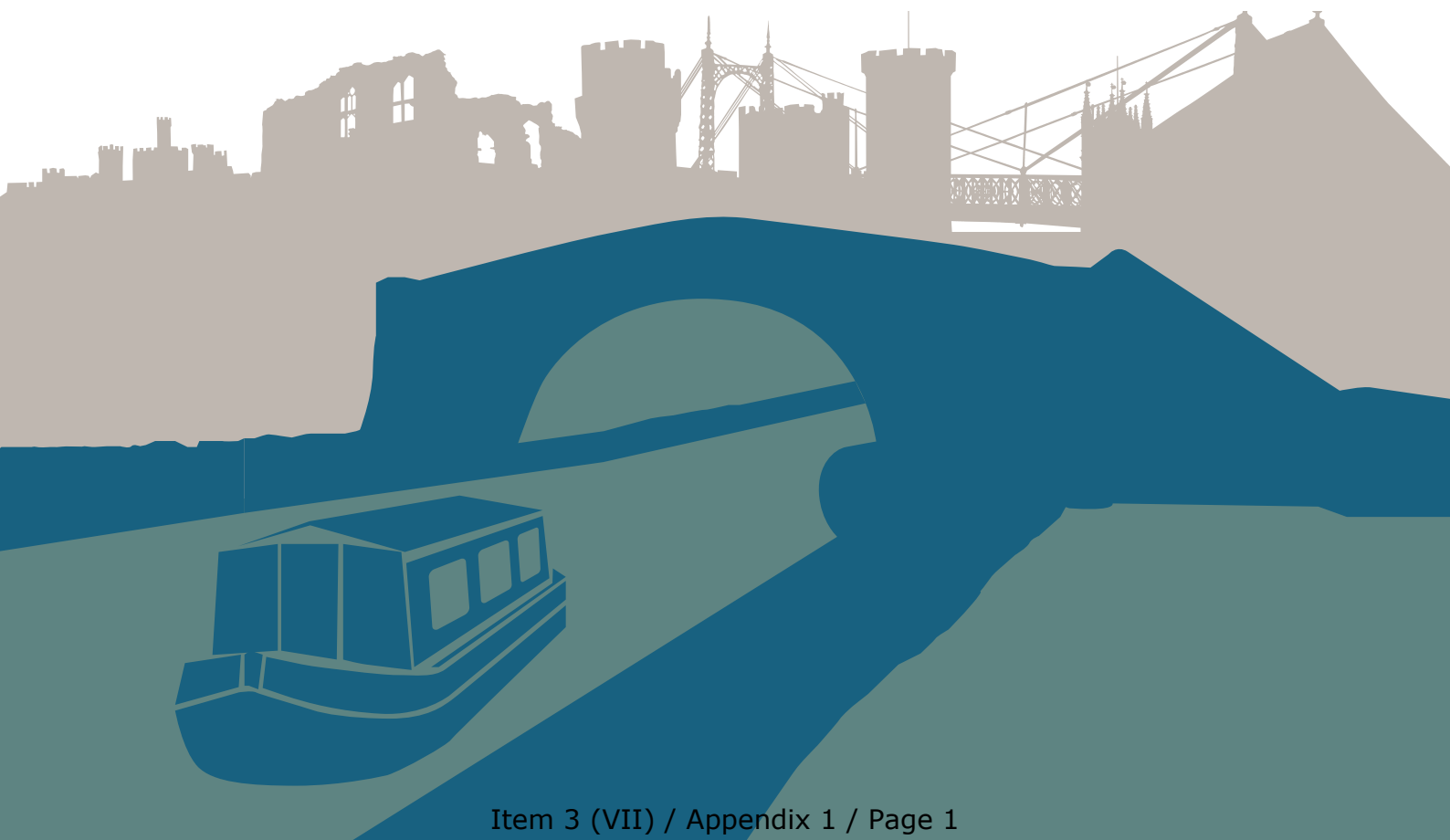


Warwick District Council

# CANALSIDE DRAFT DPD

PRE-SUBMISSION

March 2020



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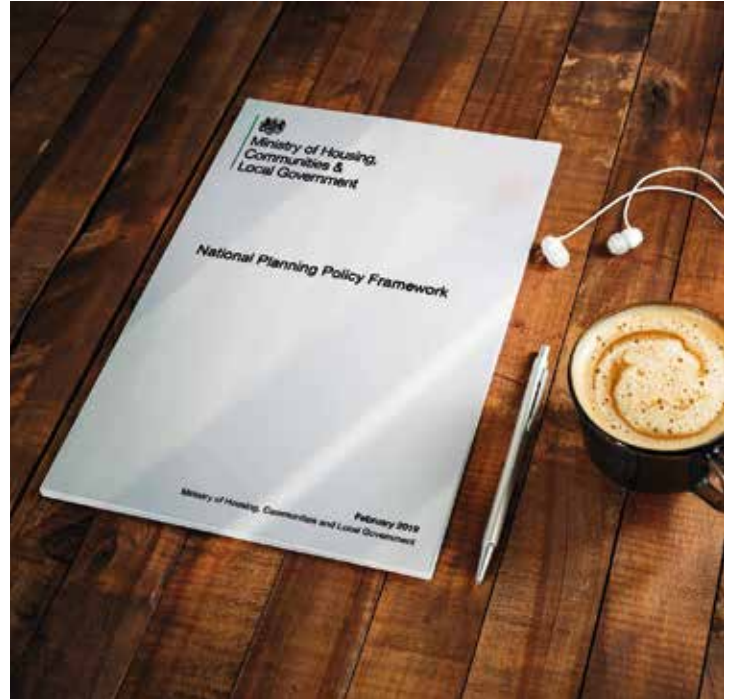
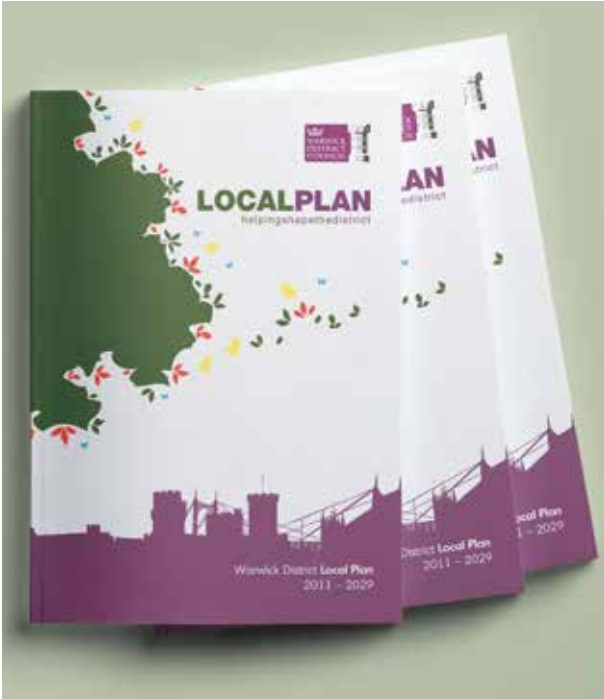
SECTION 1

# BACKGROUND



- 1.1** What is a Development Plan Document (DPD) and why is one being prepared for the canals within the district?

## National and Local Policy Documents



- 1.2** The district adopted its Local Plan in Sept 2017. The Local Plan sets out the framework for future development in the district; how much, where it will be and how it will be supported in terms of infrastructure. The Plan runs from 2011 to 2029. It contains both allocations for land uses, including housing and employment, and policies by which planning applications will be assessed by development management staff and Planning Committee members. It also provides guidance for developers about what is expected by way of physical, sustainable development and in terms of good design. The Local Plan sits beneath the National Planning Policy framework (NPPF) 2019, document and has to be in conformity with it.
- 1.3** A DPD is a document that fits within the Local Plan framework, but has been prepared separately as it deals very specifically with a particular aspect or topic. In this case, the canalside has been given special consideration as it is considered that this area has long been neglected in terms of development and promoted for public use and that there are opportunities in this area which could be exploited for the local and wider community.
- 1.4** There is a policy in the Local Plan (Policy DS17) which commits the Council to undertaking this work.

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

- a) assess the canals in the District and their environment and setting;
- b) identify areas for regeneration along urban sections, particularly for employment, housing, tourism and cultural uses; and
- c) identify areas for protection, where these are appropriate, throughout the canal network within the District.

"This document will designate particular areas and uses and will set out policies for use in assessing planning applications."

"It is on this basis and with reference to each of these criteria that this document has been prepared.

"The text that accompanies this policy in the Local Plan explains why the Council feels that this is an important project.

"The Council wishes to see the canals reach their full potential and provide not only for leisure pursuits but also the possibility of opening up and regenerating areas which have fallen into disuse and been degraded over the years, particularly where this boosts the local economy by providing new jobs. A holistic approach is needed however to avoid piecemeal development which may result in the sterilisation of other sections of the canalside. By carrying out a study into what activity is currently taking place along the canal and within its environs, the Council can plan for a sustainable and productive future. By producing a Development Plan Document the Council will be able to allocate sites specifically for appropriate uses whilst building on and reinforcing existing successful canal side developments, resulting in a vibrant set of proposals to guide future development and contribute to the prosperity of the District."

"Additionally, the Local Plan lists specific locations that the DPD will consider in terms of redevelopment.

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

"As this DPD forms part of the Local Plan, it must be in conformity with both that document and the NPPF.

## Neighbourhood Development Plans

**1.5** The next level down in the hierarchy of plans is the Neighbourhood Development Plan (NDP). These plans must be in conformity with national and local strategic policies. If a NDP is published for any of the areas adjoining the canalside or including land within the boundary of the DPD, or including the canal itself, then the NDP must be in conformity with all higher levels of policy.

**1.6** Objectives of this DPD

- Identify issues and opportunities and address/exploit them
- Look at a wide range of potential schemes to encourage more use of the canals and be imaginative and creative
- Increase the use of the canals and their environs to open them up to a new range of activities
- Create new frontages to face the canals instead of backing onto them, especially with new residential development
- Change perceptions of hidden backwaters as dangerous and crime ridden
- Make the canals safe and attractive and accessible to everyone
- Improve the visual aspects of the canals and widen their appeal to include all sectors of the community
- Protect any aspect of the canal that needs to be preserved whether tangible or conceptual

- Protect wildlife, habitats and water quality
- Increase awareness by use of directional and information boards in appropriate locations

**1.7** The Royal; Leamington Spa NDP emerging policies fully support the protection and full utilisation of the local canal network.

**Objective 3** A. To protect existing areas of open space, River Leam, Grand Union Canal and other blue infrastructure

**Objective 4** E. To utilise the canal and river to attract more visitors, sensitively open up both waterways for better pedestrian/boat/cycle usage

**Policy RLS 3**

“Conservation areas refers to effect of development on heritage assets and settings, protection of key views and establishing links

**Policy RLS 16.**

“Canal and Riverside Development. Provides criteria for assessing developments, supports marina on Grand Union Canal with ancillary leisure uses and supports hydropower when in accordance with LP policy, CC2 Planning for Renewable Energy and Low Carbon Generation

**Policy RSL18**

“Supports improved and new access points to the river and canalsides

**1.8 The Extent of This DPD**

This document includes the whole length of all the sections of canal that run through the district. It considers not only the canals themselves and the environmental issues surrounding them, such as water quality, but also the land to either side, the state of the towpaths and any facilities that are provided and the land beyond which includes a number of ‘opportunity sites’, where there is vacant or under-utilised land and/or buildings or other opportunities for regeneration. It also looks at the existing communities, both on the canals and alongside.

**Conservation Area**

**1.9** One of the major pieces of work which has taken place as part of the overall assessment of the canals, is the designation of a new conservation area. An expert in this field surveyed the whole length of the canals in the district to assess the potential for creating this. Additional protection is afforded to land, buildings and the canals which could, for example, help to retain and bring back into use, buildings that are not in themselves worthy of national listing, but nevertheless are special locally in terms of their industrial architecture and importance to the development, demise and resurgence of the canals. Buildings which have local significance should be referred to the district council to assess suitability for inclusion on the local list.

**1.10** What criteria are used to judge whether or not to designate a new Conservation Area(s)?

Conservation Areas are ‘areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’ (Planning (Listed Buildings & Conservation Areas) Act, 1990).

**1.11** Policies and guidance for Conservation Areas are given by the Government in National Planning Policy Framework, 2019 paras. 184 to 202 and Historic England’s Advice Note 1, (second edition) Conservation Area Designation, Appraisal and Management, 2019.

**1.12** Local authorities are advised to review their Conservation Areas from time to time and to ensure that they have up to date character appraisals which set out their special interest and provide the basis for development management and enhancement proposals.



## SECTION 2

# Context

### **Vision:**

To increase the economic, environmental and social benefits of the canals and their environs with well designed new development on underutilised, vacant or derelict sites, taking into account the special character, qualities and history of the waterways and the protection afforded by the Canal Conservation Area.

Support will be given to the protection of heritage assets and the enhancement of green and blue corridors, the protection of biodiversity and habitats of the waterways and the improvement of water quality, recognising the contribution to health and wellbeing for users.

Tourism and facilities for boat and other leisure users will be generally supported as well as the use of canals and towpaths as a sustainable transport route for both goods, services and people.

Improvements to and the protection of canal infrastructure will be extremely important when considering new development adjacent to the canals and along towpaths.

There is recognition of the contribution that canals can make as a renewable energy resource in the heating and cooling of buildings and as a source of water for commercial, agricultural and public consumption.

