will undermine the original.



WATERSIDE REGENERATION LEAMINGTON SPA

The canal is experienced as a continuous linear element, so that the evolving view as one travels along is a key characteristic. The preservation of the essential qualities of any view, or indeed the enhancement of those qualities will be sought. Although the canal is a continuous open space, it is not always perceived as such because of its twisting route. The canal has a picturesque quality, with only stretches being visible at any one time and views partly curtailed by the bends in the canal and the bridges which cross it and frame distant views. The canal side trees hedgerows and informal plant margins, often along very narrow strips, give a soft edge to the water way and contrasts with the harder edge formed by some of the enclosing structures. There is strong support for the picturesque nature of the canal space as well

as importance of wildlife habitats. It is important to recognise that this informal appearance adds to the value ascribed to it as a parallel world, tranquil and away from road traffic often with the air of a quiet backwater.

The landmarks include bridges, areas of open space, and groups of buildings within the canal corridor. It is important that their setting and relationship with the waterways is preserved. Bridges are particularly important landmarks. They help to define the character of each length. Furthermore, bridges can be vantage points and command extensive views along the waterside. They are the nodes where the linear corridor connects to the routes crossing.

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.

Waterside development increases use of the infrastructure and creates opportunities to positively extend the purposes for which it was made. The added value that canals bring to proposals might be recognised by requiring development to support improvements in public access that would sustain increased use by a wide range of users for local walks, cycling, boating, angling and more. Development might also enhance public benefits through: the provision of disabled



access, potable water, way-marking, mooring bollards, appropriate surfacing, seating, information and interpretation signage, boundary walls and planted borders, hedge laying and tree planting, marginal waterside vegetation and provision of soft edging.

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 and potentially threaten the ability to maintain it as a heritage asset .



GAP BETWEEN WARWICK AND LEAMINGTON IN 1885



AVON AQUEDUCT HAS A LINK FROM CANAL TO THE RIVERSIDE WALK WCRO

The canal corridor is not of a unitary character, but there is a recurring feature which is a waterway and towpath and on the opposite side frequent evidence of former foundries, workshops and wharves. The canal side has grown organically over the last two centuries in diverse ways. What might have appeared radical is no longer incongruous. There is scope to evolve.

Incremental change also needs careful consideration. If local owners fail to understand the special nature of the canal-side corridor, the overall environmental quality of the area could be diminished and the positive effects of other initiatives be negated.



JEPHSONS FARM SEPERATES THE GROWING TOWNS



1947 ABERCROMBIE PLAN FOR WARWICK

People gravitate to historic waterside places, because of their richness, they also provide a Sense of Place. They are made up of a variety of spaces, landscape, 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. The intrusion of vehicles on the canal-side is often a harmful change.

## **THE COUNCIL'S CORPORATE ROLE IN MANAGING CHANGE**

The Local Plan policies have established the importance of the canal system to a sense of place in the district. WDC recognises its potential value in terms of economic regeneration, habitat diversity and contributing towards the improvement of health and well-being agenda.

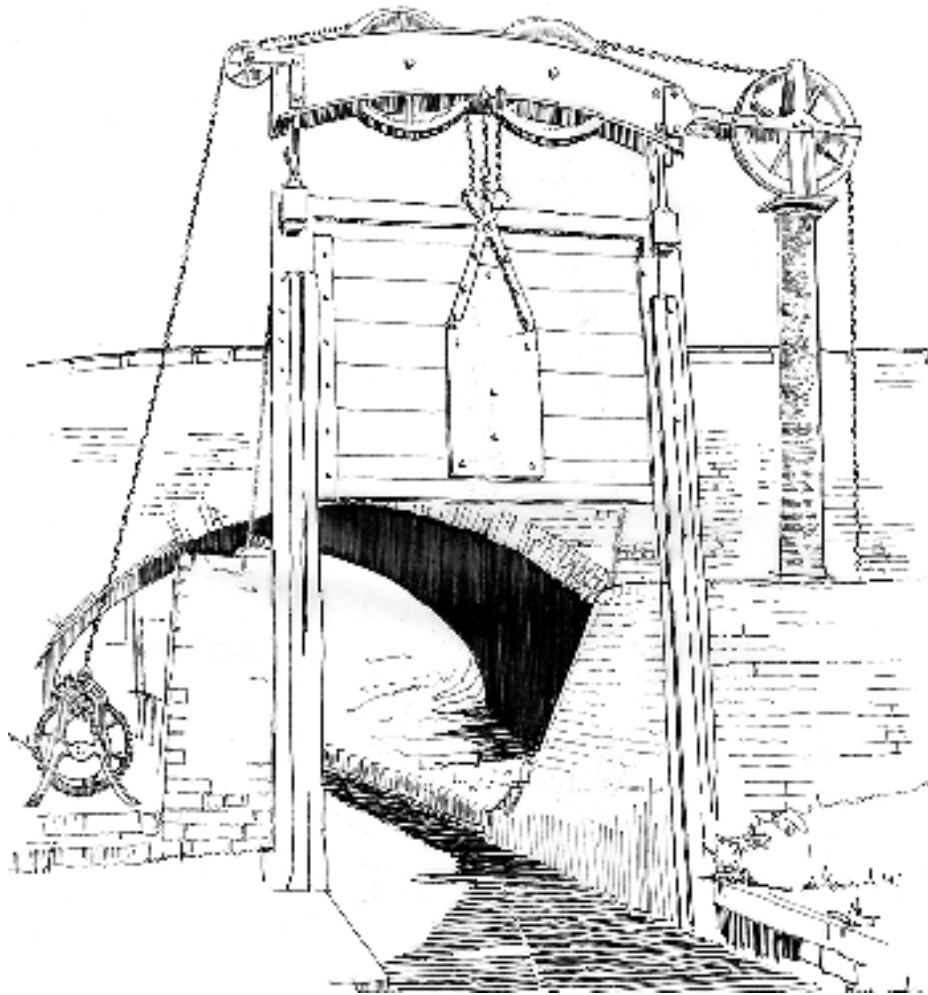
To enhance use there is a need for the Council to pursue stewardship with the Canal & River Trust, local people and business to:

- Continue to improve the environment of the canal , the quality of the towpath and the surrounding footpath network, as well as new buildings of quality
- Make more of its significant attractions – Hatton flight, Avon Aqueduct, and the listed lengths of the Stratford Canal
- Make more of its history and industrial archaeology through interpretation, together with public art and way-finding.
- Provide gateways to the canal linked to neighbourhood routes, parking and public transport. The main public transport asset is the railway, as the Chiltern line follows the Grand Union canal to Birmingham with stations at Leamington, Warwick, Warwick Parkway, Hatton, and Lapworth, where the Stratford Canal stretches south and northward to the district's boundaries at Hockley Heath and Yarningale Common.
- Improve links with the surrounding communities for visitor infrastructure such as pubs, cafes, toilets and

visitor information and interpretation, with access to the canal by road and public transport as well as cycling and walking routes.

- Identify development opportunities along the canal that will improve the environment and increase activity. Development should improve access from surrounding residential areas to the canal.
- Increase use of the water for boating and leisure activities, including moorings and, where possible, new basins.
- Develop more the usage by local people and expand the draw of the canal to bring in visitors.

The Canal and River Trust is a key partner because it manages over 2000 miles of canals and navigable rivers that extend across the country. About 500 miles of canal network has Conservation Area status. However a wider partnership approach is recognised as essential because the Canal Conservation Area extends beyond the waterway authority's ownership.



STRATFORD UPON AVON CANAL GOES INTO BIRMINGHAM,  
KINGS NORTON WHERE A GUILLOTINE LOCK IS LOCK 1

The canal itself provides a traffic free route between the towns and villages and potential walk to work routes. The Council will work with partners to improve access for people with disabilities, to improve those sections of towpath that are hazardous or too narrow for cyclists and walkers, and will seek to minimise potential conflicts with anglers. Additional car parks that can be used by anglers in the mornings and walkers later in the day would increase use.

The Council will encourage the development of the recreational and leisure potential of the canal in so far as this does not adversely affect the nature conservation interest and is consistent with the capacity of the waterway and the amenity of the surrounding area. The Council will seek to ensure that existing water-based activities are not displaced by redevelopment or change of use.

The canals in Warwick District pass through countryside, villages, urban fringe and towns, bringing wildlife into urban areas. Species include water voles and otters, fish and bats, that all make use of this connected linear route. The Council will ensure that habitat conservation and creation is considered alongside navigation, recreation and built heritage character and appearance. The impact on waterside edges and the water body itself are also part of the balance. We will also encourage the use of native plant species in landscape design and management, the development of detailed biodiversity plans and ensure that potential sources of pollution are effectively controlled.



## PLANNING GUIDANCE FOR DEVELOPERS

In its role as the local planning authority, the Council has the following advice for developers.

All applicants must take fully into account the National Planning Policy Framework, relevant aspects of the Planning Practice Guidance and local policy as set out in the adopted Warwick District Local Plan. Please see Part 1 Chapter 2.0 Planning Policy.

Applicants should use the Warwickshire Historic Environment Record to access relevant information on Archaeology and Historic Landscape Characterisation. The NPPF emphasises the importance of HERs in providing the core of information needed for making planning decisions. They are unique repositories of information relating to landscapes, buildings, sites and artefacts. Their content underpins the identification, recording, protection and conservation of the local historic environment and the interpretation of historic environment designation and planning decisions.



## PRE APPLICATION - EXPLORING WHAT CAN BE AGREED

The management of historic assets, whether large or small, within the historic environment is based on a staged approach. Its starting is an understanding the significance of the affected assets. That leads on to understanding possible impacts on that significance, and then to seeking to avoid, minimise and mitigate those impacts and pursuing opportunities to reveal or enhance significance. Finally, there may be a need to ensure any unavoidable harmful impacts are justifiable by public benefits that are necessary and otherwise undeliverable.

In some cases the Council may pursue the joint preparation of site-specific design guidance and/or a development brief to improve the likelihood of new development that complements the established grain, settlement pattern and character, whilst also making a positive contribution to the conservation area. Such guidance is particularly useful where the character of the area derives from its diversity, where imitative or 'in keeping with existing' styles would run counter to the way in which the area has traditionally evolved. In places where it is not appropriate to identify a local style, there may still be characteristics, such as a regular width of frontage, relationship of buildings to the street, or mix of scales, as well as an overall palette of distinctive materials, that can helpfully be identified to inform designs that respond sensitively to their context. Other development schemes that could benefit from this agreed development brief approach might include:

- those affecting gap sites or negative contributors within the conservation area
- those involving measures to tackle locations subject to crime or anti-social behaviour
- public realm or highway enhancement schemes to improve access and/or enhance character or appearance
- those supporting the reintroduction of lost architectural features



RADFORD BOTTOM LOCK

## WHAT THE COUNCIL EXPECTS FROM PROPOSALS

### PLANNING SUBMISSIONS

When determining applications for development affecting heritage assets, the council will apply the following principles:

1. The presumption will be in favour of the conservation and restoration of heritage assets, and proposals should secure the long term future of heritage assets and seek to reveal their significance, for example, by removing clutter, particularly later additions.
2. Proposals which involve substantial harm to, or loss of, any designated heritage asset will be refused unless it can be demonstrated that they meet the criteria specified in National Planning Policy Framework.
3. When assessing potential public benefits, these must relate to the fulfilment of one or more of the objectives of sustainable development as set out in the NPPF and the benefits must accrue for the wider community, not just for private individuals or corporations.
4. Development affecting designated heritage assets, including alterations and extensions to buildings, will only be permitted if the significance of the heritage asset is maintained or enhanced or if there is clear and convincing justification.
5. Where measures to mitigate the effects of climate change are proposed, the benefits in meeting climate

change objectives should be balanced against any harm to the significance of the heritage asset and its setting.

6. Applications for development affecting heritage assets (including buildings and features of local importance and interest) will be determined having regard to the scale and impact of any harm or loss and the significance of the heritage asset.
7. Development should preserve the setting of, make a positive contribution to, or better reveal the significance of the heritage asset. The presence of heritage assets should inform high quality design within its setting.
8. Development should respect the principles of accessible and inclusive design.

NPPF Paragraphs 193, 194, 195, 196 197 198 & 199 will apply to decisions



In seeking to preserve and enhance the special character of the Conservation Area, the Council's aims will include:

- a high quality mix of uses incorporating features and materials appropriate to the historic canal-side context
- a well-designed environment; particularly one which provides active uses at ground floor/canal towpath level and potentially opens onto the canal
- development that preserves, enhances and interprets the historic character of the canal and adjoining buildings; the enhancement of the environment through conservation
- improved pedestrian and cycle access to the canal towpath for all sections of the community, including those with disabilities
- the free flow of pedestrians through and around development, onto the canal towpath and connected to the wider network of squares, spaces and pedestrian streets
- a natural hierarchy that goes from public to private spaces, particularly in residential developments
- the enhancement of the environment through landscaping, including habitat creation and public art at suitable locations
- water space activity, long term moorings (including residential and visitor moorings), hotel and restaurant boats, trip boats, floating gallery and trading craft where appropriate
- excavation of in-filled canals and creation of further bodies of water; opening up former canal basins and arms and the creation of new water space

- improvements to the canal itself including, where possible, measures to conserve and enhance local biodiversity and water conservation measures associated with new development

The council will refer to the Canal Conservation Area Appraisal to assist in identifying the qualities of the area within which the proposal is located, including:

- the character of individual lengths within the district
- structures, landmarks, landscapes and views of sensitivity and importance
- the presence of negative and gap sites eroding special character, and of other nearby development sites and regeneration opportunities
- the contribution that the landscape makes to the setting of the 18th century asset
- sites of archaeological importance
- focal points (existing and proposed) of public activity
- public access and recreation opportunities.

The council will require the submission of a heritage and design statement as part of a planning application. The statement should typically address:

- scale, mass and height
- density and layout
- quality of materials, in relation to the local context, historic structures and archaeological remains
- the impacts on navigation and ecological interest
- visual and physical permeability

- protecting and enhancing public access to and along the waterside
- landscaping, open spaces and street furniture
- any proposals that involve lighting.

Within and adjacent to the Canal Conservation Area all proposals should ensure that development reinforces the distinctive character of the canal in its different lengths (some urban, some rural) and recognises the diverse role it plays in the culture and economy of the district. Development on the canal-side needs to respect the unique character of the waterways, so that it is of a high quality of design that is informed by its context, having particular regard to the massing of development and its relationship to the canal corridor conservation area status. The canal has a nature conservation value and development must protect its ecological value and not harm biodiversity. The aim is to secure a special quality for all new development and where appropriate to enhance the vitality of the canals and include related uses that attract the public.

It is not only the designated 'listed buildings' that contribute to the special character of the conservation area. There are many other buildings of local merit due to their townscape group value, architectural quality or historic associations that need to be valued. The design of individual buildings needs to consider the spaces around them and the broader urban design issues.

Applicants must provide sufficient information for the local authority to determine an application, and reveal how the existing character of the canal conservation area has been

considered in their proposals, illustrating the proposal accurately in context. This should have the effect of minimising adverse impacts, but should also recognise the opportunities to increase the beneficial use of waterways in order to shape the place and enrich the local environment.

## **SCHEMES PROPOSING NEW DEVELOPMENT**

There is a general presumption in favour of the retention of the surviving historic buildings within the conservation area that are either listed or considered to make a positive contribution to the character and appearance of the area. The special character of conservation areas makes it essential that new development is compatible with their special architectural and visual qualities.

New buildings will not be required to copy their older neighbours. The aim should be to promote high-quality design which contributes positively to the area, and that is **compatible** with its neighbours in the conservation area. It is always possible to achieve the scale, character and appearance appropriate to the context through modern design, as well as by traditional approach. A proposal seeking to reflect/respect an earlier style is often let down by inappropriate proportions, solid to void ratio, or by the lack of traditional detail and craftsmanship, poorer quality materials or misappropriation of traditional pitch.

There will be no support for bland schemes suggested as being acceptable because they do no serious harm or are replacing something that does harm with something less so.

It will be expected that all applications provide the information required to enable a full evaluation of the way in which the proposals respond to the special interest and setting of the canal, particularly:

- A. Is the design specific to the scheme/place?
- B. What does the scheme add to the character of the place?
- C. Is car parking well handled so as not to dominate?
- D. How well does the scheme integrate with towpath and other walking routes?
- E. Does the scheme manage the mix of likely users?
- F. How well does it relate to the local pattern of development, landscape and culture, the scale and materials, the aspect and views?
- G. As an addition is it interesting, welcoming and people friendly? Do the buildings and layout make it understandable? Is the public realm clearly defined, are there active frontages and quality spaces that have a use, not just leftover?
- H. Does it use robust street furniture and some low-level lighting to help people relax, feel safe and secure and enjoy the proximity to the canal?

In this conservation area there is not a particular style to be replicated. It is the spirit, quality of materials, proportions, windows and other details in a building that will match the ethos and underlying character of the canal architecture.

Buildings that have a long life are those that fit a succession of users and make a positive contribution to a place. Generous space, good natural light, and fabric that insulates



to keep noise out and heat in, together with options on how to utilise the space internally, will help ensure that what is built lasts, that it is adaptable and durable.

The Council recognises that adequate contextual analysis will not necessarily produce good design. It has to be clear that the analysis fully informs the design. This can be helped by the use of good illustrative material that gives a clear idea of what the proposals will actually look like in their surroundings. These must include views from the canal itself and must show what a proposal will look like as you encounter it in three dimensions. It is especially important to show the height relative to context and a section through the waterway showing the scale of the enclosure may be particularly helpful. Drawing should be designed at a scale that will reveal the form and the detail as well as identify the materials being used; 1:50 / 1:100 and 1:10 / 1:20 for specific details. Applications which fail to reveal the scheme clearly will not be validated or further detail will be requested before determination.

The council will expect water-related uses on the canal where appropriate and will expect development proposals that do not include such uses to provide evidence as to why this is not the case.

In summary, aside from it meeting NPPF requirements such as social and economic sustainability, the assessment of a new development proposal in the conservation area will include considering the appropriateness of building proportion, height and massing, the use of materials, durability and adaptability, mixture of use, enclosure,

accessibility and connectivity to the surrounding areas, relationship with adjacent assets and definition of spaces and walks, alignment, active frontages, permeability and treatment of setting.



PURPOSE BUILT STUDENT HOUSING LEAMINGTON SPA BEFORE THE REMOVAL OF OFFSIDE PLANTING



CAFÉ IN LISTED BUILDING RETAINS CHARACTER RADFORD BOTTOM LOCK

## **SCHEMES PROPOSING ALTERATIONS**

The Council will require a high standard of design in all alterations and extensions to existing buildings in the conservation area. Alterations and extensions should be successfully integrated into the architectural design of the existing building. These should be compatible with the scale and character of existing development, their neighbours and their setting. In most cases, they should not dominate, but be complimentary to, the original building. It would not normally be good practice for new work to dominate the original asset or its setting in either scale, material or as a result of its siting. The canal system is robust enough to manage innovation, particularly if it is of a quality and spirit that matches the original. Assessment of an asset's significance and its relationship to its setting will usually suggest what might be appropriate.

In considering applications for alterations and extensions the council will consider the impact on the existing building and its surroundings and take into account the following:

1. Scale, form, height and mass
2. Proportion
3. Vertical and horizontal emphasis
4. Relationship of solid to void
5. Materials
6. Relationship to existing building, spaces between buildings and gardens

7. Good neighbourliness

8. The principles of accessible and inclusive design.

Changes in use of buildings along the towpath can lead to external alterations that impact on character of the area. The ground floor walls of industrial buildings often have few if any openings in them. Incremental change to these structures could alter the canal's character. Care will therefore need to be taken in balancing the needs of new uses with the character of the historic built form and the canal setting, whilst acknowledging that the overall conservation aim is for the canal to be the defining characteristic of the length.

Loose fit buildings may offer scope for reuse within their existing envelopes, but care must be taken to consider the cumulative impact on the conservation area of such alterations. Equally, removing some of the twentieth century additions could better reveal the nature of the place. Existing architectural features and detailing which positively contributes to the character and appearance of the conservation area should generally be retained and kept in good repair. Original detailing such as ironwork, timber framed or metal windows set into reveals to express the masonry structure, doors, stone and brick copings to both walls and the canal edge, bridge abutments and parapets add to the visual interest of the canal and its setting. Where these have been removed in the past, replacement with appropriate copies will be encouraged. Works such as the replacement of concrete tiles or unsuitable modern upvc windows with more historically appropriate windows is an enhancement. Opportunities to enhance the appearance of

the building through the restoration of missing features or creative adaptations which equal the quality of the original are encouraged.

The choice of materials in new work will be most important and will be the subject of control by the Council. Original materials should be retained and repaired if practical. Generally routine and regular maintenance such as unblocking of gutters and securing rainwater pipes, the repair of damaged pointing, and the painting and repair of wood and metal work will prolong the life of a building or structure, and prevent unnecessary decay and damage. This will minimise the need for more substantial renovation and will usually represent the most economical way of sustaining an asset. Where replacement is required, materials should be chosen to closely match the original. Generally the use of the original (or as similar as possible) natural materials will be required, and the use of materials such as concrete roof tiles, artificial slate and UPVC windows will not be acceptable. Original stonework and brickwork should not normally be painted, rendered or clad. This may lead to long term damage to original structural materials, and may be extremely difficult (if not impossible) to reverse once completed.

Re-pointing if done badly can drastically alter the appearance of a building, damage the brickwork, and be difficult to reverse. The pointing should be weaker than the brick or stone to protect the masonry. Abrasive cleaning of masonry may cause the removal of the face of the brick or stone and can lead to increased water penetration. The patina of wear and weathering on many buildings in the conservation area,

including canal side walls, is a particular element of the character of the conservation area and cleaning may harm that character.

## **OTHER RELEVANT CONSIDERATIONS**

### **ACCESS**

New footpath links will normally be pursued when redevelopment of waterside land takes place. In instances where development or intensification creates a direct need to improve or enhance an existing section of the waterside, planning conditions may be imposed or developer contributions sought. This includes through-site links in new waterside development, and access to the towpath as a generally accessible and safe walkway along the whole length of the canals.



INCLUSIVE ACCESS

DAVID BLACKBURN

The Council wishes to promote simple and uncomplicated access into and around significant buildings on the waterside. The goal is for people with disabilities or with mobility problems to use the property in the same way as everyone else. This will call for creative and sensitive solutions including some where an element of compromise is necessary since the inclines on the canal system were designed for horses and include raised brick courses for better purchase.

The Council believes the waterside is an asset that should be available and accessible to local residents and visitors to the district alike. Although priority will be given to pedestrians so that they may benefit from the many opportunities that



walking can give, the Council wishes to encourage cycling, and the waterside can provide part of a traffic-free route for cyclists. Sustrans currently promote a small part of the Grand Union Canal east of Leamington Spa as a cycle route.

## **LIGHTING**

Lighting to the canal side may improve personal safety and deter vandalism, but the use of solutions such as lampposts would clearly be at odds with the established character of the area. The impact of artificial lighting on wildlife habitats would also need to be sensitively considered, particularly for bats. It is noted that unlit or very low levels of light can be important in terms of biodiversity. Low level lights fitted onto existing walls or within bollards might provide a suitable solution but the level of light and design would need careful consideration. The bollards themselves should not encourage boats to moor against them.



## **SURFACES AND STREET FURNITURE**

The retention and restoration of surfacing and street furniture sometimes makes a contribution to the character and appearance of a conservation area. Quality of place can be enhanced where opportunities are taken for the re-introduction of missing elements in adjacent areas, if there is historical evidence for them. The local tradition in scale, materials, texture, colour and laying patterns will inform appropriate new paving

## **WATER QUALITY AND CONTROL**

The conservation area designation recognises the canal corridor as special, a water highway within a designed landscape. The water is artificially impounded and regulated by weirs, sluices and through back-pumping to ensure



sufficient depth to allow the passage of boats. The canal does not provide a convenient drainage system for nearby development. It will be important that any run off that may pollute the waterway is avoided, as must be any development that would undermine the integrity of the historic structures.



## **TREE PROTECTION AND LANDSCAPE**

All trees which contribute to the character or appearance of the conservation area should be retained and protected. Developers will be expected to incorporate any new trees sensitively into the design of any development, and demonstrate that no trees will be lost or damaged before, during or after development. The standards set out in BS

5837: 1991 shall be taken as the minimum required standard for protection of trees. The Council will wish to ensure their survival and require their protection during works to nearby buildings and to the canal as they make a positive contribution to the appearance of the area.

The landscape setting of the canals throughout the District is generally robust. It is a landscape that can tolerate a degree of alteration or addition possible without loss of significance. Varying degrees of sensitivity to change within landscapes can normally be identified and incorporated into proposals for alterations and additions in ways that may even enhance the asset's significance. This might include planting beyond the immediate site boundary.

## **MEANS OF ENCLOSURE**

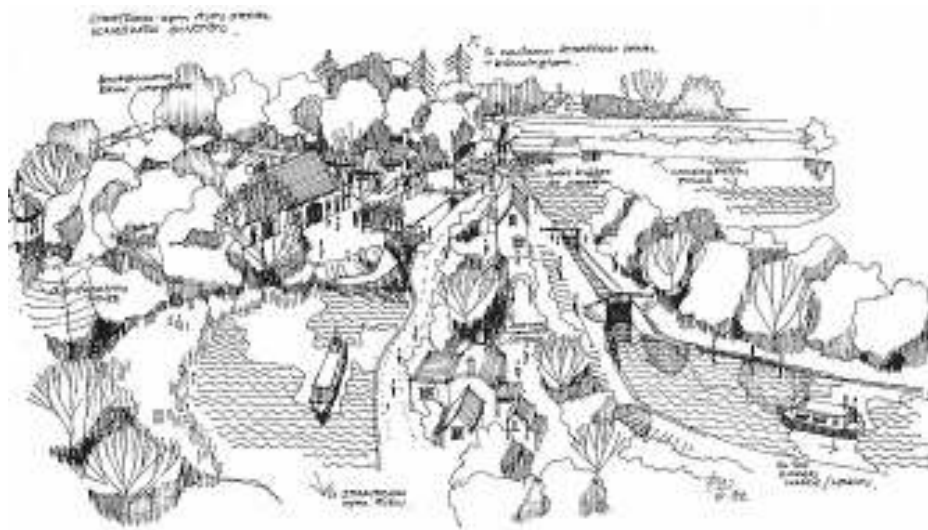
Boundary treatments, whether designed to provide screening or security, need to be of a high quality befitting the conservation area status. In the vast majority of instances the enclosure of a site will be presenting the public face of the canal. The canal is a public way and the Council expects boundary treatments on both sides of the canal corridor to be sensitive to the local context and to avoid restricting use through casual encroachment.

Hedgerows and trees tend to define the canal corridor in the countryside with grass and herbaceous vegetation along the water's edge. New planting should be used to enhance and contribute to a wildlife corridor whilst conserving the landscape character. Odd corners and field boundaries can be planted to increase the woodland shelter. Planting should

generally be native to the location. A variation of standard landscape condition should be agreed with CRT at the time of the decision and carried out early in the works to secure its establishment. Left alone an area will gradually regenerate naturally, but is vulnerable to strimming and vandalism. A 3-5 year maintenance programme is needed to secure specified planting. Selective felling and replanting will avoid trees blowing over particularly on the toe and crest of a sloping embankment tree planting of willow and poplar with their invasive root systems should not be allowed close to the canal.



Pocket parks adjoining the built up area can encourage people to use the canals as a place to go, as part of a walk.



KINGSWOOD JUNCTION

PETER WHITE

## LANDSCAPE CHARACTER

Canal corridors are special places – transport networks which (by their nature) take people on a journey, by whatever means, foot, boat, cycle. This may be a short cut through an urban area, a cycle to work, an escape from the intensive bustle of a town, a route to the countryside, or a glimpse of past eras. The atmosphere of each particular length of waterway is shaped (in a major way), by the surroundings. The canals are a linear element in our landscape and they were designed. Just as today, the route was planned, based on topography, water courses, ground conditions and negotiated with landowners, who exerted their own interests. The way the canal cuts through the landscape, whether on embankment, in cutting or at grade, shapes the place; allows views out, or focuses them into the canal corridor. This is a

continuous sequence of spaces with ever changing views and atmospheres. As you travel along, the view may be terminated by a bridge, the canal may turn a bend and a tall tree or wooded margin may obscure what is around the corner. It is this variety that is so important in retaining their character and that makes the linear route an engaging one. When considering future change this is a key consideration.

### Why are canal landscapes special?

- Linear corridor which cut through an existing landscape.
- Local distinctiveness
- a separate world
- Sequence of different places – subtle changes of view, variety
- Water brings tranquility
- Connectivity Links;- to work, out to the countryside, through town
- A path through the wider landscape
- Historic context

### The landscape elements consist of:

- Landscape setting; embankments, cuttings, tunnels
- Architecture; Tunnels, aqueducts and bridges
- Towing path surface
- Waterside edges and margins
- Views sequential, along, out, in from the world outside
- Enclosure; boundaries, buildings, walls, fences, hedges, woodland, scrub,





**Boundaries** play a large part in shaping the character of a particular length of waterway. Boundaries should not just separate one use from another, but should be interesting and can be beautiful. Beauty exists in a stone wall with a warm colour and varied textures, a hedgerow providing a variety of textures and seasonal change, an attractive brick wall or building. Less pleasing to the eye and spirit are the close boarded timber fences, metal palisade fences, with or without spikes and barbed wire, monoculture Leylandii hedges. These do not offer the same interest and give the message “keep-out”

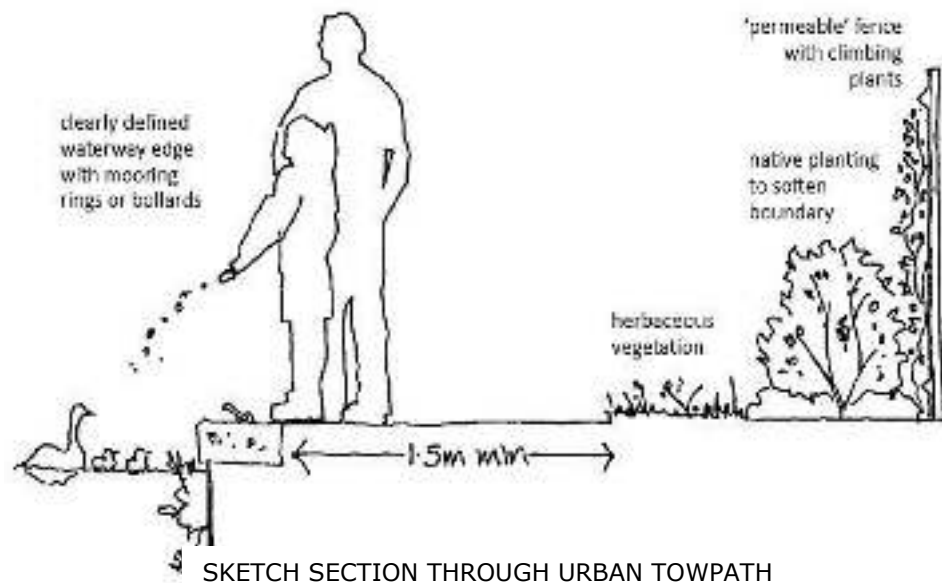
The height of the boundaries affects the sense of enclosure; a well maintained hedgerow may allow views out to the surrounding countryside, a woodland edge or belt of trees may cut off views in summer and allow glimpsed views of what lies beyond in the winter. The variety adds to the pleasure of traversing the towpath.

In an urban area, the existing buildings may back onto the canal on one or both sides, but there is usually a variety in building type and style, as these have often evolved, rather than been planned. This can be dramatic, but the need for variety in scale, form and detail should be remembered. There are often gaps in this built form, which have been colonised by native trees and shrubs – opportunistic - but none the less providing a welcome contrast to the built form. These urban planting also perform an important role in creating a green corridor for wildlife. Removal of these should be considered with great care.



THE PROBLEM WITH PRIVATE BOUNDARIES TO A PUBLIC REALM

REMOVAL OF SCREEN PLANTING IMPOSES UNSIGHTLY FENCE AND CAR PARKING ON THE CANAL CORRIDOR, AND REMOVES WILDLIFE BENEFITS.







THE OPEN FIELDS AROUND WARWICK POST WAR, NOW THE WOODLOES

**Waterside margins;** the canal wall will have a different structure depending on its locations. In general on the Grand Union the walls are either piled, with a concrete coping, steel piles, or brick walls. There may be vegetation in the water, especially on the offside which provides important aquatic habitats.



URBAN TOWPATH BRICK SURFACED TO CARRY MANY USERS

**The towing path** was designed for the horse and boatman, and allowed boats to moor up using the grass margin alongside the canal wall. Today the surface should consider access for all, providing for bicycles, wheelchairs, buggies – for young children and elderly alike. This puts greater demands on some well used sections of towing path, which can be achieved by a sensitive use of materials and where possible the retention of a grass or planted margin to soften the edges.

Improvements;

- how much is the towing path used currently – will this change,
- does it work as a shared path for cyclists - 2m + is there existing vegetation which should be maintained to benefit wildlife.
- Are there moorings
- Is the area well used by anglers

Surface type will need to consider;

- how it heavily is it used,
- is it accessible for all
- is it a combined pedestrian/cycleway
- Is it and urban/suburban/ rural area

This will influence the desirable width of towing path surfacing; 900mm, 1200-1500mm, 2000mm, 2000+600 this might not be possible to achieve without impact on the waterspace or canal's Boundary.



