

Bridge 36 linked the Radford Road to Wharf cottage on the offside and to the lime kilns, and is known as Gullimans Bridge. The Sydenham estate housing and Gullimans Way mark the eastern extent of Leamington Spa. The towpath here is a metre and a half above the road and there are vistas out to the Comyn. Wharf cottage was demolished to make way for AC Lloyds development and the lime kilns disused.



GULLIMANS BRIDGE REMAINS FOR WALKERS AND CYCLISTS

There is some further infill housing alongside Gullimans Bridge before the brook acts as a green boundary. The brook passes under a brick aqueduct on the canal, before passing under the road and feeding into the Leam.



AQUEDUCT OVER THE BROOK

At the former Wharf cottage, one occupant was Harry Godfrey who ran lime kilns using lime stone brought by boat from Stockton to Gullimans's Wharf, where it was burnt for use in building and to improve farmland. There were further lime kilns at Emscote and Guy Cliffe wharfs. Coal merchants were based in the town at Eagle and Ranelagh Wharf.



RELAXED TOWPATH STRETCHES TOWARD THE COUNTRYSIDE

Radford Hall Brewery and a now dismantled railway completed the length to the east as far as Radford Road. There is now a modern engineering complex on the offside occupying the former brewery site, with the wooded valley to the west.



FISHING IS A TRADITIONAL LUNCH BREAK ACTIVITY

Improved access to the towpath could be beneficial. Ramped access at this bridge 35 is proposed, suitable for cycles, buggies and wheelchairs.



RADFORD ROAD BRIDGE 35.



The view from the road is of the Newbold Comyn. A layby here is available for canal users.

LENGTH 6: FOSSE

Radford Rd bridge 35 to Welsh Rd bridge 30 locks 23-18 7.5km

Grand Union Canal 1929 (Warwick and Napton Canal 1794)

SUMMARY

The Grand Union length of the Warwick and Napton canal starts at Bridge 35 on the Radford Road and continues for 7.5 km as far as the Welsh Road (Bridge 30) where it enters Stratford district. A predominantly rural section, the canal follows the valley of the River Leam and then rises towards the junction with the Oxford Canal near Napton. Centenary Way makes use of the towpath here as far as Longhole bridge, and Sustrans Cycle Route 41 also uses the towpath as far as the railway viaduct.

Newbold Comyn, the countryside park to the North makes the transition from Town to country. The wetlands of the Leam Valley Local Nature Reserve lie close to the River and the canal. South of the canal the ground rises to Radford Hall and the Church of St Nicholas on the skyline, both listed, before the former railway embankment encloses the waterway in this direction. Here the canal is perched perilously above the Leam and excess canal water flows into the river at this point. Above Butt Bridge 34 sits the lodge to the Grade II* listed Offchurch Bury. Radford Bottom lock 23 no longer has a Lock cottage, but the impressive railway viaduct 33A remains. The Sustrans route 41 leave the canal here and takes the route of the dismantled railway line towards Rugby - Offchurch Greenway.

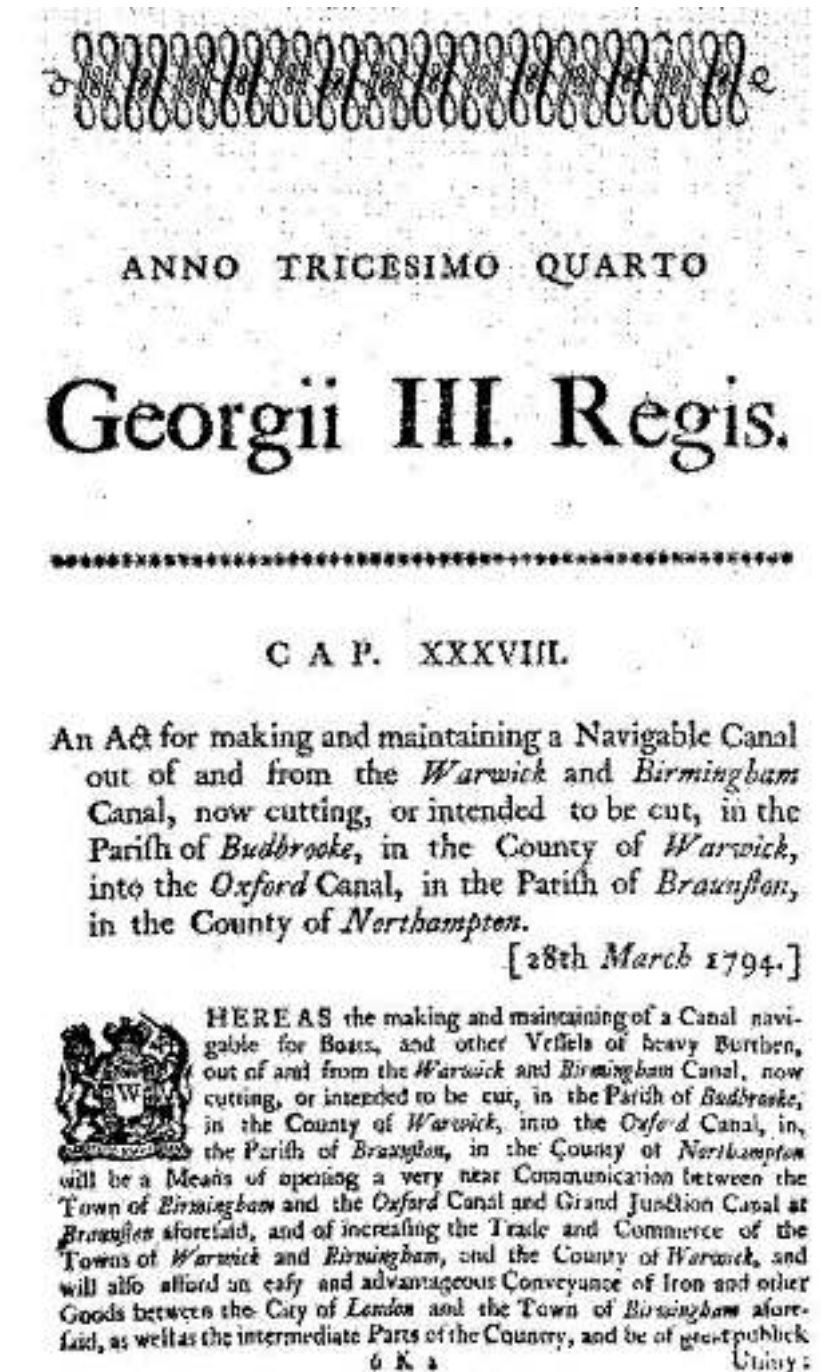
A marshy area of land at the back of the towpath between the canal and the millstream is lightly wooded. Canalside Community Food is a Community Supported Agriculture scheme for people in Leamington/Warwick area is based at Leasowes Farm to the south of the canal, linked by a track down to Bridge 33- Pope's bridge

As the ground rises there are locks at intervals all the way up to the district boundary with the Welsh Road. The route is flanked by hills. The roman Fosse Way crosses the canal at Bridge 32, where there is a wharf and canal cottages. Lock 20 is Fosse top lock.

At Longhole Bridge 31 the Centenary way leaves the towpath travelling South along Ridgeway lane towards Harbury. HS2 works here will undoubtedly have an impact because of their elevated crossing. Welsh Road an old drovers road is Bridge 30 and lock 18 .



WELSH ROAD LOCK, BRIDGE AND COTTAGE



The A425 to Southam, the Radford Road crosses the canal and marks the start of this length. The road bridge is undistinguished, with metal parapets and crash barrier marking the transition from town to country . The wooded margins of Newbold Comyn register the amenity space to the North.



ELEVATED ROADWAY HAS SMOOTHED OUT BRIDGE OVER THE CANAL AND A STEEL ROAD PARAPET IS INTRODUCED.



WEST TO BRIDGE

The bridge below the road deck retains the original red brick from 1795, when 20 men were taken on to dig clay to make bricks for the canal works.



SKYLINE VIEW OF RADFORD WITH CHURCH AND HALL ON THE RIDGE

The land falls north toward the river and so the canal is banked up above on the towpath side. St Nicholas church and Radford Hall sit above the canal. Radford Hall was built in the 17th century and remodelled in the 1800s by William Thomas, architect of some of Leamington's best buildings. The hall has since been converted into flats, with development in the grounds. Together with the church of St Nicholas, restored following a major fire, and the former vicarage, the Glebe House, these form an attractive group of listed buildings. Newly developed houses at Church End and in the grounds of the Hall and Radford Hall Farm complete this original part of the settlement. It is thought possible that a medieval village existed here.



WEIR TO LEAM WITH EXTENSIVE VIEW TO THE WOODED NEWBOLD COMYN BEYOND

This character length is the end of the five mile pound. As well as locks and bridges it includes weirs to take the surplus water to the River Leam that is close by.



EAST FROM BRIDGE

Open views out in both directions accompany the move into the rural part of the district, with towpath hedge and soft margins to the water masking the concrete planks that retain the bank and protect it from erosion from passing boats. A drawbridge some 300 metres from the road was here in the 1890's, but disappeared during the creation of a wider channel in the 1930's. A new footbridge across the Leam from the towpath could provide access to the Comyn, subject to impact on the wildlife and ecology, before the fall to the Leam becomes too steep.



WDC NEWBOLD COMYN IN RED ADJACENT TO CANAL AND RIVER LEAM

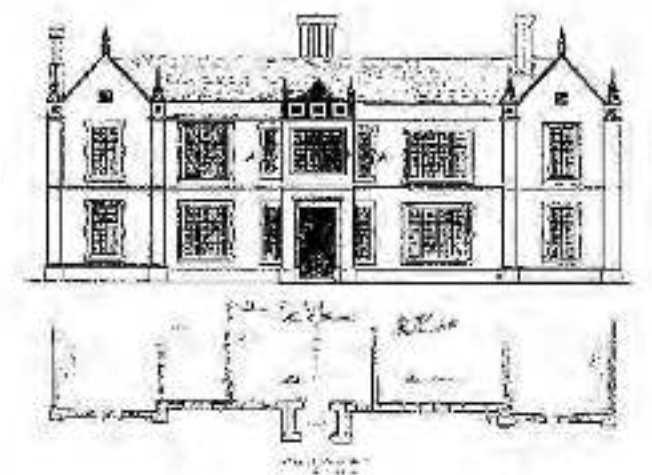
North of the canal here is Newbold Comyn Park, part of the attractive landscape on the approach to Leamington from London, with, to the east, Offchurch Bury Park



The towpath sits on an embankment terrace as the land falls north. The remains of an embankment on the south side, that was formed for the railway loop back to Rugby. It is well wooded and was known as Ice House Spinney in the nineteenth century. There is a canal basin close up to the railway that may have been used for transshipment or in the construction of the railterack in the 1850's.



Radford Semele



The 17th century Radford Hall remodelled in 1834-7 by local architect William Thomas. The top shows his

survey, then he remodelled it middle as picturesque, and bottom is his final symmetrical design.



He also carried out modifications to the church of St Nicholas, now restored following a major fire. With the former vicarage, the Glebe House, these form an attractive group of listed buildings. Newly developed houses at Church End and in the grounds of the Hall and Radford Hall Farm complete this original part of the settlement. It is set on higher ground than the canal which is built on an embankment as the land falls towards the Leam. Radford became separated from the canal by the now dismantled railway. After Thomas's works in 1837. Thomas left the district following the bank crash and became one of Canada's most famous architects.



Radford was known for miles around for its beer. In 1900 a new brewery was constructed. Owing to a greatly increasing demand the building was extended in 1907. A malting kiln was constructed in 1911. The brewery had a boat for transport of coal.

The majority of Radford Semele lies south of Southam Road, with 64 and 66 Southam Road timber framed buildings that are grade II listed, and the 1622 listed White Lion former coaching inn and now public house a 17th-century building that was also altered in the 19th century and has suffered fire damage since. To the north of the main road is Offchurch Lane and the Manor House which is possibly 18th century, although subsequently altered in the 19th and early 20th century. Offchurch Lane leads back to the canal.



THE MANOR HOUSE SOURCE - OUR WARWICKSHIRE



Radford Bottom Lock

Offchurch Lane crosses the canal at bridge 34, Butt Bridge. Offchurch Wharf, mainly used for stone, is on the offside below the lock. Radford Bottom Lock 23. There was stabling for 11 horses along with a lock house. The lock keeper is said to have sold sweets, vegetables and corn, whilst boating families would stop here sometimes to have babies with help from the local mid wife, despite both Warwick and Warneford Hospital being canalside.



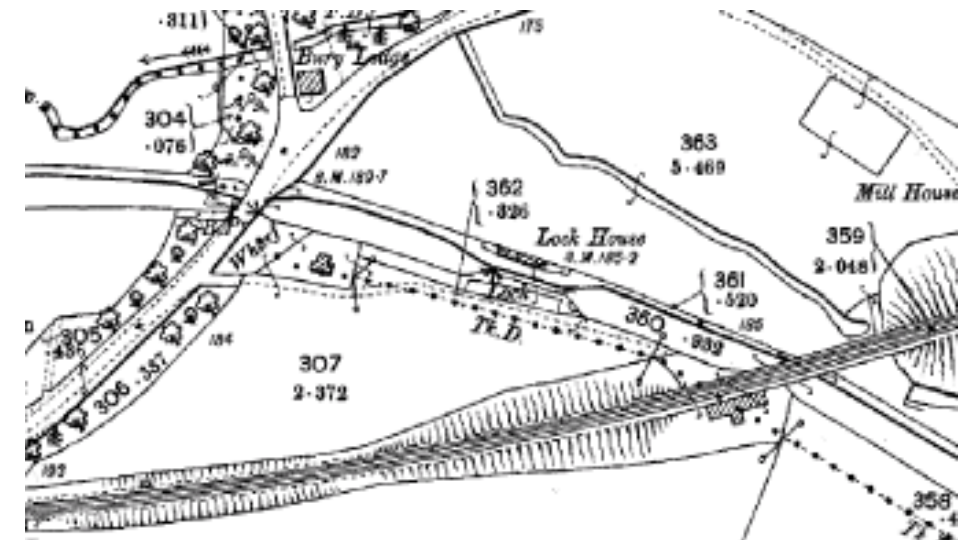
BRIDGE 34 FROM THE WEST

The locks allow the canal to climb the higher ground between Offchurch and Radford Semele. It follows the line of a stream that flows back west into the Leam, and is fed from these hills.

This is the site of an ancient water mill, recorded as Quinton Mill on Yates Map of 1793, with the canal to the south of that. West and North of the canal is the entrance to Offchurch Bury. The Bury was remodelled at the time of the canal's construction in the mid 1790's by John Knightley, following his marriage. He may also have had some influence on the alignment of the canal at this time. The lodge building is suitable for local listing. Offchurch is the burial place of Offa, the Saxon king of Wessex.



LODGE TO OFFCHURCH BURY



1900

Radford, lock 23, is the first of twenty locks that lift the canal 146' to join the Oxford Canal at Napton. Back pumps were installed here in 1942 to return water from the bottom level.



100 metres east of the Lock is a magnificent skew viaduct also suitable for listing. It is what remains of the rail link from Leamington Avenue station that looped back to the mainline at Rugby. Leamington to Rugby took 22 minutes and less than two hours to London Euston on this route.

There was a structure on the south side of the viaduct in 1900, there is now a world war two pill box, suitable for local listing. It, along with concrete restrictions at Longhole Bridge, is a reminder of how the canal infrastructure was regarded as part of the defences against invasion. The Ministry of War Transport took control of the canals in 1942. It was a precursor to nationalisation in 1948, under the Docks and Inland Waterways executive- becoming British Transport Waterways in 1955 and British Waterways Board in 1963. The government had previously assumed control in 1917, when many canal staff had enlisted or gone to work in the munitions factories. Government control was phased out in 1920.



Charles Handley had revised the canal's route from Offchurch on to make it four miles shorter and to avoid an 800 yard tunnel at Leamington Hastings. Taking a more southerly route to Napton would save £50,000. The canal through Warwick and Leamington was largely finished apart from the Avon embankment by 1796. It was 1799 before Handley started on the locks here near Offchurch yet they were opened for trade the following year in March 1800. An important contributor was John Tomes, providing £2900 to complete, as some of the shareholders had defaulted. John Tomes was a key figure in the development of Warwick and Leamington. He gave up his legal practice in 1815, but remained active on the canal committee and became MP for Warwick. He died in 1844, having been on the canal committees for fifty years and instrumental in facilitating the growth of Leamington through his advice to landowners and establishing consortia to develop.



A spectacular railway viaduct skews across the canal above the lock and now forms part of a footpath and cycle network. This is a fine example of Victorian prowess and forms an important element in the landscape corridor. Cyclists and walkers can use the track for 1.5 miles north. It is called the Offchurch Greenway and forms part of the Sustrans National Cycleway 41 that starts in Bristol along the Avon

Gorge and uses the Gloucester and Sharpness canal too, the intention is to complete it to Rugby, taking in Cheltenham, Evesham and Stratford.