## 2.1 The Canals that run through Warwick District are:

### **The Grand Union Canal:**

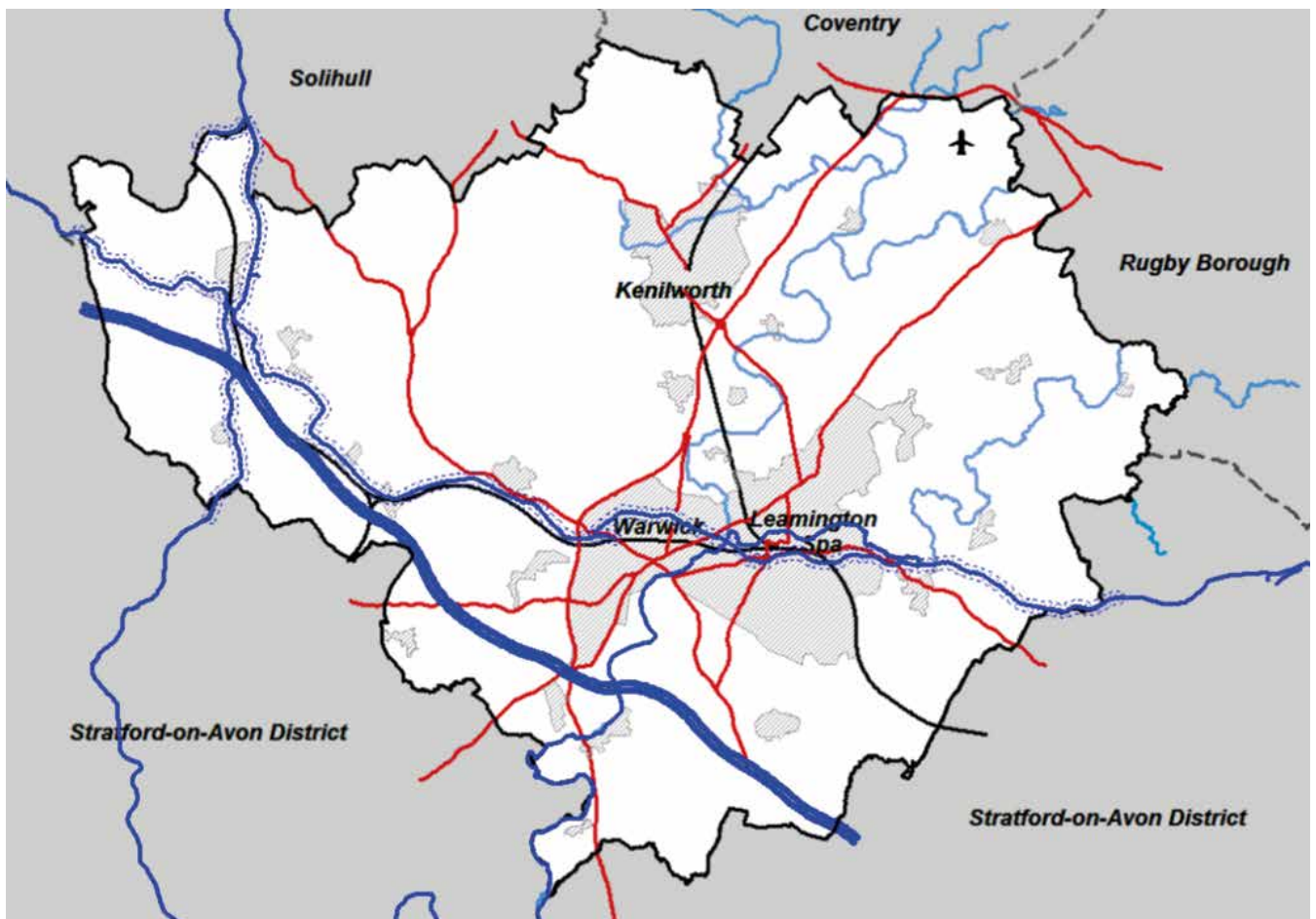
The Grand Union Canal runs east to west through the southern part of the district from a point just to the east of the Fosse Way beyond Radford Semele, to the point where it links to the Stratford Canal south east of Kingswood and on to the edge of the Warwick District Boundary, east of Dorridge. The more urban section of canal runs through the towns of Leamington Spa and Warwick.

### **The South and North Stratford Canals:**

The South Stratford Canal runs south to north until it reaches Kingswood, where it turns west through Lapworth and becomes the North Stratford Canal, until it leaves the district at Hockley Heath.



Split Bridge 2m North of Lock 21 (WDC)



Waterways through Warwick District

## Waterways through Warwick District

### 2.2 A Brief History of Canals in Warwick District

The Romans first built canals in this country for the same purpose for which they were required in the 18th Century; to move heavy cargoes from point A to point B and to transport large amounts of water across valleys and hills. Most of the Roman canals were set up as irrigation systems, for land drainage or to link rivers. The Fossdyke in Lincolnshire was built around 120 AD, to connect the River Witham to the River Trent and is probably the oldest canal in Britain.

**2.3** In the 18th century it became clear that for the new industries which were emerging as a result of the Industrial Revolution an efficient way of transporting raw materials and other cargo was necessary. The Government was lobbied to pass Acts which enabled the construction of canals to commence with money raised by the new entrepreneurs forging new businesses which needed to move goods quickly from the point of origin to the major cities of Great Britain.

**2.4** The work force for digging the 'cuts', where the landscape was literally cut into to enable the water to be channelled along, largely came from Ireland and the industrial north of England and became known as the 'navigators' or 'navvies'; a term still in use today for those labouring on building projects.

**2.5** Following the natural terrain of the land, the canals often skirted hills and valleys, but when the water level inevitably had to change to traverse the landscape, locks were built. These were used to great effect to raise or release water levels to enable the next level to be navigated. Where necessary, a staircase of locks was used, as in the case of the 'Hatton Flight' or the 'Stairway to Heaven' locally.





The Hatton Flight of locks today (WDC)

**2.6** The Grand Junction Canal received its Act in 1793 and was fully operational by 1805. The original Grand Junction Canal ran from Birmingham to London, was 137 miles long and had 166 locks. It was built at a time when there were no railway connections and roads were poor, to improve communications between Birmingham and the Midlands and London and to serve businesses which had emerged from the industrial revolution and which were heavily reliant on a constant supply of coal.

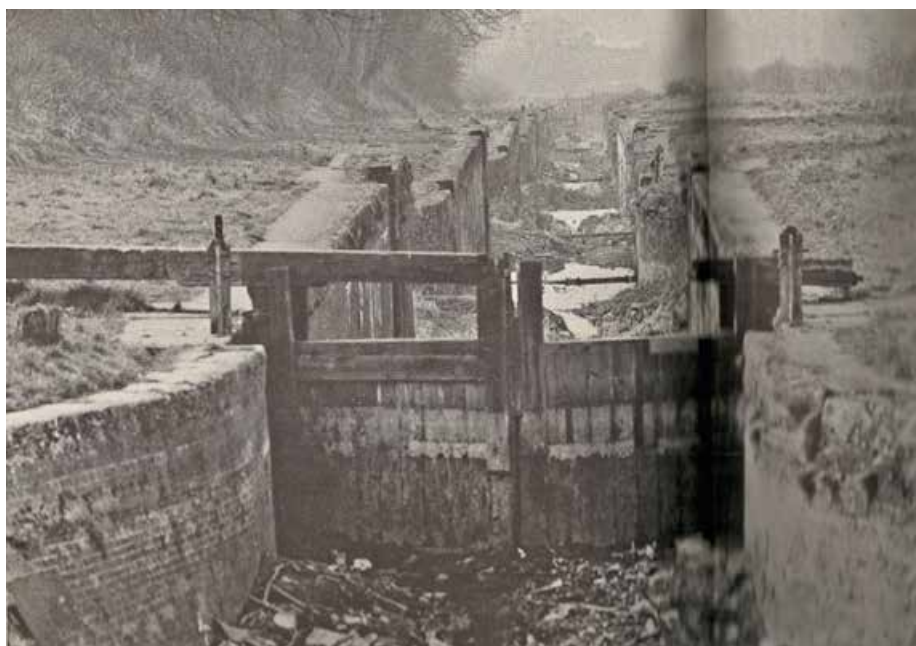


Coal Barges on the Birmingham Canal (Anon)

- 2.7** The Grand Junction was built as a broad canal in the south where 14ft boats could be accommodated, but at its northern end it joined the Oxford Canal which was narrow and the canals into Birmingham were also narrow. It was generally therefore used only by narrow boats, except at the London end. The advent of the railways meant that the waterways were forced to adapt in order to survive.
- 2.8** The section through this district was designed for narrow boats and was built by two companies; the Warwick & Napton Canal and the Warwick & Birmingham Canal. Working together meant that the canal profited until 1838 when the railway was built bringing direct competition.
- 2.9** In 1894 the Grand Junction purchased the canals which now comprise the 'Leicester Line'. In 1929 the Regent's, Grand Junction and the two Warwick Canals merged and became the 'Grand Union Canal'.
- 2.10** The new company, with the help of government loans, modernised this part of the system to enable broad-beamed boats to work between London and Birmingham. Dredging was carried out and the banks protected with concrete strengthening, bridges widened or replaced, and narrow locks replaced with broad locks. Completed in 1937 much of the canal remained too shallow for broad boats to pass each other and unable to pass in tunnels however. Narrow boat traffic increased in the short term, but post-war with canalside factories no longer using coal as a fuel or having it brought in by other transport methods, the canals declined. Loading boats along the Grand Union Canal was phased out in the 1930's and although commercial carrying continued until the early 1970's, the decline had set in post WWII.

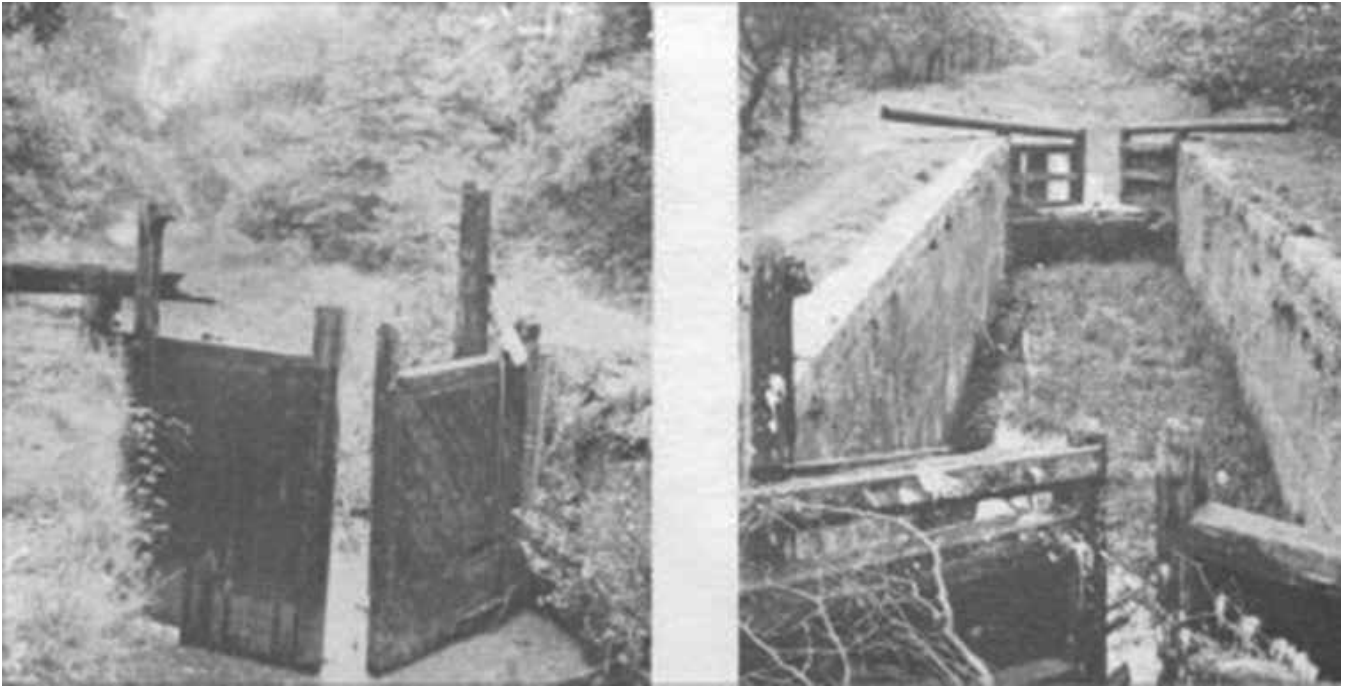
### **2.11 How The Use of Canals Has Changed**

Having been built for trading purposes to transport large, bulky items with relative ease, the canals fell out of favour with the coming of the railway and a much improved and extended road network. With no real purpose, those canals that fared best became a haven for wildlife and a place for quiet contemplation and angling/water based leisure as they are today. Those that fared less well became overgrown, abandoned and totally disused other than as rubbish tips. An extensive history of the local canals can be found in the work connected with the designation of the Conservation Area (see 3.1 for link).



The Kennet and Avon Canal, Devizes (from 'Canal' by Anthony Burton and Derek Pratt)





Basingstoke Canal near Pirbright, Surrey (Dr Neil Clifton)



Liskeard and Looe Union Canal (David Stowell)



Above Lock No. 2 Basingstoke Canal (Dr Neil Clifton)

**2.12** Today, with a renewal of interest in the canals and in canal travel for pleasure, there are far more uses for canals than ever before. From those wishing to travel in their leisure time on narrowboats and other craft, to walkers, cyclists and anglers, the resurgence in interest has sparked off a whole new demand for canal use and activities. Some canal based small businesses have also sprung up creating a new sense of purpose and embracing the concept of travel as part of that business for some.

**2.13** The importance of canals is increasing in terms of use as a resource too. Not only does the canal act as a waterway to convey people and to some extent, goods, but it also acts as a reservoir, storing water for times of drought caused increasingly by climate change. Water is abstracted on the canal system for both agriculture and commercial uses. There are real issues



around the level of topping up and abstraction, since there are more applications for licences to abstract water made year on year. The level of water needs to be maintained to allow navigation and to keep the water clean and aerated enough to support fish and other animal and plant life.

**2.14** There are wide ranging health and wellbeing benefits provided by use of the canal and towpaths. Both physical and mental health can be improved by reducing stress and improving relaxation. Mental health, especially symptoms brought on by depression and loneliness, are being increasingly subjected to 'social prescribing' by GP's which involves directing a patient towards an activity or community group. What is more, it's a free resource. ("canals prescribed by GP's to combat depression", The Telegraph, May 2018)

In Buckinghamshire, canalside walking is being promoted to patients suffering from high blood pressure, depression and lung problems.