Further considerations are,

- Is the existing boundary wall or hedge protected e.g. listed or part of a protected hedgerow or require planning permission
- What is the function of the boundary
- Is it attractive; are there opportunities for variety – e.g. views through, active frontages, semi-permeable fences such as weldmesh, vegetation e.g. mixed native hedge or native planting to one side of boundary



A CUSTOM MADE BENCH AND TABLE NEAR LAPWORTH

## LOCAL LANDSCAPE CHARACTERISTICS

There is an above average amount of woodland in Warwick District, one of the main areas being Hay Wood to the east of Baddesley Clinton and the Grand Union Canal. A large amount of piecemeal enclosure with its irregular fields and curvilinear boundaries is one of the dominating characteristics in the western part of Warwick District. The Warwick Canal Corridor is a continuous, linear historic place 40 kilometres long, as a visible representation of the improvement of

transport during the Industrial Revolution. It contains the engineering features of the canal, its construction and historical operation, and the immediate visual surroundings that can still be appreciated in its landscape setting.

The main river system that passes through the District is the River Avon and its tributaries the Leam, Sowe and Finham Brook which flow through and meet in Warwick District. The river system comes from the north and east and flows out south and west, through Leamington and Warwick towards Stratford-upon-Avon and then the River Severn. The watershed for the Birmingham plateau both canals pass through occurs around Packwood, where streams fall north toward the Trent. Warwick District is 28,226 hectares of land and probably the furthest district from the coast.

The Canal Conservation Area celebrates the new approaches to engineering developed in Britain during the Industrial Revolution and taken up in subsequent waterway, railway and road construction throughout the world. Embankment and cuttings are monuments of the Canal Age in the United Kingdom, which flourished from the 1760s until the establishment of a network of locomotive railways from the 1830s.

The engineers intervened in the landscape with a new scale and intensity, challenged by the need to cut a waterway across the grain of the topography. These waterways have remained in use continuously for over two hundred years, with traffic in coal, iron, limestone, timber and general goods, and in more recent times to carry pleasure boats.





THE WOODED CUTTING OF THE GRAND UNION AS IT APPROACHES THE STATION IN LEAMINGTON SPA CREATES A PARALLEL WORLD APART.

## **CANALS' IMPACT ON THE APPEARANCE OF BUILT FORM**

The development of canals also had an impact on architecture and building techniques beyond the construction of their own infrastructure.

Until 1800 house building had generally remained grounded in local tradition and locally derived building materials. The development of the canal network (and later railway transport) meant that the economic imperative to use only local materials changed and a much wider range of materials became available. For example, canals facilitated the movement of clay and coal for brick making and slate from Wales and Cornwall for roofing.

From the mid-19th Century, 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 of their regional characteristics.

From the mid-19th 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.

Structures that were in place along the canal corridor by 1850 should be considered as non-designated heritage assets. The canal was deliberately aligned to optimise its potential as infrastructure. It facilitated the development of land in the ownership of some of the Canal Act's promoters such as Greathead, Willes and Wise in the first half of the nineteenth century. Some of the original uses, such as wharfage, have virtually disappeared and the land has been repurposed to meet subsequent needs. Older industrial estates are found closer to the town centres where the canals and railways pass through the towns, with the bigger more recent post war industrial estates being on the edge of the settlements.

All of the features that were to become characteristic of highly-engineered transport routes can be seen in the canals in Warwick District, including tunnels, cuttings, aqueducts and

embankments of monumental scale, together with bridges, culverts, weirs and associated features.

The scale and form of the canals in the district are typical of those built in Britain during 18th century. Their form is essentially the channel, a flat towing-path for the horses that drew the boats, hedges to separate the towing-path from adjacent fields, and any wider land needed for embankments and cuttings. The majority of the formation is as it was built, apart from that altered in the 1930s or diverted to allow the construction of Europa Way.



AQUEDUCT BUILT AT MYTON FOR RAILWAY

The District's canals are widely valued for their beautiful environment and structures. The first widely-known iron bridge, in what is now the Ironbridge Gorge World Heritage Site, demonstrated the constructional possibilities of cast iron when it was built in 1789. This and the Longdon-on-Tern Aqueduct, built by Telford in 1796, are of importance as experimental structures. The South Stratford-upon-Avon Canal of 1813 has iron aqueducts in the adjacent Stratford District, The Horseley iron works one at Yarningale was built to replace an earlier masonry structure. The cast iron troughs that carry the Warwick and Napton length over the mainline railway at Myton, show the success of these experiments.





CAST IRON AQUEDUCT YARNINGALE



LAPWORTH LOCKS TURNOVER SPLIT BRIDGE



## STEWARDSHIP

The mere act of designation does not sustain or enhance a heritage asset. The aim is to establish coherent guidelines that promote constructive dialogue between building owners and the authority based on a common understanding of what is special and what is vulnerable, what are positive or negative features. The appraisal is the most comprehensive assessment of significance currently available to manage change. It is a snap shot in time as there is no systematic record of cumulative change.

Tackling places at risk, actively managing what is valued as of significance to enhance or recover the heritage assets is



about a constructive conservation relationship between public policy and land ownership in which Heritage guidance to identify shared objectives is required. It is development management by agreement.

With listed buildings, owners are often given no clear idea of from the listing what is special. Professional judgement is a prerequisite. Proposals need to become part of an iterative process that achieves the applicants' objectives, amending negative impacts by design and better revealing the special interest. Weighing disbenefit /harm against what can be achieved by a positive solution.



THE OLD RIGHT OF WAY NEEDS TO BE AN ESTABLISHED PART OF ANY CHANGE.

Waterways cultural heritage, biodiversity, landscape value as well as public access and enjoyment qualify them as 'public goods' and therefore subject to public policy. They can act as a focus for economic as well as environmental initiatives.



WHARFS WORKSHOPS AND WATERSIDE PREMISES IN OLD TOWN (1930's)

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. Views to and from the waterway can have a direct effect on the character and appearance.

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.

Where development is proposed along the water way it should be sited to enhance the spatial quality of the canal corridor and avoid ill-defined margins. It should consider access, permeable plots and present an attractive face to the waterway as public realm. Proposals that integrate the tow path and utilise water space for public benefit will be welcome. The design should create a sense of place and the use allow for active edges to the water space. Links to public transport footpath and cycle ways within the development and from adjoining areas will be welcome too. Connections across the waterway to open up areas that may be of benefit may also increase the balance in favour of a proposal.

In addition to the general design policies, development on the canalside needs to respect the unique character of the waterways, so that it is of a high quality of design that is informed by its context, having particular regard to the massing of development and its relationship to the canal corridor conservation area sense of place. The canal also has a nature conservation value and development must protect its ecological value and not harm biodiversity. The council's aim is to secure a special quality for all new waterside development and where appropriate to enhance the vitality of the canals and include related uses that attract the public.

Waterside development increases use of the infrastructure and that creates opportunities to positively extend the purposes for which it was made over two hundred years ago. The added value that canals bring to proposals should be rewarded by a charge on development, a public benefit to support improvements in access and the quality of the



canalside that will draw on the investment to sustain increased use by a wide range of users for local walks, cycling, boating, angling and more.

The Council will encourage the development of the recreational and leisure potential of the canal in so far as this does not adversely affect the nature conservation interest and is consistent with the capacity of the waterway and the amenity of the surrounding area.

The Council will seek to ensure that existing water-based activities are not displaced by redevelopment or change of use.



KATE BOATS COVENTRY ROAD WARWICK

Boundary treatments and access will vary from tow path to offside. It is not normally the case to have footpath on both sides of these waterways. The Grand Union has two examples.



The Sydenham estate is unusual with the green fingers stretching from the canalside into the Garden city/Radburn layout. Housing on the offside opposite the food store on Myton road also has one and takes practical advantage of the canal as an asset to the quality it achieves. The variation in short terraces gable ends and spaces makes this one of the more attractive new developments along waterway.



BOUNDARY TREATMENTS NEED TO RESPECT THE CANAL

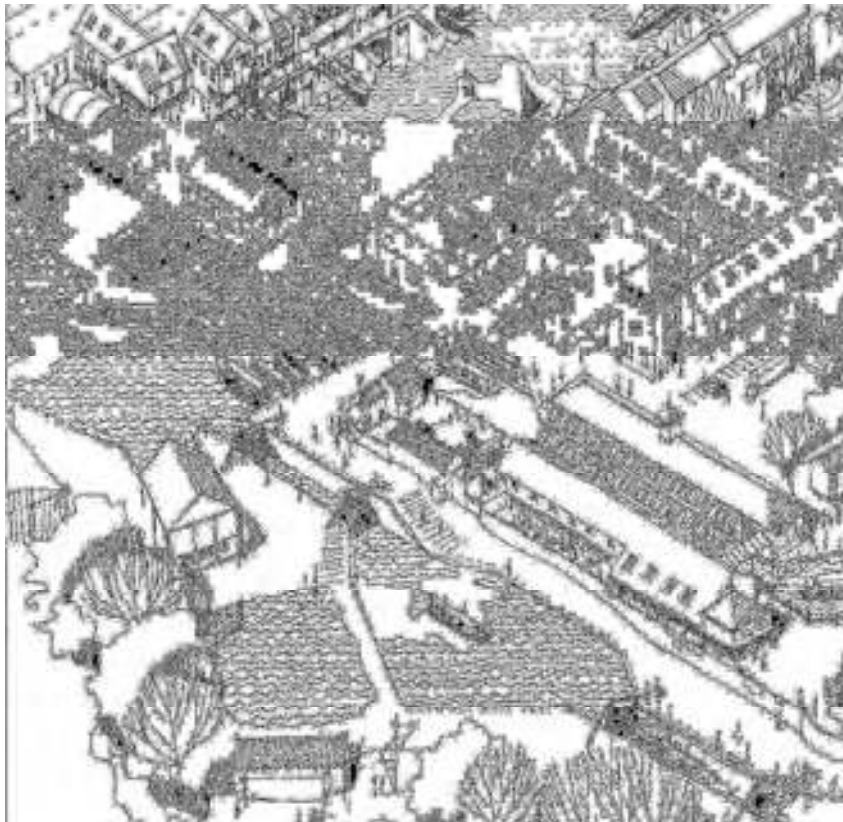
Buildings should not turn their backs on the canal, it is a thoroughfare, an active edge, a public space. Blank facades are a missed opportunity - consider aspect and the outlook.

The Local Plan reminds one that significance derives not only from a heritage assets physical presence, but also from its setting, the surroundings in which it is experienced. This is not fixed and may change as the asset and its surroundings change incrementally. Elements of a setting can make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. Boundary issues will impact.

A poor mix of land uses, or the design and layout of adjoining buildings with limited access to the canal towpath, creates an environment which ignores the significance of the inherited asset and thus discourages the full potential use of the canal. A bland or hostile condition can make it feel insecure, exacerbated by the absence of activity outside working hours and any natural surveillance. Local Plan Policy HE2 requires measures to be taken to restore or bring into use, areas that presently make a negative contribution to the conservation areas. Planning helps ensure waterside development is considered holistically and that given the continuous character of canal lengths, opportunities are identified to enhance the conservation area, that transcend the individual site boundary. Proposals should encourage visual and actual access to the water and critically consider the relationship with the waterspace and the tow path.

Good inclusive design is required; The aim is for disabled people or people with mobility problems to use the property in the same way as everyone else. The inclines on the canal system are designed for horses and include raised brick courses for better purchase. Sometimes the horse would be unhitched and taken another way. Alternatives that aid accessibility should be considered which avoid harm from change to places like under the Old Warwick road bridge at Kingswood, where the incline is precipitous. The council wishes to promote simple and uncomplicated access, into and around significant buildings on the waterside. This will call for creative and sensitive solutions including where a compromise solution is necessary.





ILLUSTRATING A PROPOSAL IN CONTEXT IS VITAL

A lively waterway performs like a street as the primary place for social interaction. Places, where people can engage with their locality. That is the quality in streets that Unwin and Parker understood in their Hampstead garden suburb layouts, and is apparent in the fascination with the charm of pedestrian shopping streets in refurbished historic districts. It is the street as the place where social classes and social uses meet, where people can live together in proximity and interdependence.

Building in Context, a joint publication by CABI and English Heritage demonstrates, through case studies, a range of intelligent and imaginative architectural approaches that can be applied to new buildings to enrich historic environments. These case studies illustrate the regenerative capacity of contemporary good design in areas of historic character and how design quality can bring a combination of aesthetic, economic, social and environmental benefits to these areas. As each historic area is unique and presents its own challenges, this publication provides a range of design considerations for a project to be successful.



HEREFORD RIVERSIDE - FOLLOWING PLANNERS REJECTION OF A PSEUDO WAREHOUSE, A BUILDING THAT FITS THE SENSITIVITY AND QUALITY OF THE LOCATION, BREAKS DOWN THE MASS AND OPTIMISES THE HEREFORD RIVERSIDE WAS DEVELOPED.

BRINGING PEOPLE TO THE WATERSIDE AS A PLACE TO SEE AND BE SEEN,  
IS AN IMPORTANT WAY OF SHARING ITS VALUE.



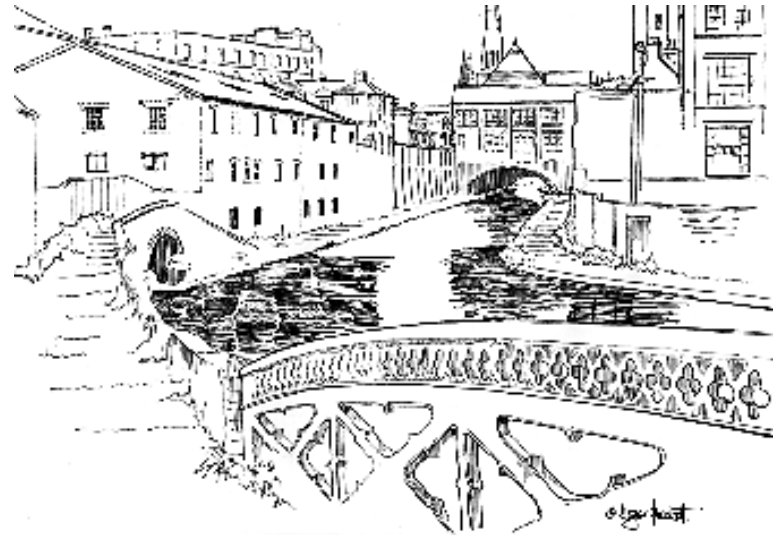
GAS STREET BASIN BEGINNING REGENERATION 1980'S

In Birmingham City Centre the canal network provided a particular focus for new development and a catalyst for urban regeneration. The regeneration of Gas Street Basin and Brindley place have shown how development can make positive use of its canal side setting. The relationship of development to public space should be thought about early in the design process. The Mailbox, Aston Cross and Aston Science Park developments are further examples of how good quality development can make use of its waterside environment. The changes at Gas Street Basin and Brindley place have opened-up access to the canal and introduced active uses which create a welcoming environment where hazards and risk are treated proportionally. In many respects they are exemplars of how urban areas can be transformed, a clear relationship between economic activity and environmental quality .





MAILBOX ALONGSIDE HOLLIDAY STREET AQUEDUCT AND THE CUBE



CENTRAL BRUM FROM SUNDAY SCHOOL TO CONCERT HALL



RE-ANIMATING THE BIRMINGHAM WATERFRONT

Most people place a high value on the historic environment in places like Warwick district and see it in its totality, rather than as a series of individual sites and buildings, where incremental change can harm heritage assets. Local history groups can help record the appearance of what has been lost. Historic England and the National Trust are both encouraging people's interest in where they and their predecessors lived and worked, and less on the rich person's life in a castle.



CANAL & RIVER TRUST WITH NATIONAL TRUST ROUNDHOUSE B'HAM

A significant amount of the district changed post war. Fortunately some of the grander schemes such as a new dual carriageway along Tachbrook road and into town which would have resulted in the loss of period buildings never happened. However Highway changes as a result of wholesale change south of the waterway, and changes to the uses, loss of street trees and open fields have all eroded the character. There are more structures in addition to the listed buildings, which are of merit and which contribute to the character of the locality because of their townscape group value, architectural quality

or historic associations. The significance can result from evidential and associative value that depends on the ability to appreciate the location, topography and setting of the site. There will be a presumption against proposals which would involve significant alteration of, or cause damage to, or have a harmful impact on the setting of Archaeological Remains of National or Local Importance, whether scheduled or not. The local Historic Environment Record should be consulted.

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.

It is important to celebrate the designation of the Conservation Area. 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. Warwick District Council's Health and well-being agenda aims to open up the canalside for greater public access, this includes through-site links in new waterside development, and access to the towpath as a generally accessible and safe walkway along the whole length of the canals through the district and beyond. New footpath links will normally be pursued when redevelopment of waterside land takes place. In instances where development or intensification creates a direct need to improve or enhance an existing section of the waterside,

planning conditions may be imposed or developer contributions sought.

## **BRINGING THE AREA TO LIFE**

The successful use of public art and temporary events can help to bring an area to life and help ensure that it continues to be valued and cared for by the communities it serves. Events can add meaning and thus value to users. Part of the interest in the canal is that it is not simply decorative - it provides active water space. Moorings, water-based music and art activities, floating galleries and cafes all help to engender a sense of place and a feeling of ownership.



DRAGONBOAT EVENT OUTSIDE BIRMINGHAM ICC

The cultural significance of historic places justifies public interest and the use of policy and public interest to secure that interest.

The task is to understand what people value about a historic place, beyond usefulness, and to use that to inform and thus sustain those values.

Policy guidance and good practice reflects current understanding and approach to significance. This is not an absolute, but an evolving and more diverse reading of what has meaning.

The 1967 Act that created Conservation Areas was public policy reacting to comprehensive renewal.

Public and professional understanding has embraced a widening range of places as having historic value and design integrity. The 1908 Royal Commission on Historical Monuments focussed first on sixteenth and seventeenth century structures, then extended that five years later to 1714. The 1947 Act included Georgian, soon after adding some Victorian places. Recognising a plurality of values, a thirty year rule evolved, reduced now to ten years for buildings of outstanding importance that are under threat

Identifying the values attached to places, so as to manage change in a way that sustains those values and the cultural significance is now the good practice approach to the historic environment. It is not only age, but significance arising from design and from association with people and events, what it



tells us about past activity, that is sustained by places remaining in beneficial use.

Saying no to change and relying on minimum intervention is no longer an adequate response. It is what is of significance that is the measure of what is of public interest.

Whilst it can be to not disturb the fabric of a historic building, it can also be managing change to reveal and reinforce heritage values for present and future generations.

This includes recovering integrity where this has been compromised, often by unconsidered incremental change.

The District is taking a leadership role in informing debate, based on recording and evaluating what is there now, how that evolved and what opportunities could enhance the historic environment of the future, to establish common frameworks for considered discussion about proposals for change.

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.

## 6.0 DEVELOPMENT PLAN DOCUMENT

For canals to continue to have a welcome place in the local environment, they need to respond positively to opportunities without destroying what is valued and of significance. Attracting people to live, work and play in the locality will increase the return on the legacy of local investment that created this enduring national heritage asset.

### EMERGING ISSUES AND OPPORTUNITIES

The appraisal recognises each character length has both positive and negative factors that are relevant to the special character and appearance of the conservation area

Canal sides have changed over the past two centuries, 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, 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.

Issues that DPD might address include:

1. Increasing use and understanding
2. Preservation of settings and views;
3. Improving physical and virtual access
4. Identifying Buildings and sites of negative impact
5. Maintenance and repair of significant buildings;
6. Loss of original architectural details of some historic assets;

7. Identifying Potential enhancements and exploring Options
8. Securing trees and hedgerows and green chains;
9. Intrusion/incursion of domestic garden areas onto canal side;
10. Quality of canal-side development and finishes;
11. Living on water, diversity in dwellings
12. Increased Litter and Rubbish dumping,
13. Supporting community adoption of canal lengths
14. Crime and the perception of crime
15. Vandalism and neglect, Flooding
16. clutter and harm from poor infrastructure
17. expectation for HS2, new roads and other potentially harmful intrusions on character
18. Some poor modern interventions within waterway frontages
19. Poor quality development in need of mitigation or screening
20. Analysing the failure of some schemes to respond positively to historic form of development
21. Creation of large areas in a single use
22. Pressure for the over-development of some sites
23. Sustainability-Buildings that have a long life are those that fit a succession of users and make a positive contribution to a place. Because the initial investment is repaid they can provide affordable space for younger creative enterprises. The buildings longevity helps with identity.

Design which lacks understanding of the context or fails to take the opportunity to improve the quality of an area, or the way it works, should not be accepted.

Urban intensification is an alternative to sprawl. However replacement development is usually at higher density than what went before. A good way to manage intensification is by taking a design-led approach: where only physically sympathetic schemes will be permitted. This works best for heritage by aiming for the most appropriate scheme for a site, rather than by deliberately focusing on higher densities, but allowing them to happen when there is public benefit. Where this intensification is on the canal and makes use of the added value it provides, that benefit needs to be paid for from the enhanced land value.

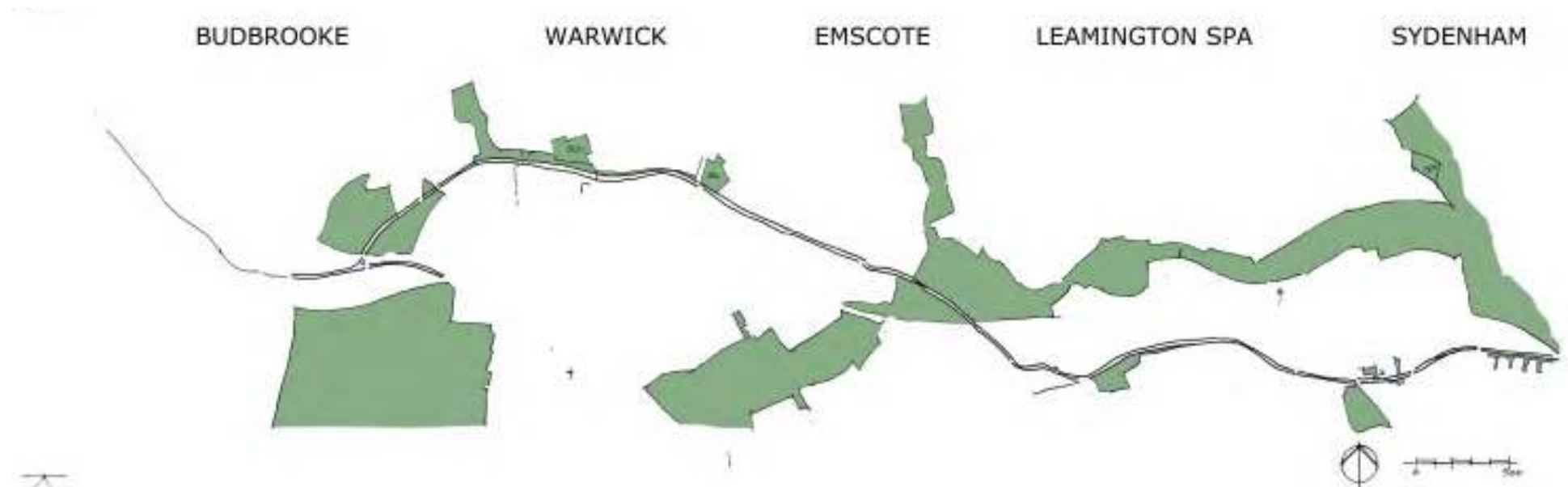
The planning strategy for the canalside towns is to encourage activity, investment and appropriate development and, in so doing, effect environmental improvements which in turn attract still further activity. This approach is by its very nature a sustainable one - recognising the need to balance regeneration with conservation and environmental quality. There will be existing businesses in the premises along the canal, some of these particularly the creative ones taking advantage of the canalside identity and reusing existing structures can help the character, equally others where they are spreading out blocking paths and cluttering the space, discouraging enhancement. These will need help to move to affordable alternative places where the services they provide are still to hand, but the overall policy to recapture the quality of the area is not hindered.

John Ruskin said

“the measure of any great civilisation is its cities, and a measure of a city’s greatness is to be found in the quality of its public spaces, its parks and its squares”

Waterways are an important public realm in Warwick District and add to the quality of its parks and squares.





The canal and rivers are important linking routes for the open spaces that run through the urban area of Warwick and Leamington and then out into open countryside. Improving access is one of the benefits from sustaining the historic canals. This is of particular benefit to the population within the urban area. Contributions from developments proposed within ten minutes/1000m of the waterways will support this. The council has identified the public benefit in the local plan and particularly the parks and open spaces evidence. The Conservation Area Appraisal confirms this.



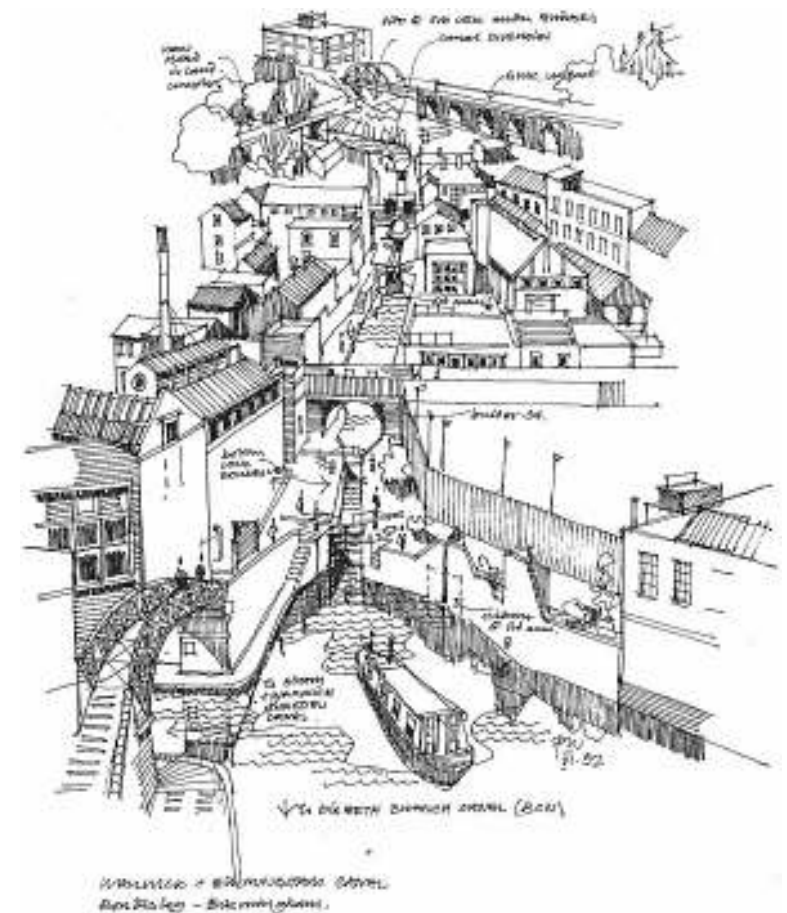
## **PUBLIC REALM RECOMENDATIONS**

- a) The canal corridor is a special part of the public realm with increasing use and appreciation. There is a requirement for a public realm strategy which can then be used to attract developer's contributions, Community Infrastructure Levy (CIL) finance to fund Implementation of improvements.
- b) Poor quality pedestrian environment in places, particularly paving and access points, mean the footpaths and movement framework need some improvement.
- c) Green spaces form part of the setting of the conservation area and should be protected. 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
- d) There is potential to make better use of the late 18th century waterway. Warwick District Council will encourage enhancement and promote access to and use of the canal corridor. It is an attractive environment animated by boats and wildlife. The stock proof hedge will naturally enclose lengths in summer, whereas the winter views will be more extensive; a line of trees following the course of the waterway is a useful way to discern its place in the landscape when everywhere is covered in snow. We need to recognise the setting may go beyond what is immediately in sight.
- e) As well as retaining historic canal structures and protecting the integrity of the waterway, proposals can explore enhancing views to, along and from the waterway. The three-dimensional character of proposals when experienced travelling along waterway or towpaths needs to be considered.
- f) 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.
- g) Where opportunities arise, the Town/Parish, District and County Councils should work together with the Canal & River Trust to seek Improvements to the public realm, access and signage including ways of interpreting the contribution canals make.
- h) Conservation management proposals should explore the most effective use of private and public resources to improve quality. There is an opportunity to steer people to how manage property so that work can be done in a way to restore the character and appearance of the streets and uplift values. Using guidance from Historic England and others, 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 to restore some of the original qualities that have eroded as a specific improvement to the Area.

High quality development with a mix of uses incorporating features and materials appropriate to the historic canalside context;

- a well-designed environment; particularly one which provides active uses at ground floor/canal towpath level and potentially opens onto the canal;
- development that preserves, enhances and interprets the historic character of the canal and adjoining buildings; the enhancement of the environment through conservation;
- improved pedestrian and cycle access to the canal towpath for all sections of the community, including those with disabilities;
- the free flow of pedestrians through and around development, onto the canal towpath and connected to the wider network of squares, spaces and pedestrian streets;
- A natural hierarchy that goes from public to private spaces, particularly in residential developments.
- the enhancement of the environment through landscaping, including habitat creation and public art at suitable locations;
- Waterspace activity, long term moorings, including residential and visitor moorings, hotel and restaurant boats, trip boats, floating gallery and trading craft where appropriate;
- excavation of infilled canals and creation of further bodies of water; opening up former canal basins and arms and the creation of new water space; and

- improvements to the canal itself including, where possible, measures to conserve and enhance local biodiversity and water conservation measures associated with new development.
- The quality of new development will be judged on how well it responds to heritage assets to enhance people's lives.



## LENGTH 1: ROWINGTON

Grand Union Canal 1929; (Warwick and Birmingham Canal 1793)

Bridge 67 at Netherwood Heath to Shrewley Tunnel 9.5 km, 6 miles

### SUMMARY

The length starts at the district boundary just after turnover bridge 67 (Netherwood Heath) in a predominantly agricultural setting, with a scattering of farm buildings. The canal makes a gentle arc down to Rising Brook Lane alongside Rising Brook to Bridge 66. It lies on the boundary between the original Baddesley and Packwood estates. The owners were both promoters of the canal and would have influenced its route on their shared boundary.

The canal continues running straight to the old turnpike road bridge 65 (Old Warwick Road,) at Kingswood. To the East lies the Baddesley Estate. The GWR railway runs parallel to the canal to the West separating the Packwood estate from the canal. In the land between, a ribbon of residential properties has developed, along Station Road and Old Warwick Road at Kingswood.

The canal then continues south east largely following the route of the Old Warwick Road all the way into Warwick. It is joined by the Stratford-upon-Avon Canal, at Kingswood Junction and then follows the contours around the settlement of Turner's Green skirting the higher ground to the North East. Here there are two listed buildings lying adjacent to the towpath and within the Canal Conservation Area; the 19th Century Blythe Cottage and the 16th Century Manor Cottage. At Rowington the canal enters a wooded cutting which then dramatically opens out onto an embankment with wide views in both directions. By Rowington Hall the Canal Conservation Area abuts the Rowington Conservation Area. There follows a collection of coniferous plantations before the canal enters the cutting which leads to Shrewley Tunnel.

The whole length lies within Green Belt and as a result the Conservation Area Boundary is drawn to closely follow the Canal. Existing vegetation helps to screen pockets of development, such as Station Lane Kingswood, and maintain the rural feel. This should be protected and supplemented should further development start to encroach upon the canal setting. There are a number of listed properties both within the Conservation area and within its setting. At Shrewley the cutting embankment has been designated an SSSI for its geological interest.



The earlier old series ordnance survey 1830 predates the arrival of the railway but shows the two major estates either side of the Warwick and Birmingham canal as it was before incorporation in the Grand Union





The Warwick and Birmingham Canal enters Warwick District at the edge of the Baddesley Clinton estate just after the turnover bridge 67, has moved the towpath to the west of the canal. The district boundary is denoted by a culvert for Rising Brook that runs under the canal. The brook marked the estate boundary in the eighteenth century and is located to the east of Netherwood Heath Farm (listed grade II) which is visible through the alders that fringe the canal edge.



VIEW EAST TO NETHERWOOD LANE. POWER LINES FOLLOW THE CANAL  
This east bank of the canal opens out with views to Netherwood Lane and the skyline vegetation beyond, in contrast to the vegetation along the brook which

largely contains the views to the west. Valley Farm is the closest building at 150 metres. The canal is perched on this edge of the Baddesley Estate on embankment that varies from one to two metres above the meadows which fall towards the canal.

The pylons striding across the landscape remind one that the seclusion is easily eroded. The water main that arches over the canal underlines this.