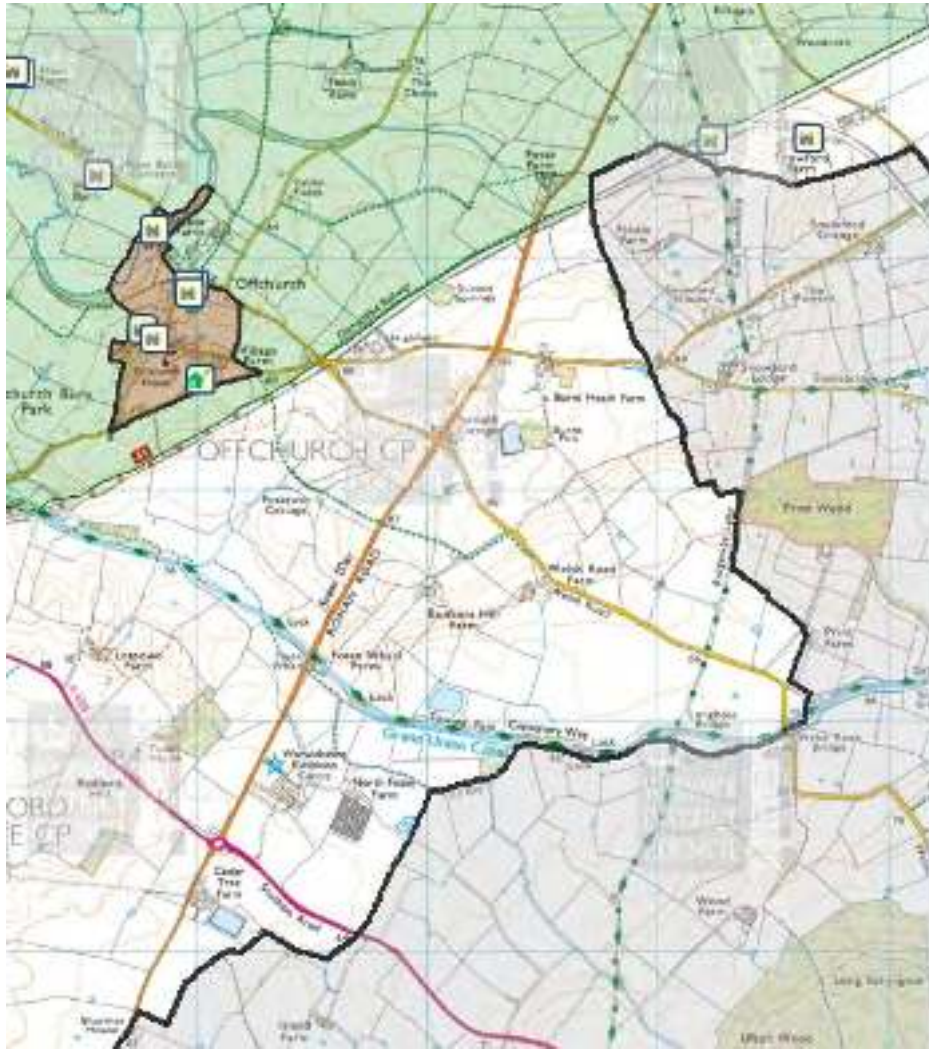
1844 was when the railway from Kenilworth arrived at Milverton, by 1851 the loop back to Rugby was open. It was a time of changing fortunes. Dividends on the Warwick and Napton in 1844 dropped to £3.50 from £7.50 the year before. By 1851 dividends ceased for the next twenty years. Pickfords the carriers, had made extensive use of canals with a regular service from Warwick Leamington to London and other cities on the extensive network of canals that had been put in place to link the navigable rivers. Pickfords had 116 boats and 400 horses before the railways came. By 1847 they had sold their boats. Some other carriers took over, such as Whitehouse and Crowley. The Grand Junction Company, fore runners to the Grand Union Company, also purchased boats and began carrying.

The Rugby & Leamington Railway was purchased by the London North Western Railway (LNWR) soon after its incorporation and built the line itself. The line from Rugby's LNWR station to Leamington (Avenue) was first opened on 1st March 1851 and was originally built as a single line throughout. Birdingbury and Marton



were the initial intermediate stations opening with the line and provided both passenger and goods services from the outset. Dunchurch was opened for passenger services on 2nd October 1871 and its goods yard from 1st February 1872.

Ralph Rawlinson wrote in LNWR Yahoo Groups, '*In 1863 there were six passenger trains on weekdays and one on Sundays the journey taking 40 minutes*'. Ralph continued '*Most of the line was doubled by 1884 and traffic slowly increased until by 1922 eleven trains were run. In 1949 it was down to six trains on weekdays but these ran to and from Warwick. The passenger service was withdrawn in 1959 but the line remained open as far as Marton Junction until 1985 to serve the Portland Cement Quarry at Southam on the line to Weedon.*' Ref warwickshirerailways.com



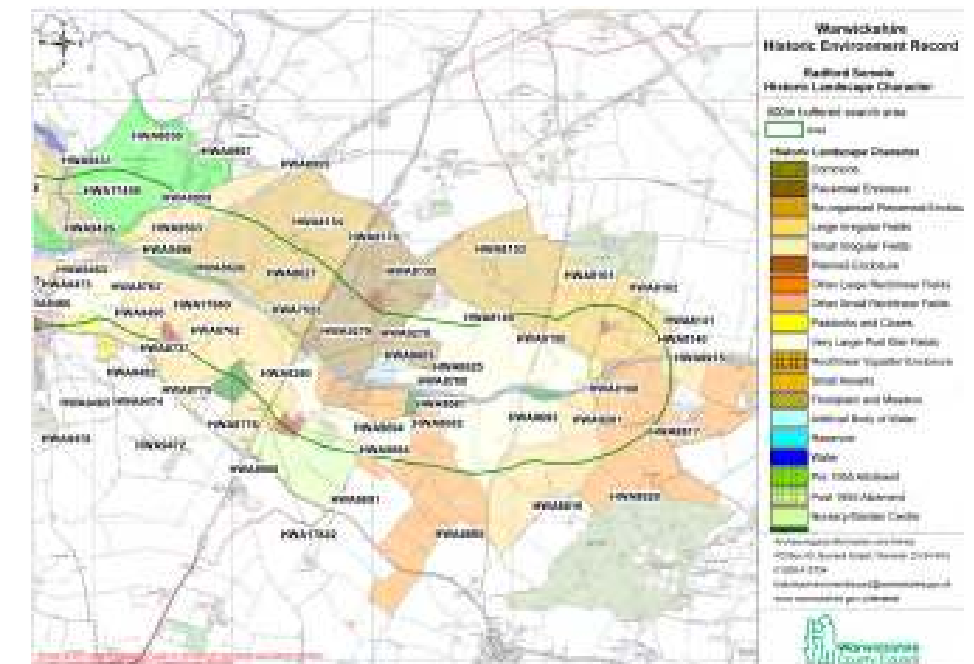
In 2018 New housing is being developed on the urban fringe towards the viaduct, on the south side of Offchurch Lane. The landscape beside the canal is not part of the green belt, however it is part of the setting of the canal as a local and national asset, accessible on foot , cycle or boat and valued both for cultural and natural heritage significance..



Bridge 33 Pope's bridge is a little over 600 metres east of the viaduct, and connected the pump house and stream at the rear of the towpath to Leasowes Farm.



A further 200 metres is the bottom of the three Fosse locks. The bottom Lock, 22, originally had a house and stabling until demolished.

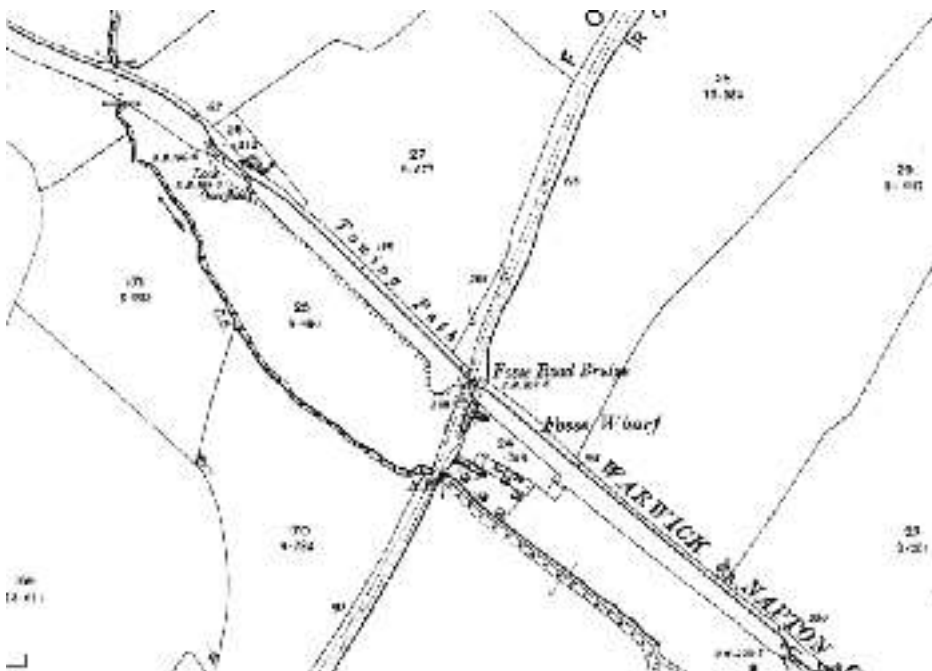


The historic landscape character is mapped as part of the Historic Environment Record. It is available from WCC along with archaeology.



30'S METAL MOORING BOLLARDS WITH THAT MICHELIN STYLE LOOK

The middle lock is 320 metres further, followed by the wharf at the Fosse. The Fosse is part of the Roman infrastructure going north to join the Watling Street. The wharf here had sheep pens for washing sheep at the east end. Stone and sand were loaded here and there was a granary for corn. Wheat was loaded here by local farmers Staites and others, to be taken to Kench's Mill at Emscote for Milling. The Navigation Water Mills was another Tames and Handley project shortly after the canal opened and was subsequently operated by the Kench family.



The original narrow locks now function as weirs between the locks, which regulate the level, there is also back pumping up the flight to ensure water supply. Electric pumps were installed at Fosse, Woods and Welsh Road Locks. Small pump houses with barrel tops remain. In addition to the wharf buildings,

On the north side are a pair of cottages built in the 1930's by the canal company. The cluster of buildings at these locations is something that recurs throughout the canal system.



Fosse top lock is 250 metres north of the bridge crossing, which has been rebuilt as a concrete slab structure. The impact of vehicles is audible and visible. The lock by contrast is well enclosed by trees and hedgerows. This is also true of Wood lock, lock 19, that is well screened.



At the back of the length along this towpath is a large water storage facility, that has been screened by trees. A reminder perhaps of how changes need to be well considered if they are not to intrude on the character and appearance of the corridor.



The Ridgeway Lane currently crosses the canal at Longhole bridge, bridge 31. There was a wharf here too. The canal carried lime which was used by farmers as well as builders.



1831



HS2 will enter Warwick District from Stratford-on-Avon District to the south, crossing over the Grand Union Canal. The proposed Longhole Viaduct will be approximately 140m in length, followed by an embankment up to 9.5m in height that will run for approximately 825m up to Welsh Road to the north-west. As a result Ridgeway Lane will be diverted under the viaduct to allow for the viaduct and embankment construction and then to provide access to agricultural land and a public right of way. To the north, Welsh Road will be realigned over a length of around 750m to pass under the railway line to the south of its current alignment. A drainage balancing pond will be constructed to the east of the route off Ridgeway Lane. The HS2 Act disapplies the normal controls requiring conservation area consent and listed building consent under the Planning (Listed Building and Conservation Areas) Act 1990, for the demolition, alteration or extension of listed buildings and unlisted buildings.



Bridge 30 at Welsh road overlooks lock 18 and the cottage one of six constructed by LG Speigh,t the 1930's contractors for the Locks and three bridges, two at Hatton and this one at Welsh Road.

The work of rebuilding bridges including Hatton Middle and Hatton Hill was done by AE Farr. Over 1000 men were employed, many previously unemployed on the project. Grand Union Staff did the works on the length including bank protection. The concrete piles are sometimes dated. A formal ceremony in 1934 by George the Duke of Kent, younger brother of Edward VIII and George VI, followed by a six course lunch at Shire Hall marked the opening. Whereas originally in 1800, the men employed on the Warwick and Napton canal were treated to dinner and beer at the Black Swan, George and Kings Head Inns in Warwick at the company's cost of 3 shillings(15p) per head.

LENGTH 7: LAPWORTH

Stratford upon Avon Canal Acts 1793,1795,1799 and 1809

Hockley Heath Bridge 25 to Yarningale Aqueduct 16 km 10 miles

SUMMARY

Approximately 10 miles of the Stratford on Avon canal pass through Warwick District. Starting just beyond Bridge 25 at Hockley Heath, the canal travels east to Kingswood, and then South to Yarningale Aqueduct near Bridge 34.

This is a much more rural and intimate canal with narrow locks and split bridges, often at the heel of the lock. It also has drawbridges and barrel vaulted cottages which are unique to the Stratford-on-Avon canal. The North section as far as Kingswood was built between 1793 and 1802, whereas a further act in 1809 meant work to complete the canal to Stratford took place between 1812 and 1816.

The canal follows the same route as the Old Warwick Rad, sometimes lying below it with a wooded embankment, later at grade when the road intrudes a little more into this tranquil scene. It passes north of Lapworth village with the church visible on the skyline. After Packwood Lane the canal descends steeply down a flight of 9 locks with extensive views to the north east across the park to Packwood House. This is a popular walk with a café and pub. The lock keepers cottage and 9 locks are listed.

Passing under Mill Lane the canal descends again tuning south to Kingswood Junction. Arguments over water preoccupied the canal companies, but eventually a short straight link joined the two canals. This is a complicated 19th Century engineering feat. The canal crosses Rising Brook and then the railway from Oxford to Birmingham sails over the top on a long embankment which dominates the landscape to the South.

The canal continues on to Lowsonford and the Avon at Stratford. A famous battle took place at Wilmcote in

1959 to preserve the right of navigation and this went on to secure the restoration of this canal and encourage the restoration of so many more by volunteers. Queen Elizabeth the Queen Mother opened the canal restore by volunteers and prisoners and it was leased to the national trust, eventually being returned to British Waterways.

This manmade canal is abundant with flora and fauna and provides a charming intimate walk through the Warwickshire countryside.



LOCK 8 LAPWORTH FLIGHT



NATURAL WATERSIDE MARGINS CREATE INTIMATE FEEL



BRIDGE 38 BROME HALL BRIDGE

Location and History

In the 18th century the River's Severn and Avon provided water transport to Stratford, while coaches and wagons travelled the rudimentary roads between the towns of Birmingham, Warwick and Stratford. During the 18th century, improvements were made to the river, and tolls charged on the increasing traffic of coal, agricultural produce, stone, manufactured goods, etc., to and from such towns and Stratford-upon-Avon. The limitations of river navigation were really felt with the watershed that separated the growing manufacturies from markets, and the reliance on packhorse and carts.



LIFT BRIDGE 26

At the end of the eighteenth century a network of waterways had covered the Birmingham area making it possible to send Birmingham goods, by canal, to many parts of the country. The success and usefulness of the Birmingham Canal Company Act 1768, stimulated other companies to obtain Acts, it was the period of canal mania. It was envisaged that coal from the Dudley area, firebricks, and salt would travel south, and agricultural produce, grain, and limestone would be carried back.