**2.15 What Has Happened Elsewhere?**

An excellent example locally of the resurgence in interest in the canal network and the way in which the canal is utilised, is Birmingham and in particular around the Gas Street Basin and Brindley Place area where a substantial amount of investment has regenerated the canal and the surrounding district. The following photographs illustrate the difference made. Note that buildings now face onto the canal rather than backing onto it as before.



Brindley Place before work was carried out (Urban Buildings)



Before Work Started in 1990s at Brindley Place (Birmingham Express & Star)



Brindley Place today



Brindley Place today (unsplash.com)





Gas Street Basin – 1973 (loose\_grip\_99)



Gas Street Basin – mid 1970s (Birmingham Forum)



Gas Street Basin drained (bbc)





A section of the canal at Islington Row, Birmingham, after being drained (Birmingham Mail)



As It Is Today (jim-shead.com)





Banbury's Castle Quay – note the architectural features reflecting previous buildings/uses (Geograph)



Enhancement of Birmingham Canal ([bbcwildlife.org.uk](http://bbcwildlife.org.uk))

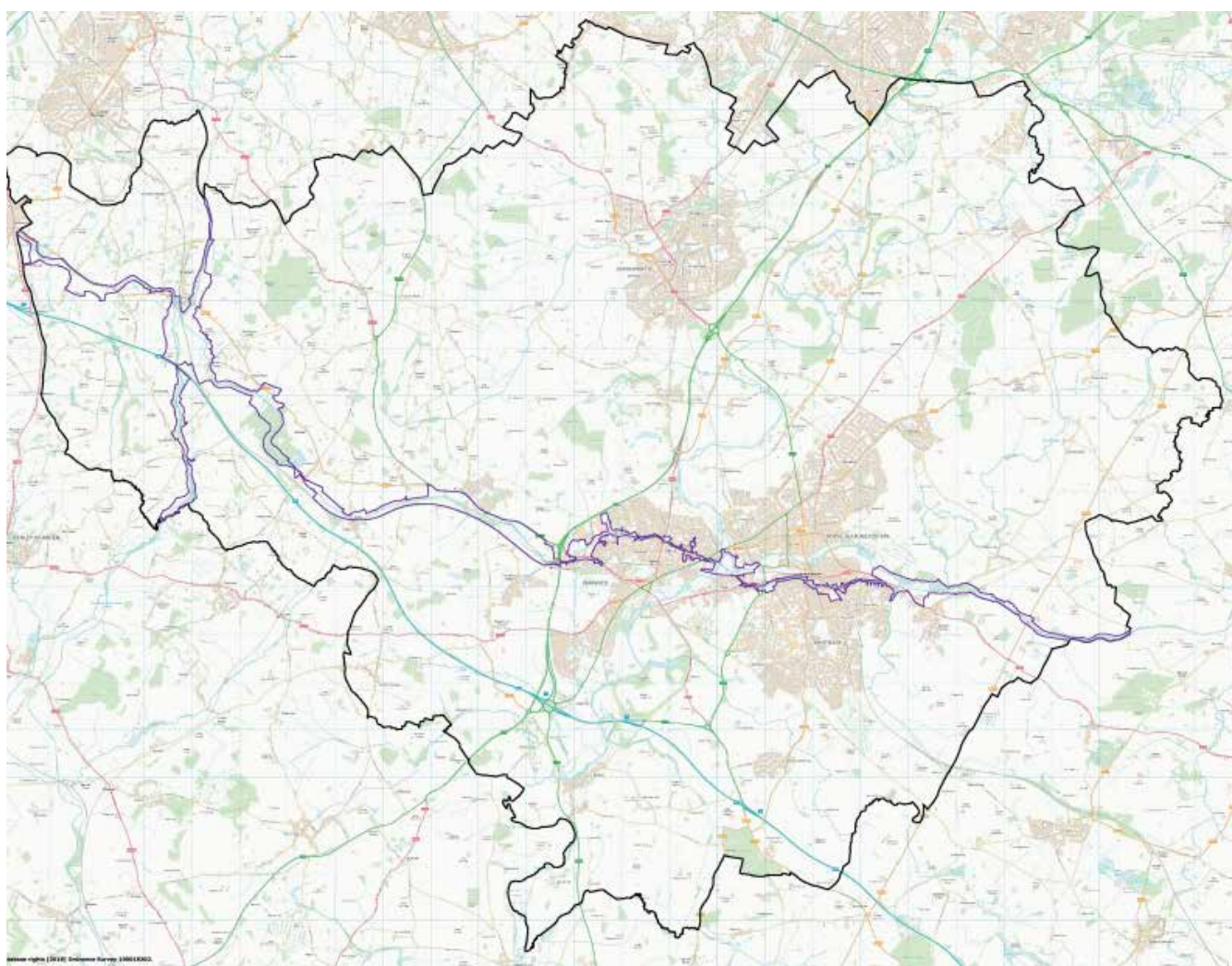
SECTION 3

# The Canal Conservation Area



After a lengthy period of evidence gathering and public consultation, a new conservation area was designated covering the whole of the canals lengths throughout the district, in January 2019. This designation affords additional protection to the area as more changes will require a planning application and subsequent approval before being carried out. This does not preclude development and change but does introduce tighter controls over such proposals. To ensure that the area with conservation area status remains relevant and logical, the boundary has, in the most part, been drawn closely to the edge of the canal and towpath and the immediate environs, only taking in a wider aspect of the setting of the canal where it closely relates to the history and uses of the canal. These areas have now come within the protection afforded by national policies relating to conservation areas and Warwick District Local Plan policies HE1 – HE4 with particular reference to policy H2, conservation areas.

- 3.1** All background information, history and more details of the work undertaken to designate the conservation area can be found on the council's website [www.warwickdc.gov.uk/site\\_search/results/?q=canal+conservation+area](http://www.warwickdc.gov.uk/site_search/results/?q=canal+conservation+area)



Canal Conservation Area map



SECTION 4

# Issues

## Biodiversity

- 4.1** Canal side nature improvements in Birmingham City Centre have introduced 100m of marginal vegetation to once hard-edged sections of the canal. (Wildlife Trust)
- 4.2** In Warwick district there are two small areas that are affected by a designated local nature reserve. They are both to the east of Leamington Spa:
- Immediately to the south and adjoining the canal is the northernmost tip of the Whitnash Brook Valley local nature reserve, and
  - North of the canal is the southernmost tip of the Leam Valley local nature reserve

Local Plan policies FW1, NE1 and particularly NE2 protect these areas and will apply to any proposals for development along these designated areas where it is adjacent to the canals.

## Rubbish dumping



Canal clean-up in Leamington  
(Waterways.org.uk)



Dumped rubbish in Warwick (WDC)

## Crime and the perception of crime

### 4.3 Drug dealing



Drugs squad officers raid Leamington canal boat (Coventry Telegraph)

### 4.4 Vandalism

- Locks deliberately opened to drain canal
- Safety fencing broken off and thrown into canal
- Barge and jetty set alight



Wolverhampton (Express & Star)



(Worcester News)



(Yacht & Boating World)

There are also reports of boat windows being smashed, food stolen, break-ins in less secure boats, ropes being cut at moorings etc. but the boating fraternity say that these issues are rare and the stories much exaggerated. Fear of crime is cited as the problem rather than actual crime.

Crime and the perception of crime can be substantially alleviated by good design in canalside developments. For full guidance reference should be made to Policy HS7 of the Local Plan and the principals set out in 'Secured By Design', published by Police Crime Prevention Initiatives, [securedbydesign.com](http://securedbydesign.com).



## 4.5 Aesthetics

Reported views of visitors on our local canal approaches to town:

“The canal cuts around the hillside with the Leam below. The path widens, passing a winding hole and then across a steel grill with water cascading into the river. There’s now a row of moored boats and as you pass rubbish dumped at the busy bridge 35 and then an industrial estate, the smart money is on Leamington not being too far distant.

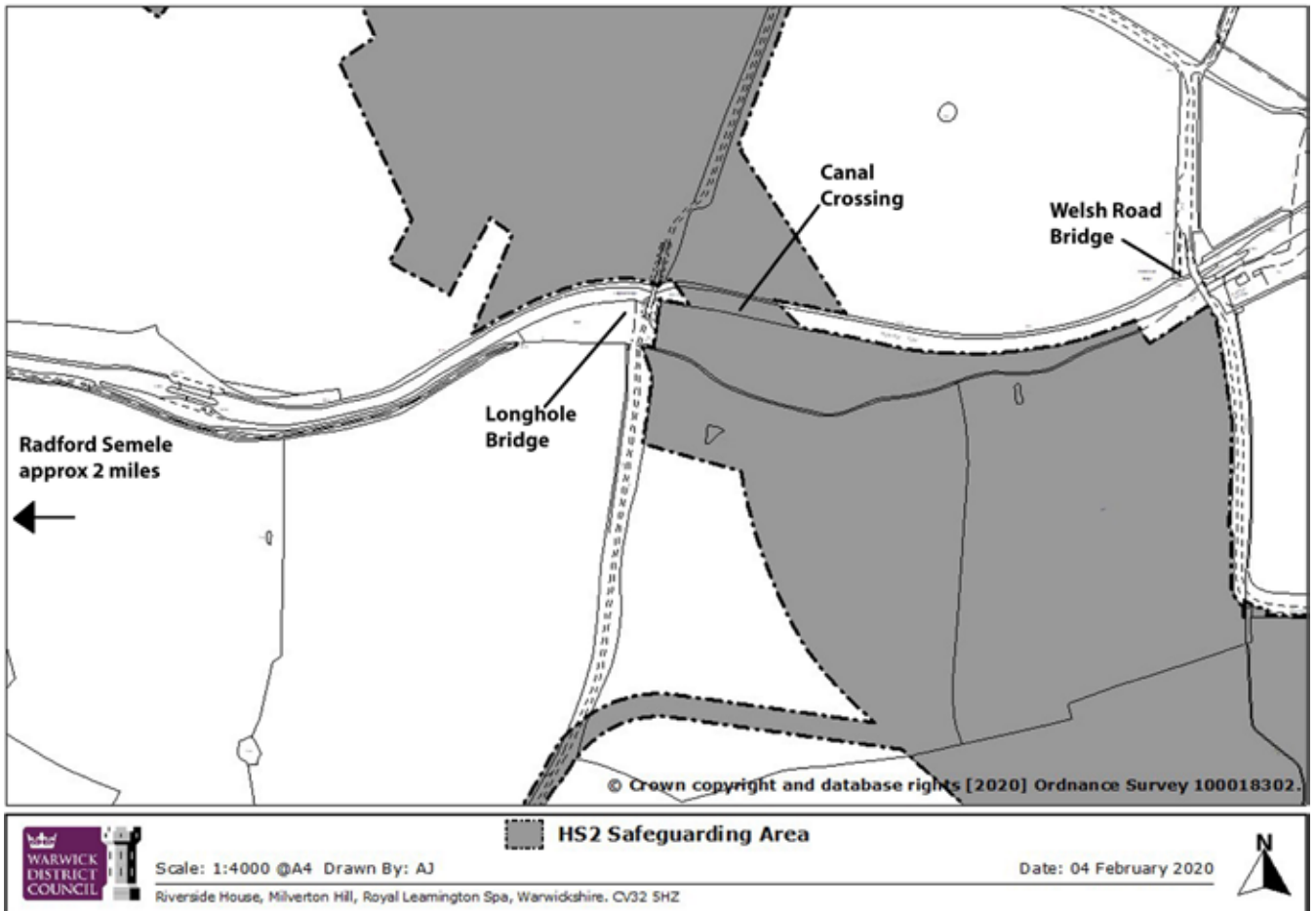
The canal becomes increasingly unkempt, houses appear and dog faeces need to be avoided before getting to The Fusilier at bridge 37. There are pleasant terraces on the right but when the trees on the other side disappear you realise that the newly visible factories are not going to win any architectural prizes. Leamington is the first large urban area the Grand Union passes through since Milton Keynes. They are very different. Whereas Milton Keynes is all about new clean industries logically laid out on business parks, Leamington’s industry is on the greasy side, a sausage sandwich with fried onions compared to MK’s Sweet Chilli Prawn Salad Wrap.”  
(Grand Union canal walk.co.uk)

“as we entered Royal Leamington Spa prior to crossing the River Avon. I think it would be fair to say that the town does not show its best face to boats coming from the east. A rundown industrial zone is never very attractive – even if the factory is producing Rangemaster cookers.”  
(Racundra)



Approaching Leamington Spa with Rangemaster on left (mapio.net)





Canal and HS2 coincide to the east of Leamington (WDC) with a viaduct taking trains over the waterway

#### 4.6 HS2

It is yet to be seen what sort of impact HS2 and the associated works will have on the canal. It is a very small section of the canal, on the eastern edge of the district that will be directly affected, (character length 6 of the Canal Conservation Area) but is also in a rural setting where the incursion of a 21st century high speed railway will inevitably impact on the peace and serenity of this stretch of the waterway.



Artist's impression (Knight Architects)

#### 4.7 Vacant/under-used buildings/sites

There may be vacant or underused buildings and land along the canal which, partly, because of their location away from major roads or contamination from previous users, are less attractive to would be investors. These need to be fully utilised and maintained. This may involve thinking of new uses which may be less mainstream, so thinking outside the box, including appropriate temporary uses where a permanent use is not immediately found. There are some obvious choices for new uses if the building is suitable; homes, offices, canal related uses, but there is also the potential for more imaginative uses; retail, restaurants and cafés, galleries and other leisure uses. Importantly, the need for additional purpose built student accommodation (PBSA) is putting considerable pressure on those vacant and underused sites alongside the canal. Whether this is a desirable continued use of such sites and whether it is concentrating students into an area already well provided for and causing some issues locally for existing residents, needs to be assessed. The need for additional student accommodation of this type to meet the growing numbers of students attending the University of Warwick is recognised but needs to be adequately managed. Whilst encouraging and supporting the university in its provision of on-campus accommodation, there is also a need for the provision of additional accommodation beyond the confines of the campus for those students in their second and third year of study, in order to return many of the currently occupied 'houses in multiple occupation' (HMO's) to the family rental market and reduce the number of students living this way: PBSA is the preferred solution. The Council will be producing a PBSA DPD to deal specifically with this issue.