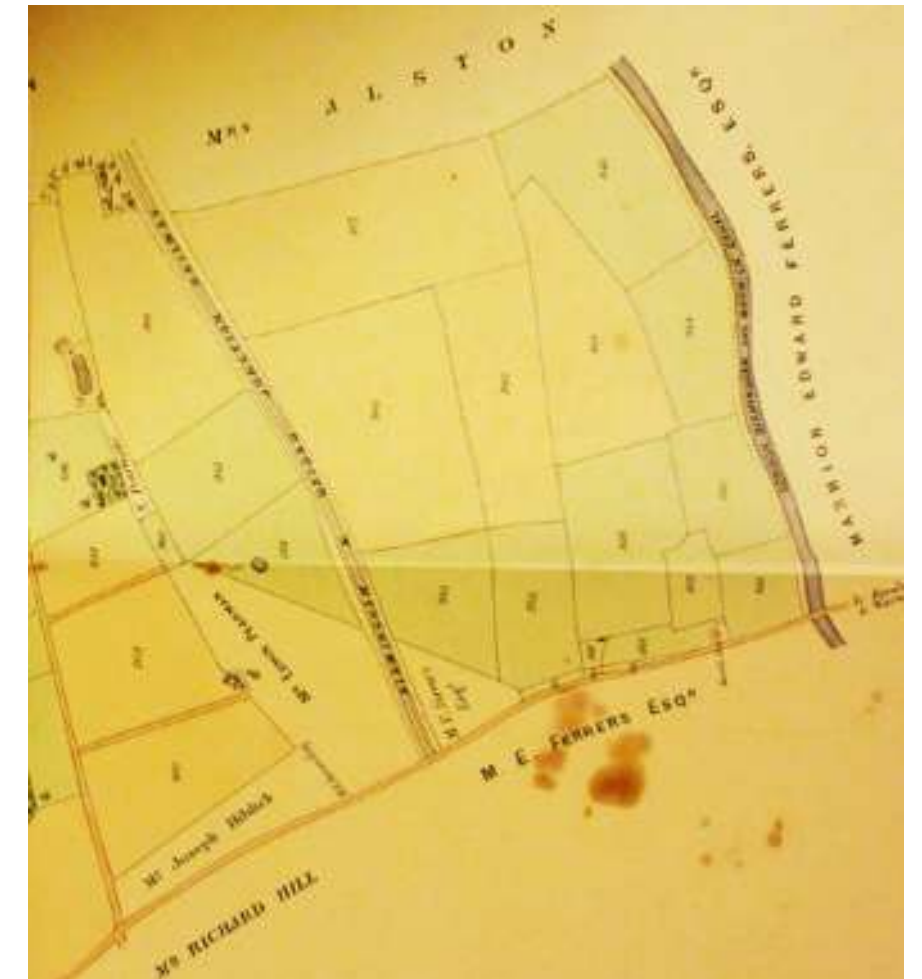


BRIDGE 66: RISING LANE: A MODERN REPLACEMENT

### Bridge 66

There were formerly wharfs at Rising Lane, and Bakers Lane bridge; two kilometres to the north, that served this area. Rising Lane effected a link between Baddesley and the other late medieval property now in the stewardship of the National Trust at Packwood. Better signage and access points here at Rising Lane and the Old Warwick Road would makes the link to these nearby heritage assets more obvious and improve walking routes and wayfinding from the towpath at bridge 66 and bridge 65. The Great Western Railway (GWR) station at Kingswood (renamed Lapworth to avoid confusion with Kingswood Surrey) lies between this and the Stratford upon Avon Canal bridges and facilitates visits other than by car.

Within the wider area are the medieval moated manor house and garden; Baddesley Clinton, Packwood House; a timber framed tudor manor house and garden, and individual timber framed farmhouses and barns that provide strong visual references to the small scale pastoral landscape synonymous with the Arden pastures.



PACKWOOD ESTATE PLAN 1868 SHOWS CANAL FOLLOWING THE BORDER

A number of 17<sup>th</sup> century houses, (Listed Grade II) are part of the canal setting. Vine cottage lies west of Rising Lane Bridge and Netherwood Heath Farmhouse, which can be seen on the 1699 estate plan, lies to the north east. These illustrate the traditional form of a timber frame with plain tile roof.





KINGSWOOD FARMHOUSE GRADE II

The grade II listed Kingswood Farmhouse is a seventeenth century building with brick infill to a small timber frame. It can be glimpsed through the towpath hedge against a wooded backdrop of the elevated Oxford to Birmingham railway.

The pattern of subsequent development has been shaped by the canal corridor and strategic rail and road routes. Kingswood is a ribbon development that follows roads and lanes but has an ill-defined historic core. Some newer housing is clustered off Station Lane and at the junction with the turnpike The Old Warwick Road, B4439. Nos 1-5 Kingswood Cottages are grade II listed. Here there is a small group of local shops and

businesses. Whereas there is continuous residential development backing onto the railway, the canal side of Station Road includes the primary school and pockets of development, with paddock fields leading up to Rising Brook and to the canal. These plots are larger and less defined. The green belt extends to a settlement boundary. Yew Tree close and the preschool have replaced the malt house visible on the first edition Ordnance Survey Map 1889. Any future infilling should be mindful of not encroaching on the canal setting. It is important to retain the screening at the edge of the Kingswood settlement boundary to ensure that this part of the canal remains rural.



CULVERTS MANAGE STORMWATER UNDER CANAL WITHOUT INTRUSION  
The brook takes the run off from the Baddesley estate meadows to the east of the canal, passing beneath in a series of culverts, and will need to be free running to avoid potential damage to the canal structure. Maintaining this integrity is fundamental, however engineering work needs to ensure that the trees and vegetation at the back of the towpath and along the brook respects this aspect of the canal character right through to the Old Warwick Road.

Bridge 65, next to the Navigation Inn, provides another connection to the National Trust property, Baddesley

Clinton, along what is also part of the Heart of England Way.

Baddesley Clinton House is a moated medieval house in a remnant of the Arden Forest. The oldest parts were altered by John Broome a lawyer from Warwick between 1445 and 1458. Broome built much of the present house from stone quarried on the estate in a copse known as Badger's Dell, and created fishponds in the grounds. His son created a park on the site of the former village. When he died in 1517 he had sheep pastures in several villages. The house went to his daughter and her husband, Edward Ferrers, whose family retained it until it was offered to the National Trust. In 1940 the estate was the same as in 1699. There are significant views from the gardens north and south-east across the park and farmland, and from the northern park in a westerly direction across surrounding agricultural land towards Kingswood. The house is not clearly visible from the grounds due to plantations albeit some of the taller trees can be picked out from the canal. *G. Tyack. Warwickshire Country Houses; Phillimore*



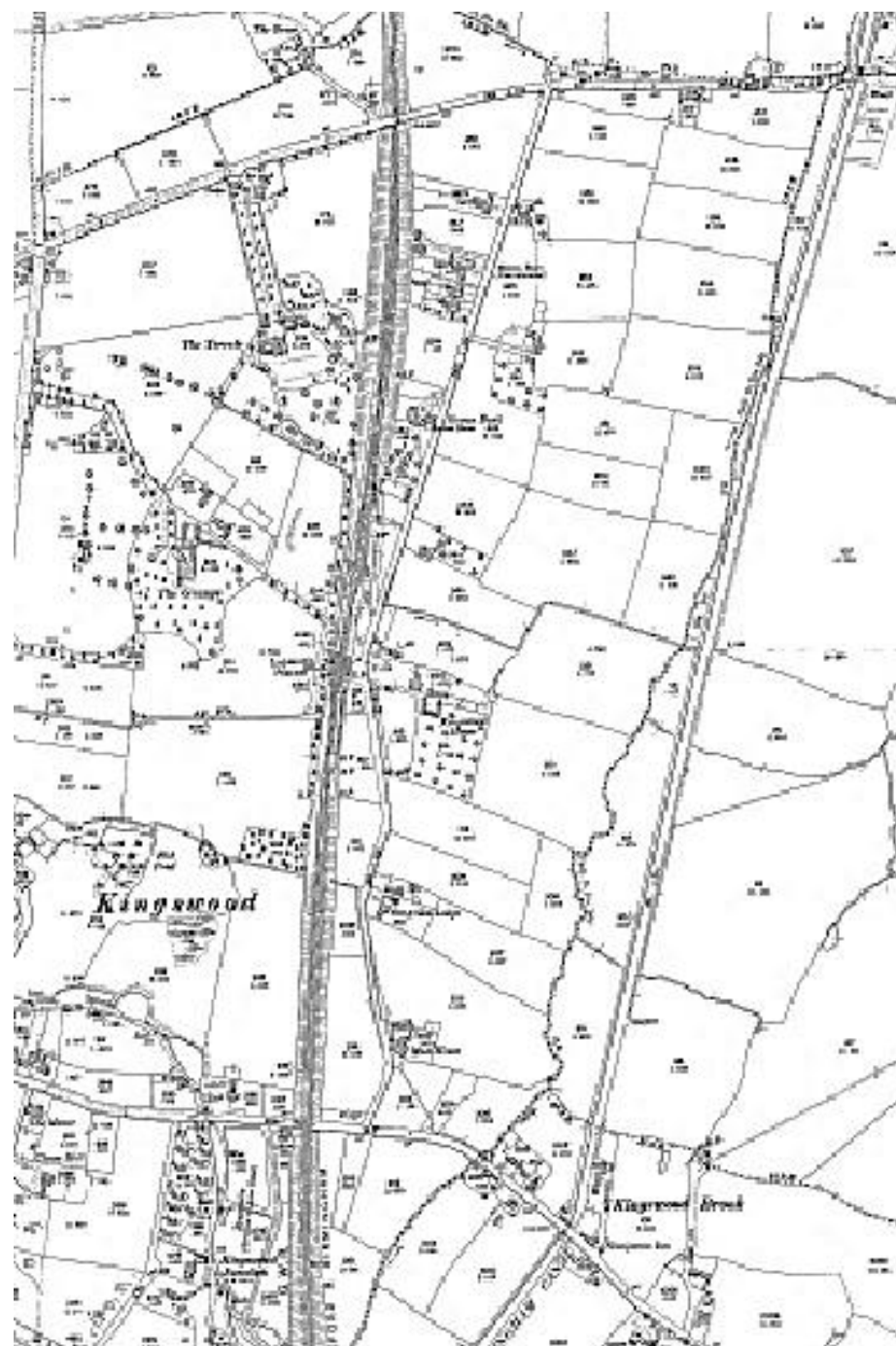
REBECCA FERRERS 1898 REF NATIONAL TRUST





The 1699 estate map at Baddesley names the fields through which the canal runs including Great Meadow and Black Meadow.

In view of the green belt designation and the presence of the National Trust, the conservation area boundary is relatively minimal. This allows planting to be retained to ensure that any future development of Station Lane does not visually intrude as it may well do further south of the main road at Kingswood. Here despite the local plan research identifying that the landscape boundary to the canal needs to be secure, there is a danger of the designated housing eroding this margin and adversely changing the character as a result.



1889 ORDNANCE SURVEY

The field pattern is regular on a small to medium scale with scattered hedges, trees and thin wooded strips adjacent to the canal. A landscape buffer of native trees, a minimum width of 10m, needs to be maintained to the edge of the canal to retain its rural character

Recent infill development has encroached onto the field pattern and vegetation to the edge of the canal corridor. The fields are still managed for pasture with cattle grazing, giving a very strong rural character.





### Bridge 65: Old Warwick Road

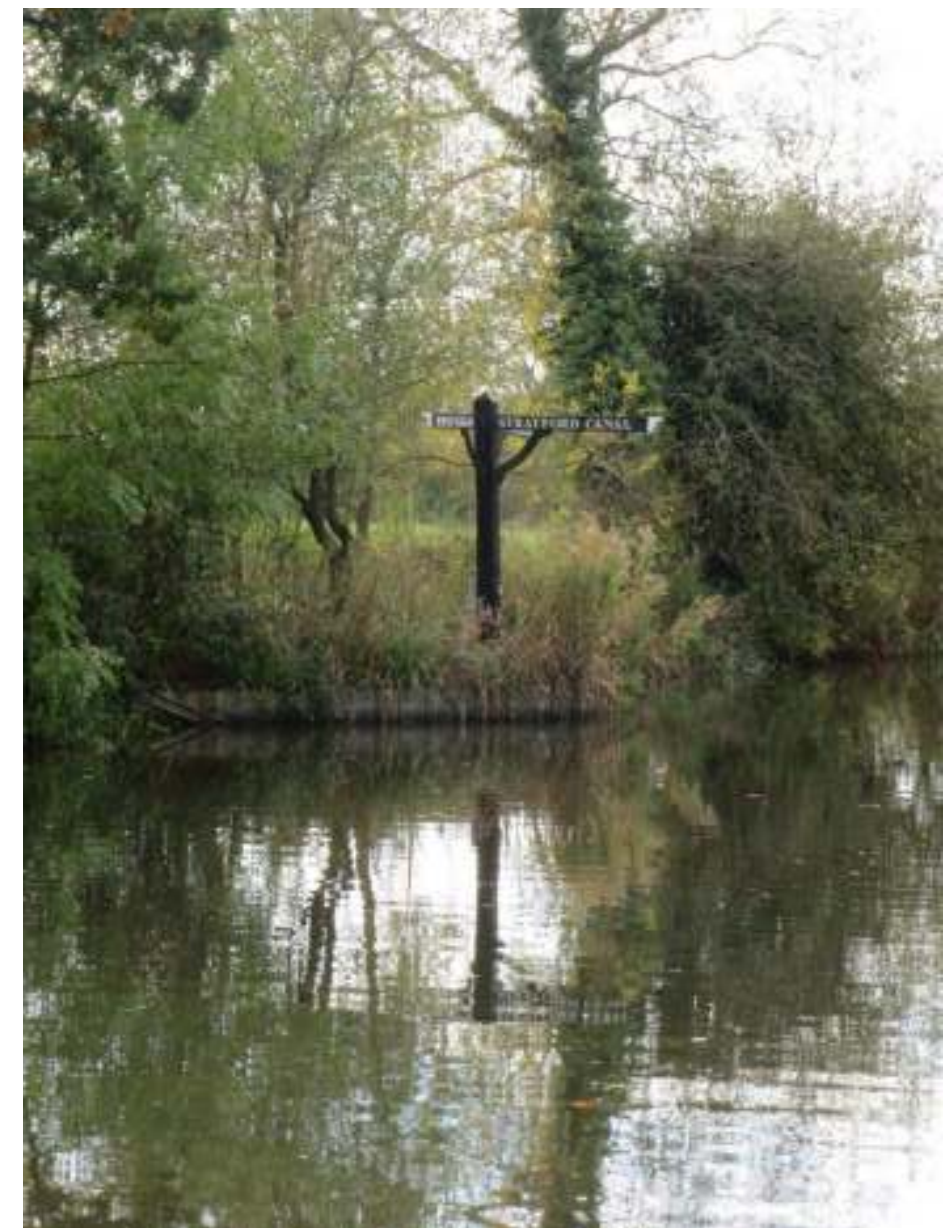
The long established Navigation Inn and the listed Manor House on the Old Warwick Road mark the start of the next part of this length going south around 3km. Both of these are on the offside, whilst housing will soon replace the nursery that occupies the low lying field on the towpath side to the west.



South west of the road bridge, there is an arm that allowed the Stratford upon Avon Canal to connect to the Warwick and Birmingham Canal (GU) and to start trading.

Funds were raised to allow the length down to Stratford to be completed in 1815 at the end of the Napoleonic wars. The economic success of Britain enabled it to fund the war with France and following the success of Trafalgar and Waterloo trade its way to Empire. Constructing the waterways was, as Professor Dyos identifies in his assessment of the economic significance of canals, a vital prerequisite to the boom of the 19<sup>th</sup> Century. The canals, along with navigable rivers and turnpikes were the infrastructure that facilitated the industrial revolution.

The junction bridge is a good example of the sinuous brickwork form that avoided snagging tow ropes and is a key element of The Functional Tradition celebrated by the work of Eric de Mare and JM Richards for the Architectural Press in the 1950's, that awoke interest in the significance of canal design and construction. Defined as *'that style of design which, though dominated by functional considerations, is remarkable for the wide range and subtlety of its aesthetic effects.'*







The railway sailed over the canal arm, which itself has the brook channelled beneath it. The line then sweeps round to Turners Green following closely the contour, in contrast to the Stratford upon Avon which follows the landform through a series of locks. The railway, built later is carried on embankment, between the two canals at a height that allows it to cross the canal arm and thus impacts much more on the settlement. The noise still does echo around the dip and impacts on the residential and overnight moorings at this popular location.

Moving south it is the noise of the motorway that is constant, whereas trains come and go. Depending on wind direction and when it is in cutting, the M40 traffic noise is a companion in the background as far as Hatton Station.

There are listed farm buildings along this rural stretch with 17th Century barn and 19th Century stables and farmhouse at Weston Hall Farm east of bridge 64.



BRIDGE 64: WESTERN HALL BRIDGE

The land is undulating and the canal follows contours so is on embankment at times three metres up, as land falls away towards the railway. Part of the delight here is that as the canal twists and turns, the views open and extend across to the railway and beyond. The 18th Century Windmill Farmhouse is obscured by trees.

### Bridge 63

Turners Green Bridge (Bridge 63) has a building beside it that has contemporary additions which add to the character and distract from the rudimentary bridge replacement it sits beside.

The warm red brick and plain tile buildings, some slate roofs and half timbered barns make Turners Green an attractive settlement. There is ramped access here and a popular pub to encourage visitors.



TURNERS GREEN INCLUDES NEW BRIDGE AND REFURBISHED BUILDINGS



MANOR COTTAGES 16<sup>th</sup> C FARMHOUSE CONVERTED TO COTTAGES.WITH LATER ALTERATIONS

The historic core sits close to the canal and includes Blythe Cottage on the towpath side, built around 1800 at the time of the canal and the 16th Century building at Manor Cottage. The canal towpath sits on embankment perched on the side of the hill. There are views to the south east towards the railway and M40, with the Stratford upon Avon Canal hidden beyond.



## Rowington



Beyond the settlement the canal is enclosed by vegetation and the cutting starts. The extent of material removed by shovel and transported beyond to support the embankment is now concealed by abundant vegetation. Part of a popular walk, the towpath has become narrow here and could do with widening.

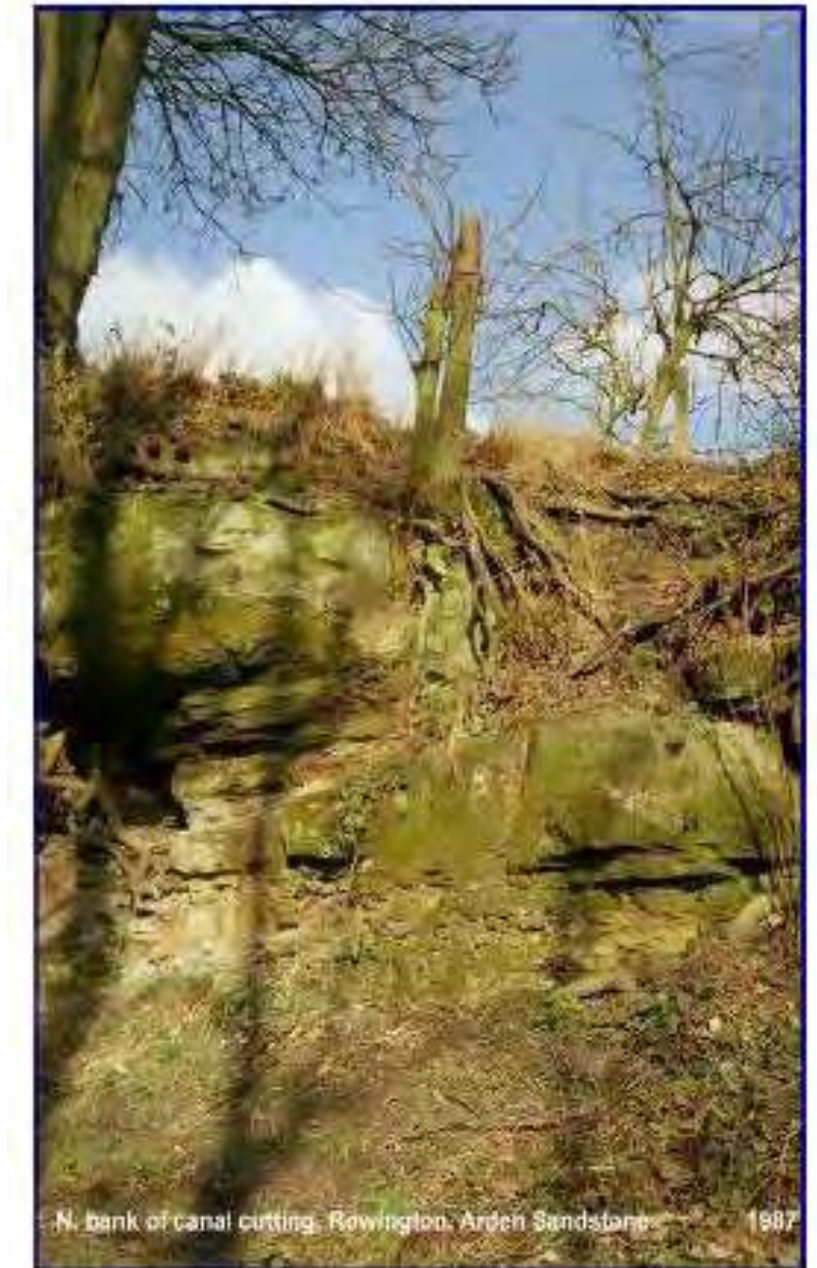


Thomas Le Blanc owned much of the land on Rowington Hill. He was one of the original sponsors of the canal act but the valuers found it difficult to agree the land purchase with him. He subsequently argued that the stone coming out of the works was his. The planned tunnel here became instead a cutting and the landowner was paid £500 in compensation.



The guard is here to stop grit picked up by the towrope grinding away the masonry corner of this fine bridge in the days of horse drawn boats. The indents show something of the passage of boats before steamers took over. The bridge has stone at the base of the abutments before turning to brick.

Rowington stone was quarried for use at Baddesley Clinton and St Phillips the cathedral church in Birmingham. The cutting was once designated an SSSI. The rocks consist of Sidmouth Mudstone overlain by 6m of Arden Sandstone. The latter consists of white to pale buff and red sandstones with green mudstones and siltstones. The site has yielded significant fossils, including fish, fish spines and teeth, reptile footprints, bivalves, crustaceans, and derived plant material.



BRITISH GEOLOGICAL SURVEY P213237

The cutting measures 700m in length and 18m in height.



In 1853, Brodie was appointed vicar of St. Laurence's Church, Rowington. He held this post until his death in 1897. A local celebrity, he founded the Warwickshire Naturalists' and Archaeologists' Field Club in 1854. Rev Brodie was an enthusiastic collector, making new discoveries and adding to the collections of the Warwickshire Natural History and Archaeological Society. He left a legacy of publications and scientifically important fossils. Many were displayed at the Market Hall Museum in Warwick.

Buildings constructed of Arden Sandstone include churches at Wootton Wawen, Rowington, Tanworth in Arden, and the manor house at Baddesley Clinton. In Warwick the columns of the tower of St. Mary's Church are constructed of Arden Sandstone from the Shrewley quarries.

It was improved transport by canals at the end of the 18th century which allowed stone to be transported economically over great distances; eventually leading to the closure of most local quarries. Today stones are imported from all over the world for use in new town and city developments. The City of Birmingham is typical of many of the UK's large urban centres. The Cathedral Church of St Philip constructed in the early 18th century used Arden Sandstone from the Rowington quarries. However, as a result of its subsequent severe decay, it was almost completely replaced over the 19th and 20th century.



The road over the canal bridge leads up past Rowington Hall to St Lawrence church and the existing conservation area that runs 350 metres along the old Warwick road to its junction with Mill Lane.



Emerging from the confines of the hill the canal vista opens up to the road.



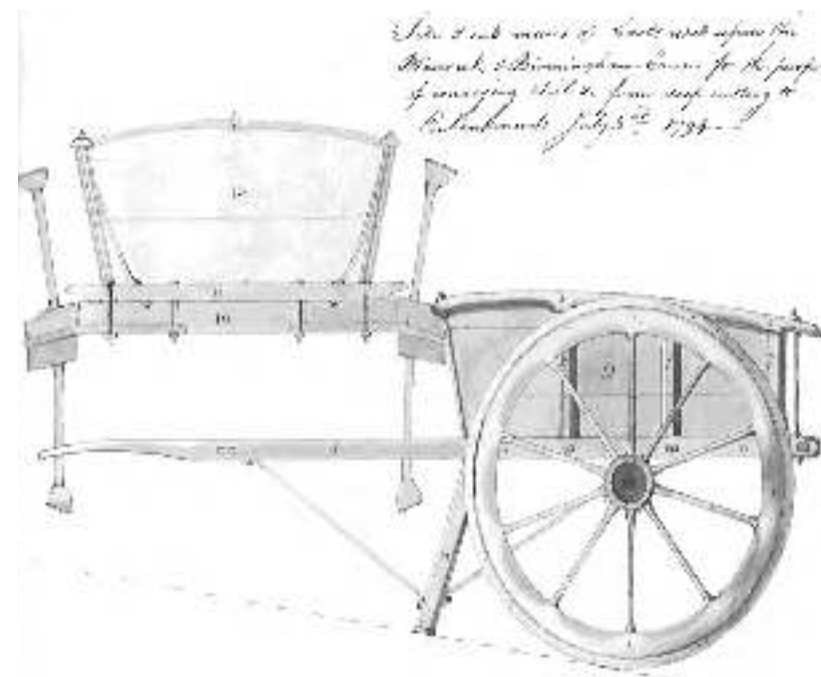


The reason for the view is perhaps more obvious looking at the canal from the road. The waterway is perched on a substantial embankment that was constructed from the material taken out of the hills through which the canal has to cut.



This hand made mound avoids the need for locking down and then back up, which would have cost water. It extends for over a kilometre on the west bank almost as far as the cutting at Shrewley. This whole edge is plantation.

A horse powered 'gin' was used for hauling spoil out of the Rowington cutting. There are drawings by Henry Witton, the company clerk, and later the engineer. These recorded in fine detail how the canal was built, and his accounts, give the costs for the various contracts, as well as the slowing of the works whilst more funds were found. From this we know William Fletcher was awarded the contract for the Shrewley Tunnel at £13.13 shillings per yard, but also that a Robert Pinkerton attempted to bribe the canal engineer to gain the Rowington contract.



UTENSILS IN CANAL WORK: DRAWINGS BY HENRY WITTON



VIEW TOWARDS FOXBROOKE LISTED BUILDINGS

Foxbrooke Farm, Barn and Cottage are three listed properties within the setting of the canal. They are seen as part of a vista that rises on up to Mousely End. The character here is much more open and thus vulnerable to intrusive change. Recent agricultural use since the 1950's has seen a monoculture of christmas trees planted. Cropping the plantations if done wholesale would bring about harmful consequences.



RECENT PLANTATION OF CHRISTMAS TREES





OS Old Series 1" to 1 mile, published 1831

The old series map gives an indication of the undulating landscape that the canal passed through, hugging contours and constructing long embankments, cuttings and the tunnel at Shrewley as a way of securing a viable route. There were dwellings scattered through this landscape and most of the settlements have acquired extra plots during the last two hundred years, but it is still a rural low density morphology. The pattern has intensified at Shrewley, Kingswood and at Turners Green. The original size of the buildings is important in the green belt which restricts extensions as well as replacement dwellings. Larger footprints where allowed should not be overscaled versions of the traditional pitched roof rural dwellings.

Trading activity meant wharfs at Kingswood just north of the Navigation Inn, as well as Rising lane. A wharf was recorded at Turners Green north of the bridge on the offside. A wharf called Rowington and one known as Rowington New Wharf, near the junction with the Stratford upon Avon Canal, is identified in the Grand Union Handbook post the 1930's improvements, but the exact location is not clear and the land alongside this stretch of the canal does not suggest a location.



WHITE BRIDGE 61

White Bridge (Bridge 61) north west of High Chimneys Court (formerly High House Farm) a listed building is also served by bridge 60: Castle Meadow Bridge.



BRIDGE 60 CASTLE MEADOW BRIDGE

One of the issues with this length is the distance between Rowington Hill Bridge 62 and the Horse Tunnel at Shrewley for public access. Connections would help the 2.5 km length feel less remote, but paths were restricted by the railway and now the motorway.

Prior to the infrastructure's arrival there is evidence of ridge and furrow and medieval open fields in the Historic Landscape Characterisation..



WEIR EAST OF BRIDGE 60



WEIR CHANNELS WITHIN WOODLAND



Sinks and overflow weirs are part of the canal structure here to manage flow from north of the cut to the south. The development Tunnel Barn Farm for fishing, with a series of large ponds, has increased recreational use.



TYTHE BARN BRIDGE 59



TUNNEL APPROACH

## Shrewley Tunnel

The cutting on the approach to the tunnel on the north side is a designated site of special scientific interest.

Sites of special scientific interest (SSSIs) are protected by law to conserve their wildlife or geology. The cutting exposes a sequence in Arden sandstone of the late Triassic period in which grey-green shales and siltstones pass into white fine-grained well sorted dolomitic sandstones.



CUTTING REVEALS GEOLOGY

Horses and pedestrians use the small tunnel to the right which rises from the north west portal to the road. There is a section of ridged cobble paving in the towpath tunnel designed to give boots and hooves purchase in the wet. The horse then crossed the road to the horse path which leads to the South East portal of the tunnel.



LISTED NORTH PORTAL TO SHREWLEY TUNNEL

The Warwick and Birmingham canal committee decided to make the tunnel sixteen feet (4.88m), wide enough for two narrowboats, having changed their plans from tunnels to cuttings at Yardley and Rowington. This was fortuitous as it allowed the 1930's modernisation to broad beam. The tunnel is 433 yards long (396m). It was probably designed by William Felkin, who had worked for Samuel Bull the engineer of the Birmingham Canal Company who had supported the canal, and Philip Henry Witton who took over in 1797 from Felkin after he was blamed for an aqueduct collapse over the River Blythe. Both portals have semi-circular arches, faced with blue-grey engineering bricks. The main portal has a brickband. A rare example of a separate horse tunnel is brick paved and vaulted, with coursed stone and brick walls.





HORSE TUNNEL LEADING UP TO RIDGE



DISCRETE ACCESS IS NOT WELCOMING

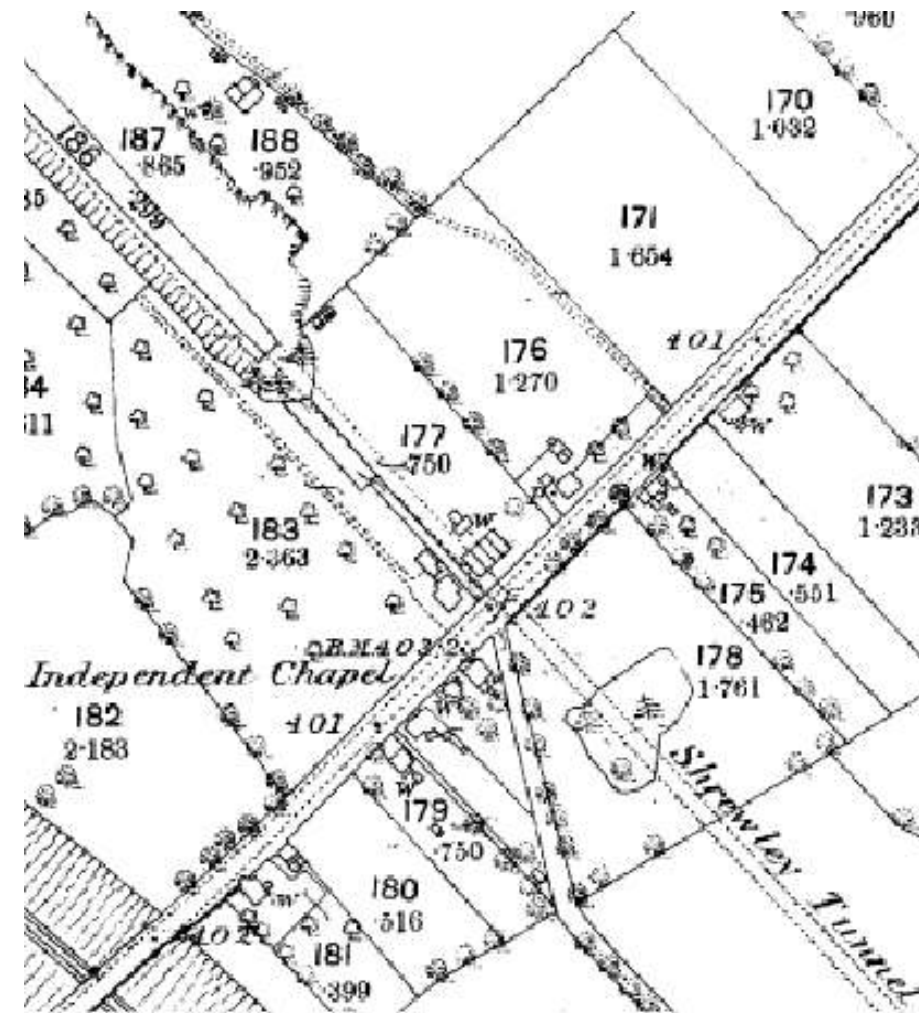
The appearance above the tunnel has changed in the intervening period and the idea of the horse crossing the road amongst the four by fours that populate the road is anachronistic. There are however some buildings

close to the tunnel alignment that are of surviving significance.

In the vicinity the chapel remains if altered for domestic use, as does Shrewley House, a former farm. The building is brick and colour washed render under a tile roof. It is early 18<sup>th</sup> Century with later alterations. There is a timber frame cottage 120m north west of Shrewley House, that is listed as Shrewley Cottage, and a further historic core at Little Shrewley to the north east.

Like the 300 year old Case is Altered, the nearby public house the Durham Ox is said to have served the navvies at the time the tunnel was built.

The 1880 ordnance shows both sides of the road over the tunnel divided into plots. These have since been subdivided and more houses now line the street.



The contrast between the cutting and tunnelling at the end of the 1700's and the railway contractors' much bolder approach fifty years on, indicates the difference as techniques and contractor's practice evolved over this important period of change. The much greater intimacy that arises is partly a function of the scale of operation in forming the cut through hillsides. Deaths during construction, learning from disasters and mistakes are now concealed behind the veneer of age, and the rawness is concealed by vegetation.