The Stratford upon Avon Canal was authorised by an initial Act of Parliament in 1793 and additional Acts in 1795 and 1799. Cutting began in November 1793 at

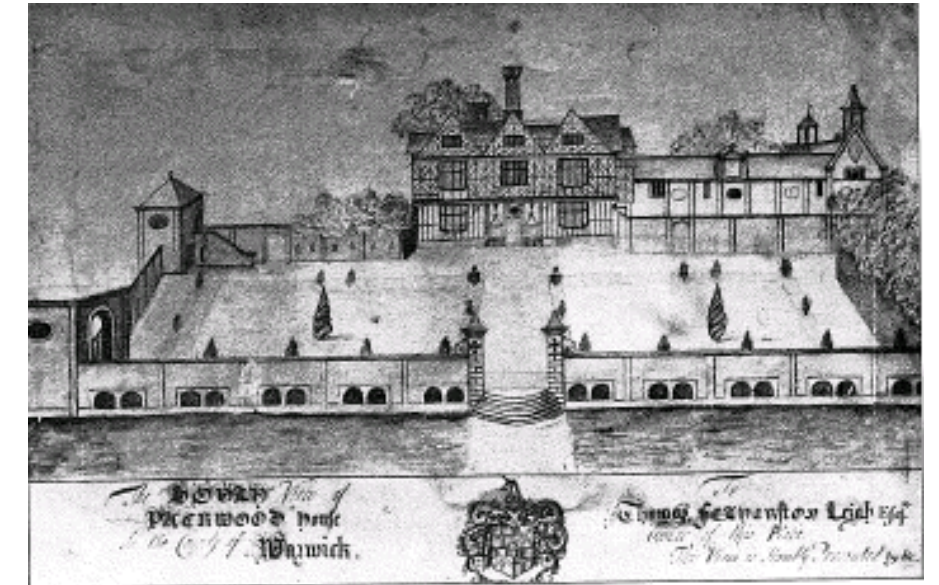
Kings Norton on the Worcester and Birmingham Canal and went as far as Hockley Heath. The northern section was completed to Kingswood and connected to the Warwick and Birmingham by 1802. In 1809 a further act enabled the work to start again south in 1812 and the full canal was opened at its junction with the River Avon at Stratford on 24th June 1816.

As completed the canal was twenty five and a half miles long and had cost £297,000 to build. The major constructions on the canal include 56 locks, a 352 yard 16 feet wide tunnel, a large single span brick aqueduct and three cast iron trough aqueducts, three high embankments and a reservoir. The Stratford canal company then extended their line further by Tramway built to Morton in the Marsh in 1826 with a branch to Shipston upon Stour in 1836.

In the early days, heavy goods were carried to Kingswood from industrial Staffordshire and Worcestershire, using the Dudley canal and along the Northern Stratford-upon-Avon canal heading south along the Warwick Canals. The two Warwick canals were open to trade from Birmingham to Napton on the Oxford Canal in 1800, the same year the Grand Junction Canal opened from Braunston to Brentford with a temporary railroad across Blisworth Hill.

By 1805, when the Grand Junction was finally completed, the county town of Warwick was at the heart of major new waterways from the industrial Midlands to London.

The Stratford upon Avon Canal edged the Packwood estate of Mr Featherstone to the north and that of Philip Martin largely to the south of Old Warwick Road. There are historic timber framed houses in the vicinity of the canal from the former Forest of Arden, with red clay being burnt for local brick and tile making. Limestone was quarried locally, coal was needed. Trade on the canal steadily increased to a peak in 1838, with 181000 tons in that year; 50,000 tons of it was coal, with



agricultural produce malt and corn going up to Birmingham; but with the coming of the railways trade was gradually taken from the canal. The Stratford Canal Company sold out to the Oxford, Worcester and Wolverhampton Railway Co in 1856. Three years later the railway company also bought the Upper Avon navigation. Ownership passed to the Great Western Railway in 1865. Great Western Railway controlled all the water and rail routes to Stratford and the river navigation was allowed to gradually decay, as was the southern section of the Stratford-upon-Avon Canal.

In the twentieth century, the Stratford-upon-Avon Canal saw the GWR replace a collapsed bridge with a 'temporary' steel structure that prevented the passage of most boats. LTC Rolt, a trained engineer and the writer of *Narrowboat* (1944), and an enthusiast for industrial archaeology, wrote and publicised this in Parliament, and announced his intention to exercise the right of navigation. As a result the railway company had to lift the steelwork to allow passage.

The canals were nationalised in 1948 as part of the British Transport Commission. Then in 1958 Warwickshire County Council applied for the abandonment of the southern section of the canal to enable them to erect a new bridge at Wilmcote as part of road improvements. The Inland Waterways Association led opposition. Architect David Hutchings was appointed director of operations and, under his

leadership, volunteers from various Waterways Societies, Boy Scouts, the Armed Services and later prisoners from Winson Green prison, carried out the restoration work from 1961 to 1964. The threatened closure was prevented and the southern section was restored and formally reopened in 1964. It became part of the National Trust.

A Lower Avon Trust was formed in 1950, it acquired property navigational rights before restoring the River in 1962 from Tewkesbury to Evesham. The Upper Avon navigation trust followed in 1965 to finish the task and by 1974 the whole river up to Stratford was opened.



LAPWORTH FLIGHT LOCK 7

Of the fifty four locks on the Stratford canal, Lock 2 near Lapworth Hall to Lock 33 at Yarningdale are in Warwick District. All of these are narrow locks with single gates having ground paddles by the top gate and gate paddles at the bottom gates, some twin and some single. The lock chambers were originally brick lined with sandstone copings from the Forest of Dean. The integrity of the chambers and wing walls, particularly on the southern section, has survived despite patching and repairs with a wide variety of different materials, with the copings having also been repaired in a variety of brick, stone and concrete infilling.

Bridges run from Bridge 25 near Hockley Heath to Bridge 44A on the way down to Stratford at Yarningale Common; the numbers going south to Stratford, whereas the Grand Union is numbered north to Birmingham. The design of bridges, particularly the cast iron decks split to allow tow ropes to pass through are a distinct characteristic of the South Stratford. The sweeping brick parapets are a key element too. The Horseley Iron works aqueduct at Yarningale, dating from 1834, is the boundary of Warwick district. It is the smallest of the aqueducts, the others part of the 1813-16 works under Whitmore, are at Wootton Wawen and Bearley/Edstone. Cast Iron Aqueducts are rare. Yarningale was installed when the Grand Union burst and flooded the stream running under the Stratford canal demolishing the original structure on July 28, the canal was reopened on the 23 August 1834 with this cast iron trough in place. The diamond shaped cast iron were signs added by Great Western Railway to proscribe weight limitations on some bridges.



LOWSONFORD LISTED LOCK, BRIDGE AND COTTAGE

Also built as part of the 1813 works are six barrel vaulted lock cottages, including one at Kingswood Junction, where there is also a canal managers house with a polygonal front overlooking the canal; one at Dicks lane, lock 25; an isolated one at lock 28; the one

at lock 31 at Lowsonford, with lock 34 at Yarningale being beyond the district boundary, as is the remaining barrel vaulted cottage at lock 37. Canal workshops at Kingswood in a brindle brick and plain tiled roof, are a good example of functional but not plain design.

There were at least five wharfs for coal, lime, grain and other goods to and from Birmingham and the Black Country as well as to Stratford. The first wharf in Wharf Lane was beside the canal bridge. The second wharf was specifically for coal and was at the end of a branch canal, 250 yards long, which started beside Wharf Lane Bridge and ran parallel to Wharf Lane. It crossed Spring Lane by a drawbridge and ended at the rear of Dowdeswell House, which was then the house and business premises of successive coal dealers. The branch canal was closed and filled in c.1870's .

The wharf at Pinner's Bridge also dealt chiefly in coal, the occupant of the adjacent house usually being a coal dealer. John Hannes who lived there in 1861 also dealt in lime, a small lime-kiln being set into the canal bank a little way from the wharf. Here limestone would be burnt to convert into lime; it was then suitable for use as a fertiliser, or in the making of mortar for building purposes. There was a wharf at Lowsonford.



DICKS LANE LOCK 25



OFFSIDE BANKS MAINTAIN THE RURAL APPEARANCE

The character of this canal is rural despite its nearness to large settlements and at times the impact of traffic noise from the M40. It is desirable to maintain the historic bridge and lock and cottage structures, but also the treatment of the cut itself, in order to best preserve or enhance the character and appearance of the corridor.

The setting of these assets is part of the experience of passing along this early infrastructure either on the towpath or afloat. The tree and hedgerow margins and the open vistas are part of this.

New buildings introduced into this setting should be compatible with what is there. Access can be improved, and surfacing introduced which respects the rural character. Generally being within an area of green belt introduces restraint. Designation as a conservation area will protect the special character as a historic asset from ill-considered development, without banning all change. Enhanced use by local people, as well as visiting tourists, will celebrate the value of this historic asset, broaden understanding of its significance and how what is of value may be maintained.



THE TURNOVER BRIDGE LEADING TO THE GRAND UNION JUNCTION

Stratford upon Avon Canal at the western boundary of the District.



Construction of the Stratford upon Avon canal from the stop lock with the Worcester and Birmingham canal at Kings Norton, paused at Hockley Heath, which became a busy wharf, and is now a pub.



DISTRICT BOUNDARY

Canal bridge 25 under the A3400 is in Solihull, but at the edge of settlement lies the District boundary marked by an oak tree on the offside.



The canal is in a delightful wooded cutting here around one and a half metres below the Old Warwick Road level, with an informal access down this bank. As well as the towpath tree cover, the mature trees of the coppice on the far side of the road add to the character. Overnight moorings at the rings set in the towpath make this an attractive place for people to stop en-route. The steel sheet piling along the water's edge is set just above the waterline creating a soft bank with wildflowers making it feel very natural.



About midway between the bridges the tree cover has been lost, making the road more noticeable and the woodland on the North side of the road is more important still. Bluebells on the bank help to celebrate the season.

Drawbridge 26 serves a public right of way and therefore has to be lifted by boat crews. The metal structure with counterbalancing weight, echoes the Van Gogh dutch style, unlike the Oxford style canal lift bridges further on.



BRIDGE 26

There is a gated access to the towpath for maintenance here and the road is visible. To the east of the bridge, the road is just above the canal grade and becomes more intrusive. This is exacerbated by a hedge which is manicured and lacks trees. On the offside bank there is currently a Christmas tree plantation with distant Oaks along the field boundary, extending the setting. The eye is led on to the ribbon development on this part of the A3400, owing to the absence of hedgerows. The canal bends round to the South, possibly to avoid sandy material in what is known as Sands Farm, the outbuildings of which appear above the towpath hedge.

On the offside of the curve there is a reed margin, and Swallow cruisers moorings with views through to Nuthurst and the cottages at the Wharf Lane.



The paraphernalia associated with permanent moorings is largely concealed by the boats and the hedgerow behind. Boat servicing includes a fabric covered yard and large metal workshop.



Next to the boatyard is a white painted Waterside house which has been extended including a large conservatory. Bridge 27 has a high arch, carrying Wharf Lane with a winding hole beyond, which is all that remains of the arm that followed the line of Wharf Lane to the West.



An old sign under the bridge records this as the boundary between the Severn River Authority and the Trent River Authority.



At this point the canal is at grade with paddocks beyond the towpath hedge and temporary moorings down the towpath.



Swallow Cruisers moorings continue on the offside to bridge 28 and Lapworth church is visible in the distance to the South. The towpath hedgerow includes a lot of mature trees.



Bridge 28, a lift bridge provides the access to Drawbridge farm and enables a connection to the towpath from the Old Warwick Road, as well as the millennium way footpath.



Cottages behind the towpath hedge have gardens sandwiched between the towpath and the road, and beyond, the vista extends to ornamental trees. The roadside dwellings back onto the canal where a balcony provides a sunny sitting area above the towpath.



A residential mooring on the offside is the precursor to bridge 29.



The setting includes individual houses which appear to have had money spent on them and this reflects the attractiveness of the location and setting.



Bridge house appears to have been extended to the rear. It is stucco fronted with conservatory and sits behind an incongruous wall on the lockside.

Lapworth Lock 2

Lapworth top lock, lock no 2 on the canal, is 10 miles from the guillotine lock at Kings Norton, with a single top gate and a pair at the bottom. There are stone copings to the lock chamber with blue diamond brick copings on both the offside and towpath side. Access to the towpath is by the CRT compound, just west of the lock itself.



Church Lane connects the canal to the historic core of Lapworth and the fine church. The bridge itself has had a 1920's style stone parapet added above the metal beam.



Immediately below the lock on the towpath side is Canal Cottage, whose outdoor terrace sits at the back of the towpath.



Lapworth church meadows lie immediately to the south west of the navigation. The existing conservation area is immediately around the listed St Mary's church and rectory and Broomfield House (1969-extended 2001) would thus abut the Canal Conservation Area.



The spillweir to Lock 3 on the offside and the vista extends to the woodland, ponds, and meadow to the south. The narrow strip of land between the towpath and the road contains a timber yard, set against the towpath abutment but open to the passing traffic and is a distinctive element of the area, a reminder of when timber and stone wharves were much more open, without recourse to extensive perimeter fencing for security. The offside is a gorse bund. Much of the activity is hidden from the canal.



ROADSIDE TIMBER YARD



THE TIMBER YARD WORKS OFF THE BACK OF THE CANAL



A gap in the neatly hedged garden strip exposes a modern home office building with a single house beyond. A balance between private space and the public space of the towpath can usually be found.



Leading up to Lock 4 there are a series of small dwellings with garden fences backing onto the towpath.



Lock 4 has brick copings and the heelgrip quadrants are in poor condition.



Jubilee cottage is largely hidden at road level and from the canal behind a generous hedge.



The turnover bridge, 30, has a footpath off to the South west that skirts the village cricket ground. The elegant bridge curves on plan as well as elevation. It appears to have had a concrete saddle to reinforce the deck. The copings sweep up to smooth the passage of the tow ropes over the saddleback copings as the towpath changes sides.



BRIDGE 30 THE TOWPATH MOVES ONTO SOUTH SIDE



On what is now the offside, a red brick barn and house has been extended with terrace oriented towards the canal.



Ladysmith Cottage beyond has been given a contemporary feel with waterside dining area.



In contrast at lock 5 an apparently new building has been constructed, which fails to respond to the setting and relies on a close boarded fence to separate it from the back of the lock.



Below the lock the waterway wall on both sides is concrete piling, in some places with substantial tree growth out of it. As this is above the roadway edging will need renewing to keep the water in and be treated in a sensitive manner.



The towpath and canal are on embankment with intermittent views south through the hedgerow of parkland beyond leading up to bridge 31.



Pinners Cottage; brick with a slate roof and conservatory extensions, together with its outbuildings of roughly the same age but with a tiled roof are let down by unfortunate fake lead double glazing with the flat glass reflections. The garden is screened by a substantial laurel and conifer hedge. The canal sweeps around the property to pass North East under the Old Warwick Road at its junction with Packwood Lane and Lapworth Street.

The Grand Union Canal is nearby, located where the Packwood House estate met the Baddesley Clinton estate to the east, prior to the railway passing through the gap. There are a number of substantial houses to the north of the canal here.

Lapworth Street travels south broadly parallel to the canal to rejoin it again at Lowsonford. It contains a number of listed buildings such as Tudor Farm, Catesby Farmhouse, and High Chimneys, all of which are between 600-800 metres west of the South Stratford Canal.



There are further old buildings along this attractive length of countryside, edged by Bushwood – a line of ancient woodland with a moated farmhouse – Bushwood Hall.



Bridge 31

Bridge 31 was widened on the west side where it has a concrete face and polychromatic parapet to both sides. There is a ramped access on the west side.



The east side is red brick below the parapet with a keystone at the centre of a gracious arch.



Bridge 31

Passing under the bridge 31, you enter a wooded cutting, with temporary moorings as the canal begins to curve back through 90 degrees. The curve takes the eye around the corner. At Lock 6 Lapworth Farm, a simple collection of red brick with slate and tile roofs, is nearby with more extensive vistas to the North and north west to the mature trees within the original Packwood estate.



The lock chamber has mixed stone and brick copings and the chamber is deformed in alignment, with metal heel gates.

Lock seven is an ensemble with a split bridge at the heel and a red brick cottage with slate roof that includes a false window painted on the west elevation. The garden sits on the offside and the conifer hedge and close board fence, crowd the lock chamber.



The chamber itself has a mixture of blue brick copings and a timber bollard, particular to this part of the canal. The cottage itself faces down the lockflight to the South East, with a tiled porch and extension.



This is the first of the cast iron split heel bridges on the canal and as this is a turnover bridge it includes a spindle to avoid the towrope becoming tangled in the structure.



Descending from lock 7 the canal turns back to the south east and the flight of the next seven listed locks is laid out before you. Lock eight has a side pond above it and the pounds are brick edged, some of which are failing. The side pounds to the south are wooded and enclose the view, whereas to the north and east views extend far into the distance.

Lock nine -the copings are a mixture of bricks and some convenient robust seats have been introduced facing the water. The towpath is surfaced with limestone. The heel quadrants will need to be reinstated in the medium term and could possibly be more sympathetically done without the contrasting brick colours and to minimise the trip hazards that have arisen from settlement. Lock 10 has large brick copings on the towpath side and smaller brick copings on the offside, as does lock 11.



Lock 12 has the larger blue copings with diamond anti-slip tread. those on Lock 13 identify W. Bennitt from Oldbury as the manufacturer.

The pound between Lock 12 and 13 has moored craft and includes an upright lock cottage, in need of care. A bridge over the by wash connects to a small shop and café on the offside. The much more commercial facility of the Boot Inn with its extensive grounds and car park is fortunately not visible from the canalside. What does impact on the view is the twin pipe crossing belonging to Severn Trent below Lock 14, with pump chambers bookending it and what appear to be the remains of other structural bases around the Southern landing.