#### 4.8 Access



Wheelchair access direct from boat to bus (Accessible Boating)





Stepped access Leamington Spa (WDC)



Improved access at Gas Street Basin (Oosoom)

The Canal and River Trust quotes a number of comments it has received about the local canal and access issues:

‘Weak cultural connections with the canal for certain economic, social, age and ethnic groups, Cultural diversity needs to make everyone feel the canals are for them.’

‘Greater use of towpath by affluent A/B socio economic households. People / communities with different socio-economic and ethnic backgrounds do not view the canal as their local asset. e.g. Leamington.’

‘Lack of interpretation & welcoming information, for example at Leamington and at Lapworth, there is a lack of signage and smartphone application information.’

Examples of where signage needs to be provided include Warwick Parkway Railway Station where there is no directional signage to indicate where the towpath is or leads and where connecting footpaths can be located. The upcoming Commonwealth Games are a catalyst for such improvements.

#### 4.9 Flooding

Canals can and do flood from time to time, although it is less common than flooding by rivers, because there is some control over water levels on canals. Features like dams and locks enable users to reduce the risk of flooding by moving water from one part of the canal to another where there is less risk, meaning that canals are less likely to flood than natural waterways.



Great Western Canal, Devon, broke its banks in November 2012 (The Sun)



The Grand Union Canal floods onto towpath and fields near Towcester, November 2012 (About My Area)





The Elland, Calder and Hebble Canal flooded in January 2016 (Canal Boat)

**4.10** When there is a threat of a canal flooding, the Canal and River Trust removes excess water in a number of ways:

- ensures weirs which send water out of the canal are not blocked
- turns down the amount of water entering the canal in the flooded area
- removes water from the canal as quickly as possible, using large valves (sluices)
- if a canal has high water levels, it may be possible to move water through locks, down to unaffected locations

#### **4.11 Water Abstraction**

Canals provide a source of water supply, particularly to industry, agriculture and in times of drought. In order to preserve sufficient water levels in canals for navigation, fishing and wildlife, licences are required for abstraction. This allows the Environment Agency and Canal and River Trust, to monitor levels of abstraction and review licences in times of navigational drought.

#### **4.12 Residential Moorings**

The only permanent residential moorings that the Council are aware of are at Saltisford Arm where 7 moorings exist. Here, visitor, winter and short term moorings are also provided. Any new proposals for permanent residential moorings would be required to conform to the policies of the Canal and River Trust as outlined on the Trust website <https://canalrivertrust.org.uk/enjoy-the-waterways/boating/moorings/waterside-mooring> and the relevant permissions obtained. The council has not proposed this use as it is not within its control directly. The council may support applications for this use where there is a demonstrated need and in a suitable and sustainable location.

#### 4.13 Marinas

The council has not proposed any marinas on the canal network in the district. There are few suitable, sustainable and available locations for the development of a marina, although there is a need throughout the network for boat moorings and associated services. In the past, the Montague Road area has been considered the most suitable location, being located near to the towns of both Warwick and Leamington Spa where there are community facilities and good shops and services. With specialist boat builders and suppliers already located in this area, it would be the logical area of search. The Canal and River Trust deals with all aspects of marina development on its website <https://canalrivertrust.org.uk/business-and-trade/inland-marina-development-guide> Proposals must accord with the conditions set out by the Trust and with policies within the Warwick District Local Plan and this document.

All proposals to provide such a facility will be judged on their merits, but a sequential test will be imposed and a town centre first approach adopted to ensure that the most sustainable location is found.

#### 4.14 Future Pressures

The Canal and River Trust, in its document 'Putting the Water into Waterways, Water Resources Strategy, 2015 – 2020 lists the pressures that it sees will affect canals and therefore its work into the future. The foreseen pressures listed are:

- Climate change
- Increased boating
- Reduced funding causing asset deterioration that impacts on water resources
- Environmental legislation reducing water availability
- Water transfers (strategic transfers, primarily in response to drought)
- Water rights trading (which will be modified through the Abstraction Reform process)
- Water sales (selling surplus water from the network)
- Expanding the network (new or restored waterways)

The strategy sets out objectives to address these issues. Proposals that may have an effect on any of these issues, should be tested against the criteria listed in the document.

SECTION 5

# Options



## Identifying the Potential

- 5.1** The Local Plan (2011–2029) has already identified some potential areas for additional residential development alongside the canal in urban areas, i.e. within the Leamington Spa and Warwick stretches of the Grand Union Canal. There is already some purpose built student accommodation (PBSA) being constructed which can help to reuse the more neglected canalside sites, but will also provide much needed surveillance over that part of the system. Problems have arisen in the past with regard to security and crime or perception of crime, in areas within the urban area, that are not overlooked or within the 'ownership' of the local community and therefore considered 'no go' areas.
- 5.2** There are additionally some areas along the canalside which would benefit from a facelift or other environmental improvements. This could be achieved at the same time as new development takes place and planning conditions on an approved scheme would ensure that this happens. Financial support may be available from either CIL or Section 106 contributions where appropriate.
- 5.3** In rural areas, problems may be less apparent, but there are environmental issues arising from the use of the canal and land around it and social issues such as access to the canal and the activities associated with it, or remoteness of the canals from facilities and people.



The canal at Lowsonford (WDC)



The canal through Leamington (Trip Advisor)

### 5.4 Opportunity Sites

Those identified in the Local Plan:

The Local Plan identified three potential sites that could be considered as opportunity sites as they are employment sites that are no longer entirely fit for purpose.

“These industrial estates arose to accommodate small scale local manufacturing and are characterised by building stock which no longer reflects the requirements of many businesses.

- 5.5** Decline in manufacturing and the fact that modern manufacturing processes have resulted in the need for smaller footprint buildings means levels of vacancy on these sites will increase over time.

- 5.6** In addition these industrial estates do not have easy access to the strategic road network and being located within or adjacent to residential areas do not offer the most suitable environment for certain employment uses.”
- 5.7** As these areas are located adjacent to the Canal, they are expected to be brought forward through the Canalside Regeneration Area DPD (Local Plan policy DS17).
- Sydenham Industrial Estate
  - Cape Road/Millers Road
  - Montague Road
- 5.8** In 2013, the council published its Employment Land Review Update, carried out on behalf of the council, by GL Hearn. The review assessed these three areas as follows:

**Sydenham Industrial Estate:**

- 5.9** One of the largest industrial areas in the District to the south east of Royal Leamington Spa town centre, the area is bound by the railway line to the south and west, the Grand Union Canal to the north, and Sydenham Drive to the east. The estate comprises mainly medium/ large industrial units dating from the 1960's, 1970's and 1980's. The estate appears tired and has a high level of vacancies, most notably the northern half of the estate. Residential areas adjoin to the north and east. It is considered that there is potential for rationalisation and consolidation of the estate and redevelopment of the northern half of the estate for residential led development.

**Cape Road/Millers Road:**

- 5.10** A large mixed industrial area located between the Grand Union Canal and Millers Road to the north west of Warwick town centre, the area comprises a range of industrial uses and premises, which vary in age and quality. The north west part of the area has now largely been redeveloped for residential use. There are significant vacancies in the western half of the area and the quality of the buildings is poorer than the eastern half which has better quality, smaller premises. It is considered that there is potential for rationalisation and consolidation of the western area with release of land for alternative uses.

**Montague Road:**

- 5.11** Located to the north of Warwick town centre beside the Grand Union Canal, the highway access is very constrained and there are residential areas adjoining. Montague Road comprises several larger areas, a number of which are either vacant or appear to be coming to the end of their economic life. Redevelopment of this site for alternative uses may be appropriate.

- 5.12** In conclusion, the review recommended that:

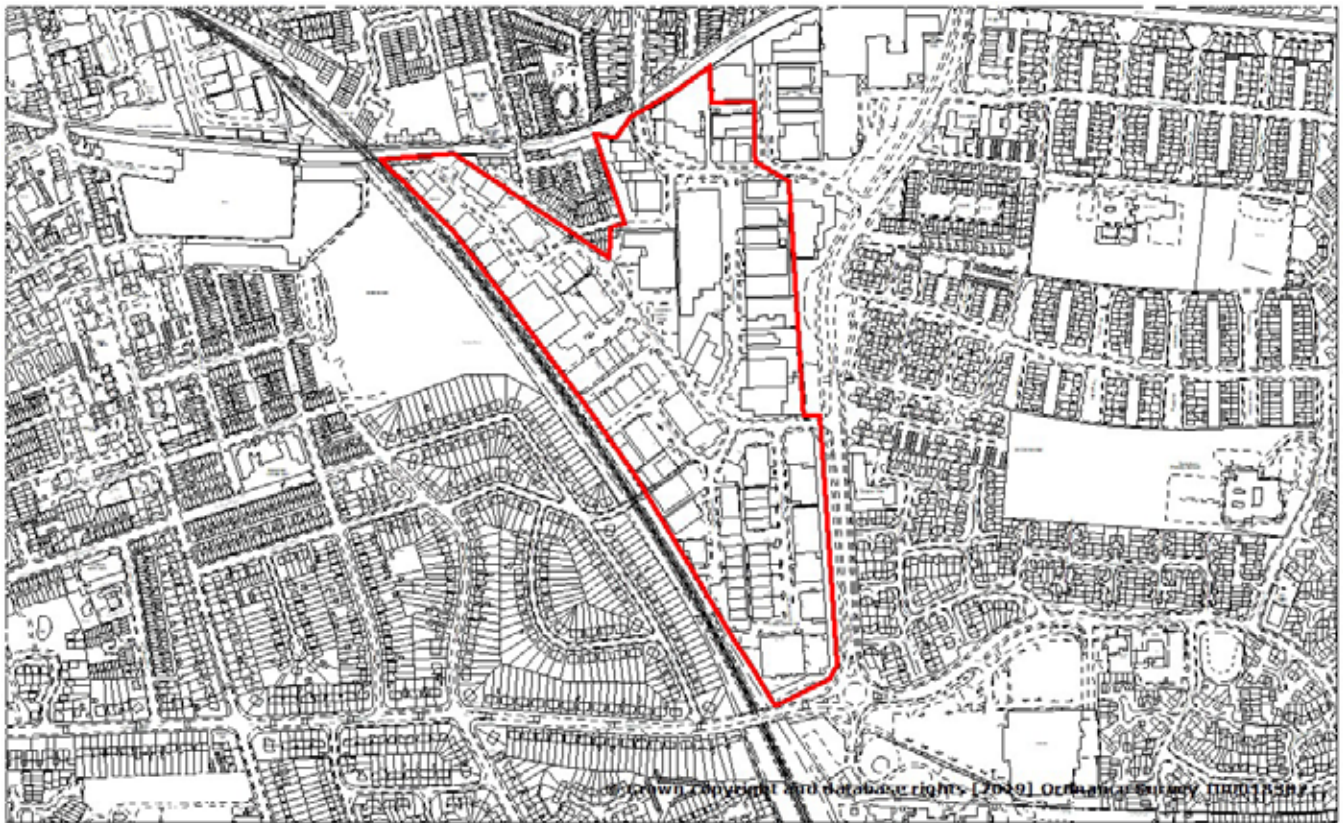
A selected number of sites have employment suitability issues and future redevelopment for alternative uses may be appropriate. A managed release of employment land at these locations would be appropriate. They comprise:



- Rationalisation of employment land at Sydenham Industrial Estate, Leamington Spa, with potential redevelopment of 8 hectares on the northern part of the estate;
- Rationalisation of employment land in the western part of the Cape/ Millers Road Industrial Estate in Warwick with potential for redevelopment of 4.5 hectares of land;
- Redevelopment of the Montague Road and Nelsons Lane employment areas in Warwick, the latter offering longer-term redevelopment potential.

## Recent Developments on the Local Plan sites:

### Sydenham Industrial Estate:

- 5.13** Part of the site was assessed and deemed unsuitable for further employment use as part of the Local Plan process. Subsequent planning applications (15/0634, 15/1361, 16/1118) were approved for residential development and the houses have now been constructed.