LARGER SCALE RAILWAY CUTTING



LENGTH 2: HATTON

Grand Union Canal 1929; (Warwick and Birmingham Canal 1793)  
Shrewley Tunnel to Saltisford Arm; 21 Broad Locks, 8 km, 5 miles

SUMMARY

Shrewley to Warwick is a largely rural length. This stretch of canal contains the listed southern portal of the Tunnel and runs alongside the Great Western railway which shares this route to Birmingham from Oxford, as does the nearby M40 motorway. For the canal to descent the 146 feet to Warwick requires one of the nation’s most impressive flights of 21 locks that steps majestically down to the Avon valley. Originally narrow locks, they had broad locks built alongside them to stimulate the economy and improve infrastructure efficiency in the 1930’s. The navigation originally went right into Warwick past the Leper Hospital serving wharves, the gasworks and a substantial factory.

Boats emerge from the tunnel and connect with the horse path. The towpath continues on the south side and one is aware of the railway and motorway nearby. The ground rises north to Little Shrewley and the listed Shrewley House and barn.

Linear moorings on the offside stretch to Bridge 56, where Hatton station provides a good connection, lying immediately next to the towing path. Both the canal and railway take a route through the valley, avoiding higher ground and the land immediately alongside the canal is wet. Views extend north east to the Hockley road, until the canal approaches Dark Lane (bridge 55) where it enters a deep cutting extending to the top of the flight.

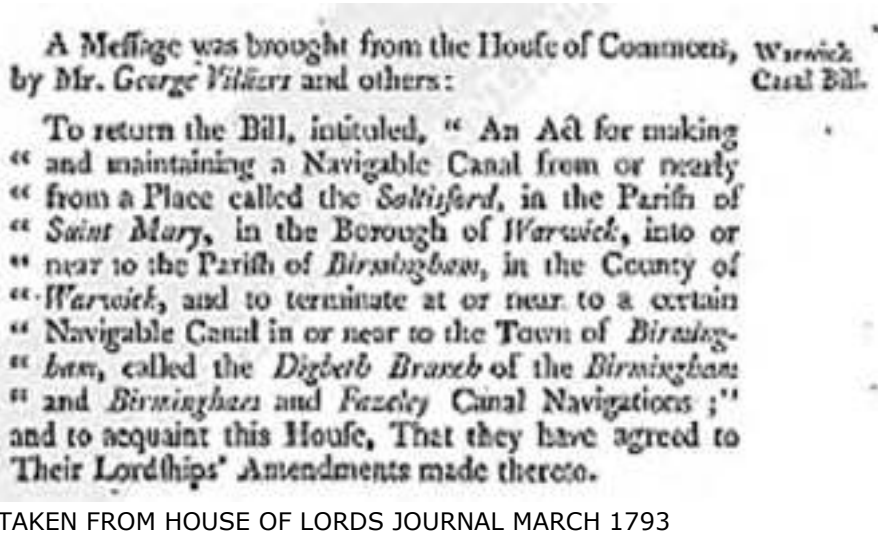
The towpath crosses from South to North at Bridge 54 at what was Hatton maintenance yard, now offices for the Canal and River Trust. The tight grouping of this part of the flight makes use of side ponds to avoid shortage of water. A wooded backdrop screens the nearby elevated railway from view.

The canal used to serve the County’s asylum to the North east (now a residential estate). Hatton parkway Station is a new feature in the landscape and the parking areas signal the start of the urban area beyond the A46.

Saltisford Arm, restored in the late 1970’s as far as the railway crossing, is predominantly home to residential moorings, together with a visitor centre and pocket park.

The southern boundary of the Conservation Area follows the railway as, particularly where the railway is on embankment, this forms the visual edge. To the north the corridor extends to the adjacent field boundaries or planted edge.

Apart from the Hatton Park estate, (where the boundary extends to the Birmingham Road) the area lies within the Green belt as far as the A46. Properties with land extending to the canal are picked up within the boundary. After the A46, the Conservation Area boundary includes the vegetation on both sides of the canal but does not impact further on the properties in Eastley Crescent or Wilmhurst Road.





THE SOUTHERN PORTAL OF SHREWLEY TUNNEL

Shrewley Tunnel was opened in 1799. Having travelled through its own towpath tunnel for 40 yds to the main road, the descent back to the canal is through open fields. The horse would have taken this route, whilst a boat would have been hand-propelled through the tunnel, emerging to reconnect at the southern portal.

The Horse ramp runs steeply down to the towpath through fields, with views toward Little Shrewley. The only intrusion on this tranquil waterway is the noise of rail and motorway; the other transport infrastructure that has followed a similar route from Birmingham.

The land that separates Shrewley from Little Shrewley and Hatton forms a rural backdrop to these settlements. There are two listed buildings - former farmhouses that have been absorbed within more recent residential development.

Part of the rural setting is the occasional bridge crossing the canal. Balls Bridge (Bridge 58) served Great Pinley to the south, original Cistercian Priory lands. The railway is 120 metres away and the M40 300m further, all following the canal alignment



BALLS BRIDGE - BRIDGE 58

A footpath link to Great Pinley crossed the canal at a high level, at the footbridge (Bridge 57) over linear moorings.



LINEAR MOORINGS ON THE APPROACH TO HATTON STATION

GWR opened the Stratford on Avon and Hatton Branch in 1860, feeding into Hatton Station which had been opened in 1852.

The settlement of Hatton Station is within a rural setting where development is contained around the station and canal area and forms a strong ribbon pattern along Station Road. Within the wider area there are individual farmhouses and barns (listed buildings) that have been incorporated within residential and commercial development and which provide visual references to the former small scale pastoral landscape synonymous with Ancient Arden. The skyline is generally well vegetated, formed by hedgerows and mature trees within, or immediately adjacent to, the canal.

There has been some tree planting adjacent to the canal. The length is tranquil due to its quietness and lack of urban views, apart from around Hatton Station. The area immediately around Station Road, north of the canal consists of a small to medium scale field pattern more akin to the Ancient Arden Landscape.



The Station House is a two storey listed former canalside pub in brick with a plain tile roof. Station lane is carried across the canal by Bridge 56, a 1930's concrete construction.





East of Hatton Station is essentially rural with low lying land and open fields to the North of the canal, whilst the railway follows closely on the South. As you approach Dark Lane and Bridge 55, the canal makes a cutting that is wooded, with moorings on the off side where there was a wharf. There is a stepped access that climbs 5 metres from the towpath, making the crown of the bridge a good view point, albeit traffic to Hatton Country World makes taking in the view sometimes perilous.



BRIDGE 55

The domestic paraphernalia of moorings is often more prominent because of the lack of space within the boat for storage. How this is provided for can determine whether the impact of moorings is harmful.



Looking east the top lock; lock 46, is visible at the end of a broad, well wooded cutting that makes it a good place to rest before or after navigating Hatton Flight.



The wooded cutting also conceals the canal from Hatton House, a large early nineteenth century house in red brick with flared headers and stone dressings. Materials

such as the slate for the hipped roof were probably brought by canal that opened in 1800.

The Hatton estate in Warwickshire was apparently purchased by Peter Arkwright (1784-1866) the grandson of Sir Richard Arkwright (1732-92), famous for his development of the factory system of mass production was as significant as the technical developments his cotton mill in Cromford. The estate was bought by Peter Arkwright in 1830 for his second son, Edward (1808-50), and a new country house was probably built there in a designed landscape after his marriage in 1845.



HATTON HOUSE

When Edward died young in 1850, Hatton became the home of his youngest surviving brother, John Thomas Arkwright (1823-1906); who left the estate to his son, John Peter Arkwright (1864-1931), whose heir, John Brassey Arkwright (1912-41) was killed in action in the Second World War. The estate was taken on by his younger brother, Percy Frederic Arkwright (1915-89), and was handed over to his son, Andrew John Arkwright (b. 1953) in 1982. Mr. Arkwright and his wife have developed the redundant farm buildings on the estate in a number of business ventures, including a craft centre and a farm park that are now a popular visitor attraction.





The lock cottage at the top of Hatton flight is little changed



TOP LOCK HATTON 1900'S STILL NARROW LOCKS SOURCE WCRO

### Hatton Yard

Stables at the top of the flight are now a very popular café, used by cyclists and walkers. Car parks slightly lower down the flight enables people to arrive by car to explore the impressive Hatton Flight.



The maintenance yard for the Grand Union Canal was at Hatton. The present buildings were erected in the last decade of the 19<sup>th</sup> Century, whilst the white house opposite pre-dates them. There is a private dock above the turnover bridge, (Bridge 54), itself another 1930's concrete construction. What were canal company tied canal houses, now in various ownerships, lead out to the main road. A footpath across the fields reached the public house known as the Hatton Arms, previously the Waterman. The former maintenance yard is now offices and meeting rooms for the Canal & River Trust.



The small water area opposite the yard has had sculpture placed in it and a car park for visitors to the historic lock flight has been created.

The development of a public art trail on the Coventry Canal by Groundwork Coventry won an RTPi award. As an initiative for the waterways through Warwick District, this would sit well with the recognition of the Conservation Area public realm.



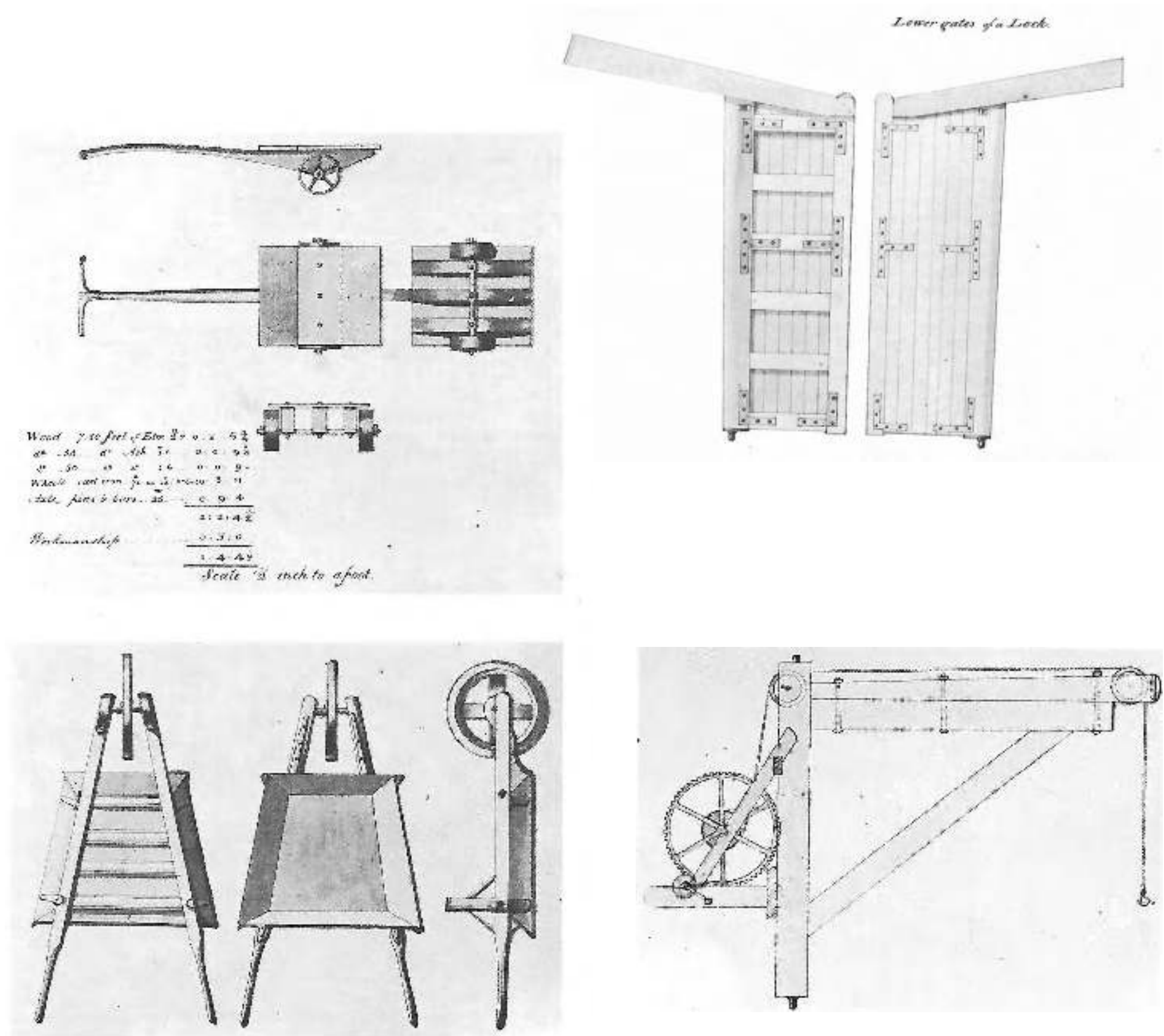


## Hatton Flight

Hatton lock flight has 21 locks, numbered 26 to 46, over the next 2 miles.

It is important to recognise that this is an engineered landscape, no matter how natural these side ponds to the lock channels appear. Navigable rivers and canals rarely did such violence to the landscape that later rail and motorways did. Works like Hatton marching down the hillside were sometimes as spectacular, given the spade and barrow technology available when they were first constructed.

The lock flight engineer was Philip Henry Witton (1762-1838) who was employed by the Warwick and Birmingham Canal Company in 1793 as their Clerk/Accountant. In 1795, his collection of drawings of "Utensils in Canal Work" survives and gives a fascinating insight into some of the fine detail of how the canal was built. In 1798 Witton took over the role of engineer and oversaw the completion of works up to the opening of the canal.





## 1930's widening

Work commenced in April 1932, part of an ambitious scheme of development of over £1,500,000, half of which was spent on new locks on the Warwick section of the canal to allow craft of 12'6" beam to complete the journey to Birmingham from London. 51 new locks were constructed in most cases alongside existing narrow locks without interruption to the traffic of the canal. About 1000 men who had been previously unemployed were engaged on the work to one of the chief commercial waterways in Great Britain

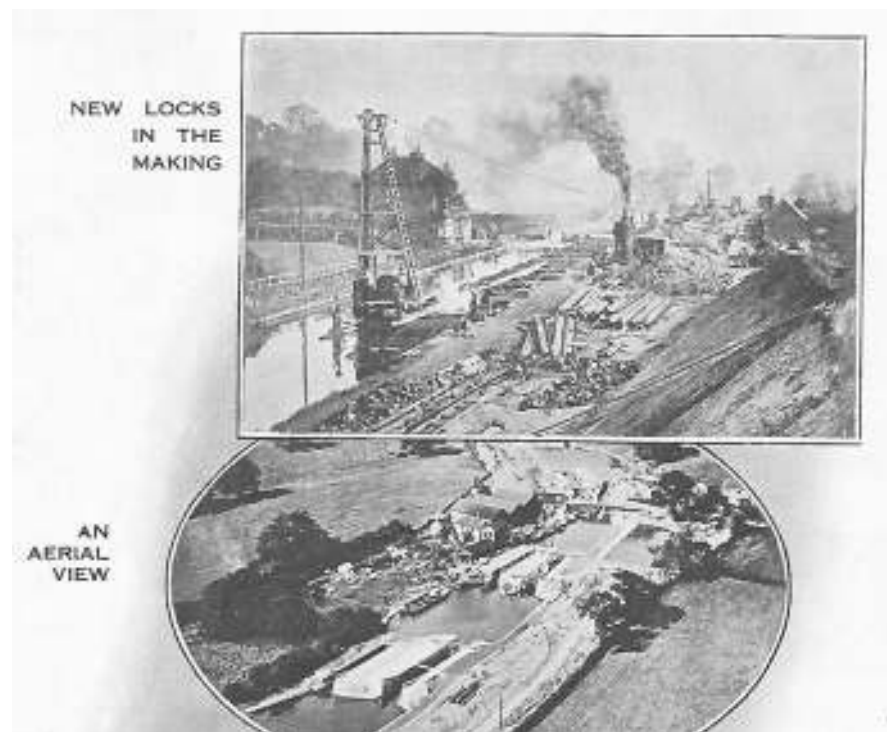


IMAGE FROM ARTERIES OF COMMERCE; GRAND UNION CANAL

To allow higher speed between the locks concrete walls were constructed with over 500 concrete piles a week being manufactured at Warwick. Copings are generally 16 inches wide and 12 inches deep. A number of new road bridges and accommodation bridges are also in concrete construction, Ugly Bridge being one of these with a span of 52 feet. Often assumed to refer to the reinforced concrete construction, Ugly Bridge was actually known as this before the new bridge was constructed.



NEW LOCKGATE BEING FITTED IN BROAD LOCK 1958



The parapets were cast in situ to a pattern that was used on the Hatton Hill Middle Lock and Ugly bridge. Welsh Road Bridge at the eastern edge of the district has a 6metre wide bridge of the same pattern with a span of 15.24 metres.

Modernisation also included new paddle gear. Castings are inscribed Ham Baker and Co. Westminster SW. Whilst their London office was 70 Victoria Street SW1, the works were at Langley Green near Birmingham where they also made lock sluices as well as the operating gear installed in the reconstruction of the locks to the design of Sir Robert Elliott-Cooper and Son, consulting engineers. The patented design was approved by the engineers after extensive research and experimental work. The gear is intended to be opened in 30 seconds against a maximum head of 8'6"



## SLUICE GATES

FOR THE GRAND UNION CANAL

Consulting Engineers:  
SIR ROBERT ELLIOTT-COOPER & SON



The above photographs show the first of the Lock Sluices and operating gear to be installed in connection with the reconstruction of the Locks on the Warwick section of the Grand Union Canal with other existing designs.

Over 200 of these Sluices have been supplied in sizes varying from 4 ft x 4 ft to 5 ft x 6 ft.

The design (Patent No. 218991) was approved by the Engineers after extensive research and experimental work is preferred to all other systems and is unique in that the gate enables the sluice to be opened by one man in 30 seconds against a maximum

head of 8'6" while closing is by gravity. Many other special features are embodied in the design, details of which we shall be pleased to send to Engineers interested, as a communication can be arranged at our Works.

Our Engineering Staff is always at the disposal of Engineers who have special problems to solve, and we welcome their enquiries.

## HAM, BAKER & CO., LTD.

LANGLEY GREEN, NEAR BIRMINGHAM

London Office: 70, Victoria Street, S.W.1.

IMAGE FROM ARTERIES OF COMMERCE; GRAND UNION CANAL





PADDLE GEAR PARTICULAR TO THE BROAD SLUICES



Work was completed in 1934 for a Royal opening. The Duke of York travelled down the flight in the Grand Union's experimental wide boat 'Progress' Specially fitted out for the occasion.



HATTON FLIGHT



The canal runs parallel to the rail tracks of the Great Western Railway as they were before nationalisation and merger it into the British Transport Commission, along with the Grand Union Canal Co. The rail tracks run on embankments and through cuttings evolved from the navigators construction techniques as used on the canal. One of the difficulties of surveying canals in the 1790s was that it was done on horseback with only primitive survey equipment. So the alignment of lock fights like at Hatton, or tunnels such as Blisworth, also on the Grand Union, quite often made use of distant spires to plot a route across the countryside. A Key view, St Mary's Warwick, can be seen in the distance from the yard.



ref Warwickshire Industrial Archaeological society





A copse could be planted to the north-west of the Water Treatment Works to help to screen the engineered embankment and structures in views from the west. This would enhance the Wooded Estate lands character and improve the wildlife corridor along the stream line from the canal to the wider countryside to the north.



The former County Asylum is on the north bank of the canal above Bridge 53 situated on land given by the Earl of Warwick. In 1871 the canal company was supplying water to the asylum for laundry and heating purposes. The rail station alongside the canal at Hatton is probably grander as it served the many visitors to the County Asylum. Nearby is the King Edward VII sanatorium, built during the First World War. Both of these are now part of a larger housing area that took advantage of the previously developed site to create dwellings in the countryside.

There is an older terrace of staff houses whose gardens back onto the canal, that were originally part of the institutions. Some of the houses that edge the flight have made garden accesses. So long as these are not excessive they bring a degree of personalisation. It is the group value of the locks, pounds, side weirs utilising

the narrow locks decked over, the sluices, bridges and canal houses that together make the sense of place. The setting often extends at least to the railway to the south and the main road to the north across the field, but depending on the season this can appear contained by the trees and hedgerows, or more open to the hillside.



BIRMINGHAM ROAD HOUSING FOR ASYLUM STAFF



MIDDLE LOCK COTTAGE

Established woodland margins and views out to the railway to the south, make walking down this majestic canal flight a very popular local activity



St Michael's Church Budbrooke which forms part of what may be a late Anglo Saxon manorial enclosure can be seen on top of the hill through the trees. The militia, originally near the canal at Clapham Terrace in Leamington, moved to barracks at Budbrooke in 1880. These have also now been redeveloped for housing as Hampton Magna.

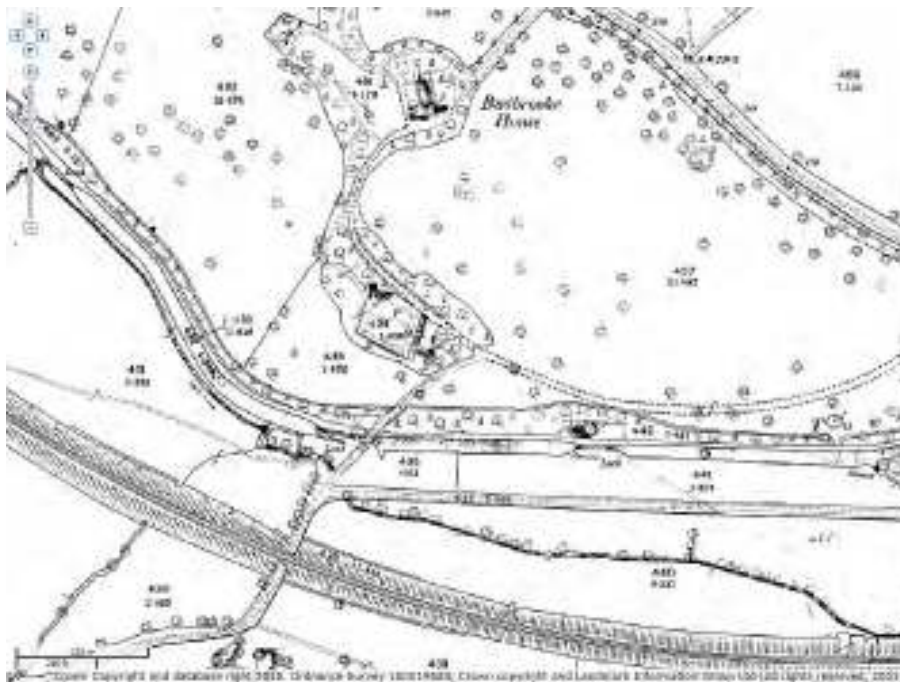


A parkway station has been created close to the A46 alongside Hatton bottom lock 26. There is a small car park for canal visitors that could be further developed to compliment that at the top of the flight.





LOCK 26



Prior to the A46, Budbrooke House, a substantial property, sat between the road to Birmingham and the canal in a park setting that the canal sweeps round. The house has gone but some of the buildings near the canal remain as housing and are considered positive features for local listing as is the lock cottage.



Passing under the dual carriageway of the Warwick bypass the urban area now extends to this elevated boundary with houses and employment units.

The volume of traffic is considerable and windblown noise often accompanies this walk into Warwick.



Development of an employment area on the offside of the canal has introduced a pathway on the south side of the canal and this links to Hampton Magna, but the access is unmarked and therefore relatively hidden in the industrial estate. The road to the estate crosses the canal, with gated access to the waterside, the main

towpath being on the northside with a ramp down from the Birmingham Road.



The canal here could function as a safe route under the highway.

## Saltisford



SOURCE EARLY BOUNDARY COMMISSION MAP

The original Warwick and Birmingham Canal extended into the town, where it rises up to the church and the castle. What remains is known as the Saltisford Arm and was itself reclaimed during the recession of the late 1970s using unemployed young people to successfully re-water and create a pocket park with moorings to fund its upkeep. The children's activity centre was never built



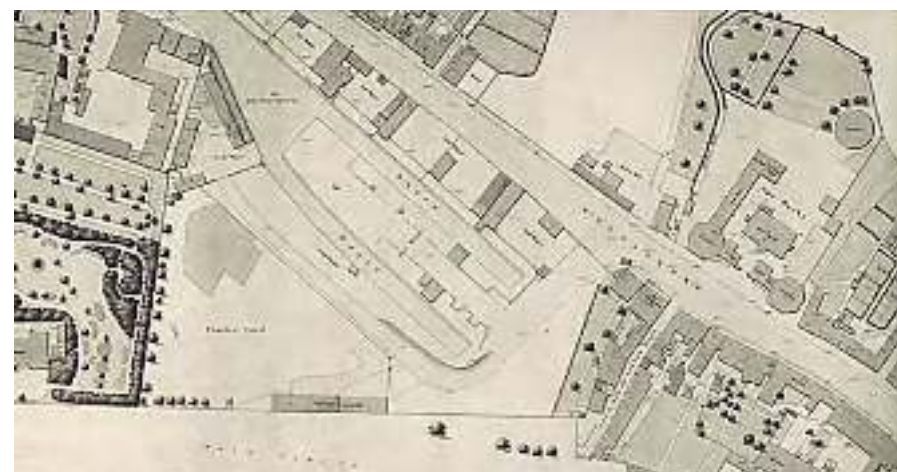
and a temporary classroom was used until it fell apart. Recently a meeting room and activity base has been established and some 'features' introduced to the landscape.



South of the canal arm, a triangle of land with previous uses as a cold store and concrete batching plant, has been covered with housing but fails to make any real connection with the adjacent waterway.



The canal previously extended almost as far as the 1820s gasworks with their octagonal gas holders. The railway was allowed to infill the canal crossing and apart from the remaining bridge to the common, there is little evidence of the former terminal buildings and basins.



1851

The expansion of the built area that came at the end of the 18th century occurred with the construction of the basin of the Warwick and Birmingham Canal. In 1797 Parkes, Brookhouse and Crompton established a worsted spinning factory. The building was 28m long and six storeys high. It was powered by the newly invented Boulton and Watt engine. Adjacent buildings held combing, drying and dyeing operations, and warehousing. The ability of waterways to transport materials like coal and iron was a key part of industrialisation. The Victoria County history reveals that the factory employed five hundred people, a fifth of the population of Warwick at that time.

Until the end of the 18th century, Saltisford was little more than a line of houses on each side of the Birmingham Road. Only St Michael's Chapel, a former Leper hospital, together with the timber framed priest's house, are shown beyond the brook on Hollar's plan

Sheet six of the 1851 Board of Health Map gives a clear picture of the canal basins and coal wharfs as well as the canal company's warehousing and the large timber yard which backed on to the racecourse. In Warwickshire in the 1860s there were 16 coal mines yielding 678,000 tons of coal. The wool and cotton manufactory on the 1806 map was mostly discontinued. Now there is no real evidence of manufacturing, as Eagle Engineering's land has become Sainsbury's supermarket and more housing.

The canal led to the construction of a number of new streets and workers dwellings. Parkes Street and West Orchard appeared in the rate books in 1820 and Wallace Street in 1827. Courts and tenements were constructed behind already existing houses and approached through alleyways. Employment came from Daniel and Henry Mallory; drapers, Charles Pratt; corn, salt and coal merchant, victualer and maltster; John Burton; carpet and worsted manufacturer.



There was a large timber yard between the canal basin and Hill House and two others near the gasworks. In Wallace Street stood the largest brewery; Jaggard Jaggard and Hiron, together with a number of malt houses, public houses and Lambs Hat manufactory



SALTISFORD WORSTED FACTORY THEN BREWERY.

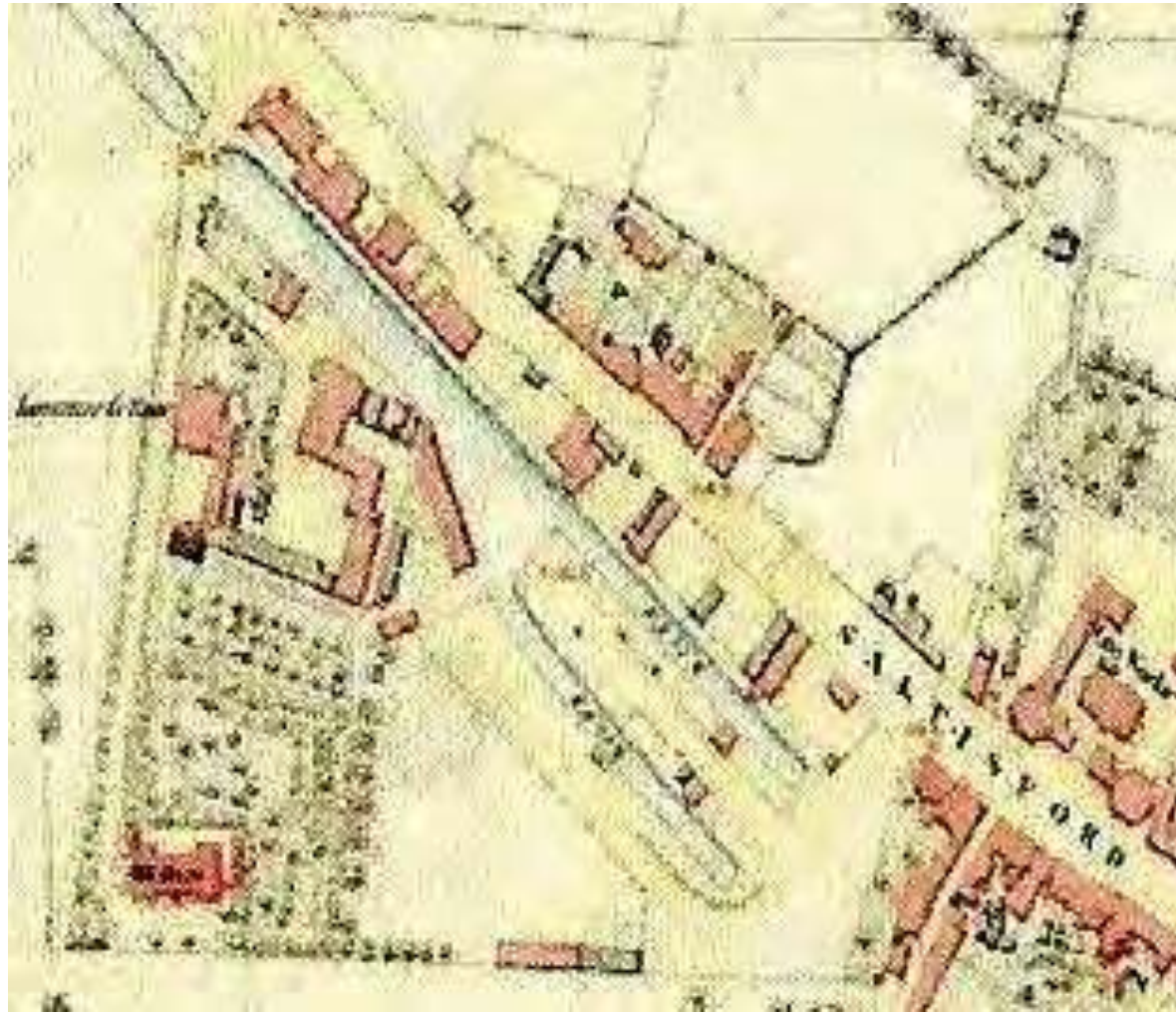
The gasworks were built by the Barlow Bros and started producing gas in March 1822, providing street lighting. The gasworks were subsequently purchased by local residents, by subscriptions for £10,000, and became Warwick Gas Company. It was decided to extend a five inch main to the new town being constructed north of the river Leam with lamps at the top of Union Parade, even though Leamington had its own gasworks, also canal side.



PHOTO WIAS MARTIN GREEN

The 1851 map of Warwick shows the two enclosed octagonal gasometers with the retort house setback behind them. This is a rare early example of an enclosed type. They were not built after 1840 because gas holders had become larger, and the practice was considered unsafe. The gas holders are grade II listed structures, made of brick, faced with Parkers Roman cement and painted white. A retort house that slightly predates this one in Warwick, and had an interesting cast and wrought iron roof, was found in Berkeley Street parallel to Gas Street, in Birmingham. The link between gas making and canals has become less obvious since the advent of North Sea gas, but the side of the canal in Leamington, between Tachbrook Road and Clemens Street, was used for coal gas production. A significant number of midland gas works relied on water transport.