Unfortunately, this distracts from the original turnover bridge with its sweeping brick parapets and cast iron split structure. On the approach to the bridge is a diamond weight restriction plaque, the remnants of the Great Western Railway's ownership of the canal prior to nationalisation in 1948.

Listed buildings Mill House to the north east and Packwood Grange to the South are visible from the canal and there are long views to a wooded skyline to the north east towards Baddesley Clinton.



The canal and road briefly meet before dividing again

and the resulting piece of land has been infilled with new housing to extend the Old Bakehouse plot. A 1.8m brick boundary wall runs along a rear access lane from the parking to gardens. The external spaces do not really benefit from their waterside location and the elevated parking area intrudes on the canal.



Mill Lane bridge, 34, unfortunately has pipes attached on the west face. The bridge was originally red brick but the parapets have been rebuilt with red bricks with blue header bricks every alternate course and a stone coping. Kingswood Hollow, a traditional red brick house with clay tile roof and tile hung lean too side extension, is set in generous grounds and is possibly worth local listing.

Mill Lane runs down to Mill House and Yew Tree Cottage which has nice outbuildings with clay tiled roof is a tall dwelling, one room deep that has been extended. A deep plan dwelling at the back of the towpath below the bridge with a municipal post and chain boundary seems out of scale with the surrounding settlement.

Lock 15 still has late 20thC hydraulic paddles whereas most of the paddles have been restored. There is a Stop plank frame at the head of the lock and a groove to allow de-watering.



The lockside is all brick paved and the towing path here has been surfaced by volunteers with materials provided by Warwick District Council. This is a popular place to walk. The brick walls to the pounds are needing repair. There are filtered views through the trees that border the side pounds. Lock 16 returns to grass lockside and normal mechanical ground paddles. Some of the boundary treatment to the back of the towpath could do with improvement. At Lock 17 there are a mixture of copings including the forest of dean stone and concrete planks to the pound below. The hedgerow on the towpath side is dense containing views. The Bridge Cottage is no longer a lock keepers residence and the grounds have had additional housing built in them.

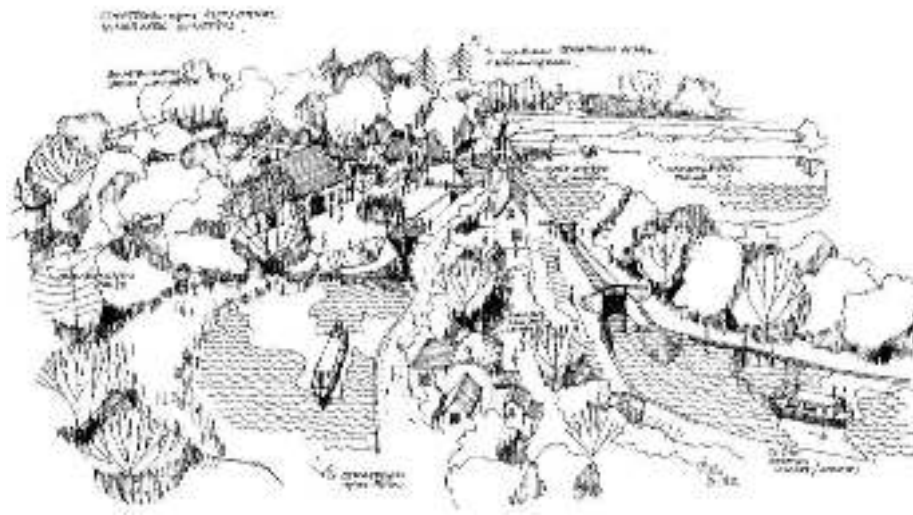


1910 LOCK COTTAGE AND LOCK 17 AHEAD. WARE COLLECTION. THE HOUSE HAS SINCE BEEN ENLARGED, IT HAS DOUBLED IN PRICE IN THE LAST TEN YEARS, NOW VALUED AT OVER £520K.



Bridge 35 which carries the Old Warwick Road over the canal has had a overly fussy footpath bridge added on the North side together with pipes. The south side of the bridge is equally damaged with pipe crossings outside of the structure which obscure the stone keystone to the arch and very poor patching to the brickwork. Alternative options are available for people with limited walking abilities and wheelchairs given the incline.

Kingswood Junction.



This length of canal opens out to feeder reservoirs on the offside, the top one being used for fishing and the lower one for mooring accessed by floating jetties. There is a walk around the perimeter and this is one of the sites popular with visitors. Simple facilities help increase use of Warwick's waterways



INTERPRETATION PANELS ECHO THE GWR SIGNAGE.



Lock 19 which sits between the two reservoir ponds has an additional timber truss bridge, No 35a at the heel which is need of repair.

At the back of the towpath in a wooded setting there is a car park and picnic area as this is a popular destination.



Discussions with the Warwick Canals about a connection here broke off in 1793 as the Stratford Company favoured its own canal link to the Oxford Canal. In 1795

an act authorising a 1.75 mile link here, was then amended to be much nearer. That link opened in 1802.



SIDE POND RESERVOIRS WERE CREATED AT THE JUNCTION IN 1800.



When the Stratford started constructing the southern section in 1812 the original junction lock was modified, which led to an argument about water. A new junction lock, number lock 20 was built off the lower reservoir to end an expensive legal dispute in 1818.



The line of the original lock has now been reopened and connects the pound below lock 21. This means that to stay travelling down the Stratford the locks go from 19 to Lock 21.



Lock 21 has single gates top and bottom and the lockside is block paved in Baggeridge brindle bricks.



Bridge 36 is the first of a series of listed structures that cluster around Lock 21. This includes two cottages, foreman's house workshop buildings, 2 lock chambers and a former maintenance office. Details of their listing are in the Gazetteer section. Bridge 36 is unusual in that it takes a towpath route over the canal at the top of the lock, therefore there is more brick abutment and parapets, however this is elegantly achieved with the characteristic cantilevered split deck.



CANAL WORKSHOP IS NOW THE CANAL & RIVER TRUST'S VOLUNTEER BASE.



FORMER CANAL MAINTENANCE OFFICE NOW REPURPOSED.



LISTED FORMER MANAGERS HOUSE



A short arm leads off from lock 20, the 1818 lock, to the Grand Union canal, having locked down from the Stratford, which was a requirement of the original canal companies agreement, that the Warwick and Birmingham canal should not lose any water.



The first of the six barrel vaulted cottages sits alongside a link from the lower basin through to the arm. The roof is a mixture of brick rubble and lime mortar, covered in asphalt. The arch roof being an expedient reuse of some of the timber formwork supporting structures used to

construct the brick bridges. Quite small they have often been extended not altogether sympathetically.



This arm passes under the mainline railway, over Rising Brook and under the towpath bridge with a large housing extension site pending construction at the junction with the Grand Union. The planting that screens the site is to be retained and thickened, to avoid adverse impact on the character and appearance of the historic canal assets.



Transport infrastructure shared the same line through the landscape, with rail following the Warwick and Birmingham Canal toward Birmingham, so that the

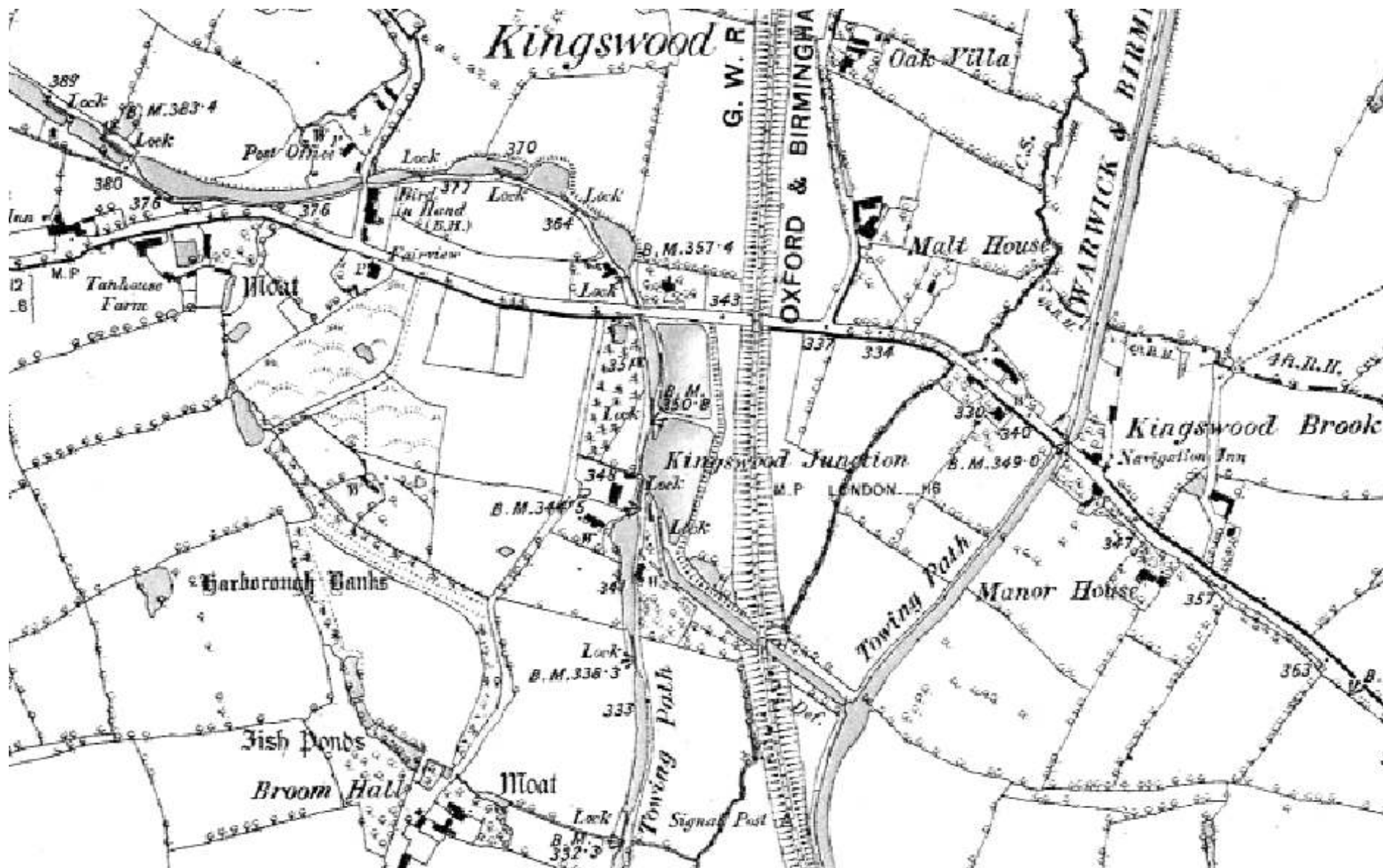
canal and the rail are close, and the moorings here, both visitor and winter moorings suffer train noise, particularly freight traffic at night. It is a reminder that pictures of tranquillity are not always what they seem. This is also evident after lock 26 when the canal is oversailed by the M42 with the attendant intrusion audibly as well as visually.



COMMEMORATIVE PLAQUE TO A FOUNDER OF THE INLAND WATERWAYS ASSOCIATION

There are facilities for boaters at Kingswood including toilets. Some improvements to towpath surfacing would be helpful given the place's popularity and perhaps some canal related crafts activity.





The 1841 census gives the names and records actual occupations of the canal employees. The canal manager was John Kershaw. He lived in a Georgian house beside the canal where, until the waterway was completed to Stratford, the 'Navigation Office', toll clerk, etc., had also been situated. Charles Allen, described as a 'writing clerk' was probably the toll collector and lived in a quite large house overlooking the Kingswood junction pool. The toll-collector checked the boat cargo, gauged the boats and collected the toll. The details of each boat using the canal, the tonnage carried at the depths marked on the boat's hull, were recorded in an official book which was issued to all toll offices. To gauge a boat the toll-collector simply checked the

Richard Soley, the canal carpenter, occupied the lock-house in the middle of Kingswood Basin and Edward Bayliss, the canal carpenter, the lock-house behind the Boot Inn.

There were five lock-keepers recorded at Lapworth in 1841 - Richard Smith, James Robinson, William Howse, Jacob Allen and Richard Rogers, paid about £50 pa.

Originally the boat families lived ashore in canal side cottages but after the coming of the railway, pressures to keep the boats continually working forced many families to live wholly aboard. Of the boats tied up at Lapworth on census night 1861 five were the permanent homes of the families aboard the boats.

William James

William James (1771–1837) legal, financial and surveyor skills were all employed to make things happen. James inherited inland waterways interests from his father. He was on the managing committee of the Stratford-upon-Avon Canal, seeing it through to completion, including the money-saving proposal to construct the Edstone Aqueduct in cast iron; (also known as Bearley), at 475 feet (145m), it is the longest in England. James, an enterprising local figure saw the River Avon navigation linked to the canal and proposed a railway to Paddington. As early as 1806 he had realised that the horse-drawn railways that had been a common means of transporting goods in and around collieries for almost two centuries, could form the basis of a national system of public transportation particularly passengers as well as goods.

James' Central Junction Railway to London emerged as the 16mi (26km) horse-worked Stratford and Moreton Tramway opened in 1826.

Southern Section

The southern section of the Stratford-upon-Avon Canal is 13 miles long and has 36 locks between Kingswood and the Avon. Work began in 1812 and was completed to Wootton Wawen in 1813. Finally the canal was opened all the way through to Stratford in June 1816. Earlswood Lakes, north of the district that supply the Stratford-upon-Avon Canal with water, were authorised in 1815.



The southern section has many features not found in the earlier northern part particularly, the unique barrel roofed lock houses and the heel bridges with a gap for the tow lines, designed by the engineer Josiah Clowes. The split bridges were built of iron, in two sections, so that the tow line could pass through the slot between them without casting off.



Lock 22 has had a heavy engineered bridge in the style of a split bridge added to take the towpath to east side of the canal, set in very blue brick abutments with sloping brick paving.



Lock 23 is a turf sided lock chamber with red brick and stone copings and single gates top and bottom. There are views out in both directions and listed buildings; Broome Hall and Catesby Farmhouse clearly visible from the towpath.



Bridge 38 is a traditional split bridge with metal deck topped with gravel. This is listed as a good example.



The towpath remains on the east with bridges serving farms as needed. This went to Broome Hall Farm, along with Kingswood and Lapworth, one of the three manors in Lapworth Parish.



The towpath hedge is hawthorn with a tree lined offside where sheep are using the canal as a drinking place.



Lock 24 – the heel quadrants are well built but feel imposed as they sit above the level of the coping. Some of the first restoration work has been replaced during the National Trust's stewardship, whilst more recent work was done by British Waterways and follows patterns used nationally. The Canal & River Trust are anxious to ensure that work carried out is researched and seeks to reinforce local distinctiveness.

From Kingswood to Dicks Lane the canal is enclosed within a tree lined corridor with vignettes out to the countryside beyond.

After Dicks Lane the motorway comes into view on the offside and substantial national grid cables cross the canal just above Dick's Lane Bridge. Seasonal changes clearly register on the appearance but also on the character of the area. The canal was designed to pass through this close landscape of undulating pasture and wetland and copses.



Lock 25 has a brick and cast iron heel bridge – bridge 39, GWR diamond plaques and some interpretation. Dick's Lane leads under the railway and back up to Turner's Green at the Grand Union canal. There is evidence of archaeology at Dick's lane, the site of a Roman tile kiln.

Dicks Lane Wharf was a major trading post, although nothing is now left but the pool. Here coal was landed

and agricultural produce and lime loaded. Nearby was another lime-kiln and there was road access to Rowington and to Lapworth and Bushwood. The purpose of the canal was, of course, the transportation of goods and here and there along its route were wharfs where commodities needed, or for sale by, the local community could be set down or picked up.



Trade on the canal steadily increased to a peak in 1838, with 181000 tons of coal in that year; but with the coming of the railways was gradually taken from the canal. The canal company sold out to the Oxford, Worcester and Wolverhampton Railway Co in 1856.

Ownership passed to the Great Western Railway in 1865 and to the State on Nationalisation in 1948.



Lock 26



The motorway crossing is bridge 39a



whilst this little heel bridge at lock 27 is bridge 39



A NOVEMBER VIEW OF A WOODED CUTTING AFTER LEAF FALL.

The man made canal structure looks as if it belongs in this landscape. The cut follows the brook that runs between Finwood and Bushwood. The more wooded margin is now on the west side. Both the canal and the shortlived rail connection are tree lined.



TYPICAL CANAL SOCIETY MARKER



Lock 28 is an isolated home with plenty of wildlife



The sense of the separate world of the waterway is particularly keen here as you leave the bustle of the elevated motorway behind and go deeper into this wateryworld.