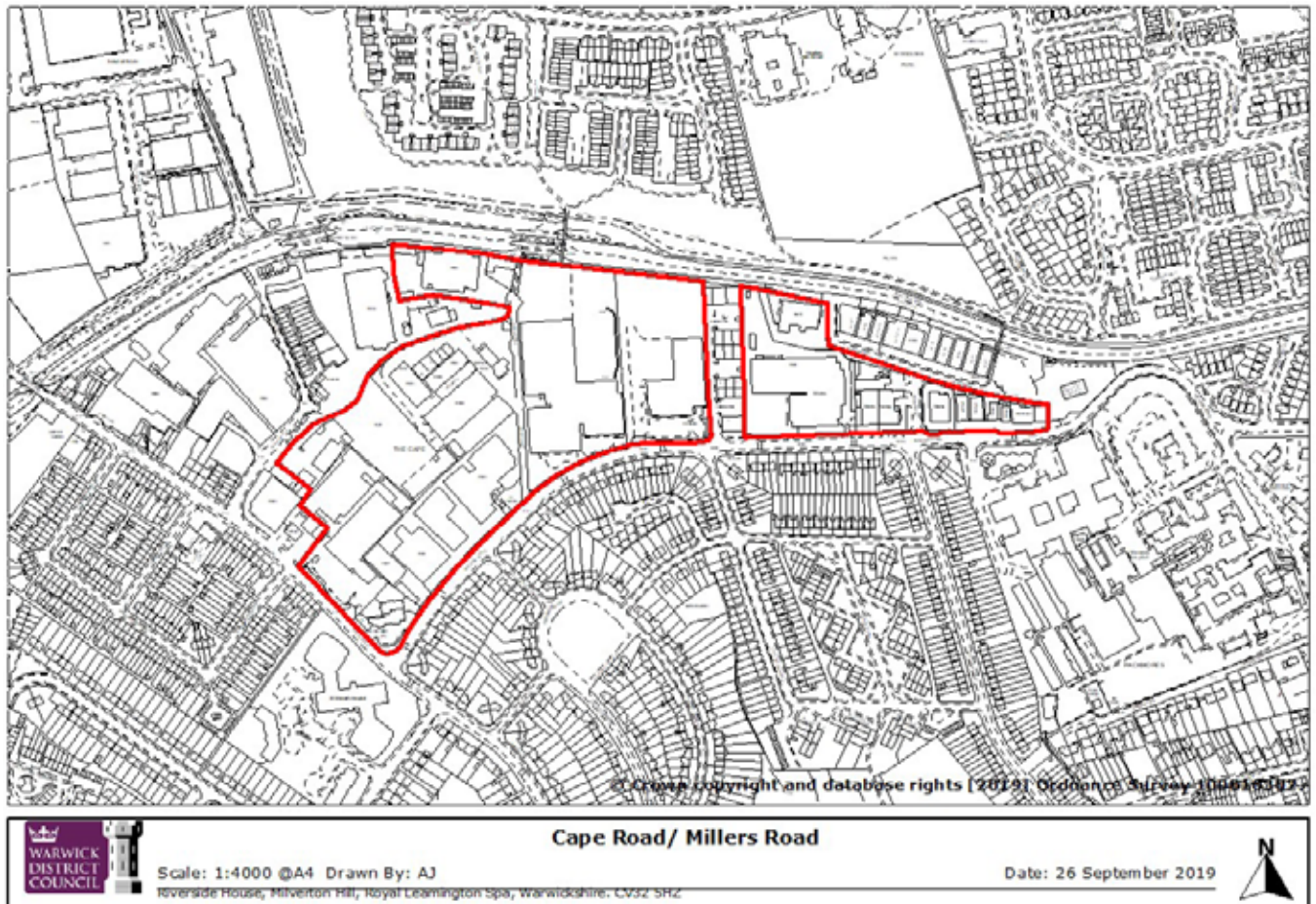


 WARWICK DISTRICT COUNCIL	<b>Sydenham Industrial Estate</b> Scale: 1:5000 @A4 Drawn By: AJ Riverside House, Milverton Hill, Royal Leamington Spa, Warwickshire. CV32 5HZ	Date: 26 September 2019	
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**Cape Road/Millers Road:**

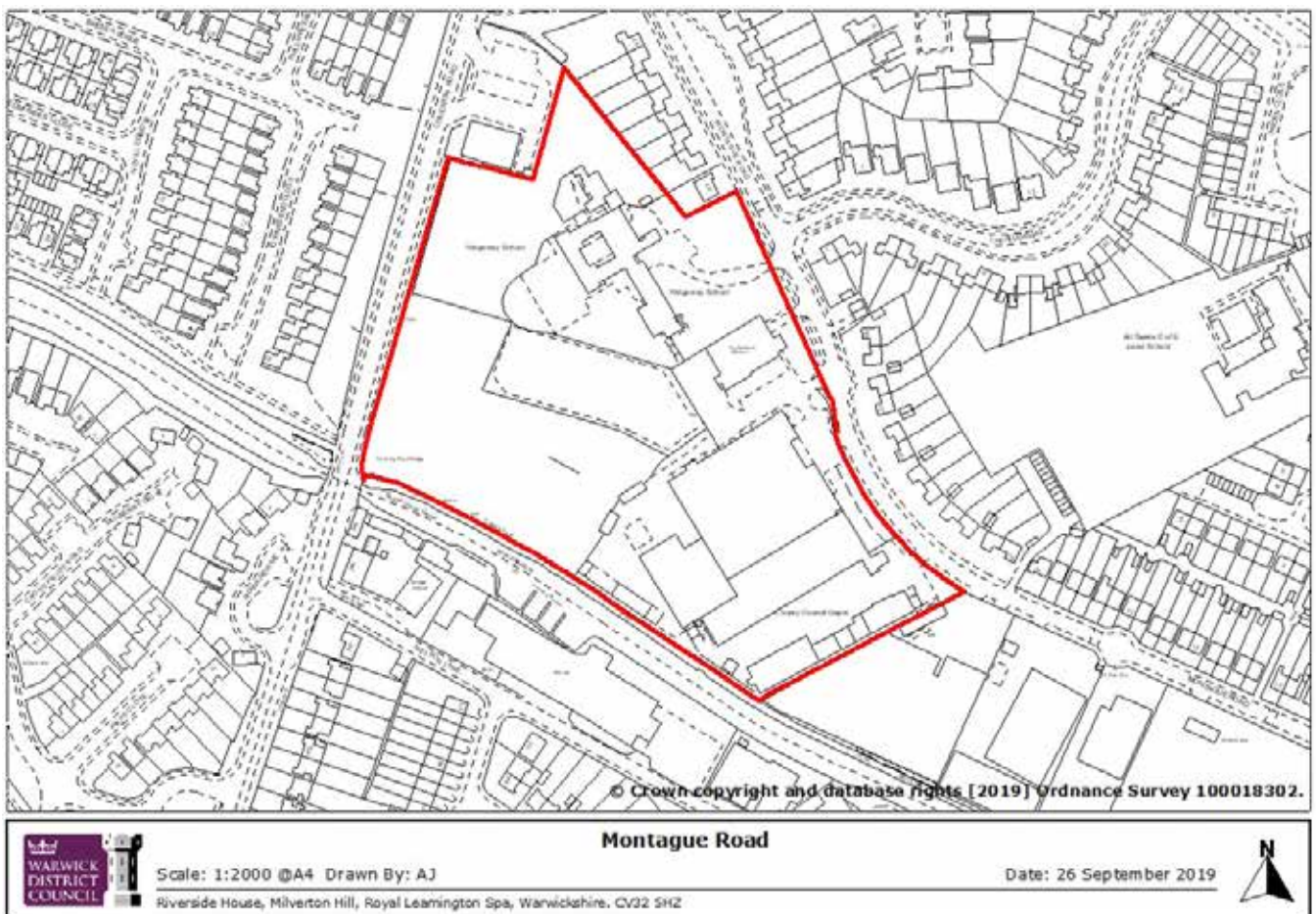
**5.14** In 2013, a very small part of St George’s Business Park, on the western side of the site, was granted planning permission for a total of 9 houses. These have subsequently been built in a small cul-de-sac, High Bank, in two rows of terraced houses. This will put pressure on the other units around them for residential use, although some of those units have been modernised in recent years.



	<b>Cape Road/ Millers Road</b>	
	Scale: 1:4000 @A4 Drawn By: AJ Reveride House, Milverton Hill, Royal Leamington Spa, Warwickshire. CV32 5HZ	Date: 26 September 2019

### Montague Road and Nelsons Lane:

- 5.15** A planning application (W/19/0170) was refused for the use of the former Ridgeway School and adjacent county council depot, for the construction of 148 dwellings with associated open space, landscaping, internal roads, foot ways, cycle ways and retained access for ambulance station. This site was however allocated as a residential site in the Local Plan (H11). Development of this site would possibly put pressure for residential development on the adjoining area once built out. The employment site was considered to be a longer term prospect through the local plan assessment of potential sites.
- 5.16** In 2017, planning permission was refused at the former Tamlea building on Nelson Lane for the development of 47no. residential units to include houses and apartments chiefly on the grounds that elements of the proposed design were not considered to be appropriate for the canalside location. A subsequent application is currently under consideration (W/19/1858).
- 5.17** In common with other local authority areas, Warwick district suffers issues with regard to its urban sections of canal in particular:
- Conflict arising from different users, e.g. pedestrians, cyclists, anglers, canoeists and other boat users usually on the busier sections of the canal.
  - Problems of littering, graffiti and damage to both the canal elements and the buildings



### Other Opportunity Sites

- 5.18** A series of other sites were also identified and considered in relation to reuse should they be or become available. The table at Appendix 1 lists them all and the results of the analysis for each.

SECTION 6

# Policies



- 6.1** These issues can be addressed through good quality, well designed developments that have a positive relationship to the waterways, and encourage greater use of the towpath areas contributing to a more secure environment by increasing surveillance.
- 6.2** The policies in the adopted Local Plan will need to be taken into consideration when planning applications are prepared for any new development affecting the canalside and its immediate environs. Additional policies in this document have been prepared to strengthen and contribute to the protection and potential development of the canalside.
- 6.3** Whilst policy BE1 of the Local Plan deals with design at a strategic level, the canals, towpaths and adjoining land have a strong character, history and identity. Combined they create a 'sense of place'. New developments or redevelopments and conversions need to reflect and build upon this character.

In its advice to developers preparing schemes for canalside sites, the CRT states that they should;

- positively address the water
- integrate the towing path and open up access to the water
- link waterside space and the waterspace
- use the waterspace itself
- incorporate access and other improvements
- engage with and tease out the qualities and benefits of being by the water
- reflect on the scale of the local waterway corridor to the wider neighbourhood.

The council supports these aims and expects to see developers taking these criteria into account when preparing schemes The following policies are intended to achieve this:

### Policy CS1

Proposals for development will address Policy BE1 Layout and Design, of the Warwick Local Plan (2011-2029) which directs the way that a sense of place can be achieved through adopting the same approach to the existing landscape, topography and townscape.

- Developments should be of an appropriate scale, height, form and massing, utilising appropriate materials and details and maintaining the strong industrial characteristics of the area where appropriate
- Where appropriate, developments should integrate with existing paths, streets, circulation networks and patterns of activity.
- Developments should reflect, respect and reinforce local architectural and historical including sympathetic materials distinctiveness, particularly where sites fall within the canal conservation area.
- Development frontages should address the canal, allowing views and providing much needed surveillance, increasing security and reducing fear of crime. In residential developments this includes maintaining an open view of the canal from residential properties and gardens.
- The surrounding area should be taken into consideration when development is proposed including the canal corridor, towpath, landscaping and other local and natural features.
- New or improved safe access to the canal is essential and should be included wherever

possible, including bridges and accesses to the canal from nearby roads. Access should however be designed to ensure that opportunities for crime are reduced

- Any development of the canal will also include the provision of a towpath where suitable and desirable which will be wide enough to accommodate pedestrians, cyclists and wheelchair users with the aim of creating a cycle/walking route alongside the canal where none exists or, where a towpath already exists, it is widened and/or improved where possible and desirable to allow access for all users, without compromising the natural environment
- The development does not have an adverse impact on water quality or increase the risk of flooding
- New residential development will be assessed against the policies of the adopted LP and the principles outlined in the council's Residential Design Guide to ensure that a high standard is attained, making a positive contribution to the local environment

### Policy CS2

Parking will be provided in accordance with the Council's adopted Parking Standards depending on the type of development. The location and setting of the parking should be sympathetic to any environmental, historic or landscape features ensuring that canalside frontages do not present the view of a car park.

Secure, undercover cycle and motorcycle parking will also be provided located where there is adequate surveillance of access points from windows and access/egress points of buildings, at a rate in accordance with the parking standards for the proposed use(s). Where access to the towpath and/or canal, existing or proposed, is sufficiently wide enough to allow vehicular access, effective barriers will be installed by developers to prevent vehicles accessing towpaths or entering the canal.

- 6.4** It is important that the understanding of place and how that has developed and changed over time is acknowledged and preserved wherever possible. It may be that some of the historic context is no longer visible, but nonetheless, should be identified and recorded when new development is proposed.

### Policy CS3

An assessment of the significance of heritage assets on the development site, including their archaeological interest should be undertaken and a Heritage Statement submitted with planning applications for development. Consultation of HERS information held by Warwickshire County Council to inform the basis for this assessment is required as a minimum.

- 6.5** The setting of the canal and the landscape that contributes to the canal as a calm, peaceful and contemplative green corridor must be preserved and wherever possible, enhanced. The green corridor is also important to wildlife, providing a safe route away from traffic and human intrusion. In order to maintain and enhance this, the following policy must be considered when a planning application for development is assessed.

### Policy CS4

Canals provide a wide range of habitats for wildlife and for biodiversity.

Developments should incorporate features that recognise, protect and enhance the biodiversity and environmental quality of the canal corridor, by retaining, maintaining, extending and improving

upon the green aspects of the canal corridor. An Environmental Impact report will be required where development directly abuts the canal or towpath or is likely to impact on the setting or environmental credentials of the canal

A detailed arboricultural survey should be carried out to establish what should be preserved within development sites and the report submitted with planning applications for development.

Environmental Impact Assessments should be prepared in compliance with the Environmental Impact Assessment Directive; Town and Country Planning (Environmental Impact Assessment) Regulations, 2017 or any update of this statement.

**6.6** In response to climate change, it should be acknowledged that canals and rivers contribute to urban cooling and so reduce carbon dioxide emissions. Introducing more soft landscaping and trees in particular into the design of new developments, will not only result in a more visually appealing scheme, it will also contribute to combating climate change via the green and blue corridors.

Towpaths should be considered as telecommunication routes.

Canals and their immediate environs should be supported as an educational resource and this can be enhanced by the addition of information boards at appropriate places alongside the canal.

#### **Policy CS5**

Canals should be recognised as a potential renewable energy resource by

- utilising canal water for heating and cooling buildings and
- for onshore hydropower where practicable and,
- improving air quality

**6.7** There have been a number of planning applications for developments of PBSA alongside the canal on urban sites where there are vacant, underused or outdated buildings and land. To ensure that PBSA is located on suitable sites and to reduce the concentration of such developments in one area, the council will produce a development plan document (DPD) dealing with this specific aspect of development throughout the district. Proposals for PBSA in close proximity to the canal should be considered in line with any emerging policy in that document or in compliance with any subsequently adopted policy brought forward through the adoption of the PBSA SPD. Linear development of PBSA along the canal resulting in an unbroken line of PBSA will not be suitable.

#### **Policy CS6**

Proposals for PBSA will be supported where the development is in accordance with policy H6 of the adapted Local Plan and any relevant 'made' neighbourhood development plan or any subsequent review of such plans. The council will prepare a PBSA DPD which will apply specifically to PBSA in due course.