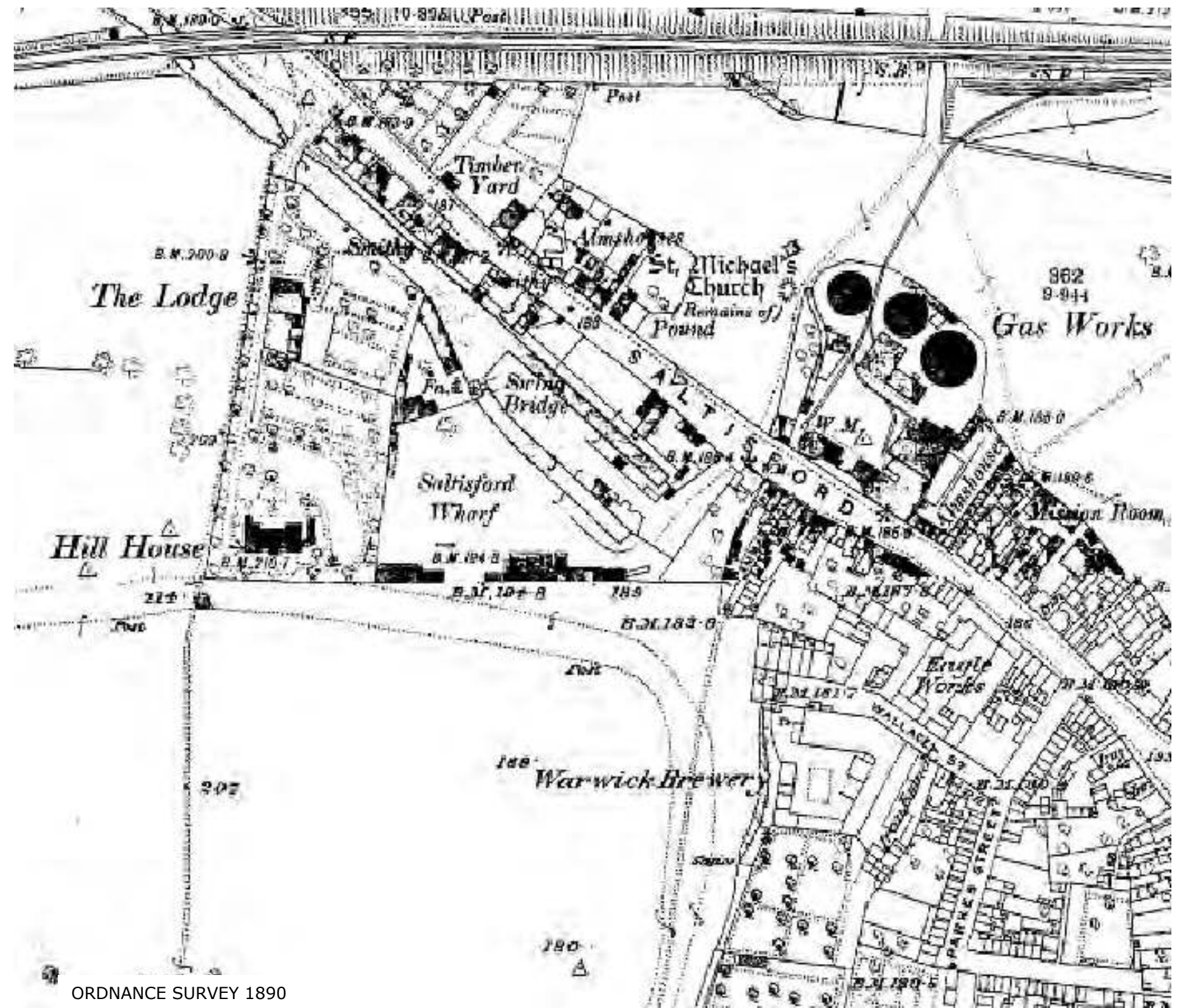




1851 WHARF

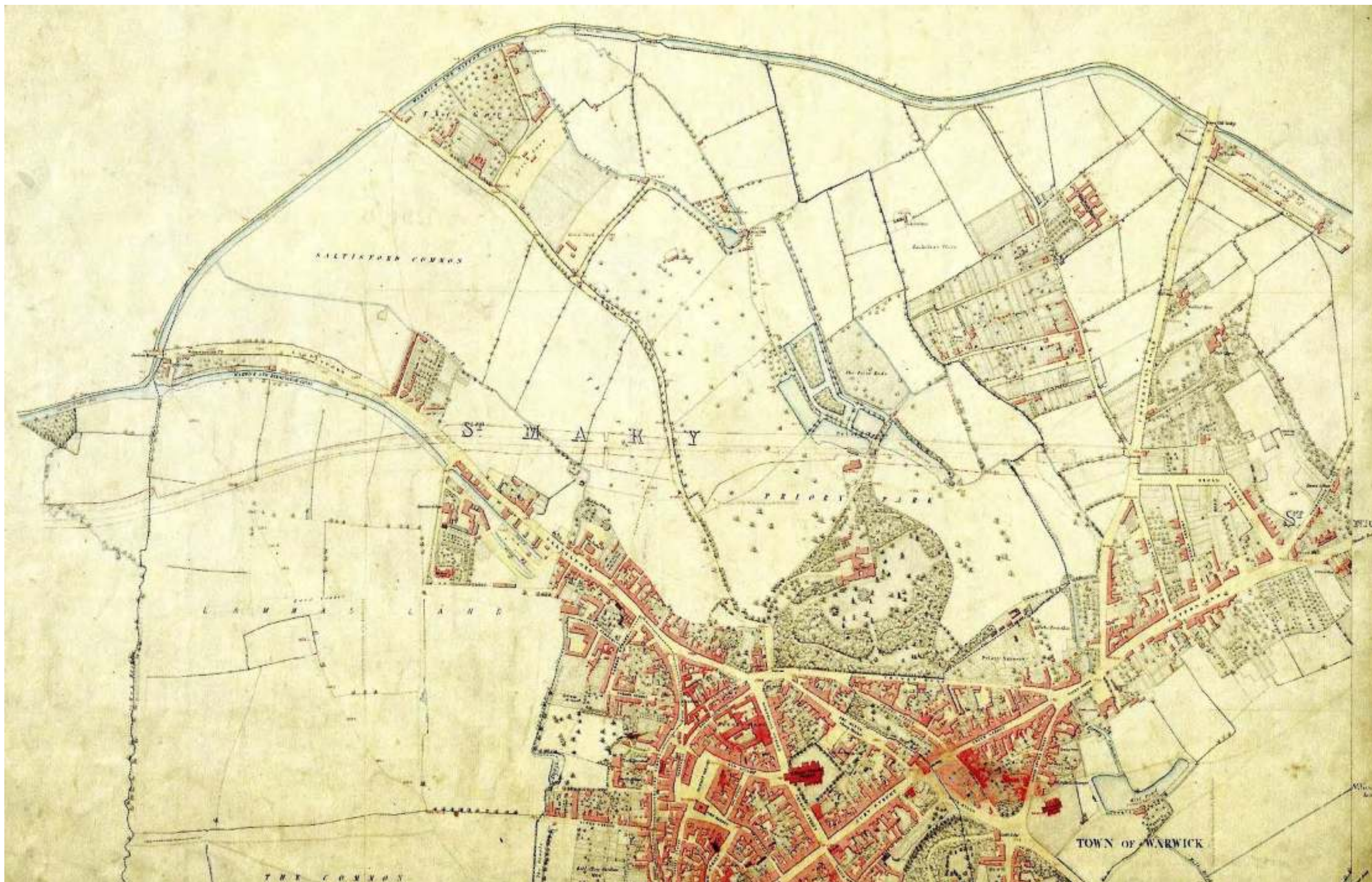
**MARRI, PICKFORD'S Fly Boats, load out from Paddington Wharf, London, every Tuesday, Thursday, and Saturday Afternoons, and arrive at Leamington and Warwick, to deliver Goods every Monday, Wednesday, and Friday.**

FIELDS GUIDE TO CANAL SERVICES AT SALTISFORD 1815



ORDNANCE SURVEY 1890





THE WARWICK AND BIRMINGHAM CANAL EXTENDS INTO WARWICK. FROM THE JUNCTION AT BIRMINGHAM ROAD, THE WARWICK AND NAPTON CANAL CIRCLES THE HIGHER GROUND OF WARWICK BOARD OF HEALTH MAP 1851



## LENGTH 3: WARWICK

Grand Union Canal 1929; (Warwick and Braunston 1794) Warwick and Napton Act 1796

Junction before Birmingham Road Bridge 51 to Emscote Road Bridge 46 Two locks 2.5km 1.5 miles

### SUMMARY

Travelling east the Warwick and Napton Canal started at Budbrooke at the junction with the Warwick and Birmingham and took a route around the north of Warwick, skirting the higher ground until Emscote, where an impressive aqueduct crosses the River Avon valley.

Post War development of the fields has changed the canal environs. On the towpath side the Victorian cemetery and landscape margin to the Woodloes, itself connected to further open space, has kept this as an attractive length to walk. South of the canal the remains of the Saltisford Common, including allotments up to Cape Road, sustain this semi-rural character and housing development on the former prison site doesn't intrude on the setting. By contrast the recent development of flats at the longstanding Works Site on the south side at the Cape are overbearing and cut out the sun and sparkle and should not be repeated.

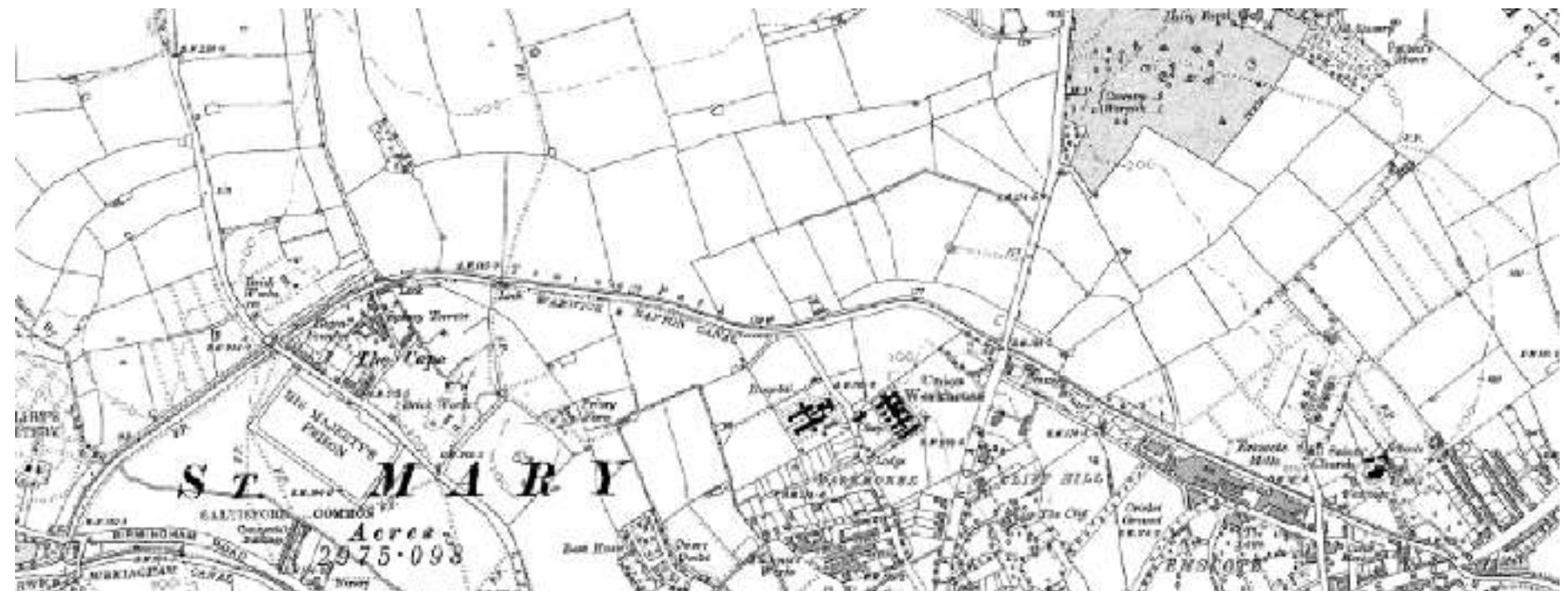
The green corridor between Birmingham Road and Coventry Road is important and adds to the quality of life for a substantial number of residents. Better links, signage, including interpretation, at Lock Lane, Scar bank and by the hospital would promote this further.

Cape Locks and the Cape of Good Hope pub, built for the navvies, retain their original character. As the waterway steps down, the factory sites on the offside as far as the hospital need to respond to this picturesque aspect of the length as and when they are developed. Links to the town could be substantially improved if an overall development framework guides change here. Any new development should front the canal rather than

back onto it. The gardens beyond where private space has arisen on the offside can feel intrusive.

Coventry Road Bridge (Br 49) is a good vantage point high above the canal, as the road rises up Cliffe Hill. The length from Coventry Road through to Emscote Road has canal related activity including Kate Boats and Delta Marine, which should be retained to animate this offside edge in the way the former wharves and Emscote Mills did previously. Employment uses currently dominate the North side with largely post war housing on the former allotment lands. Very little of the tree boundary that separated Nelson's works from their employee housing in Charles Street remain. Good quality planting should be an important part of any brief for future development here. Emscote Lawn, Nelson's listed house has been sensitively incorporated into a good quality housing development of its grounds. Access at All

Saints Bridge (Br 47) would encourage greater use. The car wash and sales facilities that occupy the former wharf could again be a focus for canal activity in the future.





## Location and history

Warwick is approximately in the centre of the county of Warwickshire, 9 miles to the south-west of Coventry and 19 miles to the south east of Birmingham. 220 years ago it was far larger than Leamington. Warwick town developed upon a sandstone knoll at a crossing point of the river Avon. Historically the Avon valley formed a transitional zone between the wood pasture landscape, known as the Arden and the arable farmlands growing cereal, known as the Feldon.

A reference to the Earl of Warwick Richard's Beauchamp's second countess, Isabel, preferring to travel to Warwick by barge, than endure the rigours of the winter roads, implies that the river was navigable during the early fifteenth century (Croone and Hilton, 1951: 6). John Rous described a proposal by Richard Beauchamp to remove restrictions along the river and make it navigable for small vessels in the early fifteenth century. Defoe in the early eighteenth century writes 'navigation of the river Avon is an exceeding advantage to all this part of the country...For by this river they drive a very great trade for sugar, oil, wine, tobacco, iron...all heavy goods which are carried by water almost as far as Warwick [to Stratford]; and in return the corn, and especially the cheese, is brought back from Gloucestershire and Warwickshire, to Bristol.' The late eighteenth century canal would have been seen as a way of offsetting the limitations of the river.

Warwick was a market town, and this was the primary source of its urban status. WCRO. Three historic routes from the south converge on the town, while five roads converge towards the town from the north. Crossing points then, such as Warwick, could have been natural places for people to rest, meet and trade.

## Canal promoters

Those who promoted a canal from Warwick to Birmingham in autumn 1792 were also behind the survey in early 1793, for a canal south to Braunston. As well as many Birmingham banking names the main

driving force seems to come from Warwick. Dr Walter Landor, who had married an heiress and fathered the poet Walter Savage Landor was prominent. The Canal company's bankers and solicitor were in Warwick. John Tomes, solicitor, who later became the town's MP, was an important figure, chairing both canal companies for over twenty five years and through his association with Greatheed and others highly significant in the development of Leamington. Other locals such as Lawrence and Greenway, treasurer from 1806 of both Warwick canals, were to be found also amongst other canal committees. Landowners such as Edward Ferrers whose Baddesley Clinton estate bordered Packwood estate, saw the Warwick and Birmingham line was set to the edge of both estates where they joined.

The Earl of Warwick was another of the proprietors with land on the route, as was Matthew Wise in Leamington. It was he who was eventually persuaded that the proposed tunnel in Malins Hill could be avoided, by creating a cutting at the back of what is now Bury Road. Rev Edward Willes who owned the Newbold Comyn estate would benefit from the future development of the town. Bertie Greatheed whose land became the site of the Pump Rooms, Regent Hotel and Parade was also a signatory. So the genesis of what was to become Leamington can be seen in the promoters behind this Canal Act.

The Canal committee were at first unsure whether to promote a link with the Oxford Canal or go to the Grand Junction direct. The engineers: William Felkin, James Sheriff, Charles Handley and Samuel Ball carried out surveys and estimates. The proposals were a counter to the Stratford company with its' projected branch from their canal to the Oxford at Fenny Compton.

The company's first Act of 1794 eventually provided for the canal, nearly 18 miles long, to join the Oxford at Braunston. This was seen as a linking canal for long-distance traffic between Birmingham in the north of Warwickshire and London. William Felkin estimated the

cost at £82,444. The authorised capital was £100,000 with power to raise £30,000 more.

The Warwick and Braunston had the same clerk and treasurer as the Warwick and Birmingham. Of the Warwick and Birmingham's committee of 15, 13 were also on the Warwick and Braunston's committee of 20, and were given preference in subscribing shares.

Work had begun in 1795, when it was suggested that £50,000 would be saved if the line were varied from the Fosse Way at Offchurch onwards, so that the canal met the Oxford Canal at Napton, instead of at Braunston. Charles Handley one of the appointed valuers, described as a yeoman of Barford, was asked to accept 300 guineas for

*'his indefatigable attention and perseverance in exploring... The line of the canal between the Fosse Road and Napton, and the practicability of executing the same'.* Felkin, the appointed engineer agreed, and the decision was taken in September, apparently without telling Lord Warwick, although he was a member of the committee.

The Grand Junction tried to persuade the committee to build their canal with broad locks and bridges, so that if the connection through Warwick was broad as far as Kingswood, they foresaw barge communication through to Worcester and the Severn; since at that stage the Worcester Birmingham was intended to be a barge canal and was built with broad tunnels. Perhaps unfortunately, the committee were focused on the Birmingham's and Dudley's narrow canal network trade.

The subsequent 1796 act to Napton explained that a tunnel over 800 yards long could be avoided by the change and that the original line through Bascote, Long Itchington, Birdingbury, Leamington Hastings, Broadwell, Grandborough, Woolscott, and Willoughby was 'incommodious for navigation'.

In March 1796, the company decided to replace Felkin with an engineer who was not also employed elsewhere.

The local Charles Handley was paid 350 guineas a year including valuation fees and offered five free shares if the work be completed satisfactorily. Work went on and a tunnel was avoided at Leamington by paying compensation to be allowed to deviate the line. Instead of a reservoir, the company decided to buy its water from the Oxford at a charge of two shillings per boat passing the junction at Napton.

A difference of opinion with the Earl of Warwick led him to leave the committee. Further trouble over shortages of money, meant £4000 had to be borrowed, £2900 of it from John Tomes. The full cost of the canal when opened was about £75,000. This compares with the £160,000 the Warwick and Birmingham had cost, some six miles longer.

The eventual canal was just over 14 miles long from its junction with the Warwick and Birmingham to Napton. There were two locks down and the Avon was crossed by a three arched aqueduct, to a design by Henry Couchman, a long-standing member of the committee. The canal from Radford Semele on rose by 23 narrow locks to its junction at Napton. The company then decided to build a reservoir at Napton instead of buying water from the Oxford, subsequently enlarging it. Later between 1807 and 1815, Boddington reservoir was built by the Oxford Company on its own line, but at the cost of the Warwick and Napton. This was enlarged again in 1833 at the joint cost to the Warwick canals. Dividends rose from 1 ½ a percent in the opening year, to 13% by 1814 and continued at around that level through to the 1840s.

Being of the opinion that all change was for the worse, the Warwick and Napton committee opposed almost every canal proposal in sight. In 1819 the company agreed to a private cut from the bottom of Stockton locks to lime works and a quarry known as Kaye's arm. This was the work of Charles Handley and John Tomes, who were also behind the Navigation Mill at Emscote that used water from the canal to drive a 24' waterwheel. Tomes is a key figure, and was treasurer

to the 'Leamington Building Society', a collection of investors who set up the development of plots in the new town of Leamington north of the river.

In the Early Industrial Period (1750 to 1850), the canal was also important to Warwick.

The improvement of communications following the construction of the two Warwick Canals led to the building of a worsted spinning factory on the Saltisford by a group of entrepreneurs (Messrs Brookhouse, Crompton and Parkes), in 1796. Further east along the Warwick and Napton canal, at Emscote, three large mills were built in 1804, 1828 and 1837: The last of these became the gelatine manufactory of Nelson, Dale & Co., claimed at one period to be the largest gelatine works in the world. During and after WWII an appreciable number of light industries became established in Warwick (of which Potterton's, the boiler manufacturers, now Baxi, which moved to by the Portobello Warwick in 1958, is an example). Saltisford became the base of a major manufacturer of specialist trailers and sanitary vehicles, Eagle Engineering, who in 1911 took over works by the former canal basin, of an earlier firm (William Glover & Sons).

In 1831 the Warwick company had reduced its tolls to ward off the combined threats of the London and Birmingham canal and of the railway. As a canal for through traffic, the full weight of railway competition fell upon the Warwick canals. Dividends came down with a run from 15.5% in 1838 to 2% in 1845 and nothing for many years after 1851. Warwick and Birmingham Dividends went from 16½% in 1838 to 9% in 1845 to 2% in 1853 and then nothing. The company received an offer from the London and Birmingham extension and Northampton Daventry, Leamington, Warwick railway to buy the Warwick canals. The railway promoters paid £10,000 deposit, then came back to say they were unlikely to get an act authorising conversion to a railway and suggested instead buying the Warwick and Birmingham and Warwick and Napton canals for £545,000, however the terms were refused.



1831 ORDNANCE OLD SERIES

Between 1838 and 1848 the tonnage carried reduced from 320,000 to 220,000 tons and the receipts were halved. Bondholders' pressure for repayment eventually meant a receiver was appointed for both canals and the companies were reconstructed with capital much written down in value.

Small dividends resumed later, such that in 1895, both canals made a conditional agreement to amalgamate with Grand Junction but the bill was withdrawn.

In 1903, the carriers Fellows, Morton and Clayton FMC offered to lease both Warwick canals, 'with a view to providing Electric traction along the same'. Ideas such as this came forward, with the Regents canal at one stage considering building a motor road above the canal with the underside used to support cables for overhead electric traction of their craft!

Finally the three Warwick canals were sold to the Regent's Canal and on 1 January 1929 then became part of the new Grand Union.



In February, soon after coming into being, the company applied for a development loan from government to widen the locks between Braunston and Birmingham and increase the draught to 4.5 feet. The scheme was estimated at £881,000 and the enabling Grand Union Act was passed in 1931. Old narrow locks were converted to weirs and 51 broad lock's 83.5' x 15' were built alongside. Lock sills were dropped and weir raised to give a depth of 5 ½ feet over the cills. Over 26 miles of walling was also carried out. A prototype timber craft, 'the Progress' was built at Tring to carry 66 tons. It was in this that the Duke of Kent travelled down Hatton locks on his way to lunch at Warwick after having opened the top lock of the flight on 30 October 1934. The Saltisford arm. the length into Warwick beyond the junction of the two Warwick canals became disused in 1934

By July 1939 there are one hundred pairs of narrowboats and during the war both men and women crews were trained, warehousing had been improved at Brentford, Tyseley and Sampson Road and other subsidiaries acquired including a road transport firm in Brierley Hill.

In 1948 the Grand Union company was nationalised and incorporated in the British Transport Commission who then bought FMC's fleet.

Sourced from The canals of the East Midlands by Charles Hadfield. 1966. David and Charles Ltd. and the Warwick historic towns assessment.

## Bridge 51

Access onto the Warwick and Napton length of the Grand Union starts at the bottom of the Hatton Flight on the north side of the waterway. The junction with what is now the Saltisford Arm was the official start and access to the towpath is at the rebuilt Birmingham Road Bridge 51.



BRIDGE 51 THE BIRMINGHAM ROAD BRIDGE CROSSING  
RECONSTRUCTED IN 1992 A DISCRETE ENTRY TO A DIFFERENT WORLD.

The land North of the Cemetery was contained by the A46 and in its Northernmost part it hosted the IBM business park – itself a good example of the more progressive approach to working environments that have become a key characteristic of creative industries. This should be the subject for local listing.



BUSINESS PARK SETTING WITH GOOD LANDSCAPE TREATMENT



THE 1920 AERIAL PHOTOGRAPH SHOWS THE COMMON AROUND THE  
FORMER GAOL



In the medium term Harris Road, Broxall Close and the former Benford's site, all North of the canal may become valuable for redevelopment and therefore the canal corridor here needs to be treated with respect, because development does not intrude. This is almost rural as the canal travels eastward between St Mary's Cemetery and the Saltisford Common towards Cape Locks.



THE VIEW FROM THE BIRMINGHAM ROAD BRIDGE WITH THE MID NINETEENTH CENTURY CEMETERY ON THE TOWPATH SIDE AND THE SALTISFORD COMMON, OPEN TO THE SOUTH

These are valuable open spaces which contribute to the setting as well as being important to the history of the town in themselves. The cemetery had a regular plan with a pair of chapels and a gatehouse, and was recommended for inclusion as a key landscape site on the Local List by Jonathan Lovie of the Garden History Society. 19th century planting of trees survives and there is an unusual drive from the east along the canal with topiary Irish yews. The trees contribute a valuable skyline to the canal corridor.



THIS TOWPATH SECTION IS NARROW AND RELIES ON THE CEMETERY ACCESS ROAD TO EASE PASSING PARTICULARLY CYCLISTS OR BUGGIES



THE BLUE BRICK OF THE CEMETERY BUILDINGS IS SIMILAR TO THAT USED ON THE WARWICK GAOL THAT USED TO BE ON CAPE ROAD.



THESE FACTORIES ON THE NORTH BANK ARE QUITE DISCRETE

The green corridor at the back of the towpath is an important landscape element that continues right through to Coventry Road. The wooded margin between Wedgnock Lane and the canal adds to this.



A WOODLAND WALK ALONG THE COMMON EDGE

Whilst the Common isn't as extensive as it was 100 years ago, this open space including the allotments contributes both to the setting of the canal and also to the quality of life for local people.



THE NEW ROAD ACROSS THE COMMON IN ITS SETTING





ON THE OFFSIDE AT WEDGENOCK PARK BRIDGE THERE ARE ALLOTMENTS ALONGSIDE THE OLD PRISON DAIRY, NOW IN RESIDENTIAL USE.



THE FORMER DAIRY'S CURRENT FENESTRATION LETS IT DOWN

There are extant remains of the former Blue brick gaol; the Dairy and the Governors house. Wedgnock Park Bridge (Bridge 50) is where Cape Road crosses the canal. Visitors mooring here are encouraged either to get supplies at the local shops, including the successful conversion of a roadhouse pub to the Cooperative store, or to walk further on to the market, shops and other attractions in the centre of town.



A STUCCO TERRACE AMONGST OTHER GEMS

On the North side of Cape road there are a collection of interesting dwellings including a former pub.



There were brickworks on the towpath side with kilns here and also further up Cape Road where the Cooperative store is now. On the canal was Regent foundry which became part of Benford's, a local manufacturer of construction plant This has now been redeveloped as 'warehouse look' flats and named Chandley Wharf.



THE DEVELOPMENT IS TALL AND OVERBEARING AND HAS OVERSHADOWED THE CANAL CORRIDOR







CAPE OF GOOD HOPE OVER 200 YEARS OLD

## Cape Locks

Cape Locks is a popular visitor attraction for people afloat and a local destination owing to the presence of the Cape of Good Hope built at the same time as the canal. Despite the limited road access the combination of open space and canal activity and a reason to visit for a meal or a drink makes this an important asset to the District.



The length from the Cemetery to Cape Locks is already popular with people walking, cycling and jogging and will only become more so. Improvements to widen the

towpath and improve the surface along with better signage to highlight the canal as a linking element are some of the ways of enhancing the conservation area. This must also be done in such a way that doesn't damage the green corridor links, which make it attractive to use.



WEDGNOCK GREEN ESTATE TAKEN IN 1927 SHOWS THE CANALSIDE AT THE TOP LEFT, OPEN AND UNDEVELOPED.



The Cape- a plan also in 1927 with iron works the regent foundry and some housing, whilst the brick works north of the canal is now allotments. The common was the site of brick making for the canal works.



THE LOCK COTTAGE CONSIDER FOR LOCAL LISTING OF GROUP VALUE WITH THE LOCK AND PUB



ROUTES FROM TOWN TO THE CANAL WALKS ARE HIDDEN

Better signage at Lock Lane would help pedestrians navigate to the canal from the nearby housing and employment areas.

Local people will remember the carpet mill off Millers Road and there are a series of small and medium sized employers on the offside bank between Cape Bottom Lock and Scar Bank. A large proportion of the land between Millers Road and the canal is used for parking including staff parking for Warwick hospital.





CAR PARKING ALONG FORMER EMPLOYMENT SITES



THIS FOOTBRIDGE WAS PUT IN AS AN ALTERNATIVE TO PASSAGE OVER LOCK GATES

This is obviously an area in transition. Because this is offside land there are a range of ways in which any development can embrace the canal. Good pedestrian links across the canal into streets on north and south of the canal are important. The existing footbridges were installed to serve the substantial number of children and others in the Woodloes development without access to cars. Crossing the gates at Cape Locks was adequate when there was largely farmland to the North of the canal.



CANALSIDE MARGIN HAS RECREATIONAL AND AMENITY VALUE

The Woodloes housing estate, built in 1970's & 80's, lies to the north of the canal up to the Coventry Road. Fortunately, the canalside margin 30 – 50m wide formed part of the open space which wraps around the South and West edges of the estate, separating it from industry. The towpath therefore provides a good safe linking element to this and the other public space on the common. The absence of cars is a distinct benefit in a suburban area. If there is pressure for further housing there is a need to ensure that similar public benefits are included, and to retain the essential green character of the canal in this section. It would be very easy to forget that this is an historic asset not a natural phenomenon and as such it needs the relationship with what happens around it to be well considered.

The school playing fields add to the sense of openness and the layout of much of the waterside housing being gable-on is very permeable both visually and in terms of access.



WOODLOES FIELDS - THE CANALSIDE IN 1946



THE GREEN CORRIDOR SERVES LOCALS AND PRESERVES THE CHARACTER OF THE CANAL

Lakin Road with the former Union Workhouse and Hospital, now the site of Warwick Hospital, almost collides with the canal before swinging back to connect to Millers Road. Now that this area is more intensively developed an opportunity to connect into the towpath network of open spaces could be of considerable benefit to the health and wellbeing of those at the hospital.





On the approach to Coventry road, the offside is now the ends of gardens, with the large house closest to the bridge being more recently developed with detached properties. Much of the character of this edge is formed by the relationship between people's gardens and the water's edge.



One function of the Conservation area is to afford protection to the substantial trees which are an important part of the character.

The rising ground on the Guys Cross Park approach to the Coventry Road encloses the canal corridor.

## Bridge 49 to Bridge 48 Charles Street



For the next 1km to Emscote Road there have been a series of wharves along the offside which connected the canal to Warwick. The canal related activity is an

important part of the character. Whilst there is thriving water-based activity, inevitably there will be pressures for change.

The New Inn is shown on Thomas Webb Edge's 1808 estate plan, probably gives its name to Brewery Wharf. On Coventry road at the junction with Nelson Lane is the listed Bridge House that predates the canal.







DISTINCTIVE POLYCHROMATIC BRICKWORK AND METAL WINDOWS

This is a collection of red brick buildings facing the canal, screening the rather bland late 20th century buildings behind. Guys Cliffe Union wharf extended to Limekilns that which are still shown as active in 1889, but not ten years later.

The focus of views is currently moored boats along the offside edge and the buildings to the rear of this are relatively undistinguished. On the towpath side the views are generally contained by the larger factory units and a sturdy hedgerow. It is important to try and retain some water related activity in any redevelopment here, which is easier on the offside, without compromising safety and security.



COVENTRY ROAD BRIDGE AND THE BOAT HIRE WORKSHOPS



Nelson Lane is a narrow rat-run through the Cliff Hill residential area which has grown to meet it. The wharf margin which is 40m deep has been worked fairly intensively over the last century for employment purposes.

There was a drawbridge across to the fields and allotments on the northern side. One of the names for the farm lane that ran NE from Coten End was Drawbridge Lane – later Wharf Street.



The former school site has been marketed by the County Council as a potential housing location and identified as such in previous local plans. It does perhaps provide one of the best places to look for the much sought after extension of waterspace, that some sort of marina or floating village could be create. It is an opportunity especially considering the proximity to Kate Boats and Delta Marine.







Development of industry extended North of the canal, post the second world war, where a much deeper width was also developed for employment uses and home to larger footprint buildings of which one with a large chimney remain. These are relatively well screened by a well developed boundary hedgerow particularly as the land here is lower than the canal.



WCC OWN SITES IN AREA OF TRANSITION. THE CURRENT PALISADE FENCING IS NOT SOMETHING TO CONTINUE

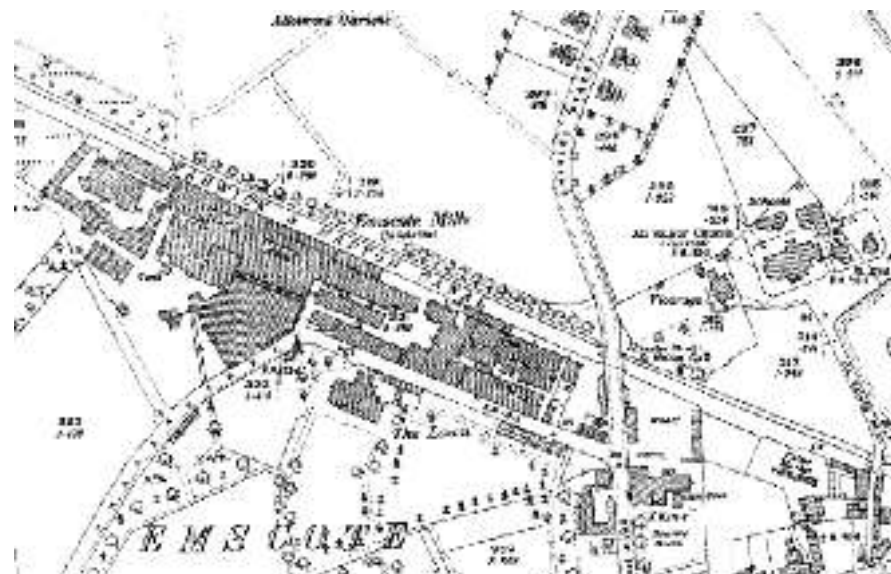


LOOKING WEST FROM THE OFFSIDE THE CHIMNEY IS A LANDMARK

All along the back of the towpath was a line of tall poplars, of which one or two remain and beyond was a patchwork of allotments.



NELSON DALE BUSINESS GREW INTO A MAJOR LOCAL EMPLOYER



To the East of the drawbridge were the mills Thomas Nelson acquired in 1842 and developed as a multi-storey complex including 4 great chimneys along the canal. The canal was used to transport the carcasses to be prepared for the manufacture of gelatine.