North of Lowsonford, a single track railway from Henley in Arden joined the main line in 1894. The course can still be traced , as can the abutments be seen alongside the Stratford upon Avon canal. The service only lasted 20 years. The line ran close to the road which crosses the railway and meets Dicks Lane at Turner's Green. The canals are still less than half a mile apart until the GU heads East and negotiates Rowington Hill by cutting.



Lock 30



BRIDGE 40 MILL LANE



WCRO



A VIEW FROM OUR WARWICKSHIRE



FLEUR DE LYS INN PART OF THE LOWSONFORD CONSERVATION AREA

Fifteenth century grade II Fleur de Lys public house has been a popular eating place since Mr Brookes started making his pies. The operation moved and took over the former Navigation Mill at Emscote on the Grand Union in Warwick in the late 1900's.



THE LANDMARK TRUST LOCK COTTAGE LOWSONFORD LOCK 31 NED'S LOCK LISTED GRADE II

The cottages' construction is described as four brick walls that enclose a space 14 ft. by 35 ft. Iron tie bars along the top of the brickwork are joined at the corners to make a flat rectangle and strengthened by cross bars. The brickwork was then continued upwards, curving over to form a roof as when constructing a masonry bridge.



BRIDGE 41 LISTED GRADE II

Simple restoration of the historic asset is an example of how to do conservation. The canal continues south in this separate world towards Preston Bagot and the welcome of the Crabbe Mill public house in Stratford District, which starts at the Aqueduct, the brook that has shadowed the canal through this valley , marks the border.



LOCK 32



FORMER ACCOMMODATION LIFT BRIDGE; NO LONGER REQUIRED



LOCK 33

Simple structures have been reinstated following virtual abandonment. Some of the expedient solution to the restoration work still stand out, but the canal is a testament to people's faith in waterways as an enduring legacy and an asset that deserves our care and attention.



LOCK 33



BRIDGE 44

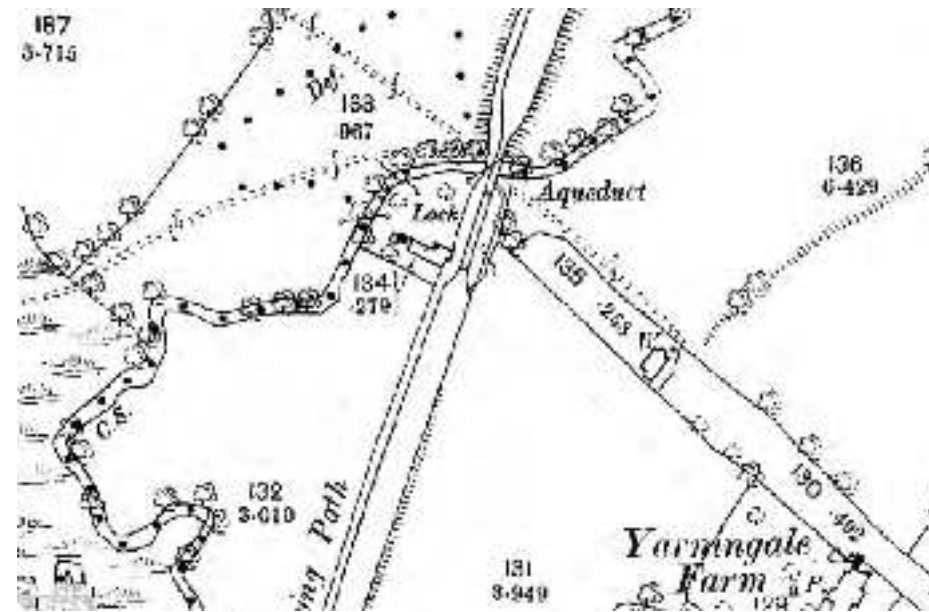


Kingswood to Stratford was the last phase of the canal to be built, 1812-16. The Engineer was William Whitmore led by William James .

Grade II* Yarningale Aqueduct (HEW 655) - one of three cast iron aqueducts on the southern section of the canal. Built 1834 (long after the opening of the canal in 1816) to replace an earlier structure washed away by a flood. This was the result of a breach on the Warwick and Birmingham Canal The other two aqueducts on the Stratford Canal are larger and are located at Wootton Wawen and Edstone are in Stratford District.



LOCK 34



PLAN OF THE LOCK SIDE WITH THE SMALL AQUEDUCT OVER THE BROOK.



LOCK 34 AND COTTAGE WITH LARGE PROPERTY ATTACHED

Aqueduct. 1834. Cast-iron trough with integral towpath with iron railings, moulded handrail and brackets. Brick abutments with stone coping. 2 small plates attached to west side of aqueduct, one inscribed: 'HORSELEY IRON CO', the other one immediately below inscribed: '1834'. This aqueduct replaced an earlier one which collapsed.

The South Stratford Canal was constructed between 1793-1816 at a cost of »500,000. 13.5 miles of the canal from Kingswood Junction, Lapworth to Stratford-upon-Avon was leased by the National Trust in 1960 from the British Waterways Board for restoration. The Trust acquired the freehold c1964. Part of the aqueduct lies in Rowington parish in Warwick District.

Listing NGR: SP1839366381

LISTING DESCRIPTION GRADE II*



AQUEDUCT WITH SUSPENDED WALKWAY

Glossary of terms

Ancient or veteran tree: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient, but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Ancient woodland: An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).

Archaeological interest: There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.

Architectural and artistic interest These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.

Brownfield land: Previously developed land. This does not include land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Climate change adaptation: Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.

Community Infrastructure Levy (CIL): A levy that local authorities can choose to charge on new developments in their area, according to the Community Infrastructure Levy Regulations. In areas where a community infrastructure levy is in force, land owners and developers must pay the levy to the local council. The charges are set based on the size and type of new development. The money raised from the community infrastructure levy can be used to support development by funding infrastructure that the council, local community and neighbourhoods want, like new or safer road schemes, park improvements or a new health centre.

Community Right to Build Order: An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

Conservation The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

Context of a heritage asset: A term used to describe any relationship between it and other heritage assets, which are relevant to its significance, including cultural, intellectual, spatial or functional. They apply irrespective of distance, sometimes extending well beyond what might be considered an asset's setting, and can include the relationship of one heritage asset to another of the same period or function.

Design code: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development brief: A detailed planning document relating to a specific site or area that provides detailed guidance on the nature and form of the type of development that may take place there. Development briefs use the Local Plan as a first point of reference with which to build upon and create a document with a greater level of detail.

Development plan: Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.

Enabling Development: Development that would be unacceptable in planning terms but for the fact that it would bring heritage benefits sufficient to justify it being carried out, and which could not otherwise be achieved.

Environmental impact assessment: A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Green belt: Land allocated within the Plan that is intended to prevent urban sprawl by keeping land permanently open in character and appearance. Guidance on green belt policy is contained in the National Planning Policy Framework. The Local Plan defines detailed boundaries of green belt land.

Greenfield land: Undeveloped or vacant land not included in the definition of previously developed land.

Green infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitats site: Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

Heritage asset: 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. It includes designated heritage assets and assets identified by the local planning authority (including local listing). Heritage assets are the valued components of the historic environment.

Historic environment: All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

Historic Environment Record: HER Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of Warwickshire for public benefit and use.

Historic landscape characterisation: A programme involving desk-based mapping and analysis of the historical and cultural origins and development of the present landscape, intended to inform understanding and management of the historic landscape resource and to establish an integrated approach to its sustainable management.*

High Speed Two (HS2): Proposed high speed rail line and associated infrastructure between London and the West Midlands (Phase One)

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Irreplaceable habitat: Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council (and county council to the extent appropriate to their responsibilities.)

Local plan: A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Local Nature Reserves : Relates to land of local significance, designated and conserved for its wildlife interest by local authorities in consultation with Natural England.

Listed buildings: Relates to buildings that are statutorily designated for their architectural or historic interest and are legally protected to ensure their retention. For all grades of listed building, unless the list entry indicates otherwise, the listing status covers the entire building, internal and external, objects fixed to it and sometimes also attached and curtilage buildings or other structures. Any works to demolish any part of a listed building or to alter or extend it in a way that affects its character as a building of special architectural or historic interest require listed building consent, irrespective of whether planning permission is also required. It is important to note that it may be a criminal offence to fail to apply for consent when it is required.

Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Masterplan: A masterplan is a formal planning tool designed to ensure that the development of a site is integrated and best use is made of the land. It will set out a vision for the entire site, but is not intended to dictate the detailed planning of every element. It is a flexible guideline that sets out a cohesive plan, but also allows for changes and adaptations that will inevitably occur as a site is developed.

Material planning consideration: An issue that may legitimately be taken into account when deciding a planning application or in an appeal against a planning decision.

National trails: Long distance routes for walking, cycling and horse riding.

Neighbourhood Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood plan: A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

Non-strategic policies: Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.

Older people: People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

Open space: All open space of public value, including not just land, but also areas of water (such as **rivers, canals**, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Original building: A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Outstanding universal value: Cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations. An individual Statement of Outstanding Universal Value is agreed and adopted by the UNESCO World Heritage Committee for each World Heritage Site.

People with disabilities: People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Permission in principle: A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning obligation: A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Playing field: The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Pollution: Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

Priority habitats and species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Registered parks and gardens: Parks and gardens that appear on the Register of Parks and Gardens of Special Historic Interest compiled by Historic England.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Rural enterprise: A rural business that depends upon, or supports, the rural environment or a rural community.

Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Scheduled monument: A site of archaeological or historical interest that is statutorily protected in order to ensure its preservation. The Ancient Monuments and Archaeological Areas Act 1979 imposes stringent controls on works affecting these monuments

Self-build and custom-build housing: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Setting of a heritage asset: The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance: The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Special Areas of Conservation: Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

Special Protection Areas: Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Statements of community involvement are produced by local authorities to explain to the public how they will be involved in the preparation of local development documents.

Stepping stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic policies: Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

Supplementary planning documents: Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Town centre: Area defined on the local authority's policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Transport assessment: A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

Travel plan: A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

Wildlife corridor: Areas of habitat connecting wildlife populations.

Windfall sites: Sites not specifically identified in the development plan.

***Historic landscape characterisation (HLC)** operates at the scale of the whole landscape, and therefore wider than sites or settlements, to provide a base map for a better appreciation of the historical evolution of places and their surroundings. It provides strategic information for others to use, such as for land management purposes, guiding development and landscape change, and integrating with other aspects of landscape evolution such as nature conservation, the visual landscape and green infrastructure.

Characterisation is map-based and aims to identify landscape types as they appear today. These are based on historic processes, land use and appearance. Landscape types are built up from information at the local level on a scale appropriate to the locality. Characterisation typically derives mainly from desk-based media such as historic maps, air photos and other land-based survey data such as habitat surveys and ancient woodland inventories. Results are presented digitally using a Geographical Information System base. An outline of the concept is in Fairclough, G., 2005, Boundless horizons: Historic Landscape Characterisation, English Heritage.

Characterisation as an information provision process is usually followed by a second step offering a strategy for the conservation and management of each landscape type. This can identify the sensitivities of the landscape types to change, and therefore the opportunities for improving the distinctiveness of landscapes, the risks which change could pose, and the means of implementing change in ways which most suitably reflect an area's historic evolution. Initially a rural exercise, the technique has been

extended into urban areas where townscapes can be identified. At the town scale the HLC method merges into historic area assessment (see www.english-heritage.org.uk/historicareaassessment). The insight it gives into the strategic historic background to an area can be adapted for planning purposes. Historic landscape characterisation can be used both in the preparation of development plans and to advise on the determination of planning applications. The HER holds information on what has been done for Warwickshire. This was consulted as part of the evidence base for the Canal Conservation Area, along with the aerial views available on Google Earth Pro.

Consultation and engagement

Anyone can respond to a planning consultation. Applications for development which would affect the setting of a listed building, or affect the character or appearance of a conservation area require a site notice, newspaper advertisement and website. Designation as a Conservation Area puts an onus on prospective developers to produce a very high standard of design which respects or enhances the particular qualities of the area in question.

In addition to individuals who might be directly affected by a planning application, community groups and specific interest groups may wish to provide representations on planning applications—the formal consultation period will normally last for 21 days, and the local planning authority will identify and consult a number of different groups such as neighbouring residents and community groups as well as statutory consultees. Consultees may be able to offer particular insights or detailed information which is relevant to the consideration of the application.

A statutory or non-statutory consultee can recommend to the local planning authority that a planning application should be refused in their view. Local Authorities need to be able to justify a decision taken where it is contrary to a statutory consultee's view. A local planning authority can impose a pre-commencement planning condition required by a statutory consultee, but written agreement of the applicant is required for all pre-commencement conditions, except in some circumstances, as set out in the Town and Country Planning (Pre-commencement Conditions) Regulations 2018.

Where an application has been amended it is up to the local planning authority to decide whether further publicity and consultation is necessary. In deciding whether this is necessary the following considerations may be relevant:

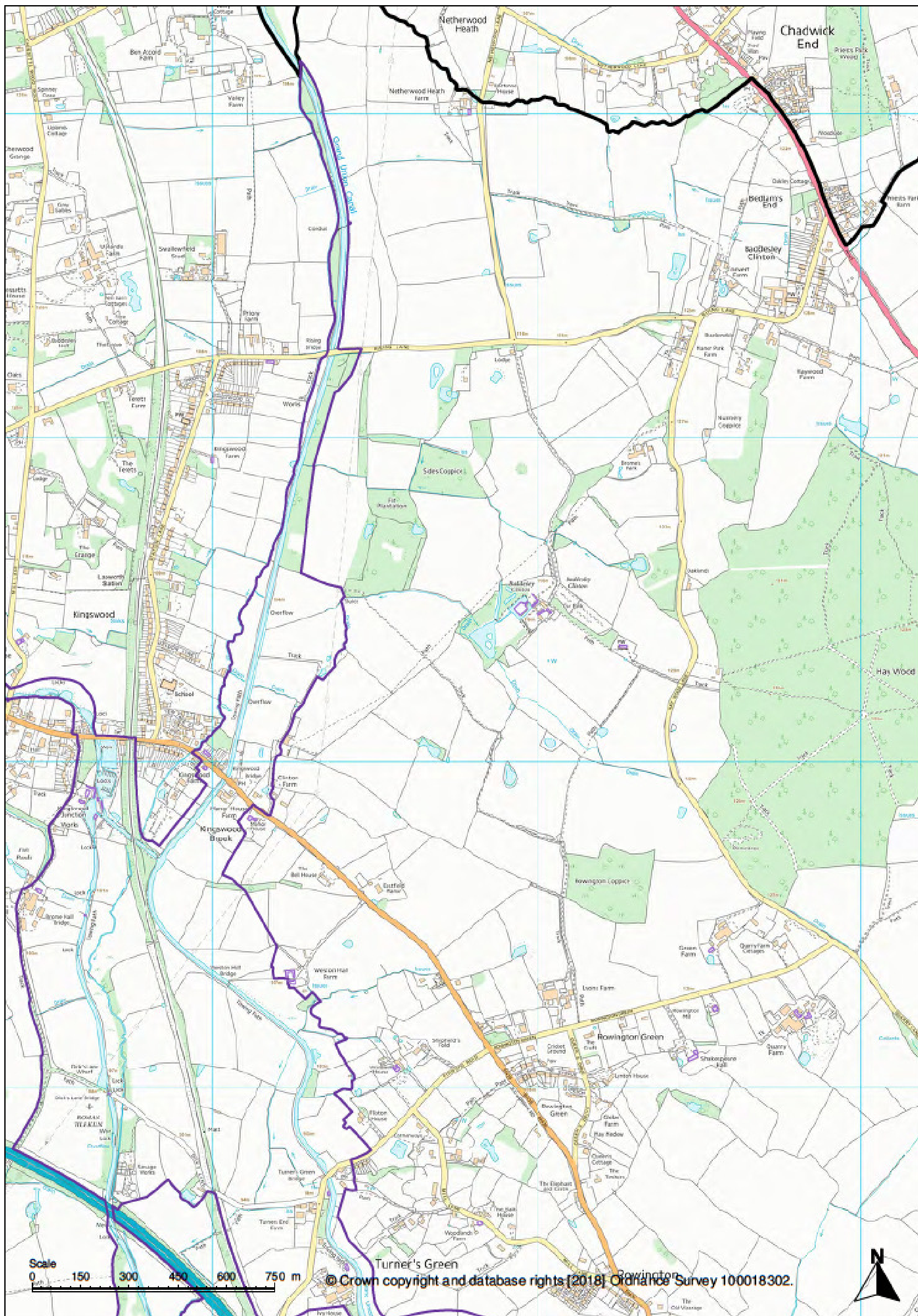
- were objections or reservations raised in the original consultation stage substantial and, in the view of the local planning authority, enough to justify further publicity?
- are the proposed changes significant?
- did earlier views cover the issues raised by the proposed changes?
- are the issues raised by the proposed changes likely to be of concern to parties not previously notified?