**6.8** Signage to the canals from the towns and other local centres is limited and uncoordinated. This is also true along the canal itself which isn't helpful to users. In order to address this issue;

Further advice and information can be obtained from CRT when signage is to be located on towpaths adjacent to the canal, the district council where located on their land and for



advertisement consent applications where required and WCC when signs are to be located on the public highway, including the sides of roads and road bridges. The CRT produce guidance on acceptable design location, size etc

### Policy CS7

New and improved directional and informational signage will be permitted where it is appropriately designed and suitably located and accords with the policies of the Local Plan and advice set out within the relevant published conservation area documents.

- 6.9** Other towns and cities have included art trails or encourage developers to include public art in their proposals.

### Policy CS8

The inclusion of public art in new schemes is encouraged where it makes a positive contribution to the local area and where a management scheme to ensure maintenance/replacement is put in place

## Site specific policies

- 6.10** Sydenham Industrial Estate has already seen rationalisation and has been partially redeveloped along the canal and Sydenham Drive boundaries for new housing. Any future development therefore will be expected to complement the existing.

### Policy CS9

All development within the canal corridor will ensure that no damage occurs to the canal infrastructure and that the integrity of the canal is protected at all times before, during and after development has occurred

### Policy CS10

Any further redevelopment of Sydenham Industrial Estate for residential use will be expected to reflect and complement the existing houses and flats by;

- Reflecting and matching the existing designs, density, materials and layout
- Providing 100% low cost housing as a mix of affordable rented, private low cost and shared ownership units according to the current housing need in the area
- Providing an open aspect onto the canal to provide a soft transition between the canal and the development and good surveillance of and to the new dwellings
- Any existing public access to the canal is maintained and improved where possible and new public access is provided where there is an opportunity to do so
- The open space created immediately adjacent to the canal on the existing residential element on the site, is continued through any new development adjoining the canal

- 6.11** The potential site at Millers Road/Cape Road, will only come forward when demand falls off for the industrial units. This is only likely to happen when they are no longer fit for purpose. As the whole of the estate is unlikely to come into this category at the same time, some rationalisation will be required before redevelopment takes place to avoid pepper-potting residential units

amongst the industrial uses. This should then provide a suitable area which can be developed in a holistic way.

### Policy CS11

Development of part or all of the land currently in use as the industrial estate at Millers Road/Cape Road for residential use will be supported provided that:

- The whole estate is assessed and rationalised if industrial uses are to be retained to enable a logical development for residential use and to avoid sporadic development of individual units
- The residential development maintains an open access to the canal frontage by:
  - a) Providing a soft, open aspect onto the canal for any residential units immediately adjacent
  - b) Providing new public access in suitable locations
- Residential development provides at least the minimum percentage (40%) of affordable homes if not more
- New residential development takes into account the design of the existing residential properties to the west of the site and reflects the heritage of the canal and its character
- An area of green space is provided immediately adjacent to the canal to provide an area for biodiversity and wildlife habitat, including the planting of native trees and shrubs to be advised in a soft landscaping scheme submitted with a planning application

**6.12** The Montague Road site has already been subject of planning applications for residential development. There have been some issues highlighted with regard to air pollution in this area and there are ongoing talks to address these before an application can be determined.

### Policy CS12

The potential development of the former school site at Montague Road provides an opportunity to provide a pleasant outlook and green area facing the canal.

Any proposed development adjacent to the canal will provide a green space by way of a linear park from the Coventry Road Bridge alongside the canal

Easy access will be provided to the canal tow path from the Coventry Road bridge and at a point along the frontage of the development next to the canal.

Residential development provides at least the minimum percentage (40%) of affordable homes if not more.

Residential development will provide surveillance of the canal by either:

- Locating residential units which front onto the canal and towpath and provide a view over the canal, or
- Providing a soft, open aspect to the canal where residential units turn their backs to the canal

Issues of air pollution and any other identified form of contamination are addressed and dealt with in a way that is acceptable to the Council's environmental health officer before a planning application is submitted and an environmental statement is included as part of the evidence base, accompanying the planning application.

- 6.13** Developers should refer to the Council's adopted SPD's on 'Air Quality' and 'Affordable Housing' for more guidance and detail.

## Connectivity

- 6.14** It is important that any new access to the canal is connected to the existing towpath and open spaces to provide new routes and circuitous walks in the district. This will encourage the use of the canal corridor as a route and as a leisure facility.
- 6.15** The council encourages improvements to the canal infrastructure, access and signage. In order to achieve this, at the time of Major planning application consideration immediately adjacent to the canal, discussions will take place with the CRT regarding the need for such works and the potential for developer contributions to be required to achieve them.
- e.g. Access and signage is particularly poor at Warwick Parkway railway station and developer contributions will allow this to be addressed.
- 6.16** Where developers propose new bridges over the canal, they should refer to the CRT advice in their document 'HS2 Design Principles' for Waterway Crossings Report', 2015.
- 6.17** Advice regarding the use, design and safety aspects of towpaths can be found in the CRT's advice note 'Better Towpaths for Everyone', 2015.





SECTION 7

**Is there any  
future for  
canals as  
freight  
corridors?**

- 7.1** Much of the use of canals for the transportation of freight has died out and certainly in the Midlands. This is largely due to the restrictions on size of boats able to negotiate the smaller canals prevalent here. Elsewhere in the country, it was the demise of industries that utilised the canals rather than the canals themselves that caused a drop in the use of canals for transporting goods and raw materials, particularly in the heavy industry sector.



Cargo on the Trent, the Aire & Calder Navigation and the Sheffield & South Yorkshire Navigation included coal, stone, oil, gravel and sand. But this traffic has disappeared (Photo: Canal and River Trust)

- 7.2** In 2014, the Canal and River Trust carried out a survey to ascertain whether carrying freight on the canals was still a viable practice and if it could be escalated to reduce freight movements by road and rail.
- 7.3** The report shows that in the Midlands, the smaller canals located here are no longer used for this purpose and are unlikely to be viable into the future without major investment in infrastructure and expansion of the existing system, moreover there appears to be little or no appetite for trying. Further north however, particularly in the north east of the country, this is still a possibility and dependent upon the level of interest shown by those businesses currently or potentially using canals for this use, it may increase in popularity again and provide an alternative to current freight logistics.
- 7.4** As this is not a potential future use for local canals, emphasis will be on the leisure, accessibility, biodiversity and well-being aspects of the canal system.





# Appendices

APPENDIX 1

# Table of Opportunity Sites Analysis



NO. OF SITE	ADDRESS	DESCRIPTION	CURRENT USE/PLANNING HISTORY	POTENTIAL
A	North of Warwick Parkway Station	Gog Brook passes east to west through the site. Located between Warwick Parkway station and the canal car park at Hatton Bottom Lock. Land is wholly within the area granted pp in 1997 for the construction of the station and all associated parking and facilities. Residential pp refused in 1980 on 2.8ac.	Station car park/land owned by WCC	Would be difficult to reconcile any development here as it is still within the green belt. The works associated with the transport interchange were considered 'appropriate development'.
B	WCC site adjacent A46	Part of a complex of buildings and storage spaces owned and used by WCC. Some are used as offices, others are used to store highways equipment and as salt stores etc. Previously developed land in the green belt.	Highway depot and head office Fire Safety HQ Trading Standards HQ	Unavailable unless WCC wishes to vacate and sell. May have some long term potential as Green Belt 'infilling' or 'partial or complete redevelopment of a brownfield site' (para 89 NPPF). However highway sensitivities may preclude this.
C	Units off Budbrooke Road	Charles Court – offices for sale; Old Budbrooke Road – pair of adjoining industrial units for sale	Industrial units	Units appear viable and in good order. There are actually some recent builds here and the whole site has been given an update recently. No immediate potential. Well placed for the road network for businesses. Proposed junction improvements at Stanks roundabout and toward Warwick should assist access in future
D	Opposite Spring Cottage, Birmingham Road and Spring Cottage, Birmingham Road	Previous scrapyards (land contamination issues) and unused space with a couple of derelict cottages	Currently for sale with outline pp (2015) for up to 5 dwellings at an asking price of 650k	None beyond what is already proposed/has permission to develop
E	Saltisford Common Bridge	Saltisford Trust run businesses and events from adjacent land	Previous planning application for use of canal arm for boat sales, chandlery, private and public moorings and facilities for canal traffic was refused in 1978 2001 reserved matters application for residential development refused. This part of the larger residential pp was deleted before reserved matters approved	Valuable community/recreational resource – unlikely to become available

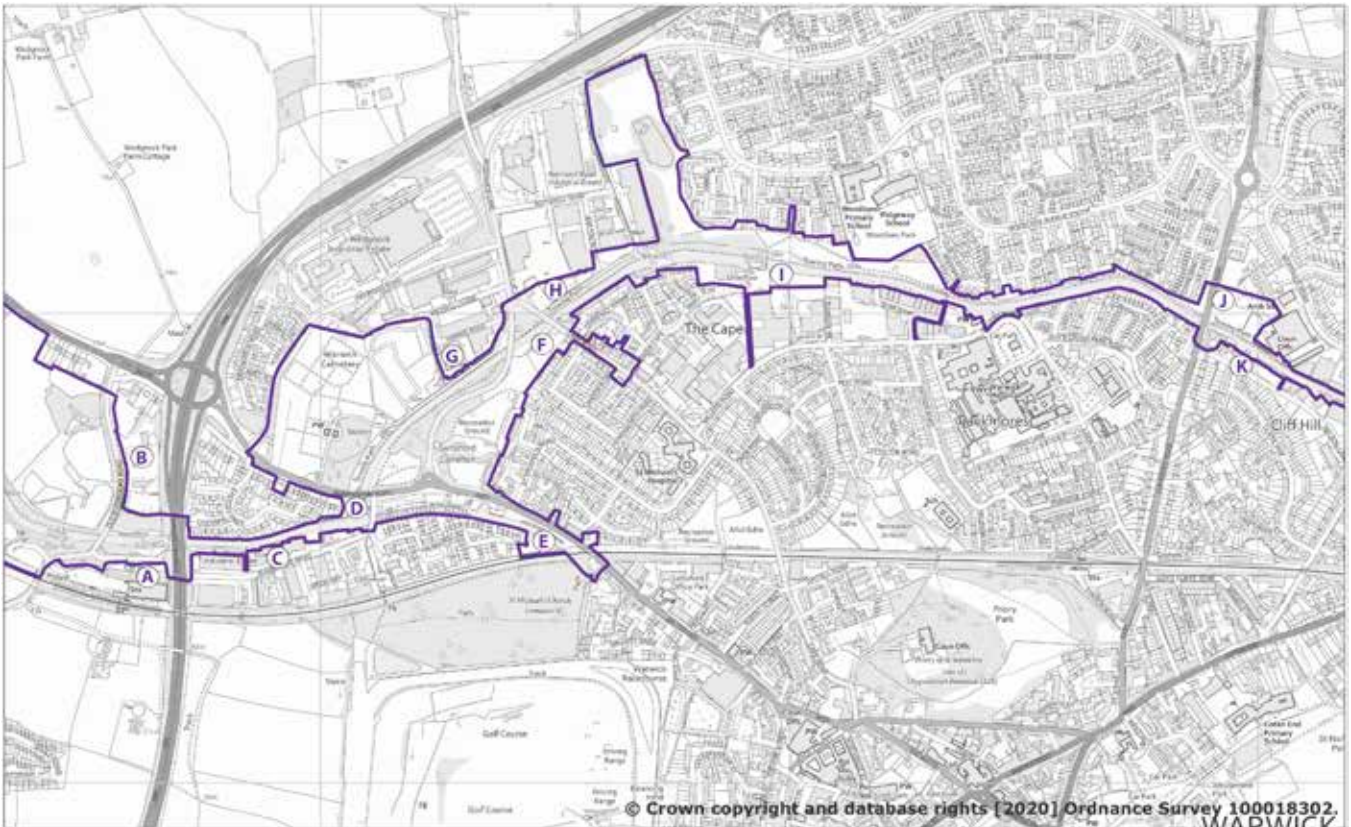
NO. OF SITE	ADDRESS	DESCRIPTION	CURRENT USE/PLANNING HISTORY	POTENTIAL
F	North end of Saltisford Common	Allotments (0.344ha)	Open land	Unless these are underused or abandoned (which they currently are not), they are unlikely to be supported for development. There is a shortage of allotment space in the district overall. It would be difficult to make a case for developing on them.
G	Unit off Harris Road (Wedgnock Industrial Estate)	Unit 1 recently let	Large industrial unit of 29020 sq ft (2696 sq m) with offices	Condition is good and has been refurbished. No reason to believe it is likely to be suitable for other development in the short term at least. Local Plan Policy EC3 protects employment land and buildings
H	Wedgnock Park Bridge	Small area of land cut off from road access	None	Landlocked / inaccessible
I	Land rear of units on Ladbrooke Park (Millers Road)	Typical industrial estate layout close to main road network	Open land	A mixture of units in term of age and size, but nonetheless popular and occupied. These units are meeting a need for a variety of employment units
J	Coventry Road Bridge	Part of larger site allocated for residential in the Local Plan	Planning application (W/19/0170) received for Montague Road allocated site for the demolition of existing buildings and construction of 148 dwellings with associated open space, landscaping, internal roads, foot ways, cycle ways and retained access for ambulance station	Housing allocation in the Local Plan H11 Montague Road for 140 dwellings
K	Unit on Nelson Lane with landing stages to rear	Immediately adjacent to the canal with nearby landing stages ideally located for moorings associated with the existing business.	Industrial unit  Adjacent vacant site is subject of planning application W/19/0067 for the redevelopment of the former Tamlea Building for residential purposes, (including the demolition of all existing buildings) and creation of associated access, parking, landscaping and associated infrastructure, to provide 31 residential units	This area is occupied by Kate Boats and the wider area by other small business uses. There doesn't appear to be any current potential. The current planning application for residential use could put pressure on any future vacant sites for residential use however