NOT SO ELEGANT CLUTTER ON THE WHARF

The use of former wharf as storage tends to result in an abandoned feel. Generally avoiding parking on the waterside reduces visual intrusion. Some of the mill buildings still exist and have been turned to other uses including more recently residential. At the Eastern end the mill buildings became engineering works and then were demolished following use by English Rose Kitchens. Retail sheds have replaced these.





NELSON'S EXPERIMENTAL CAST STONE IDEA AS BLOCKS USED FOR WORKFORCE DWELLINGS.



NELSON CLUB 1882

This was designed by Frederick Holyoake Moore, ARIBA in red brick with terracotta detailing, under a plain clay tile roof. It is like the coffee tavern and temperance hotel in the Old Square Warwick that Moore designed for Dale. Thomas Bellamy Dale (1809-1890), a local manufacturer and philanthropist, was a partner in the firm of George Nelson, Dale and Co, with his cousin George Nelson; the firm had developed a business manufacturing gelatine for use in the photographic process, and supplied products to the home market as well as exporting to the United States. Dale was much concerned with charitable work and the improvement of living conditions.



THE CANAL SIDE MARGIN IS JUST LEFT OVER LAND TO REAR OF RETAIL SHEDS

Future development needs to rise above this and perhaps recapture some of the enterprise that made this Warwick firm known worldwide. Nelsons was an extensive complex which included the extant Nelson Club, a social facility provided by the Nelsons and also the development of twenty-three key worker houses with the extension of Charles Street over the canal.



CHARLES ST 1899 MODEL HOUSING FOR STAFF

WCRO



THE NELSON FAMILY HOUSE, EMSCOTE LAWNS BECAME A SCHOOL, AND IS NOW A NUMBER OF APARTMENTS. ORIGINAL BUILT IN THE 1840S 5-BAY HOUSE WITH LARGE LATER NINETEENTH CENTURY EXTENSIONS



EMSCOTE LAWNS was then developed for housing, successfully retaining the mature trees at the centre of the development and the block built entrance lodge on Emscote road and the gardeners house on Charles Street, renamed after one of the Nelsons.



MONTAGUE ROAD INDUSTRIAL UNITS. THE CANAL FRONTAGE IS LARGELY IGNORED AND THE LINE OF TALL TREES HAS GONE.

#### Bridge 48



CHARLES ST BRIDGE AND ARCH THROUGH TO FORMER OFFSIDE WHARF. THERE IS ALSO A RAMPED ACCESS TO THE TOWPATH ON THE WEST SIDE OF THE BRIDGE.

A footpath links Charles Street Bridge 48 with the All Saints Church and St Edith's Green.



ALL SAINTS CHURCH 1854 WAS DEMOLISHED 1968

To the east of Charles Street Bridge was All Saints Church a magnificent Victorian building, unfortunately subsequently demolished because of cracking in the tower. Alongside it were church schools and a hostel as well as the vicarage. The Curate's house and St Edith's Hostel remain.



New church & primary school rebuilt with grounds alongside the canal that adds to the green edge.



The length between Charles Street and All Saints Road Bridge is verdant with trees on both sides of the canal, so that what happens either side doesn't intrude on this attractive part of the length. Behind the Nelson Club there is a pocket of housing on what was briefly a DIY store site and before that a cattle market, with a wharf against the Charles Street Bridge which includes a second archway through to Emscote Mills.



The boundary vegetation along the vicarage and school contributes to the appearance.





ALL SAINTS ROAD BRIDGE 47

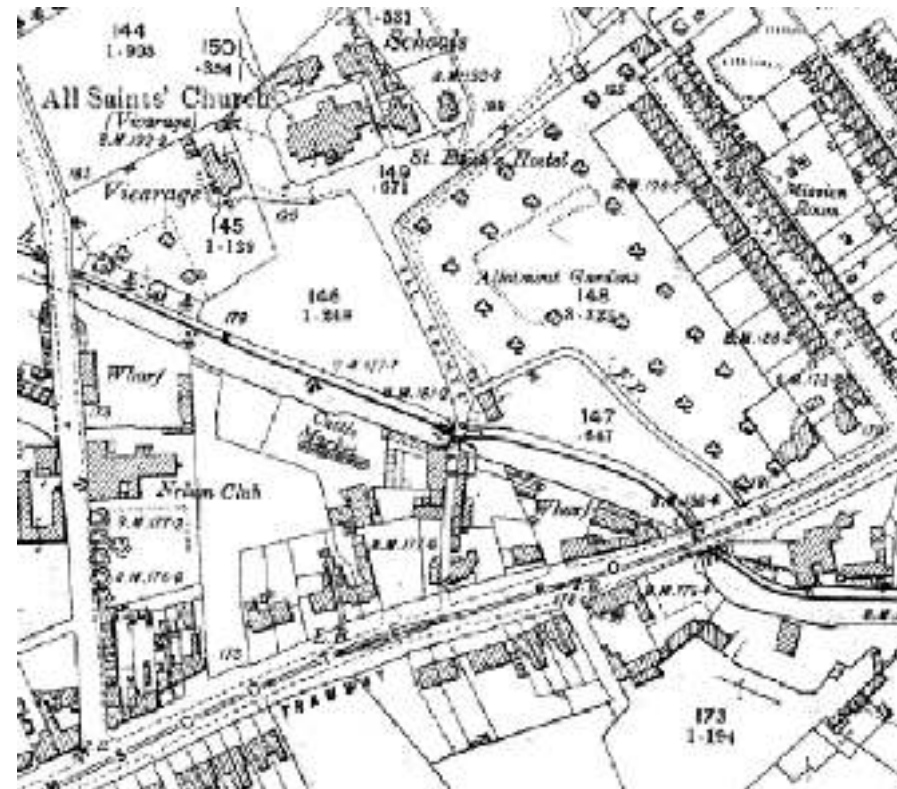
### Bridge 47

All Saints Bridge 47 is a narrow hump back bridge with no access point to the canal and a muted green pipe crossing.

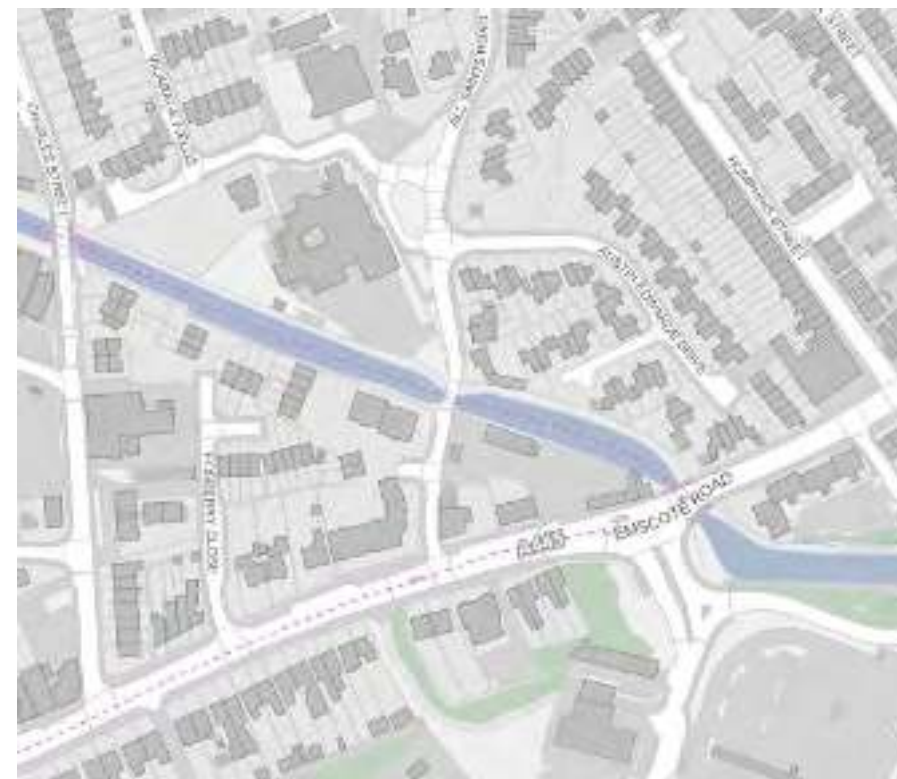


Cast iron Rubbing strips are fixed to the corners of the abutment to prevent towropes rubbing the brickwork. Dogsboddy cottage is the only older building remaining on this part.

Housing named after Austin Edwards a photographic manufacturer and Borough of Warwick councillor now fills the back of towpath.



1900



2018 EAST END OF LENGTH 3 EMSCOTE BRIDGE 46 HAS BEEN INCREASED TWICE TO EASE TRAFFIC

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

A mission house which stylistically related to St Edith's hostel was demolished when the Fleur De Lys pie factory closed. In the 1930's this land beside the towpath was allotment gardens having previously been a quarry.



Emscote Wharf with brick buildings with slate roofs around the perimeter remains in use as a car wash and car sales.



79 EMSCOTE ROAD WHICH STANDS AT THE SIDE OF BRIDGE 46 ACTS AS A BOOKMARK AND AS SUCH COULD BE LOCALLY LISTED.





1850 BOARD OF HEALTH MAP SHOWING BASINS AND WHARFS; COAL, SLATE AND BRICK YARDS; EMSCOTE ROAD BRIDGE AND TOMES AND HANDLEYS NAVIGATION WATER MILL WITH CHANNEL DOWN TO RIVER AVON FOR RUN OFF AT THE FOOT OF THE EMBANKMENT.

Of the length from Coventry Road Bridge, the Southern offside bank was very much canal related activity, with a series of wharves and waterside mills. Post the Abercrombie and Nickson assessment, 'Warwick, its have lacked any sense of place elsewhere along the canal in Leamington particularly. Re-establishing a footway near to the former drawbridge as part of the

preservation & redevelopment', this became where Warwick's urban borough sought to put new housing. The margin along the canal at the rear of the towpath was utilised for larger employment uses. Godiva pumps development framework of the canalside at this length would enable both the existing residents to the north of the canal and those living and working in any new

recently celebrated 50 years of production at this location but this the South side of Montague road is an area for which a development brief would avoid some of the more piecemeal development of individual sites that development to connect more easily to the station and town centre. A key opportunity is the former Ridgeway school WCC land abutting the Coventry Road.



## LENGTH 4: AVON

Emscote Road bridge 46 to Tachbrook Road Bridge 41 two aqueducts 2.5 km 1.5m

Grand Union Canal 1929 (Warwick and Napton 1794)

### SUMMARY

Length 4 starts at Bridge 46, Emscote Road Bridge and stretches 2.5km south and east to Leamington Spa at Bridge 41 Tachbrook Road. It provides a valuable and attractive alternative footpath link through the open land between the two towns, and provides a connection to the Riverside Walks.

Immediately south and east of the Emscote Road bridge is the historic site of boatyard, limekilns. The tramway depot was also located here and the residual generating plant remains. The canal is on embankment here, constructed to enable boats to cross the river on a masonry aqueduct. A superstore now sits on the lower ground to the south of the canal and is screened by vegetation. Visitor moorings are located here.

Between the Emscote Road and the canal are the remains of the Navigation Mill (later becoming a local landmark as the Pie Factory).

The Avon flows beneath the canal from the north and its confluence with the Leam. The riverside up to the listed Portobello Bridge forms part of the critical green gap between the two towns. Jephsons' farm sitting beside the canal by bridge 45 emphasises this arcadian idyll – a bit of countryside in the town that stretches almost up to the river weir and Princes Drive.

The canal is carried over the railway in a metal trough. After this the waterway up to Europa Way is enclosed by the 20<sup>th</sup> century residential infilling. A foodstore by Bridge 44, Myton Road has replaced the former garden centre but is well screened by an established hedge with trees. There are access points here that need some improvement.

From this point onwards the canal was diverted, looping south to facilitate the construction of the southern link road – Europa Way. The turnpike road, Old Warwick Road, has the canal running parallel in cutting as far as Leamington Spa Station. Established vegetation on the south side needs proper management to ensure succession. The loss of trees on the roadside edge has

diminished the character of this length. Informal links between the canal and the station lands could be improved as part of the management of this margin.







## Location and history

Warwick had not developed beyond Coten End until the construction of the Warwick and Napton Canal in 1800, apart from Messrs. Smart's cotton spinning factory established on the far side of the Avon at Rock Mill in 1792. Wharves on the canal were built for coal, slate, and timber yards and a lime works, and to serve Tomes and Handley's Navigation Mill (1805), later known as Kench and Cattell's Emscote Mill (1828).

Character length 4 starts at bridge 46. Emscote Road runs East from the centre of Warwick to Leamington town centre, the original route forking up to go to Rugby. The towpath is on the north side of the canal throughout the length.

Both north and south of Emscote Road were wharves and basins, brickworks and a mill. The development of the settlements mid nineteenth century saw lime works at the wharves for building. Lime was also used by the gelatine works process, which saw animal hides arrive by canal from places around the world. Two coal merchants were listed at Emscote Wharf in 1828 (there were 18 coal merchants using the basins that were later infilled at Saltisford).



EMSCOTE ROAD BRIDGE SE ELEVATION - WAS WIDENED FOR THE FOODSTORE. THE WHARF IS NOW USED BY VISITING BOATS.



SEATING AREA AND MOORINGS FOR BOATS TAKING ON PROVISIONS

AN ORIGINAL BOAT DOCK IS UNDER THE ENLARGED ACCESS TO THE STORE. THIS SUPERMARKET LOCATION COULD PROVIDE SOME INTERPRETATION OF THIS PLACES FORGOTTEN PAST: THE NAVIGATION WATERMILL, BOAT BUILDING, THE TRAMWAY, AVON POWER STATION, KENCHES FLOUR MILL, FLEUR DE LYS PIE FACTORY

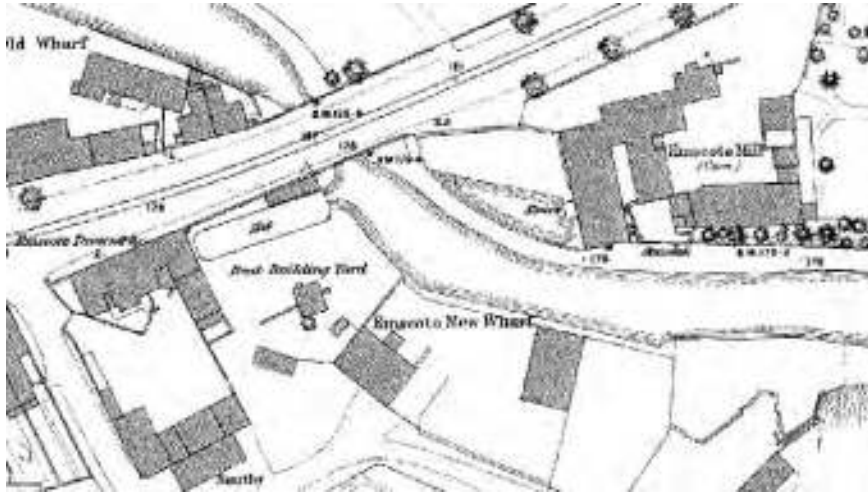


From the Emscote road to the aqueduct the canal sits on a wooded embankment. Planting on the canal embankment encloses the view and is a windbreak.

The fall of the land down to the river meant the canal had to be built on embankment, so that it crossed the river some eight metres below by an aqueduct. Beyond was farmland and a gap between the two towns that has remained. Further on the length at bridge 44 the canal goes under the coaching route from Warwick Castle to Daventry, This eighteenth century turnpike started from the Earl's new bridge on the Banbury Road, went east along past Myton Grange to Leamington Clemens Street, Bath Lane (later Bath street).

The bottom pound of the canal, it is five miles from Cape Road to Radford bottom Lock. The first of 23 locks lifting the canal out of the valley to join the Oxford Canal at Napton. Surplus water discharges to the Leam and Avon, and the company made use of this at Emscote for the Navigation Mill.





The Mill which stood on the northern side of the canal, initially known as the Navigation mill, opened shortly after the canal was completed 1809. It had a water wheel 24ft in diameter and 7ft wide made in cast iron which took water off the canal to drive the mill stones. Water was fed back into the Avon. Field's 1815 account says water passed through nine semi-circular arches under, what is still, a raised towpath, to a penstock 2' deep.

The Mill wheel was made in Warwick of cast iron. It was 24' in diameter and 7' wide. The mill had five pairs of stones capable of grinding and dressing 300 bushels per day.

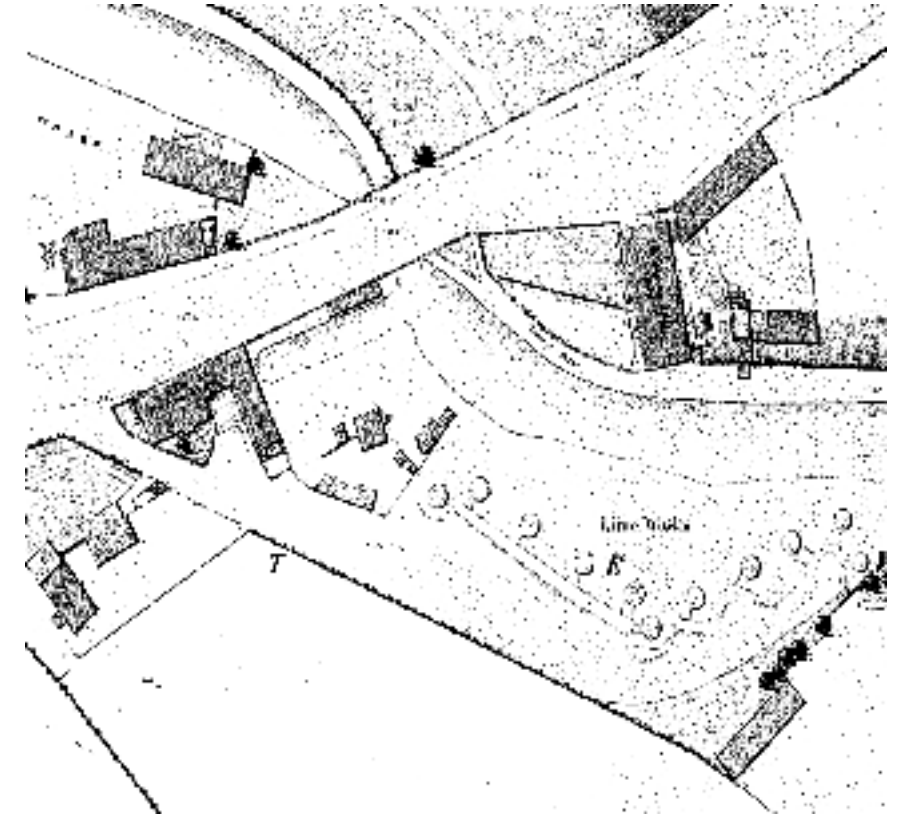


REMAINING RAISED TOWPATH IS EVIDENCE OF THE NAVIGATION WATER MILL

By the 1830's the miller, a lessee of John Tomes and Charles Handley from the canal company, was a P.Kench, milling flour. The Kench family bought it in 1856 for £3000. Eventually wheat was being imported to supply local bakers from Russia, Canada, South America and Australia. The last two delivery horses were sold off in 1917 and their field alongside the embankment became allotments when the first lorry replaced them. Milling ceased in 1961 and in due course it was converted for the manufacture of Fleur de Lys pies, themselves having originated at the pub of that name at Lowsonford on the Stratford upon Avon Canal. The buildings including the Georgian mill house were demolished in 1996. Housing association flats have been built on the site. ref Booth and Risworth.



BRADSHAW'S CANALS AND NAVIGABLE RIVERS, 1904 NAMES REYNOLDS WHARF PROBABLY NORTH OF THE BRIDGE AND BLAYDON'S OLD WHARF AND BUFFERY'S LIME WHARF AS THE SOUTH SIDE.



1851 BOARD OF HEALTH PLAN

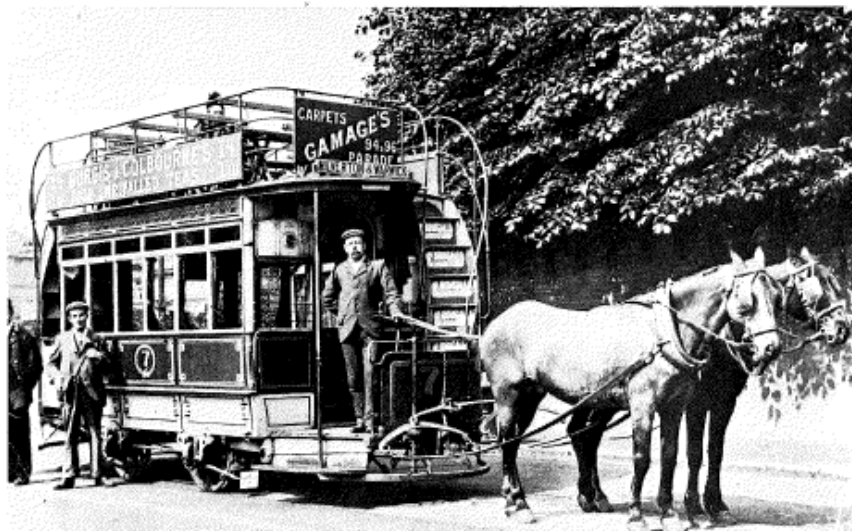
South of the bridge, on the offside of the canal to the rear of a Tavern, was the site of a basin, boat building yard, smithy and of Emscote New Wharf. Brickwork beneath arch of bridge 46 shows evidence of at least two widenings, the first possibly for the tram at the end of the nineteenth century.



CURRENT GOOGLE AERIAL



Horse drawn buses started in 1829 in London and with trams there were about 25,000 in England in 1890.



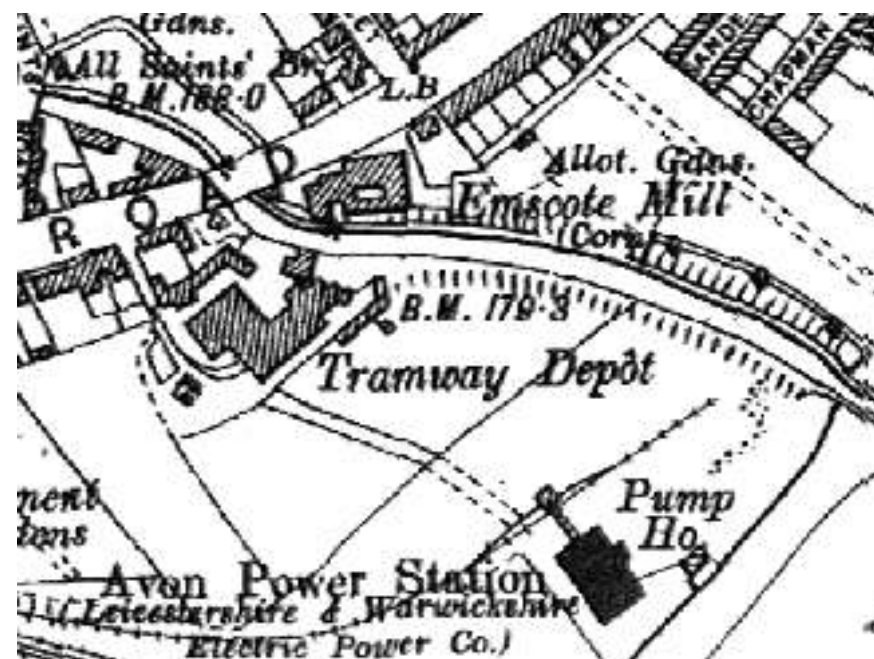
HORSE DRAWN TRAM FROM WARWICK TO LEAMINGTON STATION WERE REPLACED IN 1905 BY ELECTRIC TRAMCARS

Electric trams first appeared in 1883. The horse drawn tramway opened in 1881 and included a loop around Eastgate to safeguard passengers on the top deck. The stables were in Coten End. The track was relaid for the electric trams in 1905 and ran until 1929.



LOOKING EAST FROM EMSCOTE ROAD CANAL BRIDGE ,THE GABLE END OF THE WATER MILL IS ON THE RIGHT, WITH THE EXTRA STOREY ADDED IN 1868, ADJOINING IS THE STEAM MILL, WITH A NEW MILL BUILDING AND WATER TOWER ERECTED IN 1905. THE MILLERS HOUSE IS BEYOND. WCRO

Following the switch from horse drawn to electric trams, a tramway depot was built here in 1904 with a pumphouse alongside the Avon, this supplied power for the tramway and local residents. Promoted by the Leicestershire and Warwickshire power company, It became an ac/dc convertor station, like the one in Wise street alongside the canal in Leamington.



Originally there was an agreement to supply coal and cooling water. The plan shows the Avon generating station had its own rail link. Nationalised in 1948 it closed in the late 60's. It was demolished in 1975. The site now contains the Tesco's store and high voltage electrical sub stations connected to the pylons that follow the canal. The canal infrastructure and the gas making plants using coal supplied by barge, and also electric power generation and telecoms were often linked.

20<sup>th</sup> Century housing at Bridge Street has infilled the former allotment grounds north of the embankment. The trees along this section are an important part of the appearance and need to be sustained through management.



AVON POWER STATION



AQUEDUCT AND FORMER POWER STATION BW200







MASONRY ARCH AQUEDUCT WAS CONSTRUCTED FROM SAME STONE QUARRIED AND FLOATED DOWN RIVER IN THE 1790's, THE SAME DECADE AS EARL'S AVON ROAD BRIDGE

### Avon Aqueduct

By April 1795 Thomas Hawkins was cutting the line between Warwick and Radford, but the Avon was the major challenge, along with the tunnel at Malins Hill (Bury Road). Invitations to tender for the aqueduct were issued in September 1795 in Aris's Birmingham Gazette, with foundations under construction in the river bed the following April.

The aqueduct over the Avon was built between 1796 and 1798, a three span stone arched structure in plain sandstone, quarried locally at Wooten Field. The piers are 9ft wide, the arches 42 feet and the canal is 16ft wide, the total length of the aqueduct being 230ft. It was built by Benjamin Lloyd, Mose .Wilson, Docker and T.Wilson and designed by William Felkin and Charles Handley, the canals engineers. They were advised by Henry Couchman- the county bridgemaster who was on the Warwick and Napton committee. (It was Couchman who rebuilt the bridge over the River Leam to open up the land to the north in 1807-9. That bridge was replaced in 1840 by J G Jackson, Willes agent. By Victoria Bridge)



NORTH ELEVATION FACING FLOW



SOUTH ELEVATION FROM RIVERSIDE WALK

There is a solid masonry wall on the towpath side with the date 1908 inset and a modern imitation parapet rail on the offside, constructed in the 1980's.



PARAPET RECAST IN 1908 - OFFSIDE HANDRAIL 1980'S

A flight of steps linking the canal towpath with The Warwick and Leamington River Walk was constructed in the 1990's by British Waterways Architect/Planners. This completes the link for the series of open spaces starting at the former common land at St Nicholas Meadow through to Newbold Comyn





RIVER LEAM WALK THROUGH MEADOWS. CANAL SAILS OVER AND TOWPATH LINKS GREEN SPACES BETWEEN TOWNS . A LEGACY OF INVESTMENT IN THE CANAL THAT IS USED DAILY BY BOATERS,CYCLISTS, RUNNERS AND WALKERS OF ALL AGES



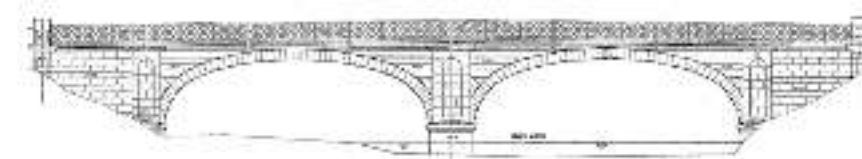
Built three years after Eborall completed the Earl of Warwick's new castle II\* bridge, the aqueduct is considered suitable for listing. The aqueduct is in a more hidden location, with a lesser span than the elliptical arch of the castle bridge, but it meets the criteria for pre 1850 bridges. Also it is an important contribution to the creation of the canal as through route by water to London.

One of the potential sites to link a broad waterway connection to the Avon would be at the side of the

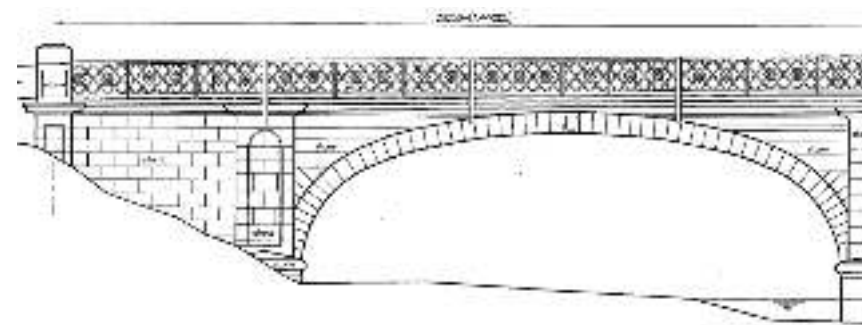
aqueduct. A number of devices from lifts, to inclined planes have been muted. Something with the engineering innovation and presence of the Falkirk Wheel would impact on the character of the area.

### River Avon and Leam confluence

Just south of the Emscote road, the River Avon is joined by the River Leam. Portobello Bridge, built in 1831 and then again in 1892, is Grade 2 listed. It forms part of the historic route from Warwick to Rugby and was joined by Warwick Street and Warwick New Road as part of the expansion west of the new town in Leamington. Beyond the canal to the north-east, Hill Street, at least down to 1840, was a private, gated road, leading to a brick yard and quarry. Humphris Street was developed by 1857 but the area was still surrounded by brick yards. East of the canal, Saunders Street, Chapman Street, Bridge Street, and Bridge Row had also been built by 1851 as can be seen on the Board of Health maps.



PORTOBELLO VIEW FROM NORTH



The current road bridge over River Avon, dates from 1831 with further work of 1892. It is Ashlar faced with brick arches and is listed grade II. The bridge has wide elliptical arches with rusticated voussoirs and tall niches in the piers. The arches spring from moulded plinths. It has late C19 wrought-iron pedestrian walk on north side with lattice parapet. Walkways were added either side

in 1881 when the tramway was laid. The south side has a supported footpath added in the 1960's. The CCA boundary takes in this bridge and follows the rivers back to Princes bridge and the Leamington CA.

In 1857, at a cost of £15,000, water started to be taken in from the Avon near Portobello bridge. A pumping station was built at Emscote in 1857 and at the start of 1858 water began to be pumped to the Water Tower on Market Street. Whilst this increased the supply of water to the town its quality was described in 1870 as being 'scandalously filthy'. This was due in part to the towns of Leamington and Coventry allowing raw sewage to enter the river upstream.

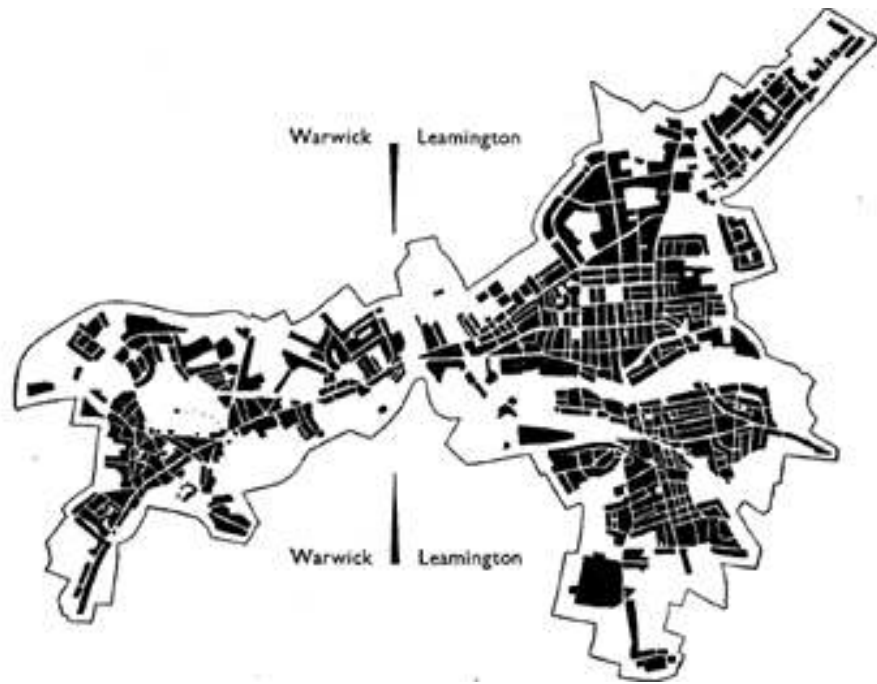
A bore hole had previously been drilled near the canal in Packmore Lane (now Lakin Road) in 1854 and although plentiful, the water found there was "hard and full of lime".



ONE OF THE CANAL VALUES IS NOW ITS CONTRIBUTION TO WELL BEING AND NATURE CONSERVATION

From the aqueduct onwards the views open out to surrounding fields and the presence of the town seems quite distant. This gap is extremely important in preventing the urban areas of Warwick and Leamington from coalescing.





MORPHOLOGY OF DISTRICT AS MAPPED BY ABERCROMBIE PLAN IN 1946



SIMPLE SURFACE TOWPATH, WATERS EDGE MARGIN, ENCLOSING HEDGE ALLOWS GLIMPSES OUT TO REMAINING COUNTRYSIDE IN THE TOWNS. INTENSIFICATION OF USE NEEDS TO RETAIN WHAT MAKES IT DISTINCTIVE, WHILST ALLOWING CYCLES/HORSES TO PASS – 1500MM PATH WHERE FEASIBLE. THIS MAY INVOLVE REDUCING SOME ENCROACHMENT.