Where the local planning authority has decided that re-consultation is necessary, it is open to them to set the timeframe for responses, balancing the need for consultees to be given time to consider the issue that is being re-consulted upon and respond against the need for efficient decision making.

Listed Building consent applications. Advertisement by local planning authorities. Publicity by local planning authorities for applications for planning permission affecting setting of listed buildings. Publicity by local planning authorities of applications by them to the Secretary of State relating to the execution of works for the demolition, alteration or extension of listed buildings are governed by [The Planning \(Listed Buildings and Conservation Areas\) Regulations 1990](#) - Regulation 5, 5A, 13 (as amended).

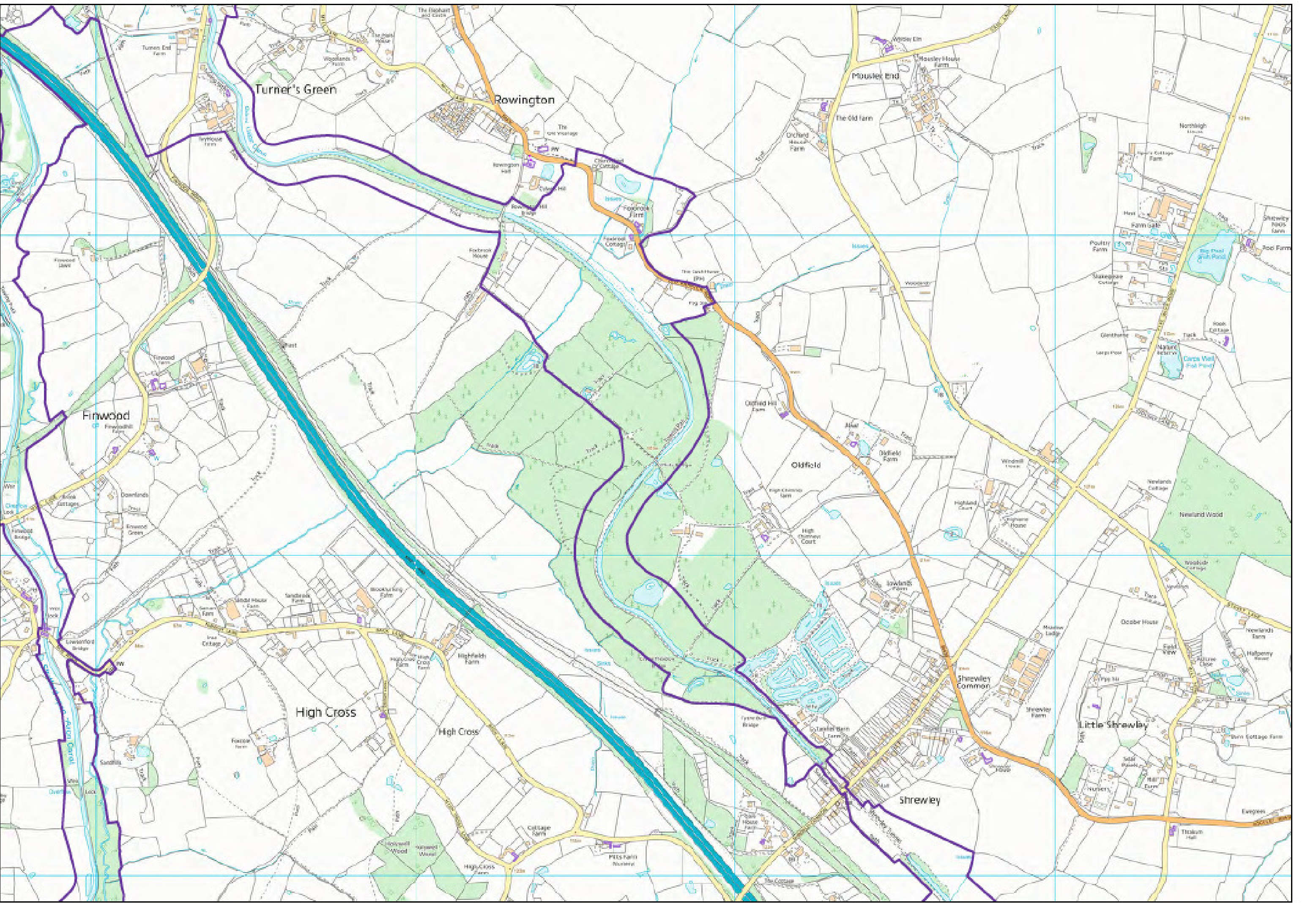
The requirement for listed building consent is not the same as for planning permission. So for some proposed works both planning permission and listed building consent will be needed and sometimes only one, or neither, is required. Any works to demolish any part of a listed building or to alter or extend it in a way that affects its character as a building of special architectural or historic interest require listed building consent, irrespective of whether planning permission is also required. It is important to note that it may be a criminal offence to fail to apply for consent when it is required. For all grades of listed building, unless the list entry indicates otherwise, the listing status covers the entire building, internal and external, objects fixed to it

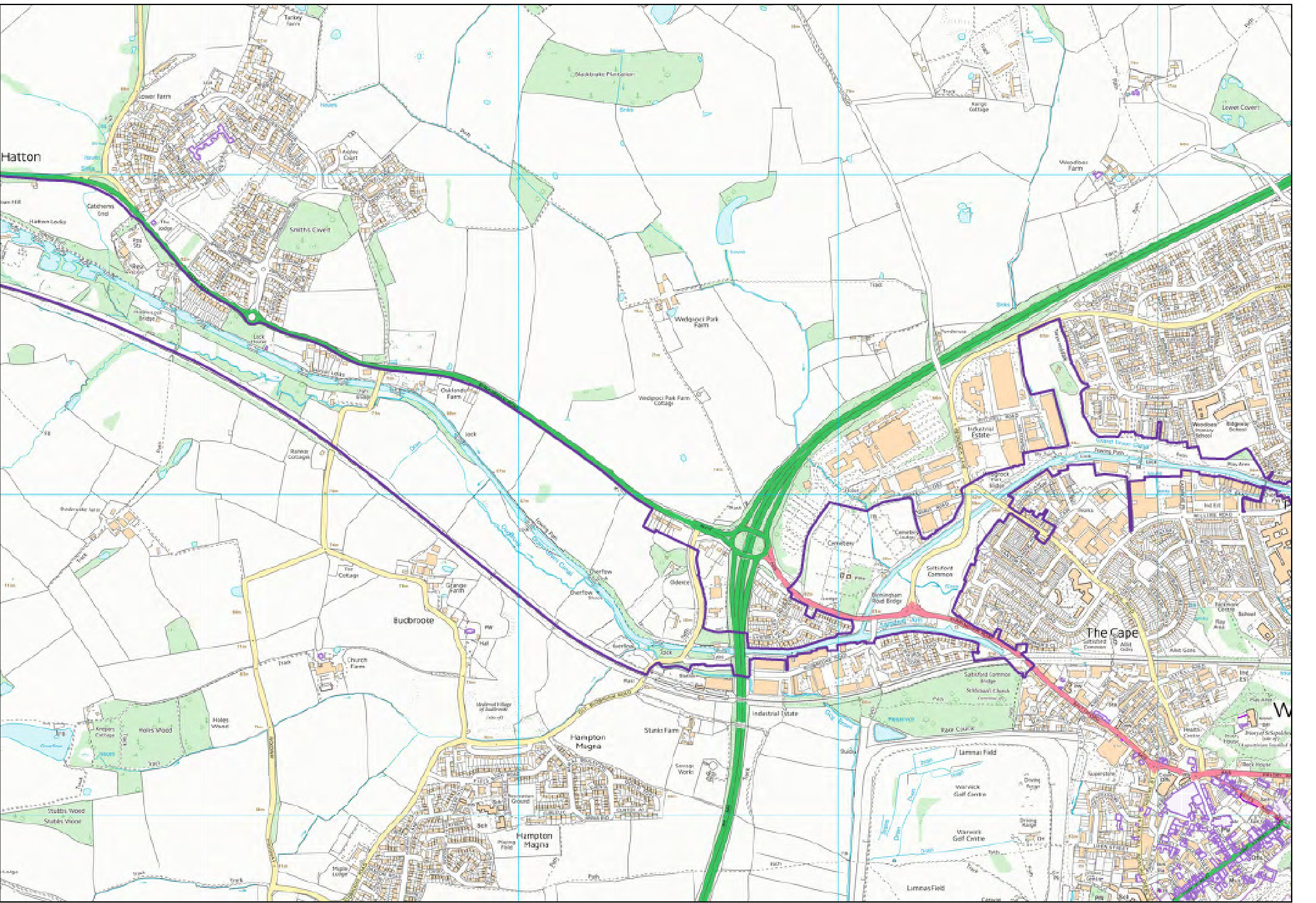
and sometimes also attached and curtilage buildings or other structures. Applications for listed building consent or for demolition of an unlisted building in a conservation area by local planning authorities, where Historic England or a national amenity society are notified and object to the proposed works, and the local authority do not propose to refuse the application are referred to the secretary of state.