NO. OF SITE	ADDRESS	DESCRIPTION	CURRENT USE/PLANNING HISTORY	POTENTIAL
L	Warehouse, Nelson Lane	Older building but occupied long term and no indication that the site may become vacant in the short term	Industrial unit fully occupied	Protected by Local Plan policy EC3
M	Adjacent Charles Street Bridge/ Wharf Street	An older set of buildings in the occupation of one company which has been there for a long time. While not attractive, it is fulfilling a purpose	Industrial units fully occupied	If the site were to become vacant, it could be considered for residential use, but is currently protected by Local Plan policy EC3
N	East of All Saints Road bridge, Emscote Road	Small site next to the road bridge over the canal near to Tesco supermarket		Car rental / sales – may become available in the long term but access would be an issue – would have to be onto All Saints Road
O	Lidl, Myton Road	Small retail unit with parking and access onto Myton Road	Supermarket, previously garden centre/nursery	Lidl is hoping to develop a new retail unit on Emscote Road without plans to close this unit. If this site were to become available however, it could be suitable for residential use or even a PBSA development
P	North west of Europa Way roundabout	A tiny piece of land left over from development of the roundabout on Europa Way	Open land/scrub	Too small to be of any use and in noisy location for non-commercial uses with access issues onto the existing roundabout. Not suitable for development
Q	Shrublands Recreation Ground north of Queensway	WDC recreation ground	Recreation ground	Protected by LP policy HS2
R	Land between canal and properties fronting Bury Road	Appears to be just wider areas of open land adj. to canal and towpath	Open land	No development potential, in fact these are the sorts of areas we should be trying to protect as wildlife corridors and more natural landscape areas. Landlocked and a narrow steep embankment



NO. OF SITE	ADDRESS	DESCRIPTION	CURRENT USE/PLANNING HISTORY	POTENTIAL
S	Rangemaster, Ranelagh Street	Existing industrial unit which has been, from time to time, rumoured to be moving location, but has never put forward any serious proposals. The unit has a façade to the canal and is surrounded on all three remaining sides by residential properties. The building presents an unwelcoming expanse of wall to the canal and is the target of much graffiti. Frequently commented upon negatively by visitors using the canal and local residents alike.	Industrial unit	As it seems unlikely that the current user will relocate, at least in the foreseeable future, the building and in particular the canal frontage, needs to be subject of some intensive improvements to enhance the environment along this stretch of the canal. Potential for residential as already surrounded by houses, but in the long term. Local Plan policy EC3 currently applies.
T	Althorpe Industrial Estate	Application (W/18/1476) withdrawn for part of the site for PBSA with some employment uses at ground level in some of the blocks but another submitted for similar mixed use scheme (application W/19/0505) yet to be determined. Althorpe St is part of the Creative Quarter and mixed use development promoted by that designation	Industrial units	There is potential here as demonstrated by designation as part of the creative quarter and as outlined in the LP for mixed use development, however this needs to take account of existing employment uses, proximity to existing PBSA and the canal
U	1-13 Neilston Street	Eight units for sale/let. Known as Victoria Business Centre	Industrial/warehouse units	Small industrial units (around 700sq ft) used mostly for automotive services etc. set into railway arches. Look well used and popular, although seem to have a high turnover given current marketing levels. Any redevelopment would be exceedingly limited and would require imagination and investment. A shortage of these types of unit generally means that they are unlikely to become available
V	Berrington Road, Sydenham	Part of Sydenham Industrial Estate 10 Berrington Road is for sale/let (unit of 5,510 sq ft (512.08 sq m); Unit B for sale/let (unit of 19,281 sq ft industrial / warehouse unit including 5451 sq ft of office space)	Industrial units	Commercial property here is being sold/let and with a smaller supply now that part of the land has been redeveloped for housing, it is likely that this will continue to be the case

NO. OF SITE	ADDRESS	DESCRIPTION	CURRENT USE/PLANNING HISTORY	POTENTIAL
W	Playground, Rushmore Street	Playground with equipment for young and older children. Rated quite highly in the Value Assessment carried out on behalf of WDC by Playdell Smithyman in 2008 for the Warwick Parks & Open Spaces Audit, with a 40.35% quality rating	Playground	None unless playground becomes non-viable in the future. Currently a valuable local resource protected by LP policy HS2
X	Units between St Mary's Road and Clapham Street	Industrial estate fronting the road in mixed use area	Industrial units	Part of Sydenham Industrial Est – potential under DS8 but with the remaining units being currently occupied and popular, it seems unlikely in the short term
Y	Employment uses, north of St Mary's Road, west of Ramsey Road	Continuation of Sydenham Industrial estate	Industrial units	Part of Sydenham Industrial Est – potential under Local Plan policy DS8 as above
Z	Land at the end of Gulliman's Way	Open land but on flood zone 3 and 3a, as are a few of the houses! Tributary of R Leam runs between houses and this land with a weir toward the southern end	Open land	In flood zone 3 and 3a which makes the land unsuitable for development



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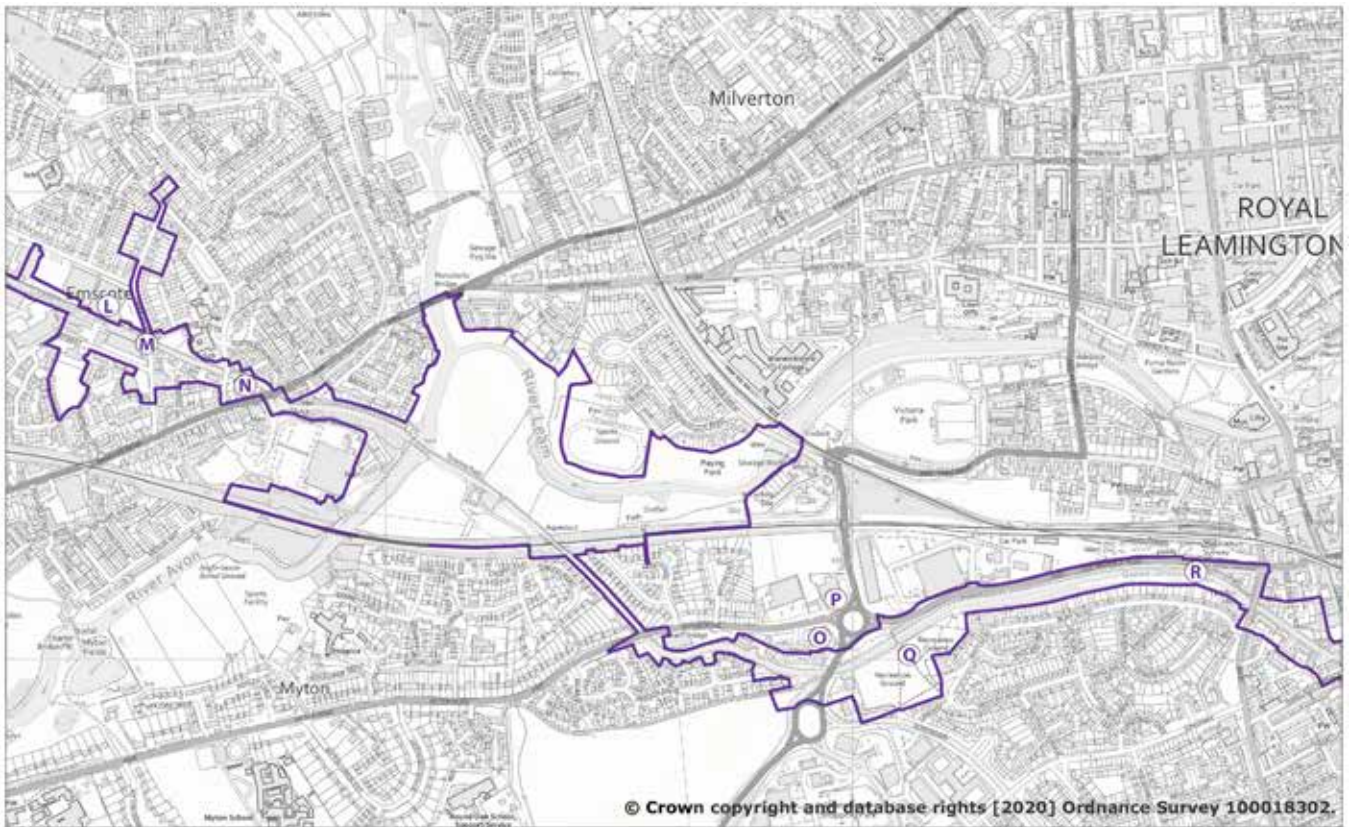
Riverside House, Milverton Hill, Royal Leamington Spa, Warwickshire. CV32 5HZ



**Potential 'Opportunity Sites' Assessed**

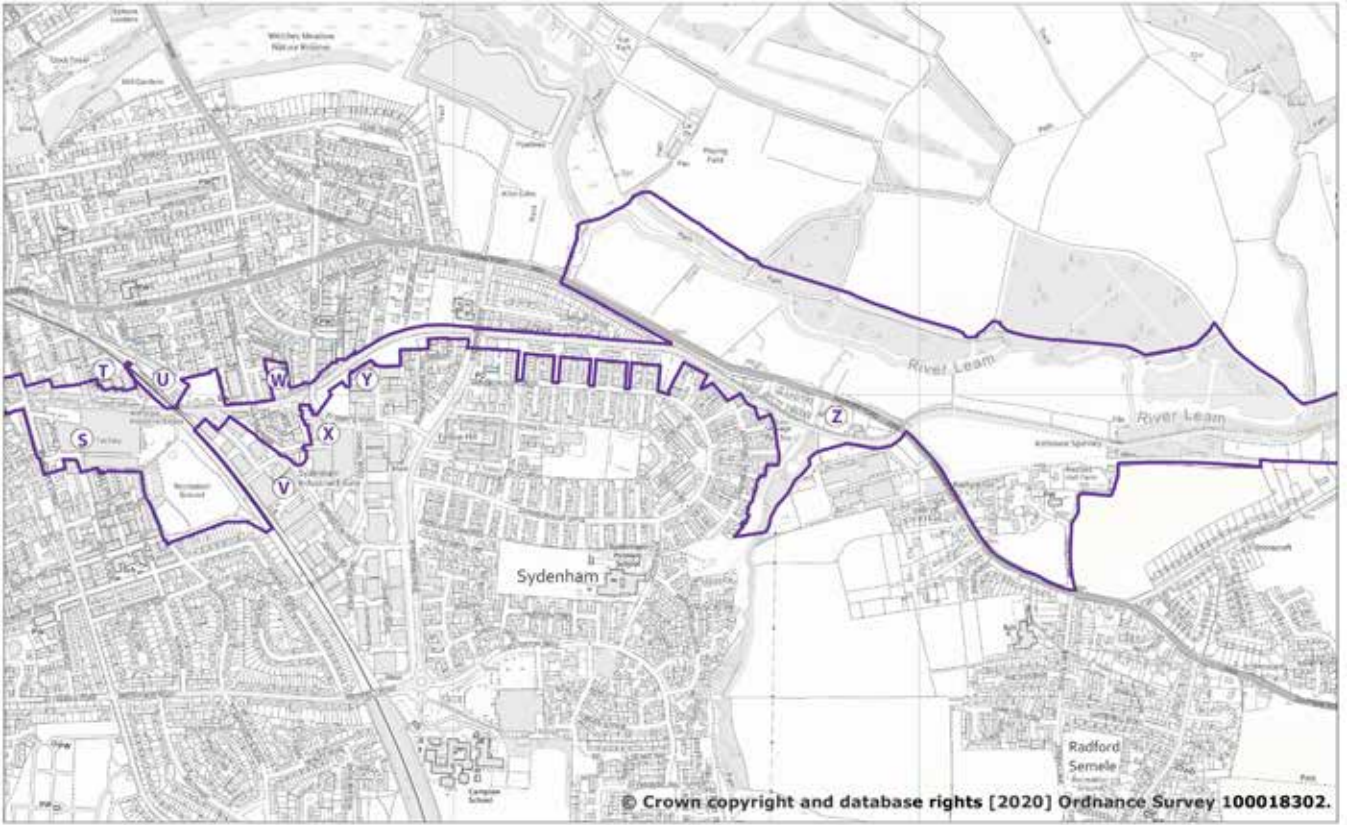
Date: 04 February 2020







	<p><b>Potential 'Opportunity Sites' Assessed</b></p> <p>Scale: 1:10000 @A4 Drawn By: AJ</p> <p>Riverside House, Milverton Hill, Royal Leamington Spa, Warwickshire. CV32 5HZ</p>	<p>Date: 04 February 2020</p> 
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 Riverside House, Milverton Hill, Royal Leamington Spa, Warwickshire. CV32 5HZ