BRICKS WERE DUG AND BAKED LOCALLY TO FORM THESE SIMPLE BRIDGES THAT SPAN THE CANAL AND TOWPATH. RUBBING STRAKE AT ABUTMENT PREVENTS GRIT IN TOW ROPE FROM ERODING BRICK ARRIS

Jephson's Farm occupies the vestigial fields that separate the urban areas of the two townships, with Bridge 45 linking fields on either side and the farm pond emphasising this arcadian idyll; bit of countryside in the town.



Jephson's farm has an enduring charm. Simple buildings around the central form, stepping up and back down with the roofs hipped. Tall chimney stacks and painted timber casements, (here shielded from casual vandalism).



THE TOWPATH ON THE 1960'S WITH THE POWER STATION JUST VISIBLE OVER THE FARMHOUSE







BRIDGE 45

The brick arched accommodation bridge connects the farm fields. Its simple unaffected form reminds us that such elegant simplicity is a key feature of the canals appearance, along with the use of materials that weather well.



THE FARM BRIDGE IS FRAMED BY THE TREES.



VIEW OF THE CASTLE, ST NICHOLAS AND ST MARYS CHURCHES AS BACKGROUND TO A CANAL BREACH IN 1868. Source Illustrated London News

Just before the canal reaches the railway, a footpath from the towpath runs alongside the railway and back to Princes Drive and provides the link to the open spaces in Leamington beginning with Victoria Park, and on to Spa Gardens and to Newbold Comyn, where reconnecting to the towpath is possible.



Spa Gardens is a Kilometre-long chain of riverside walks, gardens and parks. In 1862 the Local Board of Health created the New River Walk on completion of its works to speed the flow of the sewage-laden River Leam by raising and straightening its banks. The borough,

using powers granted by the 1875 Public Health Act, extended New River Walk to the Pump Room Gardens. Additional Powers under the Leamington Spa Corporation Act 1896 enabled the acquisition of land for Victoria Park, as well as Eagle Rec further along the canal, as a 'people's park'.



West of Victoria Park is currently Edmondscote sports ground, edged by the river Leam and open fields reaching to St Nicholas Park, Warwick. The river Avon flows on past the Castle to Warwick Castle Park, and then through National Trust estate to Stratford upon Avon. A footpath link from Baginton to Stratford along the Avon was put forward by Abercrombie in 1946.



## Railway Aqueduct



METAL AQUEDUCT TROUGH SAILS OVER THE MAIN LINE RAILWAY THAT ALSO LINKS BIRMINGHAM WITH LONDON

The mainline railway is in a wooded cutting at this point. In 1851 the Birmingham and Oxford Railway temporarily diverted the Georgian canal to build the aqueduct which carried the Warwick and Napton Canal over their new line. Peto and Betts installed a metal trough, a technique pioneered by Telford and his ironmaster at Longden in 1796 and Pontycysyllte on the Llangollen canal.

The canal is carried in a cast-iron trough which is supported by cast-iron arches. The towpath is supported by brick arches.

*There are four equal spans of 21ft. (skew), 15ft. (square) with a skew of 45°. The total length (excluding wing walls) is 104 ft. the trough overall width 18ft. 9in. and is made up from five sections, each 3ft 9in wide. The trough carrying the canal is supported by six segmental arch ribs in cast-iron.*

ref Roger Cragg ICE Panel for Historical Engineering Works

AND Warwick and Napton committee minutes PRO Kew



The rapid increase in transport infrastructure brought about the need for solutions, whilst not a grand project, the construction enabled the two primary infrastructure systems to co-exist. This railway structure was part of the rapid expansion of railways post 1840's. It fits quite discretely into the landscape and is considered suitable for listing.



THE CUTTING IN THE 1930's

From the railway cutting up to Bridge 44 the canal on both sides is framed by the rear boundaries of 20th Century housing. On the towpath side this is reasonably well hidden by vegetation, whereas the offside is more recent and jars.



Canalside boundary treatments vary and either rebuff their surroundings or engage with the waterway. Thus the visual envelope that extends beyond the waterspace can intrude on the character and undermine the appearance of this historic asset.





PHYSICAL INTRUSION INTO THE TOWPATH RESTRICTS USE BUT NEEDS TO BE MANAGED IN A WAY THAT DOES NOT INTRODUCE A STANDARD UNIFORM APPROACH. IDEALLY THERE SHOULD BE A MINIMUM 1500 TO 2000MM OF SURFACE WHERE THE ROUTE IS TO HAVE PEOPLE IN WHEEL CHAIRS AND BUGGIES, PASSING OTHERS.



## Bridge 44



Leam Bridge - Bridge 44 on the Myton road has a link up to the roadway on the South eastern side. There is an opportunity to improve this in the margins behind the Lidl store (formerly Clows garden Centre).



THE WATERS EDGE MARGIN IS AN IMPORTANT ELEMENT. A SOFT EDGE FOR MOORING SPIKES WHEN PEOPLE STOP TO TAKE ON PROVISIONS, BUT ALSO AN APPROPRIATE GREEN MARGIN BETWEEN THE TOWPATH WALK AND THE WATER.



THE USE OF A KISSING GATES THAT WORK FOR MOBILITY SCOOTERS WOULD BE MORE INCLUSIVE, BUT CAN BE ABUSED BY MOTORBIKES.

Despite the increased footprint the store itself is reasonably well screened by the existing hedgerow. There is another access point into the store's car park connecting with the Myton Road.



South of the Myton Road, the canal travelled through open fields until they were allocated for housing. The layout has kept some of that open quality with a open space here that works with the canal to give a relaxed feel.



On the offside development off Aragon Drive has been orientated so that instead of backing onto the waterway housing is grouped to face onto shared spaces that are linked by a walkway alongside the canal.



OFFSIDE DEVELOPMENT SITED WELL. GROUPING DWELLINGS AND CREATING ATTRACTIVE WATERSIDE SHARED SPACES FOR RESIDENTS

This helps to compliment the canal as an important part of the public realm. Towards the East, housing on the south of the canal rises to 3 or 4 storeys and this is also the scale of the denser apartment development of The Moorings. That development has turned towards the canal and away from the larger areas of roadway and parking to the north and east.



THERE IS A WELCOME VERTICAL EMPHASIS TO THESE FOUR STOREY FLATS. HOWEVER THE ARBITRARY APPLIED CANAL FEATURES HAVE MISTAKEN THE LOGIC OF CANAL WAREHOUSES. WARM BRICK AND MODELLING HELP AND ADOPTING SOME OF THE RHYTHM OF SIMPLE BAYS. AND JOINERY SET BACK INTO OPENINGS.

There is an opportunity for boats to turn in the winding hole, which diverts the towpath around the back of it. Placing The Moorings Pub under the eaves of Europa Way could have resulted in a somewhat awful relationship, but planting and the Southern aspect over the Waterway makes it an attractive terrace to sit and watch the world go by.



This is the point on the South side of the canal where the cycleway comes back to the water's edge.

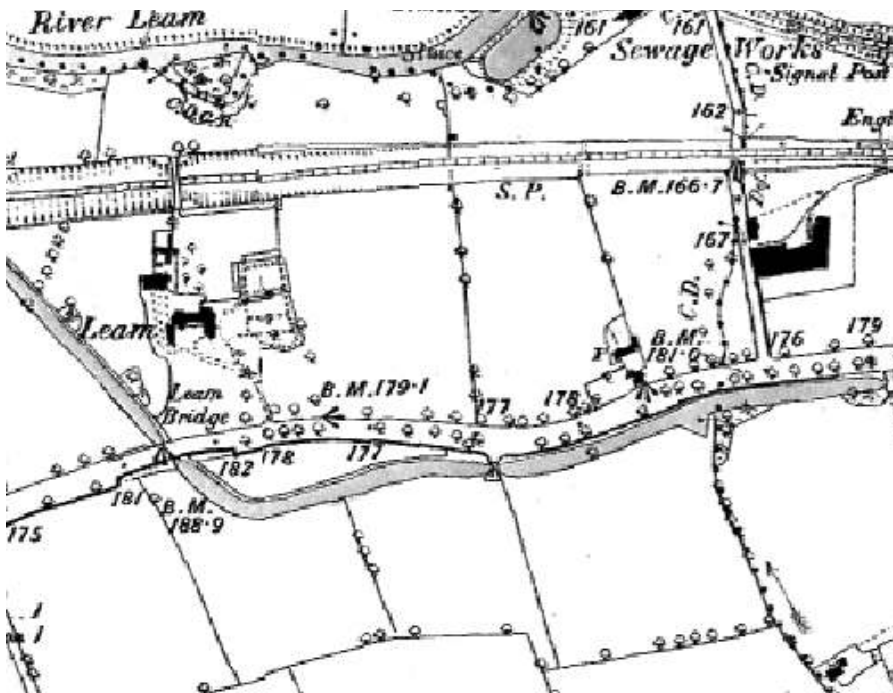


This whole stretch from the Lidl car park through to the end of Bury Road was diverted away from the old turnpike road to enable the roundabouts of the southern extension to Europa Way to be constructed. The Old Warwick Road ran between Warwick and Northampton via Southam and was established in 1765.





LOOKING SOUTH OVER THE DEVELOPMENT THAT NOW ENCLOSES THE CANAL FROM LEAM BRIDGE TO EUROPA WAY



THE CANAL IN 1889 SPACE WAITING FOR SOMETHING TO HAPPEN



This location is particularly prominent on the Southern approach to the town from the M40, and, linked to the railway station, will form a first impression of the town for many visitors. It is also where new housing, as part of the Southern extension of the district, attaches itself to the existing movement infrastructure. This includes cycleways and footpaths, and feeds into the canal network which directly link to the major centres of the district in Warwick and Leamington. An opportunity is therefore presented to make much more of the Bury Road recreation space as an entrance to the canal at this point.



THE CANAL WAS DIVERTED FOR THE ROUNDABOUTS OF EUROPA WAY. SPACE LEFT AFTER ROAD PLANNING IS AN OPPORTUNITY



1946 IMPERIAL FOUNDRY MYTON ROAD PRINCES DRIVE JUNCTION

The Old Town Foundry was established in the 1860's by Radcliffe, Harrison and Blunt in Clemens Street and by the 1890's their company, The Imperial Stove Company, had built the Imperial Foundry on old Warwick Road. Sidney Flavel purchased this in 1902, adding it to the Eagle Foundry Works, producing cooking stoves. Ford purchased the Princes Drive foundry site in 1939 and closed it in 2007. It is now the headquarters and production base for Vitsoe UK a design led furniture company who have constructed an innovative building on the former foundry site.







The Old Warwick Road is not now tree lined, so the natural enclosure of the canal makes an alternative attractive walk. The canalside vegetation needs succession planting and some work to understorey and to the steps up to the toad that link it to the retail and station. The addition of a Floating gallery, café, trading boats would establish a presence and enhance identity as well as to make it feel secure.



ONE OF SIX GRAND PROPERTIES MATTHEW WISE PROPOSED OVERLOOKING THE CANAL IN 1848

A tunnel was proposed at Mallins Hill through Mr Wise's land and what is now Bury Road and Kingsway. Mr Wise was on the canal committee until talks broke down. Wise was worried about potential interference with his mineral spring baths on the corner of High St and Bath St. Eventually after Charles Handley became the Companies engineer, the tunnel contractor was paid off and the canal became this cutting.



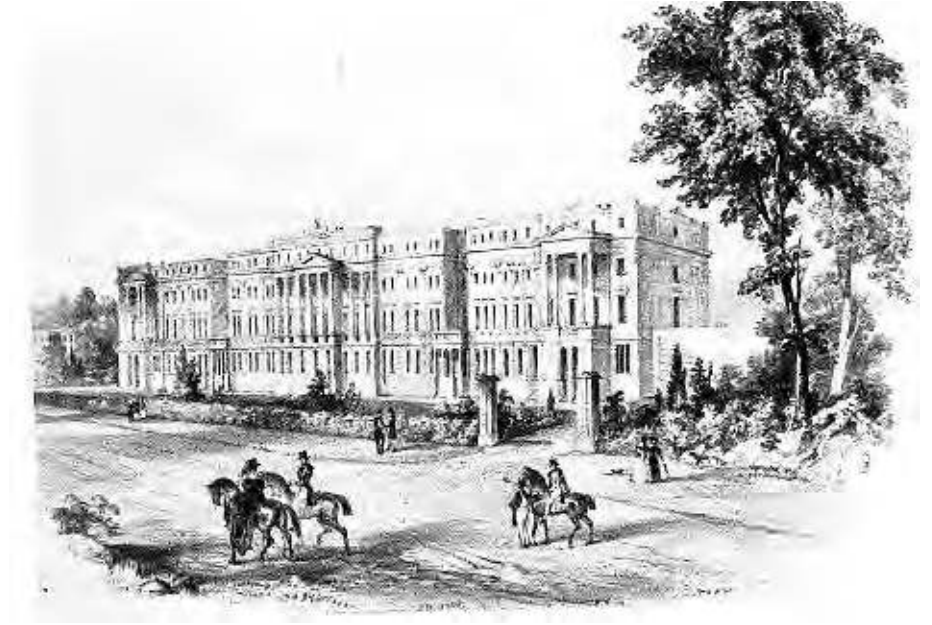
MALLINS HILL CUTTING WISE ESTATE EARLY 1800'S

Shrubland House was started by Mathew Wise in 1822 on a hill overlooking the canal to the north. The architect was Henry Hakewill. Wise lived in the Manor House Hotel (now flats) having married the heiress of Thomas Prew of Leamington. The Wise family, descendants of the monarch's gardeners, owned property around the district. After the first world war it became a Girls school, but was demolished around 1939, the estate having been broken up into building plots.



Shrubland House, designed by William Henry Hakewill in 1822-30. This house was built on the site of the 18th-century house of the same name, which the Wise family had bought in 1780. It was the last of the family's houses in Leamington.

Tyack. Warwickshire country houses also Cave. Royal Leamington Spa



EASTNOR TERRACE FACED SOUTH TOWARDS THE CANAL AND ONTO THE OLD WARWICK ROAD. INCOMPLETE WHEN THE BANK CRASHED IN 1838 IT WAS DEMOLISHED FOR THE RAILWAY LINE

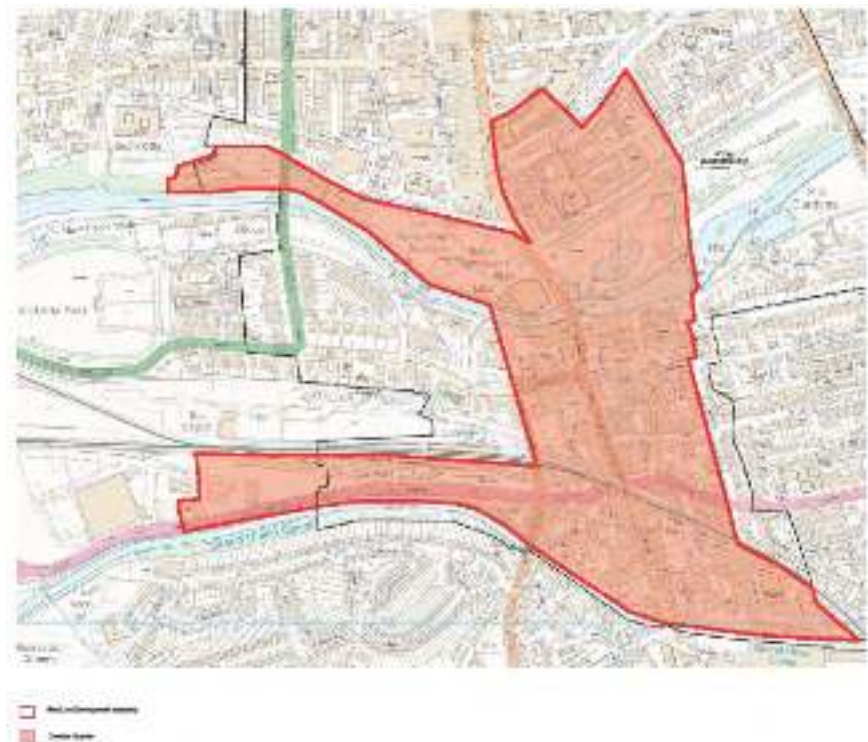


Avenue Road Station opened in 1851. When this was joined by the Great Western Railway in 1852 a new station was built. GWR reconstructed this in 1936 and this is the one listed.





This is perhaps a length where activity on the water would enrich concepts such as The Creative Quarter, possibly introducing floating businesses cafes, galleries, retail and food outlets, for example a book barge or coffee shop or at the very least facilities to attract visiting boats.



THE EDGE TO THE CREATIVE QUARTER IS THE CANAL SIDE. ALONG WITH THE RIVER AND THE HIGH STREET, THIS IS A KEY ROUTE WEST TO EAST



The former bus garage opposite the station has been redeveloped for student housing a new- build Pevsner commends



A ROBUST USE OF BRICK MODELLING ON THE CANALSIDE -



REDUNDANT PIPE CROSSINGS AND SIGNS NEED TO BE REMOVED

The length ends at Tachbrook Road Bridge 41



LENGTH 5: OLD TOWN LEAMINGTON

Tachbrook Road bridge – Bridge 41 to Bridge 35 Radford Road

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

SUMMARY

The five mile pound between Cape Locks and Radford Bottom lock includes the original Leamington Priors, the settlement of 55 dwellings, south of the Leam, that grew into a popular resort for the upper class to take the waters.

Length 5 runs between bridge 41 and bridge 45, largely parallel to the High Street/Radford Road, through the urban area of Leamington’s South town. It is a popular link across the bottom of the old town, from the Station out east to Newbold Comyn Park and the open countryside. For the last three-quarters of a mile of this length to the Radford Road, the towpath is used by both the Sustrans cycleway national route 41, and the Centenary Way long distance footpath, the former continuing to Rugby, the latter to Upper Quinton on the edge of the Cotswolds.



The early wharf activity on the south side has now disappeared, as have Ranelagh gardens, the first Georgian pleasure gardens for the nobility visiting to take the waters. Coal wharves and gasworks between

Tachbrook Road and Clemens Street are now in residential use, with the original part of Ranelagh Terrace (1808) remaining. Little remains of the Ranelagh Street west of Brunswick Street, overtaken by Flavels’ works. The Rangemaster site subsumes the foundry and wharves, also obscuring the original route that ran to Whitnash. Eagle Recreation ground, purchased as open space for the poor in 1897, is now visually cut off from the waterside. One of the two rail crossings, GWR, remains with industry on the remaining higher ground. Flats replace the early 1800’s brick Malthouse (last used as a youth centre). The part of Clapham Terrace south of the canal remains as an attractive enclave of Victorian housing but the transhipment basin constructed in 1892 is infilled and only the gate piers and entrance remains. The farmland east as far as Gulliman’s Bridge (Br 36) was redeveloped as employment and housing. In 1962 Sir Frederick Gibberd was invited to prepare a plan for a new residential estate covering 95 acres. Two new canal bridges were constructed; the simple brick arch of Stanleys Lane bridge was replaced with Sydenham Drive, and a new bridge extended St Marys Road into the farmland. Gibberd’s landscaped pedestrian closes off Gainsborough Drive with central green space included a primary school and houses for 2500 people to buy or rent. The ‘Radburn’ layout, progressing the garden suburb idea, has ensured that the canal offside is an attractive well connected walk, in contrast to the towpath side where back gardens of a more conventional close lie below the towpath hedgerow pockmarked with walls and boundary fences. Whilst Stanley’s Farm has disappeared, some of the open character along the Southern bank exists thanks to

Gibberd’s plan, with its focus on safe movement for children. Shops and the pub provide a focus, along with the Sydni centre. Recent redevelopment for housing has recognised the value of a landscape belt along the canalside and the trees on the canal side have TPO’s.

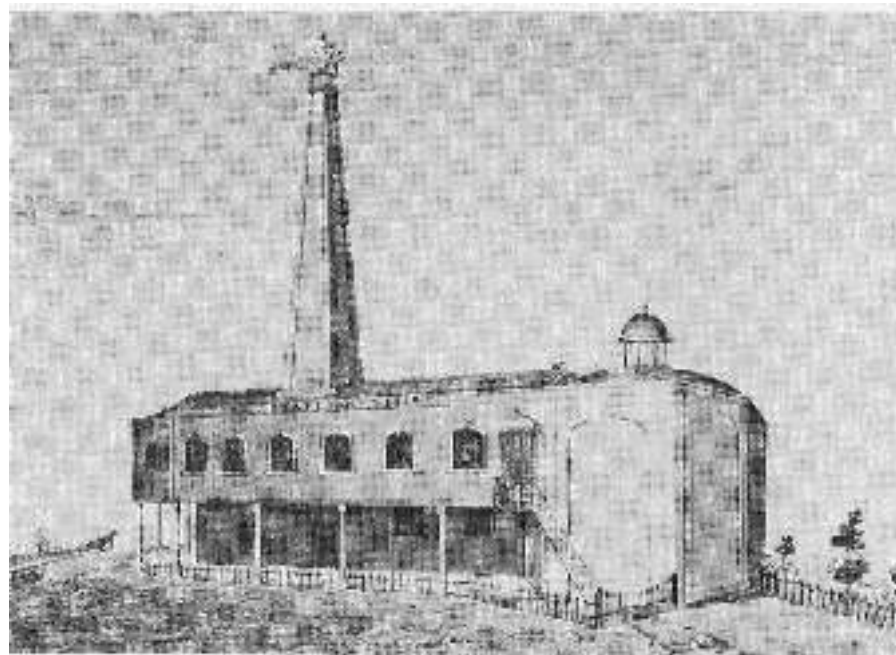
The north bank is also in transition. Eastnor Terrace on the East side of Tachbrook Road has been extended up to the canal and returned along the back of the towpath without quite matching the Victorian original. Wise Street laid out in 1810 is to become student accommodation on the site of the former brewery and Albion Row terrace, currently a scrapyard. Approaching the Clemens Street bridge, listed buildings work as a café at both towpath and street level and help engage with the canal.

Brunswick Street, Clemens Street, Bath Street and the Parade form the central spine running through Leamington as it developed northwards. The parallel streets including Wise Street and Court Street are both now cut off from the canal. Althorpe Street continues to connect the canal with the High Street, as could Clapham Terrace, if the connection was remade at the road bridge. St Mary’s Road was a tree lined axis from Willes House at Newbold Comyn to Whitnash Church. St Mary’s in the Fields was a focus for residential development laid out for him by J G Jackson, and Chesham Street, Waterloo Street and Eastnor Grove also run South from Radford Road towards the canal. This connected grid is an important factor in the appearance of the canal environs along this stretch.

Between the Radford Road and the railway crossing, there were originally a number of short terraces of



housing facing the canal between Court Street and Althorpe Street and White Street. They were set between five and ten metres back, so as not to be overbearing. The newer development is four storeys high. Any further development should avoid undermining the open appearance of the corridor by being in short blocks, with public spaces between that make use of the southern aspect over the water and are themselves well connected for pedestrian and cycle users. The impact of large buildings on wind turbulence needs to be understood. Trees add to this and celebrate the seasons and diversity. Any further development of the offside should avoid overshadowing.



THE FIRST GASWORKS BUILT ON WISE'S CANALSIDE LAND.



GASWORKS IN THE 1960'S - DEMOLISHED 1982

The original mix of waterside uses added to the character. A varied range of activities, especially active ground floors, needs to remain if the canalside is to provide vitality. Further East beyond the railway crossing, semi-private residential space fronting the canal does little to animate the frontage. Despite facing south with an outlook onto the water they are separate but not well enough hidden to not intrude and are negative.



ACTIVE EDGES 1851 BOARD OF HEALTH PLAN WCRO



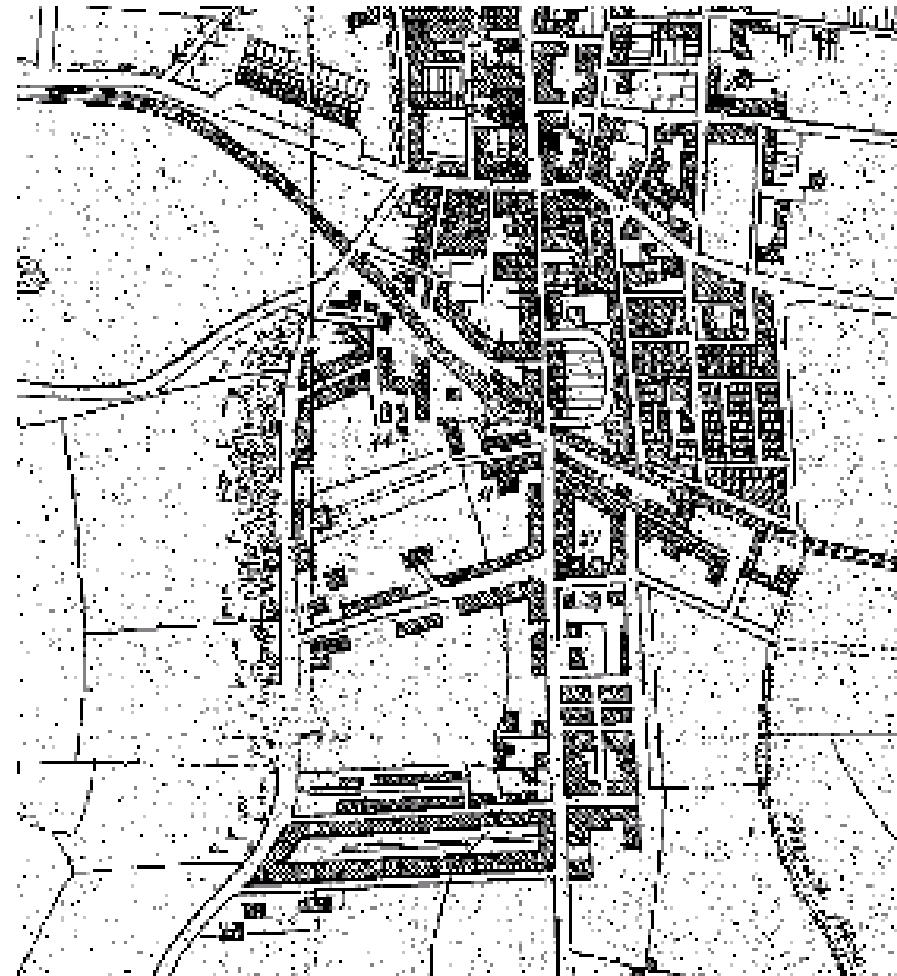
## Location and history

The length between Tachbrook Road and the Radford Road bridge is about 2.5km of predominantly urban development. The canal had a profound effect on the growth of Leamington as a settlement. Leamington's historic street pattern was largely laid out in the forty years after the canal arrived at the end of the eighteenth century.



CLEMENS ST (1808) MERRIDEW'S ENGRAVING 1822 LEADS UP TO THE BRIDGE WITH BLENHEIM HOTEL LATER CALLED THE STONELEIGH ARMS

As a consequence of the analysis, the Canal Conservation Area joins that already designated here as Leamington Conservation Area. As a setting they overlap because of this shared significance, but the boundaries of a linear corridor of the Canal Conservation Area amends this, to separate the previously designated area to the south of the CCA. This residual area is then subject to a further review in the light of the additional information established in association with the local history group. The sense of place along the canal is to be maintained and enhanced through beneficial change as a result of designation. The benefits of greater use and enjoyment and the contribution it can make to physical and mental well being are recognized as a reward for looking after this historic asset. Simply as a traffic free route it allows people to connect across the southern part of the town, and to the green areas beyond.



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.

Clemens Street was the most elegant street within the town with hotels where fashionable members of society stayed.



ENCLOSURE MAP



STONELEIGH ARMS AND CANAL BRIDGE



CLEMENS ST WITH COPPS ROYAL HOTEL BEFORE 1827 REBUILD AND THE MARKET NEAR THE SITE OF THE VILLAGE GREEN



## North of Canal Bridge 41



TACHBROOK ROAD .-EASTNOR TERRACE NOW BADLY EXTENDED TO CORNER OF CANAL AND WISE TERRACE INFILLED. AS IN 1910 BELOW



Pickfords ran boats to London from the wharf here.



POOR DETAIL ON COPY UNDERMINES THE ORIGINAL TERRACE



1900-06

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

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. 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.



LISTED CROWN HOTEL IN 1860 - FIRST BUILT FOR REV.READ



ALBION ROW

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.





1929-47 THE GRAIN ESTABLISHED 100 YEARS BEFORE SURVIVES

Based on the success of other spas in Bath and Cheltenham, Wise, and other Leamington landowners, developed seven privately owned bath houses south of the river in the Bath Street and Clemens Street area, and Leamington quickly became a fashionable residential resort. Supply of building materials was facilitated by the waterway.

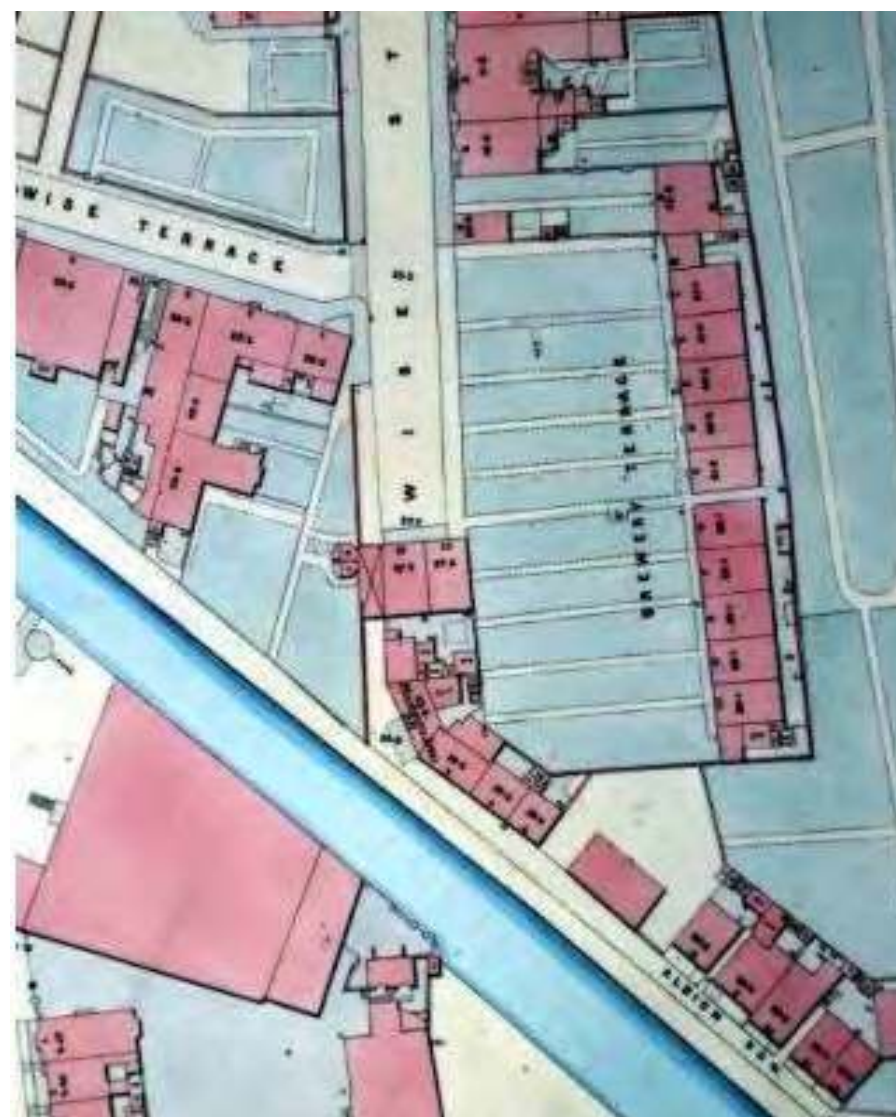
#### FLY BOAT DIRECTORY:

Pickford and Co's. Boats daily to all parts of the United Kingdom,—Agents Messrs. Peace and Tildesley, Wharf, Ranelagh Terrace.  
Whitehouse and Son's and Bird and Son's Boats daily to all parts of the Kingdom,—Agents Watkin and Co., Ranelagh Wharf, Ranelagh-st.  
Crowley and Co's. Boats daily to all parts of the Kingdom, Agent W. Maxey, Wharf, Teachbrook Road.

Inland navigation was important to the resort.

Leamington's first brewery was built in 1812 and located at the top of Wise Street... *very conveniently situated for any person who wishes to carry on the lucrative business of a brewer, being contiguous to a Canal – by means whereof, malt, hops, &c, may be received, and the produce thereof sent to any part of the United Kingdom...* The Leamington Spa Ale & Porter Brewery was offered for sale thus in 1819, and again in 1823 as the renamed Regent Brewery. After various sales it was demolished between 1843-49. Brewery Terrace was built over ground that had comprised the original

brewery site. A forerunner of the Midland Electric Light & Power Co. purchased Brewery Terrace at the 1879 auction, for its proposed 'power station' – it also purchased the waterside premises in nearby Albion ROW. Martin Ellis – September, 2016



BREWERY TERRACE 1851 BOARD OF HEALTH MAP

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—**OLORENSHAW'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'S 1815 GUIDE DESCRIBES THE CANALSIDE APPEARANCE



CANAL PREDATES THE GROWTH OF LEAMINGTON





TACHBROOK ROAD ACCESS POINT FEELS UNWELCOMING

A redevelopment of the end of Wise Street, the Mercia Metals site against the canal, could provide the opportunity to re-establish a more beneficial relationship with the canal as public realm. Set at a lower level, 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.



FORMER SITE OF ALBION ROW, NOW FENCED AND SCREENED

Ivy and small bushes have softened what is currently an ugly boundary, but without the effective enlargement of

the towpath margin the opportunity for a continuous green boundary for wildlife is unlikely.