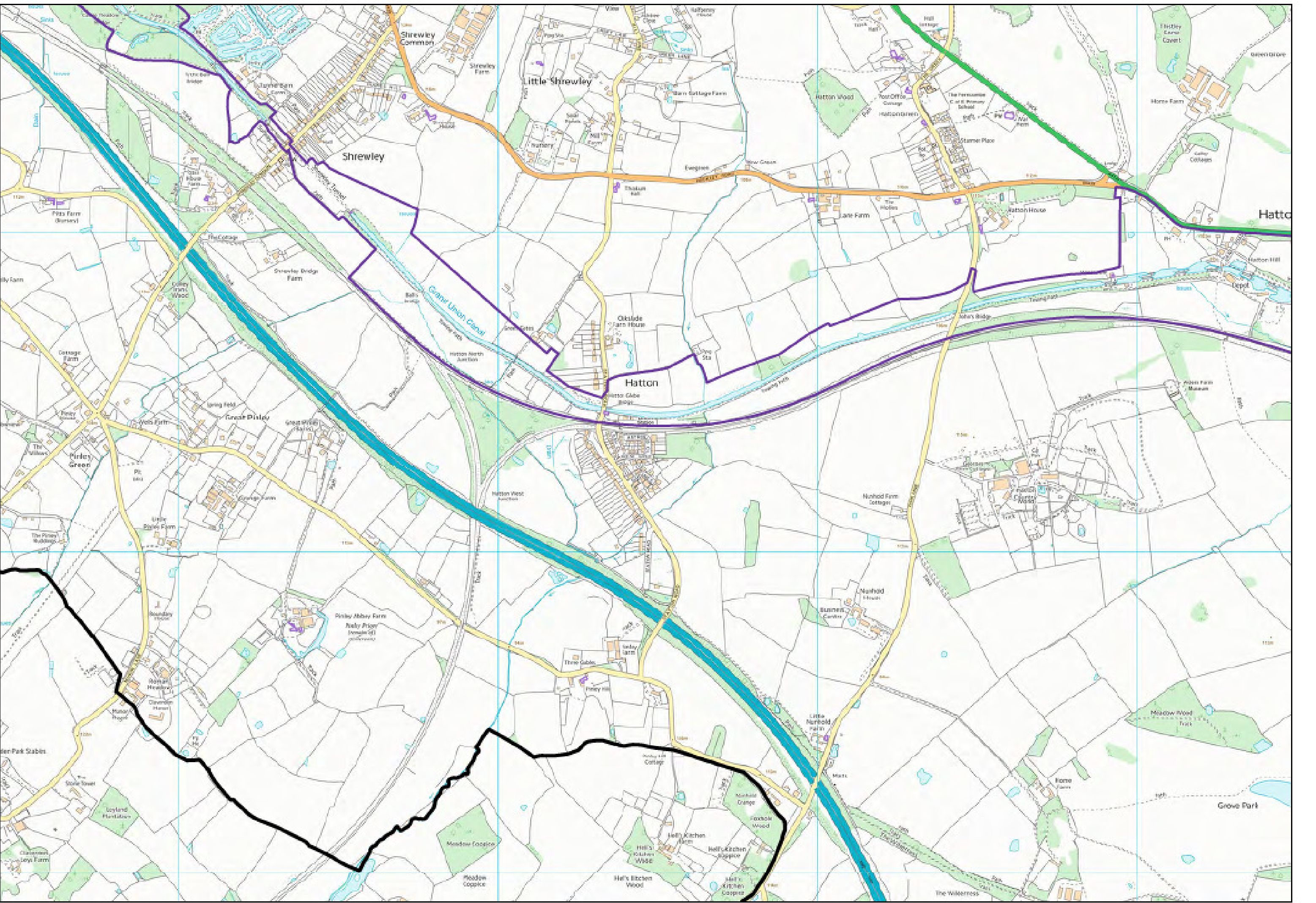


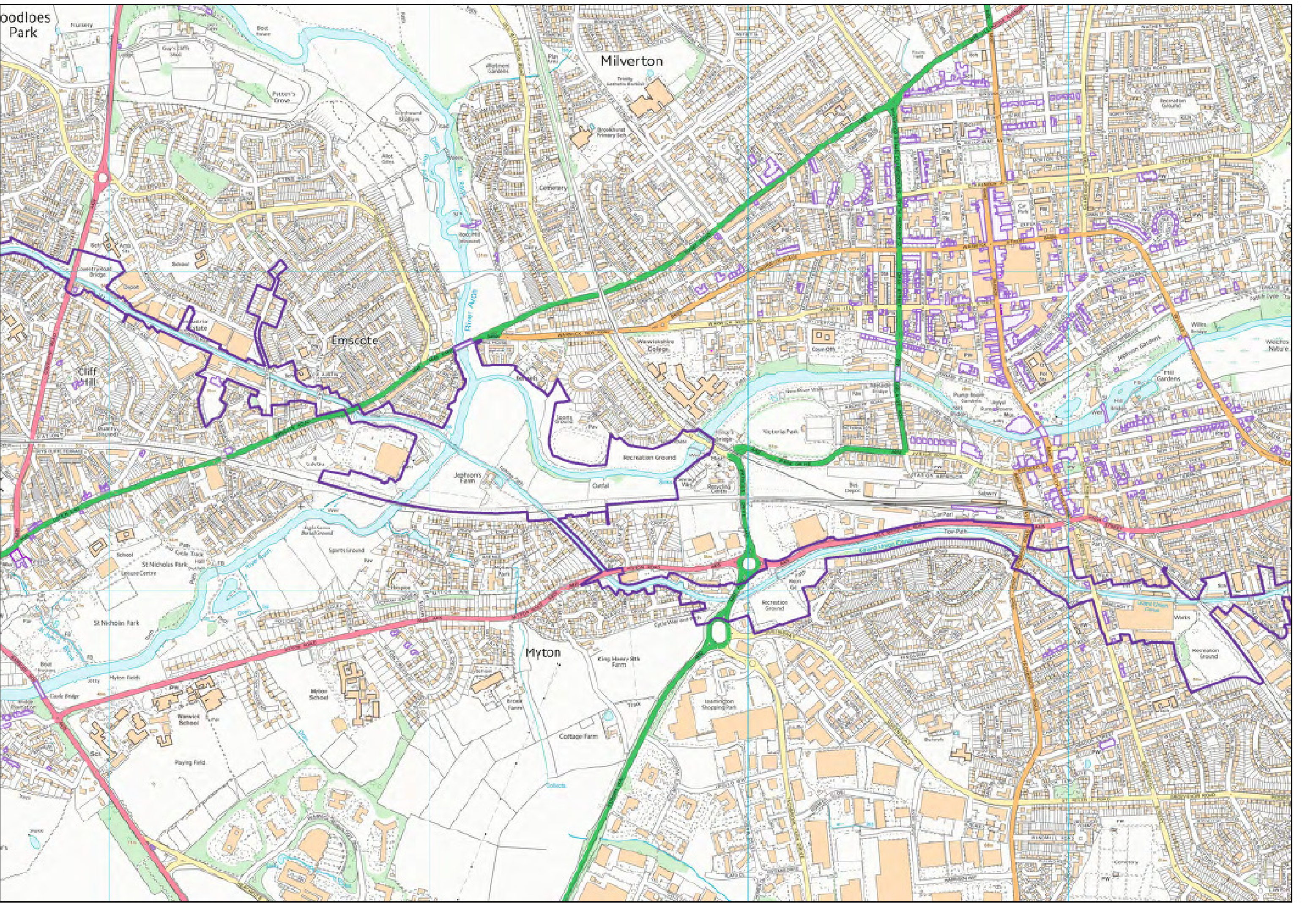
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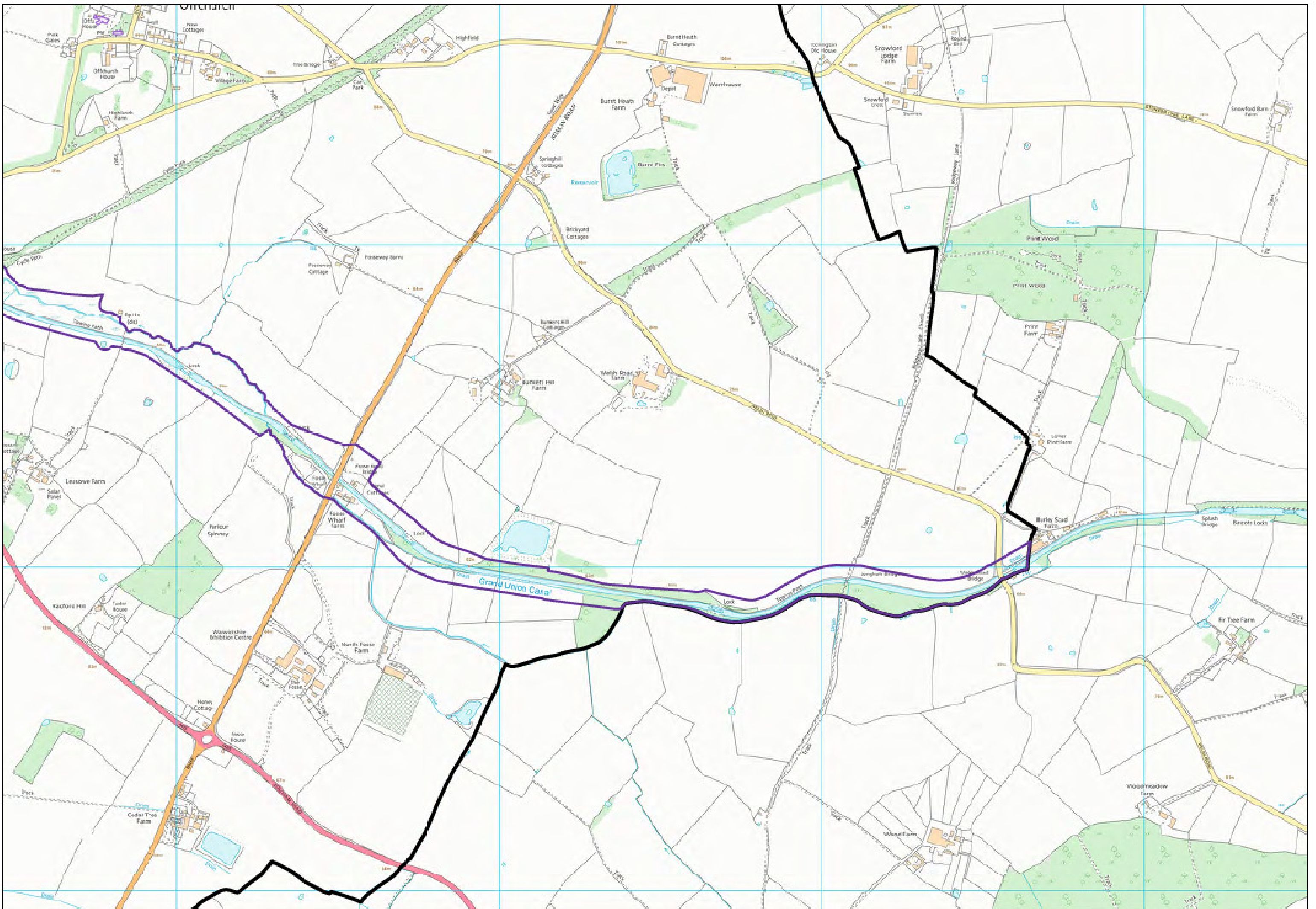
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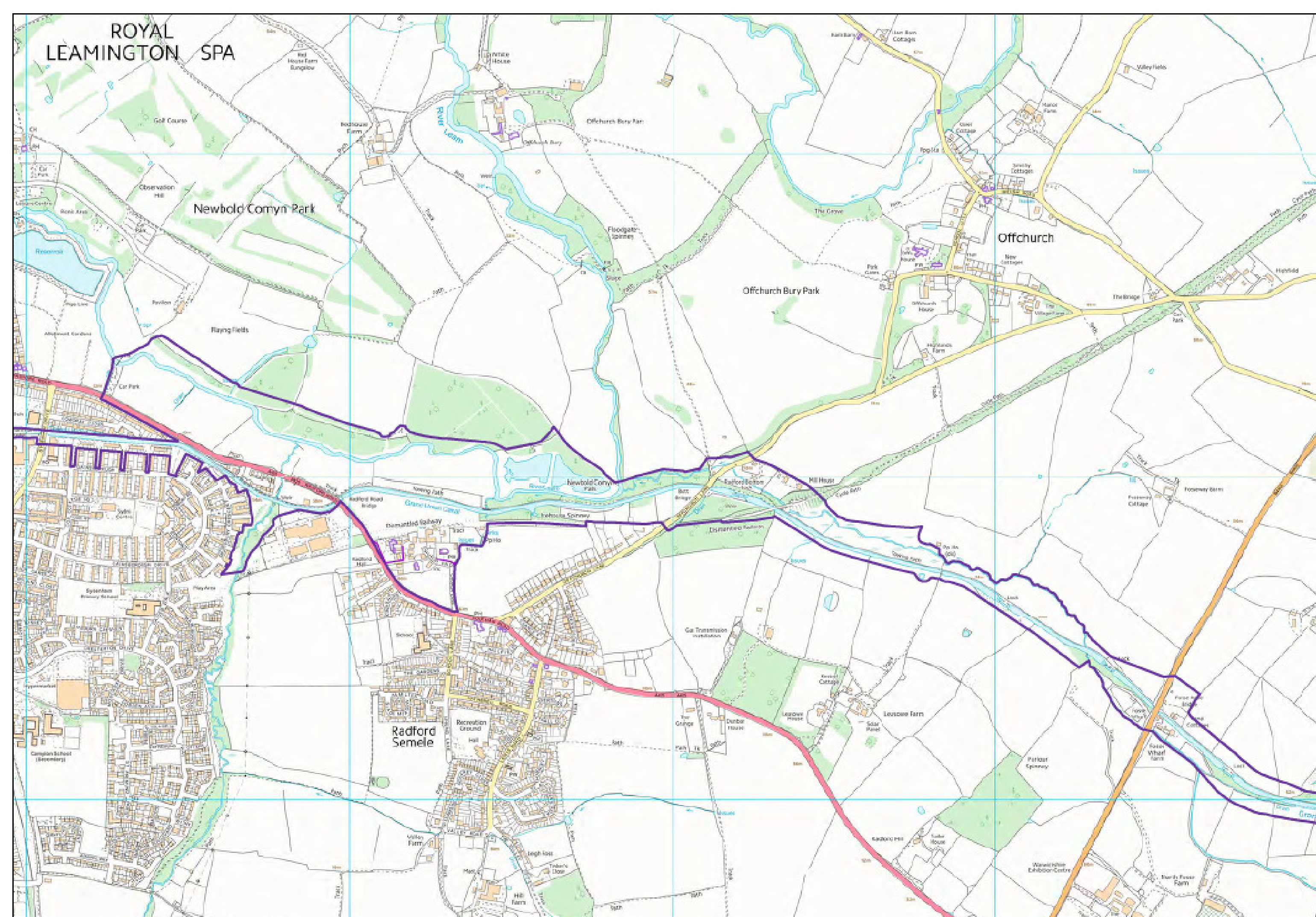
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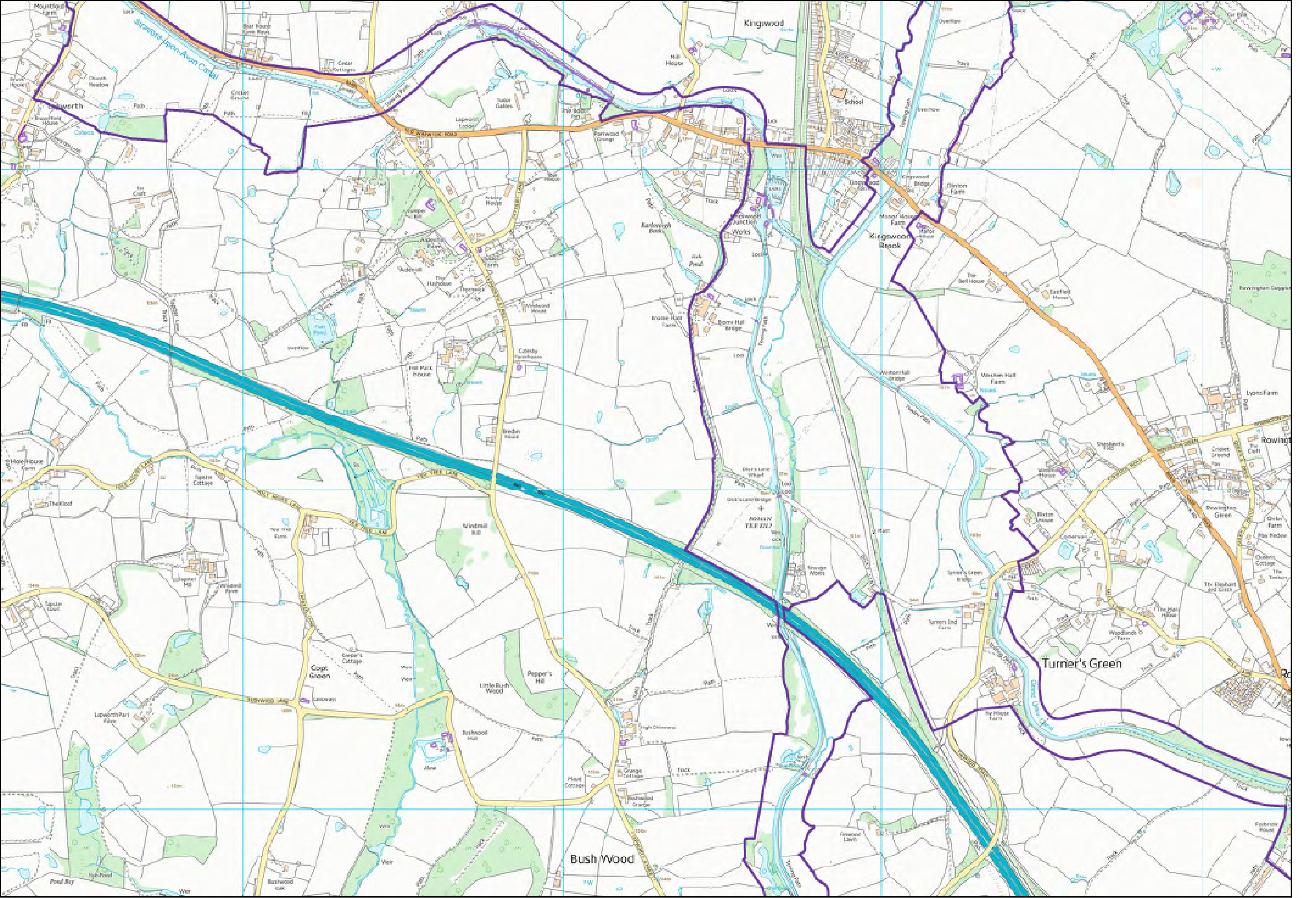
Newbold Comyn Park

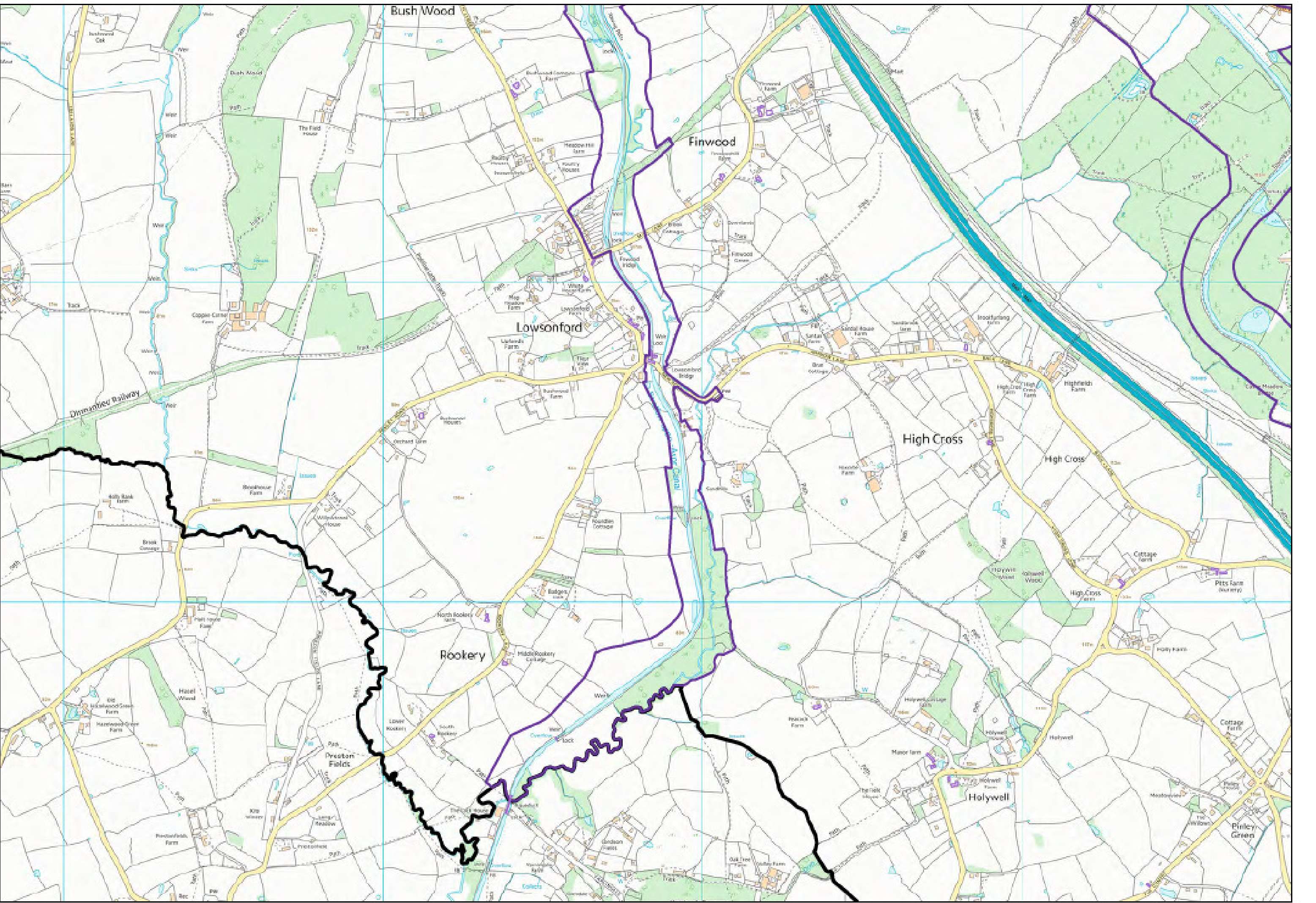
Offchurch

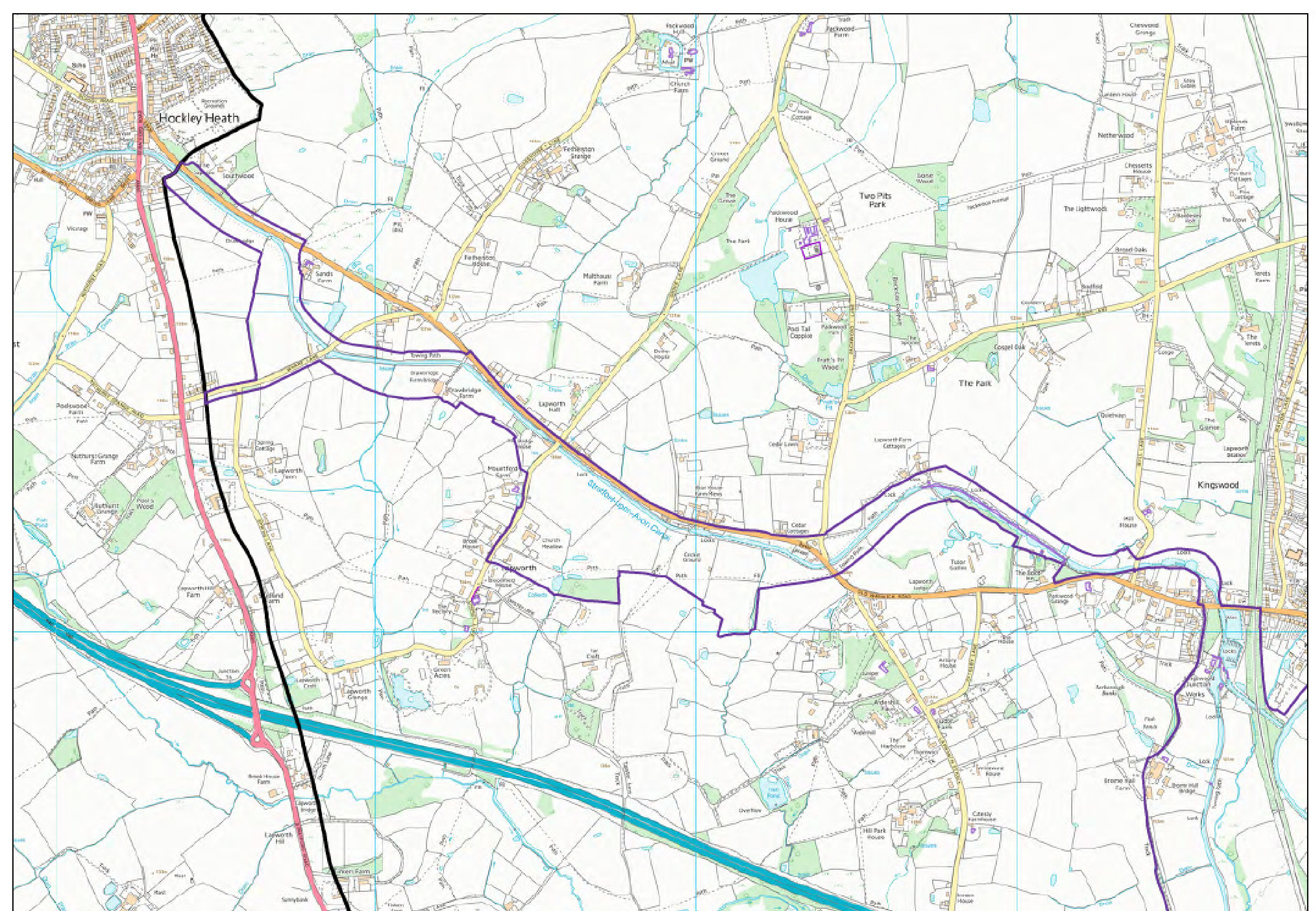
Offchurch Bury Park

Radford Semele









Public consultation

There is no formal procedure for adopting a Conservation Area Character Appraisal, though national guidance encourages 'rigour and openness' in the process.