Positive links to the High Street and Clemens Street from the towpath would support the public realm and encourage visitor mooring interest. The Clemens street café works both at street and canal level and is a fine example of the quality of built form initially.







**South side between bridges 41 and 40**

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.



VEGETATION HAS COLONIZED THE WHARF INLET

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.



Tall buildings on the south side of the canal will block sunlight. Vegetation on the offside is a change from the former hard gas works use and provides a wildlife corridor for birds, bats and insects.



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.



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.





Ranelagh terrace was intended to be a broad avenue leading to a large house on Tachbrook Road



The listed building on the corner belonged to Eric Shadbolt and for some years featured a gondola moored alongside, with his restaurant opposite. The open view to the canal here registers it within the busy street. On the skyline at the bridge is the parish church, beyond the visual barrier that the railway introduced, and that contributed to the downgrading of this part of the town.

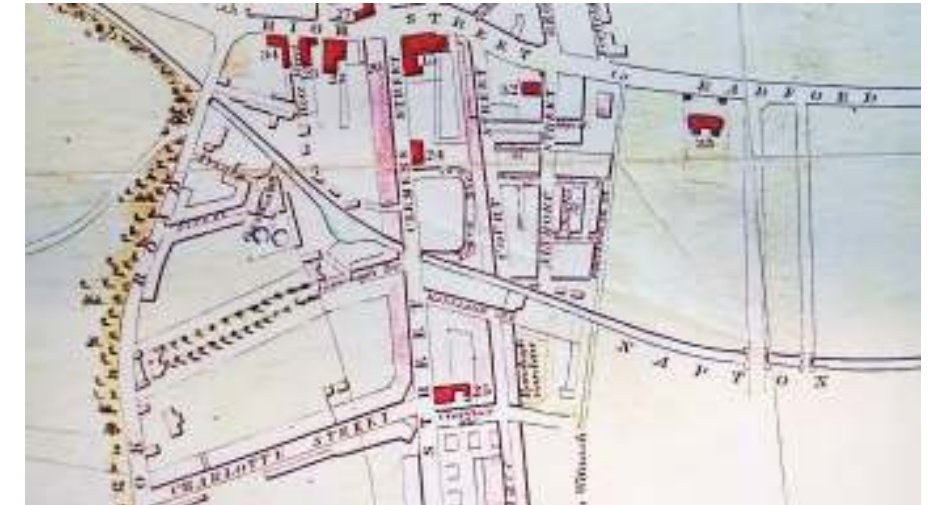
Clemens street and Brunsick street meet at the canal Bridge they are part of a planned spine that stretched into the New Town north of the river the parade (initially union parade to link it back to the old town)



CLEMENS STREET EAST SIDE TOWARDS THE BRIDGE AND ACCESS



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 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



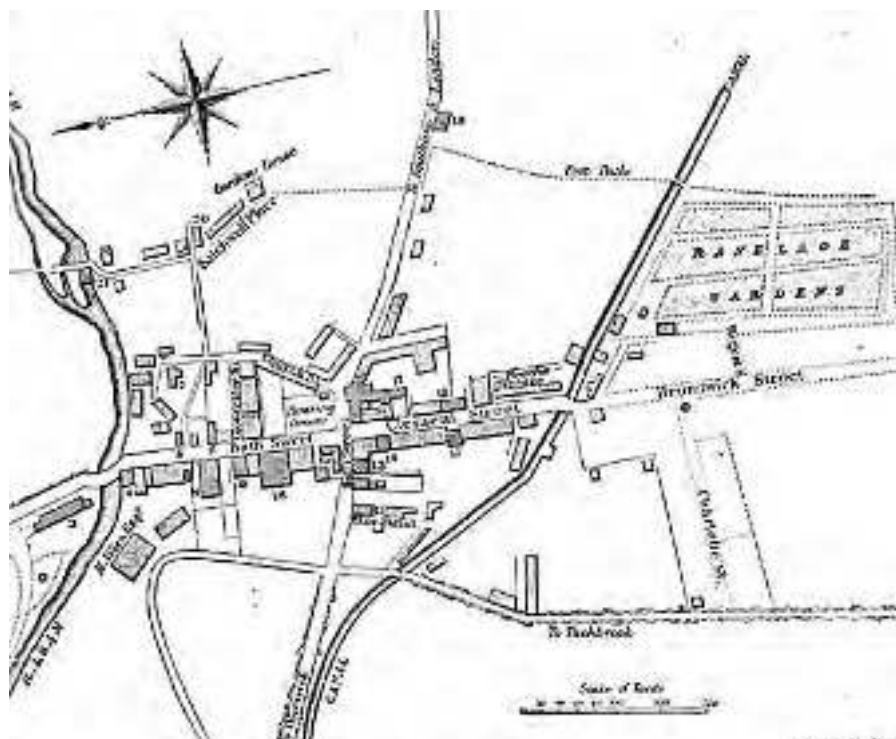
*Land is to be let on building leases, late in the occupation of Thomas Lewis. Plans and particulars from John Webb, builder, Birmingham. A New Street is laid out and begun on this land, leading from the village to the canal and there is a great probability of its being completed in the course of another summer or two. Another part of this land by an easy ascent from the canal, is obviously a very suitable situation for a crescent or other handsome range of buildings, and it is staked out as applicable for such a purpose. Brick kilns are opening on the said lands, and as the canal from Birmingham to Warwick and London goes through the land building materials are conveyed to the spot with greatest facility.*

WARWICK ADVERTISER 1808



In 1830 Bisset wrote of a house he owned in Ranelagh Terrace, 'it has been built for upwards of seven years at a cost of over £1000 and has never been inhabited although in a very pleasant part of the town'





MERRIDEW'S GUIDE TO THE SETTLEMENT AS IT BEGAN TO DEVELOP AS A SPA RESORT 1813

Housing from the fashionable streets occupied by the likes of Lord Eastnor, the Dukes of Bedford, York, Gloucester and others, were rented for a season. To serve the visitors, Ranelagh gardens, 10 acres of pleasure gardens including greenhouses and hothouses for the botanical collection was laid out around 1811 as Leamington Pleasure gardens. This was taken over by John Cullis in 1816. From his base here, Cullis was responsible for much of the tree planting that distinguishes Leamington's avenues and squares, as well as Willes' Newbold (later Jephson) gardens, Hamilton Terrace, linden Walk and the Pump Room gardens. A weekly entry ticket to Ranelagh Gardens was two shillings. Open between 6am and 10 pm, there was music, firework and hot air balloon displays on gala days. They were renamed after the Ranelagh Gardens alongside the Thames, where Georgian society mixed.

*"At the south end of Leamington beyond the bridge over the Warwick and Napton Canal are Ranelagh Gardens the property of Mr Cullis which consist of about ten acres laid out in fruit and pleasure gardens walks and shrubberies with hot and green houses These gardens furnish a delightful and agreeable recreation to the visitors of Leamington and on evenings when there is no*

*performance at the theatre an excellent band of musicians attend and the walks arbours and seats are then crowded by a vast concourse of fashionable company.*

1821 Francis Smith, Warwickshire Delineated.



*THE RANELAGH GARDENS* Are situate in the old town over the Canal bridge in Clemens Street at the extremity of Ranelagh Street. Under the superintendence of their present proprietor Mr Cullis they have received every addition that taste or ingenuity could suggest and they cannot fail to impart pleasure to those who may be disposed to visit them. The range of hot houses three hundred feet in length contain an excellent and extensive collection of exotics and they are classified in a similar manner to those in Jardin des Plantes at Paris There is also a conservatory attached. Becks Guide 1840 additional info Christine Hodgetts



The North eastern corner was occupied by Mr Carter as a foundry in 1830, building up to the Whitnash brook. William Carter moved from the oxford canal at Jericho to here. A skilled iron and brass founder, he is responsible for much of the decorative ironwork that dressed William Thomas's handsome Leamington buildings. June 1834, Carter Smith and Co advertised their newly acquired coal business In 1837. Merridew's Montcreiff guide had Iron founders, Smith Taylor and co. Foundry, Eagle Wharf, Ranelagh Street



William Flavel invented the "Flavel Kitchener" a revolutionary range cooker . Sidney Flavel, his son, born in 1819 inherited the business in 1844 and took it forward to be the international undertaking which it became. Sidney Flavel expanded into the canal side 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. Later, in 1921, iron casting moved to the Imperial Works further back along the canal, now the site of Vitsoe. His son, also Sidney, born in 1847 was an original member of Leamington Corporation, and six times mayor. Flavels grew to be an influential firm, with nearly a thousand employees in the mid 1930's. in 1946 B Willcocks designed a new building in Art Deco style to advertise the firm to those on the railway.





Willes architect Jackson relied on Cullis for landscape advice when trying to respond to his employer's ideas, conveyed by letter from Europe. There was a concern that Cullis would work instead with the earl who was developing his land at Warwick New Road, so he was seen as a useful practitioner.

Jackson's Maps of 1838 show new development in the area. The Eagle foundry was accessed from a new road, Clarence Street and another new road, Grove Place now ran along the former boundary of the gardens and contained inhabited houses by the time of the 1841 census. Housing on Eagle street and East Grove takes up part of the gardens site and by the 1880's the street pattern is established as far as Tachbrook Street. Cullis worked with Frost, his foreman (until Frost set up his own nursery) and was active in Leamington society.



THE RANELAGH GARDENS AND EAGLE FOUNDRY SITE

JC Loudon, gardeners chronicle 1843 p.328 relates,

*Leamington Spa, Warwickshire In the course of the last winter many trees have been planted along the principal roads, and in many of the open spaces belonging to the town, thus contributing materially to its ornament and to the production of shade and shelter, and at the same time employing labourers who could not otherwise have got work. The expense was defrayed by subscription and two of the most active gentlemen on this occasion were Mr Hitchman and Mr Cullis.*

Dr. Hitchman had moved from Banbury to Leamington in 1840 as parish surgeon. He first lived in Clemens Street. After Cullis death from cholera in 1849, Dr Hitchman established an arboretum on 11 acres of the old town at the end of Brunswick street, 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.

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 canal was used in the 1920's by the council who had acquired 50 acres on either side of the Great Western Railway line for £5,500, including Rushmore Farmhouse and buildings, to build new housing to rent. Architect Arthur Wakerley of Leicester had designed semi-detached houses that could be built for £299 each. Materials arrived by canal.

Recent additions at Eagle rec: include play equipment but also a nature area, to be looked after by pupils from the nearby Shrubland Street Primary School who will learn about woodland management on-site. There is a new vehicle entrance to facilitate community events.





the decorated block that occupies the former wharf has cut off the recreation ground visually from the canal corridor. Access to the open space could be improved for the number of people whose homes and work are within ten minutes walk of both spaces.

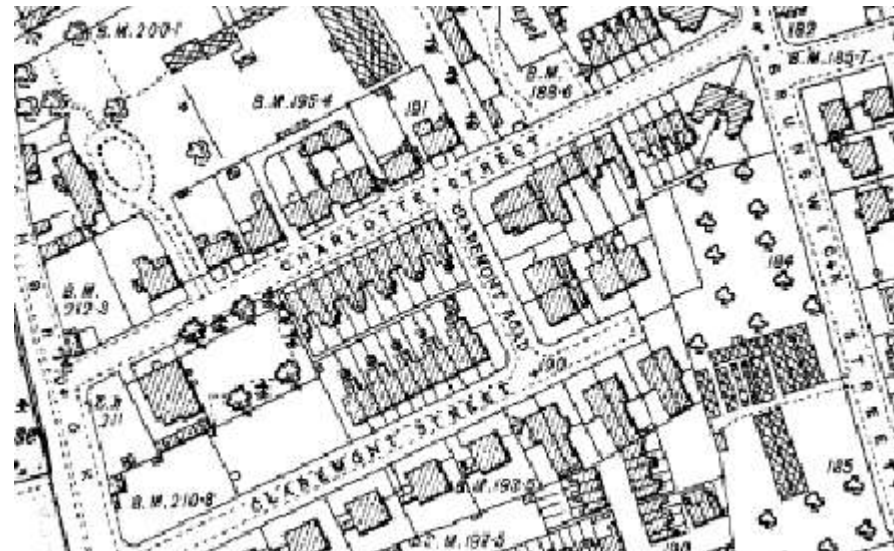


1851 1:500 BOARD OF HEALTH MAPS

The canal for this length is well connected with many wharfs on the south, non towpath side, and connected streets linking to the towpath



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



PATTERN OF STREETS FOLLOWS ENCLOSURE FIELD BOUNDARIES

West of Brunswick Street, the Leamington Conservation area boundary picks up on the more obvious older buildings, particularly where the joinery and roof materials have not been changed, but fails to recognise the overall character that makes up the area.



The arrival of the canal facilitated the development of the fashionable spa. The relative ease canals brought to the movement of heavy goods, meant local materials could be supplemented. As well as slate arriving at the wharfs, lime for mortar and stucco came in from the Stockton area to kilns on the canalside at Guys Cliffe wharf, Emscote and Gullimans wharf.

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.

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 Brunswick Street and along the busy navigation, wharfage for coal. 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 Street and High Street, 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 Tames, chairman of the canal companies as well as the finance for much of the towns development.



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.



[1851 board of health plan]



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, 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 arrival of two railway companies meant the block on the east of Althorpe Street from the Town Hall was disrupted and Moss Street wedged in. Radford Villa occupied a generous plot with orchard. A substantial terrace fronted the High Street 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 kept, on the canalside the railway arch units and post 2<sup>nd</sup> world war workshops were part of the deliberate planning intention to remove housing that was considered unfit and to make this an employment area. 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.

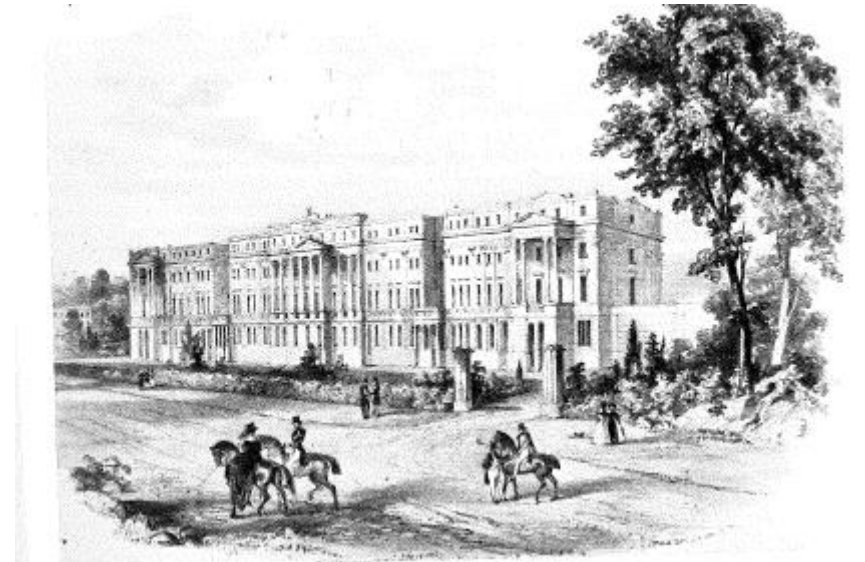


The railway was built on embankment to cross the canal as well as the High Street. The Rugby route has since been partly removed, leaving an abutment on the south bank of the canal. According to Pevsner this railway route effectively separated the original town along the canal from the new town that was emerging North of the river Leam. The railway sweeping through on arches very much compromised the original orderly grid. These arches are largely occupied but with a few key routes through.

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 the town has largely turned away. The growing recognition over the last forty years of the value of the canal as an asset is changing attitudes and change needs to ensure that the qualities the canal brings are not lost.

The railway was at first only permitted as far as Milverton, due to the opposition of landowners including the Earl of Warwick.. 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 Street and Clemens Street, which required the demolition of Copps' Royal Hotel.

in 1852 the Oxford and Birmingham Junction Railway constructed a second bridge as the rival companies used different gauges. Leamington Station on this line GWR opened in 1852 having been built on the site of the first Eastnor Terrace.



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 to the river. 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.

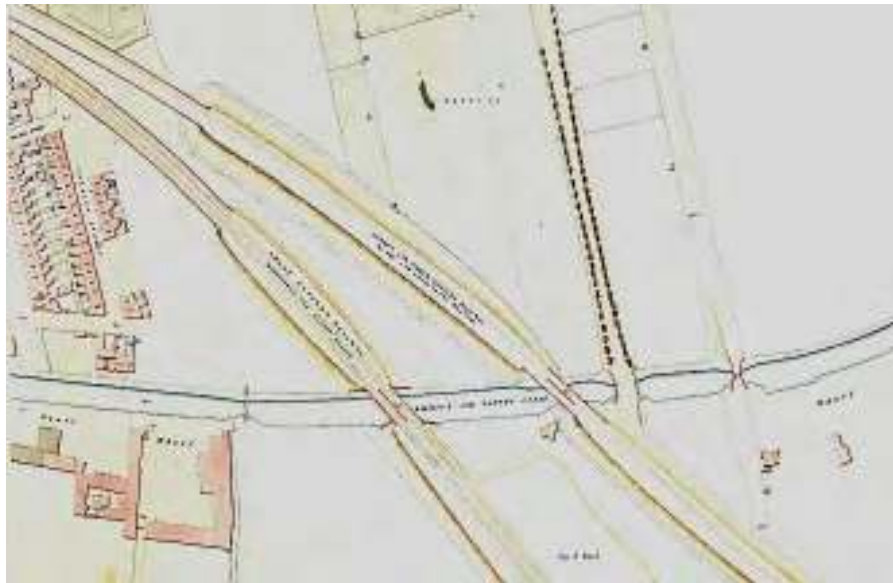






### Bridge 38a

The railway girder bridge 38A is a distinctive element on this stretch, whilst the abutments left by the former rail line to Rugby tell us something of the past infrastructure that served the town.



FORMER CROSSINGS BY CLAPHAM TERRACE SCHOOL 1851

The canal provides a greener, quieter route through town and has the potential to link open spaces on both sides. Eagle Recreation Ground; purchased as a People's Park by Leamington Corporation in 1897, would benefit from an improved relationship with the canal and there is scope for a waterside link under the railway embankment to land to the East.

The rail line to the east was dismantled but the high ground between remains an opportunity to link to Eagle rec on this southside should be considered in any future change. On the north side of the extant rail line there is the potential for an access at grade suitable for wheelchair use.



### South Bank

South of the canal, a Malthouse sat between the former railway crossing and Clapham Terrace bridge facing the waterside. It was occupied as a store for Ansells brewery and then as a youth club called the 'landing stage'. The plot was subsequently turned into flats by Lloyds the local housebuilder. The canal would be enhanced if some water activity could be re introduced to serve young people.

To the east of bridge 38, Clapham Terrace, a pocket of land was subsequently developed as an enclave of two storey terraced housing; Clapham Terrace and Clapham Street; and an inlet basin with wharves was introduced. This remained until late 20c when St Mary's Road was extended with a new bridge to serve industrial development on what was allotment land and Sydenham Farm further to the east. St Mary's bridge is a more modern structure and the leftover space on the southern side is perhaps an opportunity for enhancement.



CLAPHAM TERRACE SOUTH OF CANAL



CLAPHAM TERRACE SOUTH OF CANAL

The canal corridor conservation area encompasses this area and the residential enclave, Clapham Street and its communal green.





There is an intimate canal side garden and barbecue space on the offside at Clapham Street. It sits opposite the playspace on Rushmore Street which includes a seating area facing south overlooking the canal. This area is likely to respond to the uplift in value and it would be possible to explore whether a re-introduction of water space, to compensate for the missing basin, should be part of any change south west of St Marys Road bridge 37A.



The whole southern bank from here through to Sydenham Drive has established tree cover acting as a wildlife corridor, which presumably will be retained in the scheme for residential redevelopment currently underway.

The pattern of use on the south side has substantially changed. The land between the railway and Sydenham Drive was infilled with industrial sheds. This area is currently in a state of change as the industrial sheds give way to new residential. The demand for housing has outstripped that of employment use, and there is a potential for further change in the medium term, bringing with it the need to address the new residents relationship with the waterway as an attractive edge.

A creative approach to development here; particularly a better relationship with the canal would be **LOOKING SOUTH**



**TO CANAL OVER WARNEFORD HOSPITAL SITE** beneficial.

## North Bank

The cottage hospital and Warneford Hospital had been built on the site of the former poor law institution, but this has now been redeveloped as housing. A gateway access from the canal towpath links to an open green space. Traditionally this site was well planted and new suitable planting could add to biodiversity along the fine brick boundary to the school.

The north edge of the canal behind the towpath from the railway to Radford Road is becoming largely

residential and therefore the canal towpath can increase access.



CLAPHAM TERRACE BRIDGE 38

The experience of moving along the canal corridor is essentially linear, with longer views being to bridge crossings and out between canal side dwellings or the enclosing trees, although generally the focus is on the canal and activity along it. Land either side is flat with the railway embankments and arches therefore quite dominant.



Listed structures set the tone of the area north of the canal. By the second edition Clapham Terrace school is built and the militia have gone from Clapham Square to Budbrooke.



The loss of marginal land used for allotments makes trees and boundary hedges of great importance to the appearance of the area.

This is not new. Jackson, Willes' architect, often drew on Cullis to soften the development of new dwellings with appropriate landscape.

St Mary's Road, the avenue that Jackson set out on Willes's land ran south from his Newbold Comyn house on the north side of the river, towards Whitnash church,



1838 PLAN FOR WILLES ESTATE BY J G JACKSON

crossing the canal. St Marys Road and crescent area is populated by larger houses and trees.

Rushmore Street, Chesham Street and the first established street; Waterloo Street, have smaller dwellings and therefore a finer grain. They contrast particularly with the late 19<sup>th</sup> century Eastnor Grove a



series of much larger villa dwellings in substantial plots, whose boundaries reach the canal, but appear deliberately to have had no connection with it, and are a cul-de-sac.



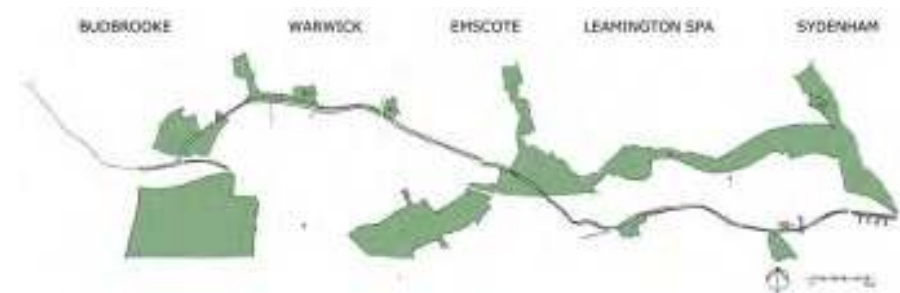
The prevalent roofing materials are slate, with some use of concrete tiles as a cheaper replacement. So far there is a small take-up of PV. The smaller houses are walled



in brick, some painted and use of stucco. This is predominantly on the frontage elevations to St Mary's Crescent and St Mary's Road and those fronting the eastern side Chesham Street. Apart from the stoned up towpath surface most of the floorscape is tarmac.

The canal when in use for moving heavy goods by foundries like Flavels, and timber, stone, coal and gasworks traffic, would have had a different character to today, but the essential integrity of it as a historic structure remains.

The canal by contrast to the rail track, acted as a linking element which complemented the turnpike route from Warwick and directly served numerous wharfs that have since been lost, as the activity on the water changed to leisure purposes.



It is the uses that continue to evolve, including as a long distance walk, the Grand Union Way, a cycle path, as well as a waterway link to London and Birmingham. Evidence of the value to the local community is seen in the local groups who have adopted it and who help maintain its appearance; litter picking, planting and the like.

There is a lack of active edge apart from Rushmore Terrace in the lee of St Mary's roadbridge. This length is not secluded, but apart from St Marys and Sydenham Road bridges, traffic noise is mainly from the main line goods and passenger trains.

The WDC Parks and Open Spaces audit detailed consultation, revealed that smaller sites were of significant value and should not be underestimated. They sometimes provide no more than a bench but give residents the opportunity to relax, chat or read; many people do little more when appreciating some of the larger parks and open spaces. A typical example of a small site given is Clapham Street open space in Leamington, which is only 0.06Ha in size, but offers an area for relaxation in a residential urban area.



ST MARYS ROAD BRIDGE 37A

Use of the canal after dark introduces elements that could change the character. Some low-level lighting preferably of the face of buildings could be introduced to offset feelings of insecurity amongst some users, however care must be taken not to over illuminate as this has a deleterious effect on bats using the corridor as a route. Equally though the sparkle of individual lights dancing on the surface of even relatively still dark canal water can be part of the intrinsic charm as anyone who has been to Venice or Amsterdam will attest.

Increasing activity is a key element in safety, so developing the connections and improving accessibility

both physically and through greater awareness of the length as part of daily journey to work or school.



Access points to the towpath are limited to Clapham Terrace and Sydenham Drive on the south side. Some streets on the northside were cut off during General Improvement Area works towards the end of the last century and these might be revisited.





Willes plan had roads laid out along and across the canal. Jackson designed St Mary's in the fields to encourage this growth to the east of the existing town. It was over a century before the canal crossing turned agricultural land into employment areas and housing.



Before St Marys road was extended in the twentieth century, there was a transhipment basin opposite and then allotment gardens. The opportunity to recapture some waterspace in the future should be considered as part of siting as a landmark on the planned axis of St Mary's Road, shown on JG Jackson's 1841 Planned vista that originally stretched from Willes House to Whitnash Church.



1925 REVISION OS

Rushmore Terrace which takes its name from the farm across the canal, is an example of some of the past waterside development at the end of St Marys Road. Old plans indicate something similar before the old peoples units were slotted in on the eastern side.



### Bridge 37A St.Marys Road

Under the enclosure award of 1768, the Wise family of Shrubland Hall got 170 acres of land extending towards Radford Semele to the east of the settlement. This included Sydenham Farm, and the cottages , which belong to the farm and appear on 1887 Ordnance survey and remains on the 1950 edition.



1950 EDITION OS

There was also a polo ground, established in 1884, that lasted for 30 years, to the south of the farm. It was

managed by the farmer, Joseph Stanley, who leased the farm from the Wise family until 1920's. when Arthur later Alderman Tickle took over



AERIAL VIEW OF DEVELOPMENT REF SYDENHAM HISTORY GROUP

In the aerial view taken in the early 1970's, Two new bridge crossings over the canal are visible and the line of the abandoned railway to Rugby. The employment land between St Mary's Road and what was originally planned as the town's eastern by pass, Sydenham Drive, ran alongside the canal. It included the Ford main dealer Soans who opened in 1967 and also in 1969, Elizabeth the Chef, an operation at its peak employing 350 people, supplying the supermarkets as well as shops throughout the district. 50 years on much of this is now being turned into housing land. The canal borders the current Leamington Conservation Area. The



potential impact on the character and appearance of the Canal Conservation Area is considerable.



The employment sites on the offside of the canal that were part of the development of waterside allotments and Sydenham Farm in the latter part of the twentieth century had a screen of vegetation along an embankment. That planting is protected to be retained now that they have become housing land. There is a margin for a sewer that sees the housing set back.



OFFSIDE EDGE PLANTING SAFEGUARDED

The western block has balconies and openings facing the canal. A wildflower grassed area is included between the apartment block and the canal as a communal amenity space. The retention of existing trees and planting of dogwoods, hawthorn and blackthorns, should help to



maintain an appropriate informal character adjacent to the canal. Given the landscape margin along the water edge, some mooring to provide an active frontage onto the canal offside might be advantageous. In the past there have been at least seven wharfs and two basins along the old town stretch on this offside bank. The developers in their Design & Access statement, decided against moorings as part of their proposal.

Space within one of the various redevelopments should be made available to support community use, particularly if it engages with the waterspace as well as enjoying the other benefits arising from the legacy of the construction of a canal.

The open space is welcome alongside the canal and the layout supports movement to and through the space. However the western portion which has two blocks of apartments and the waterside margin is semi private space means that the pedestrian route is taken out to St Marys Road to go around this and then over the canal bridge, so is diminished in value as it loses connection. A mapping of the pedestrian movement framework along the canal corridor might have revealed this issue. There are still some residual employment uses including a kitchen retailer.





FACTORIES CLEARED TO CREATE NEW HOUSING



The existing pedestrian underpass route under the Sydenham Drive canal bridge emerges alongside the new open space margin.

The character of a waterway is very often green through natural regeneration, even in an urban area. With changes and new development planting is essential to retain and reinforce character and bring enhancement to the ecological richness of the corridor. This has emerged as a key element in the cultural value attributed to the canal as a legacy.



There will always be some who don't abide by or perhaps understand the unwritten rules of shared open space. Attempts to restrict poor behaviour should not be allowed to lock out the mobility of others.



DISCRETE, SAFE AND APPROPRIATELY SECURE BOUNDARY TREATMENT,

There may be an opportunity to encourage wildlife with habitat creation including bird and bat boxes. Planting that encourages insects is part of this move to retain biodiversity, that is supported by the Canal & River Trust.



TOGETHER THE OFFSIDE BOUNDARY AND THE BOUNDARY AT THE BACK OF THE TOWPATH MAKE THIS AN ATTRACTIVE WALK





## Sydenham Drive Bridge 37



The towpath continues east toward open countryside and visitor moorings have been provided for boaters to use the shops and pub. The towpath is relaxed and just needs keeping clear of overhanging vegetation. The strip of vegetation softens the piled edge put in in the 1930's, acts as a place for mooring spikes and helps define the edge visually.



The rest of the length from Stanleys Bridge (rebuilt as Sydenham Drive) was used to provide new housing for the town. The former allotment gardens to the north of the canal were used for St Anthony's school and Cowdray Close a strip of 14 semi-detached houses that back onto the canal towpath. These are poorly sited so that, as the land falls towards the west, the amenity space between the towpath hedge and the back of the house is also reduced. This has resulted in some unfortunate boundary treatment that harms the canal, particularly at the far end of Cowdray Close beyond the hammerhead.







BRIDGE 37 LOOKING EAST

Numbers 1, 3, 5 & 7 Sydenham Drive were built as cottages for farm labourers in 1950. Two were for Sydenham Farm and two for Newbold Comyn Farm. In April 1959 tickle sold the farm land to AC Lloyd. The old bridge on Stanleys Lane was replaced and the new road, named Sydenham Drive, built in 1964, when work began on the new estate for 2500 people. Local builders AC Lloyd engaged the famous architect Frederick Gibberd at the behest of the Leamington Society, who were critical of inadequate and monotonous post-war developments in Lillington and Whitnash.

## Sydenham Estate

Appointed in May 1962, Gibberd said, "I am not sure I am at all the right person to do this job for you because, being interested in urban design, what I would really like to see built is something as splendid as Old Leamington Spa; whereas what the public properly wants is rows of detached and semi-detached houses all of them different". By 1967 the estate having become established, he was able to say "it was becoming a small neighbourhood and not just another housing estate."

Sir Frederick was knighted in 1967, having set up his practice in 1930 and published books on town design and visual planning. He died in 1984.



CANALSIDE PUBLIC HOUSE THE FUSILIER

Offside east of Sydenham Drive has neighbourhood pub and shops and takeaway.



Gibberd's masterplans for places like Harlow gardens, as here, demonstrate his appreciation of landscape in placemaking. The waterside walk is a benign route, fenced so that adults can rescue anyone in difficulty. The walk links to the green lanes that run between the housing blocks and extend the connection to the Historic Canal. The public realm embraces the water with vistas up and down the canal.



The estate is illustrative of the changes to urban areas wrought by increasing cars, crystallising in the Buchanan Report, Traffic in Towns. Radburn design housing is a concept for planned housing estates, derived from the



English garden city movement and culminated in the 1929 Radburn estate New Jersey USA, a National Historic Landmark . When Clarence Stein was commissioned in 1929 to design a Masterplan for the Radburn estate he set out to build a 'garden city for the motor age'. The housing layout used at Radburn was to create a pedestrian circulation system that allowed people to walk to the local centre, park and the school without the need to cross a road. It did this by the simple expedient of super blocks 300m by 600m with a series of cul-de-sacs pointing into the centre of each block. 'Traffic in Towns' called them environmental areas. These cul-de-sacs provide car access to the front of each home while a separate pedestrian network links to the back gardens via which residents can walk through a central area of open space to local facilities. The concept was turned inside out in Britain, whereas the houses in the original Radburn faced onto a street, British planners decided to turn them around so that they fronted onto the pedestrian network with cars relegated to rear parking courts beyond high 'rear' garden fences, these were seen as vulnerable to crime.



GREEN LANES EXTEND INTO THE NEIGHBOURHOOD FROM THE CANALSIDE

The benefit of this design approach along the canal is that there is a public realm and activity alongside the waterway, as well as trees and bushes. Anyone living there can make walking part of their daily activities. The

number of dwellings with at least a partial view of the canal corridor is two to three times that of Cowdray Close on the towpath side, where back gardens abut the boundary hedge.



CANAL ACTS AS A FRONTAGE TO OFFSIDE HOUSING

The offside treatment in Sir Frederick Gibberd's layout has short terrace looking onto the canal from a green walk which extends the views between short terraces to Gainsborough Drive and onto the central amenity space at the heart of the horseshoe layout.

The Sustrans National cycle route 41 uses the towpath and a stepped ramp to get to Newbold Comyn for the route through the town.



The estate is a good example of comprehensive design to address the impact of the increase in car ownership and the noise, fumes, severance and visual intrusion this brought. Not least it was in response to the risk to children of using roadways at a time when fatalities were increasing. The risk of a waterway is more predictable, safe use can be learned, and at a younger age parents manage their children to stay out.



LOOKING WEST TOWARDS BRIDGE 36 GULLEMANS