The intention to designate was made explicit in the local plan. Conservation is a creative activity to find solutions that conserve historic places and use cultural values that continue to apply into the future. It was eighteenth century change that created the canals as a historic place and managing change is essential to the waterway environment preserving its character realising its full potential in the future.

The appraisal draws on fragments of history from a wide range of sources to develop a narrative description and analysis of the qualities and values of the canals in Warwick District as a historic asset. Evaluating the historic environment by understanding how the past is encapsulated in today's landscape, explaining why it has assumed its present form and distinguishing its more significant elements in a Summary of Special Interest, Including the social and cultural circumstance that brought it about and to provide an evidence base for the retention of distinctive character. Initial discussions took place with Historic England, Canal and River Trust, Historic Environment Record, CAF and local History groups and some local councillors. At the outset I spoke to the meetings of local societies and canal organisations. Informal consultation took place over two days at the Leamington Canal Festival held on 23/24 June 2018.

Public consultation was carried out over seven weeks in July, August and September 2018. The Draft Conservation Area Character Appraisal was made available using the local plan consultation system, press releases, the Council's web site, libraries and community centres. Parishes were notified and 900 leaflets distributed to households and businesses in Brunswick. The council website, newspapers and social media such as Facebook and Twitter were used as a practical way to reach large numbers of people.

All 62 consultation responses were evaluated and the document amended in light of comments received as appropriate. The main points of the consultations are below.



23rd-24th June Canal Festival - photo by Councillor Naimo- 68 responses

Engagement is complicated by the number of communities of interest that represent the wide range of people who use the canal in one form or another. The time scale and resources limit what was possible to do beyond the consultation undertaken. The press, radio were able to use the press release; local interest groups; leafleting houses; Providing information in the local libraries/ other community hubs. The council website, newspapers and social media such as Facebook and Twitter were used as a way to reach large numbers of people in a short time. It is important to use all forms of communications to ensure the widest group of people is reached. Each form of communication is not mutually exclusive.

To help communities take an active role in securing understanding of their local area, community participation is a valuable aspect of embedding heritage within place-making processes. There are toolkits devised by Historic England and others that enable communities to identify and record their neighbourhood's appearance, local character and distinctiveness. Using mapping worksheets the community participants define the character of their locality including building types, views, landmarks and recognise boundaries; and to identify the physical attributes, history and meaning; to develop an awareness of neighbourhood qualities and sense of place.

Comments	main points	WDC response
158 designation should be deferred until DPD confirms areas for regen will deliver 200+ homes		<i>separate processes but based on appraisal - explanation*</i>
159 balances re use of heritage assets with opportunities for quality contemporary architecture		<i>support welcome particularly against poor pastiche</i>
160 overall vision preferable to piecemeal change		support for careful and considered approach
161 resisting overdevelopment where impact is on heritage assets		support for constraint
162 identifies potential for public realm improvement		support for enhancement
163 recognises places matter to local communities		support for engagement
164 stewardship highest importance in securing heritage assets		support WDC to lead in tackling issues in partnership
Criteria for assessing devt in proposal is a good framework		support for analysis
165 natural and historic assets should be protected by designation		support for designation & appropriate interpretation
166 improved access and connectivity where feasible		support for length 2
167 improved access and connectivity where feasible		support for length 3
168 improved access and connectivity where feasible		support for length 4
169 designation & appropriate interpretation where feasible		support for improved signage
170 support area proposed for designation		support for length 5 to include old town
171 support area proposed for designation		support for length 6 fosse
172 designation will protect historic and natural assets		support length 7 S on A canal
173 chimes with neighbourhood plan extend to include ecological value of Radford brook		support extensive boundary incl natural and historic assets

174 thoughtful and appropriate...supports area going beyond canal towpath

175 promote devt. that includes and interacts with canal ..not set in aspic

176a focuses on development not conservation

176b development will harm calm corridor through towns

176c too little emphasis on nature conservation

176d boundaries too extensive. 15 detailed observations

176e too short a consultation, not enough key group engagement

177a needs more detailed landscape analysis incl species

177b urban boundary changes require article 4 direction

177c design guide would help

177d consider as potential wildlife site

178 enhance access to towpath

179 signposting green infrastructure advice

180 'excellent idea'

181 no need for additional planning controls

182 'large and comprehensive document'

183 extend boundary to include old town

184 a extra cost concern for lock works

supports Leamington's canal heritage raising quality

special interest and permeability supported

guidance is aimed at vulnerability to incremental change

aim not to ignore what happens around this special world

text on landscape and wildlife added

boundaries reviewed by 2 officer groups and amended

7 weeks(4 norm). devts. already underway need CCA input

some additional landscape guidance added

vulnerability to harmful change to boundaries identified

further advice with DPD

sssi potential rather than CA designation

initiative being progressed with Canal & River Trust

noted

possible use of article 4 on boundaries considered

under consideration for Leam CA review

C&RT consult + to have national agreement consent

184b international visitors interest in doc

184c enforcement will be required

185 Shrubland St and Tachrook St should be designated

186a boundary informed by holistic approach to historic importance + value

186b canal reflects surrounding -

186 c 'very comprehensive', perhaps more attention on Hatton's significance

187 supports CAF comments

188 does not mention biodiversity enhanced by the organic farm practices

189 balance respect for valued features with regenerating canal side

190 current use is negative proposal will have windows and balconies to
enhance visual security + greater use of towpath

191 Town council members support designation

192 canal a valuable asset connecting people and places..
contributes positively to health and well being

193 landlord curious re extent of CA in Old Town

194 Parish urges consideration of wheel chair access too

195 possibly require additional controls on PD rights

196 concern with intrusive decks and loss of greenery

copy to be available on line & HER

aim to guide devt. to achieve quality- enforcement back up

officers propose continuous canal corridor+ review leamCA

agreed - canal is experienced in wider context

WDC officers view setting as an adequate safeguard

additional information on Hatton added

see 176

practices in vicinity of canal margins to respect ecology

support for principle of informed design approach

objectives agreed. Shallow site has no room to address
uncomfortable boundary and loss of vegetation

comprehensive public health guidance attached
supports tenets of Canal Conservation Area

now part of Leam CA review

opportunities identified for DPD guidance

harm to character and appearance a consideration

personalisation of offside and impact on public realm
design guidance needed in DPD

197a lost footpaths - curtailed by 18th century canals

197b detailed corrections and additions to facts and boundary considerations

198 nature conservation not prominent, more extensive boundary needed

199 no specific comment

200 no comments network rail

201a CA should take in more of surrounding area

201b Leamington turns its back on the canal

202a an excellent case for CA – thorough review

202b restore wharves and basins to add variety and activity

204 leam society newsletter

205 invitation to a parish meeting

206 boundary not drawn too tightly encompasses canals zone of influence
amend existing CA townscape when canal related

234a access problem at Clapham Terrace bridge

234b Litter and dog waste concern

234c drug use not identified in canal appraisal

234d better joinery should be grant aided if required

235 team at WDC deserve congratulations

prow to be included on maps

DCLG technical guidance on private ways as highways

text on landscape and wildlife added

HS2 not bound by conservation control

some will fall into Leam CA review

better contact between canal and town is promoted

support

waterspace opportunity identified at St Mary's bridge

extract below**

done. Proposal well received

Historic England extremely supportive ,clear articulation of
special interest, include character of old town canalside

improve access and signage

joint stewardship along with adoption by volunteers

a characteristic of public space, improves with activity

designation uplifts values as quality of area rises

224 wonderful social and environmental resource

225 should represent diverse nature of its community, why leave out public housing

existing CA subject to review

226 footpaths need to be improved

included – contributions from development

227 CA should be extended

existing CA boundaries under review

229 should include Clapham terrace school + Waverley road

CT is in Leam CA

231 –

232 Council will do whatever regardless of feed back

233 cafes, pubs, eating places are all good features

greater use of canal will increase viability of these

*Representation received. ID:71 158

WDC PLANNING POLICY RESPONSE

The Local Development Scheme states "It should be noted that the council is currently seeking to designate the canal network across Warwick District as a conservation area. This work is brought forward in a separate process to, but will be aligned with, this DPD." It should, therefore, be clear that the processes are separate, that the canal conservation area designation will be brought forward separately, and that we will see a degree of harmony between the two. It can be expected that the Canalside DPD will provide details on the interrelation between designated regeneration areas and the conservation area, to allow developers to progress their designs with clear and unambiguous guidance. The purpose of the Conservation Area is not to prevent development but to ensure that where development comes forward that it respects and responds to its historic environment. This does not automatically result in additional costs or in making schemes less viable, and I am sure that we see well designed, high quality and appropriate brownfield schemes come forward once the Canalside DPD is in place.

Some reviews from the consultation responses:

Historic England is extremely supportive of the concept of canal conservation area designation as a way of recognizing the pivotal role that canals played in the evolution of the nation from an essentially rural to an industrial society. The canals within Warwick District are well worthy of such distinction and we are

pleased to note that the proposed boundary has not been drawn too tightly but encompasses features and areas falling within the canals wider zone of influence. These are often also important components and contributors to overall canalside character and the canal's special interest.

'Designated assets - historic and natural - and their settings should be protected - and where appropriate and practical, interpretation provided. Where feasible, improved access and connectivity should also be provided.'

'I think having history and information boards along the canal side would be beneficial to those using either the canal or the towpath'

'Stewardship is of the highest importance in securing the future of heritage assets. It is commendable that WDC looks to take a lead in bringing together the appropriate partnerships to tackle difficult issues. The criteria proposed for assessing development proposals offer a good framework.'

'The canal network is a valuable asset, connecting people and places throughout Warwickshire. Its use should be protected and the opportunities it provides for recreational use and active travel should be promoted. Walking and cycling are sustainable forms of travel which can contribute positively towards health and wellbeing outcomes. To encourage people to use the canal network to walk and cycle more we recommend that wayfinding and measured miles signage are installed as part of the regeneration element of this scheme. As well as connecting places the green and blue infrastructure can also be beneficial to mental health and wellbeing; studies have shown that these environments can reduce feelings of stress and increase feelings of wellbeing.'

I think that the trees and groups of trees and other near natural habitats should be preserved and maintained to the benefit of biodiversity.

'There is huge potential for improvement of public realm and for this to contribute to quality of life for residents and visitors.'

'Living next to the canal we have been able to observe thousands of people on foot, on bikes, joggers, boats families' commuters, parents using it to go to school, dog walkers and it and it is a source of enjoyment to all.'

'The Appraisal appears to be based on a comprehensive assessment of the character of the canal corridor and its surroundings and recognises that adjoining land and/or buildings which have a historic link to, or association with, the canal or which otherwise significantly contribute to its character and setting can form important elements of the wider context in which the canal is seen and experienced. The recommended boundary appears to generally have been informed by such a holistic approach to identifying the historic importance and value of the canal.'

Generally respondents are supportive. There is a great interest in wildlife and nature conservation qualities of the canals as well as heritage. This arose too in the informal dialogues and forms filled in at the **June Canal Festival**. 68 scripts were collected over two days, with people expressing the values

the canals held for them, and many more conversations not recorded. The local History group, local historians, WCC HER and Leamington librarian have all given advice and information.

****From Leamington society newsletter**

Grand Union Canal Conservation Area

Warwick's canals date from 1800 and were a key element in the industrial revolution. The enterprise to build them, led by Warwick people, is an example of how ideas can transform places.

There is currently a major public consultation (see below) on the proposed designation of the Grand Union Canal as a Conservation Area (stretching 24 miles within WDC and 2 miles within Leamington Spa). It is hoped that community knowledge and values will inform professional judgment and be the best way to generate support for this plan, which should also encourage local people to explore this historic asset on their doorstep. The canal links Leamington and Warwick and the countryside beyond and provides open access to a landscape of character for the many residents who do not have their own garden, who want to walk, jog or cycle along the Canal in Warwick District.

Designation of the Canal as a Conservation Area should ensure that its structures be sympathetically altered and restored; access and interpretation be improved and the opportunities for new development be enhanced. Historic England and London School of Economics research confirms that properties in conservation areas have greater value and designation can bring about environmental, economic and social benefits

The Canal Conservation Area seeks to promote intelligent and inspired design, which is responsive to local distinctiveness and respects history and context. The conservation area appraisal and planning and design guidance will avoid piecemeal change being allowed to incrementally devalue the significance of the waterway heritage. Guidance will inform a creative dialogue on investment that will explore the potential of the waterway environment to enhance quality of life for residents, visitors and businesses.

Your individual contributions are welcome, please contact our temporary Conservation Officer roger.beckett@warwickdc.gov.uk

A Public Consultation is in progress until September 24 via the WDC website: go to <https://www.warwickdc.gov.uk/> and click on the picture of the canal. There will also be a public meeting in the Town Hall on September 20th at 19:00.

Roger Beckett and Marianne Pitts

Local views sought on creation of Canal Conservation Area

Warwick District Council has proposed a new Canal Conservation Area across the district and is seeking the views of local people.

The move follows a recent assessment of the canal and its setting, by the Council's Conservation Team to identify and explain what makes it special and its historic significance to our district.

The Grand Union Canal and Stratford-upon-Avon Canal together serve as a major heritage asset dating from the late eighteenth century linking historic towns with the countryside and strengthening Warwick District's character, economy, and tourism offer.

The waterways also provide a recreational facility for local residents, who can walk, jog or cycle along the 40 km of canal in the district.

Designation of the Canal Conservation Area will promote access to the canals, improve interpretation of our industrial heritage, and crucially, it will promote informed, intelligent high-quality design, responsive to local distinctiveness that recognises what local people value.

Warwick district's Local Plan identifies that waterways can be used as tools for place making and can contribute to the creation of sustainable communities. Historic England and London School of Economics research confirms that properties in conservation areas have greater value and designation can bring about economic, environmental and social benefits.

Warwick District Council's Portfolio Holder for Development Services Alan Rhead commented; "The proposed Canal Conservation Area will assist heritage-led regeneration, including the Creative Quarter in Leamington's Old Town, as well as supporting greater access to waterside leisure and recreation. This is a great opportunity to revitalise the canal corridor which in turn will attract more tourism and benefit the local economy."

A public consultation exercise is now open and the draft Canal Conservation Area appraisal document can be viewed on the [Council's website](#). People wishing to contribute local knowledge and values should make their submissions using the links on the [Council website](#) by 24 September 2018.

The project is being delivered for the Council by Roger Beckett, a local Architect/Planner with over forty years' experience of waterside planning, design and conservation and he is seeking feedback from the public on the proposals. He can be contacted at the Council on the following email address: roger.beckett@warwickdc.gov.uk