**Potential 'Opportunity Sites' Assessed**

Date: 04 February 2020







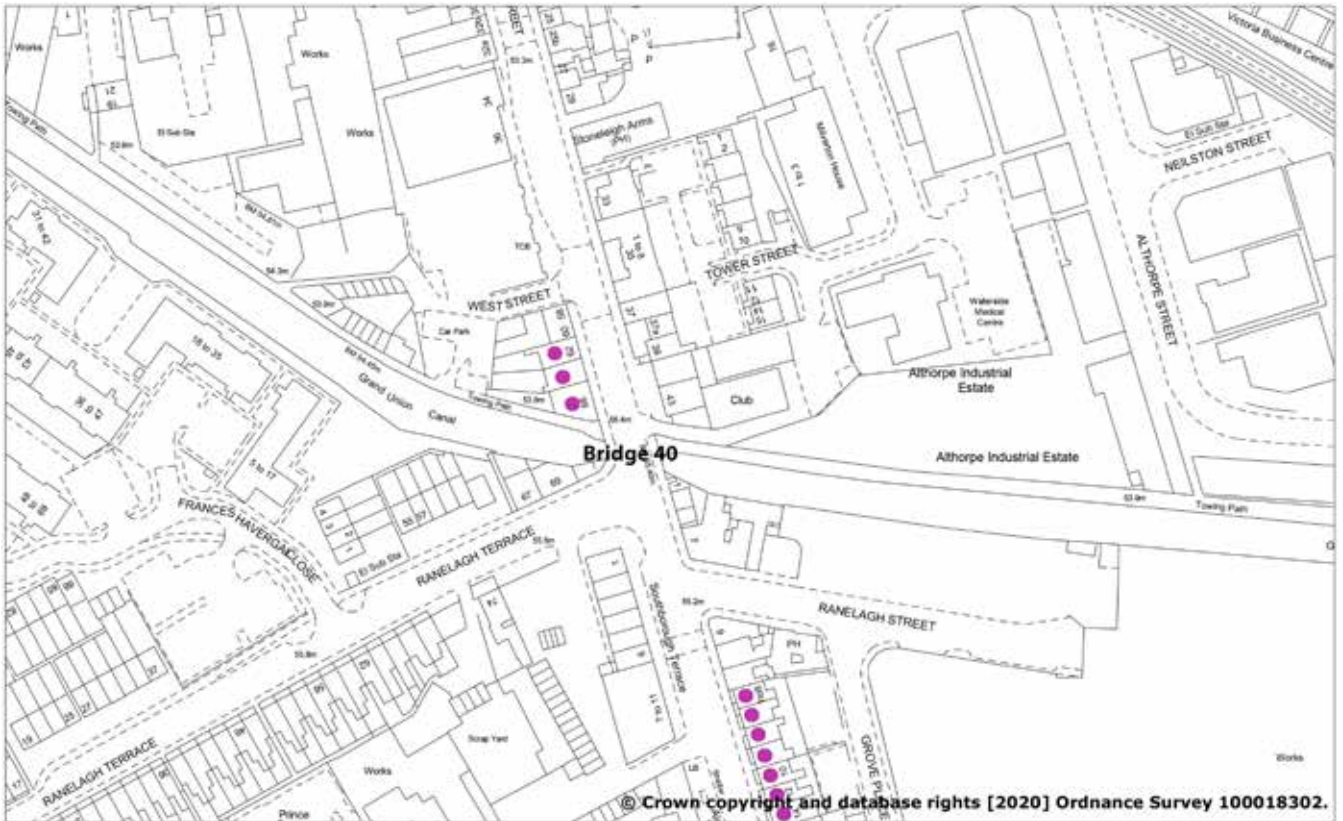
APPENDIX 2

# Canalside Listed Buildings



# Grand Union Canal

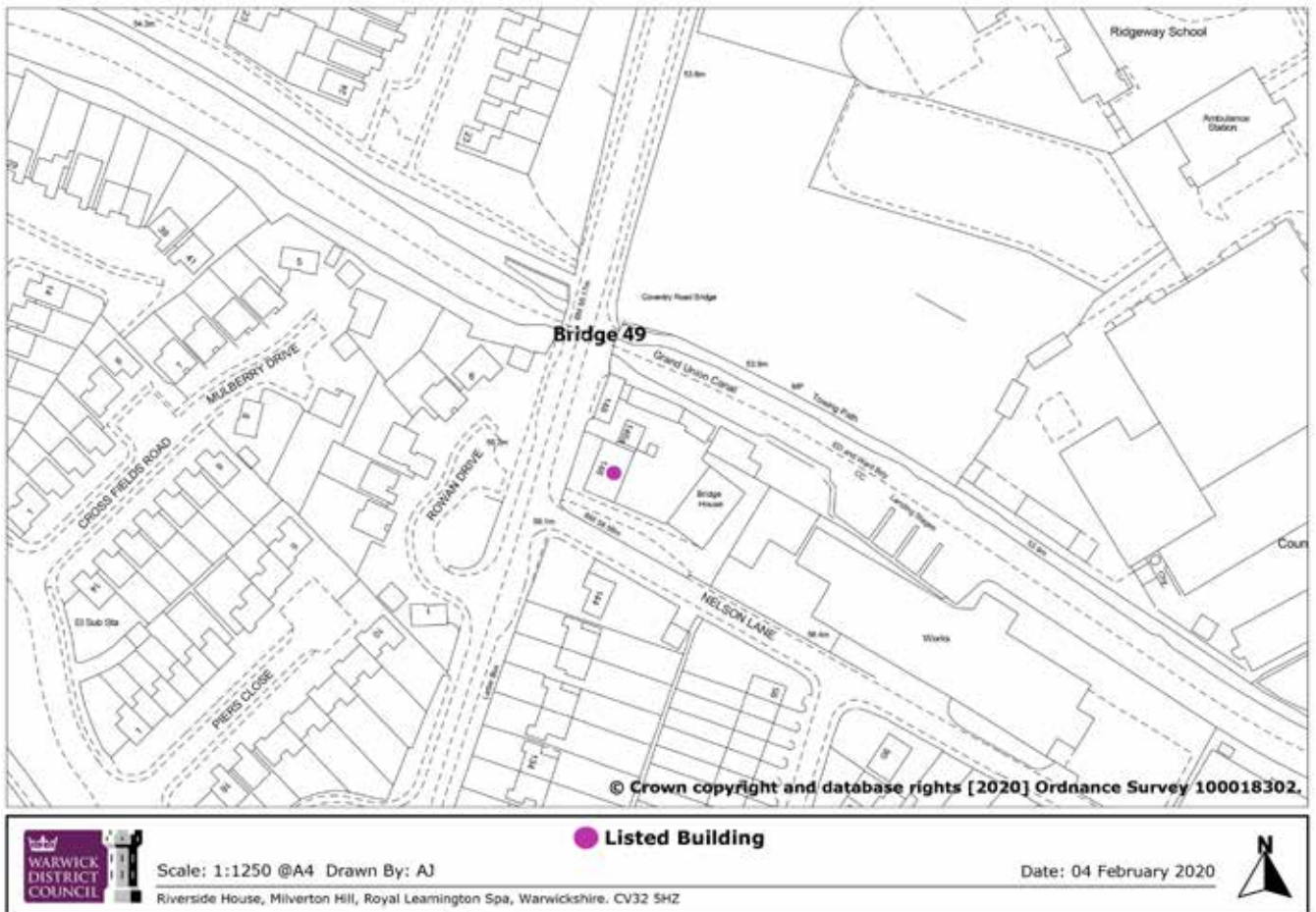
Clemens Street, Leamington Spa



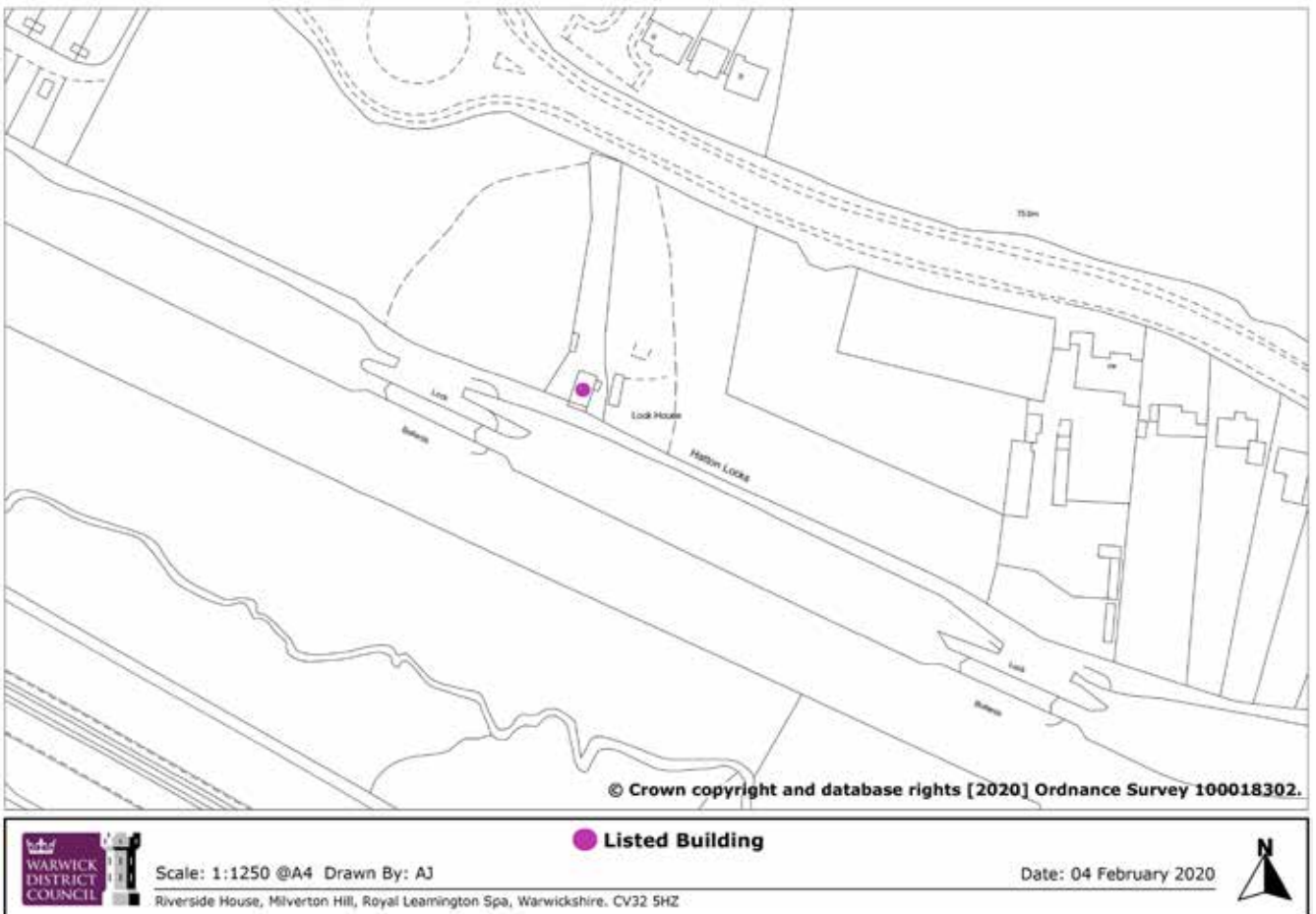
 **Listed Building** 

Scale: 1:1250 @A4 Drawn By: AJ Date: 04 February 2020  
Riverside House, Milverton Hill, Royal Leamington Spa, Warwickshire. CV32 5HZ

Bridge House, Coventry Road, Warwick

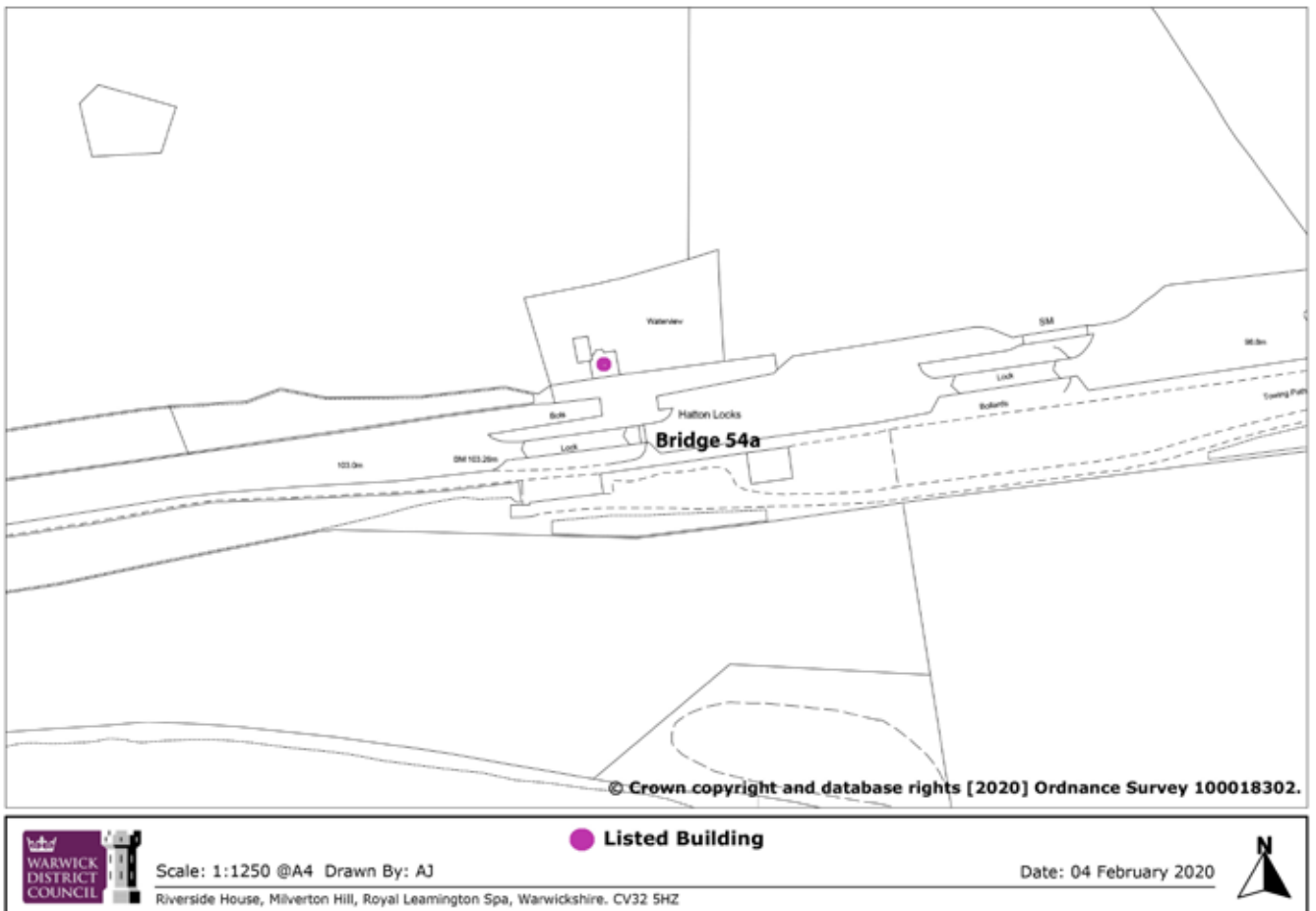


Lock House, Hatton Locks

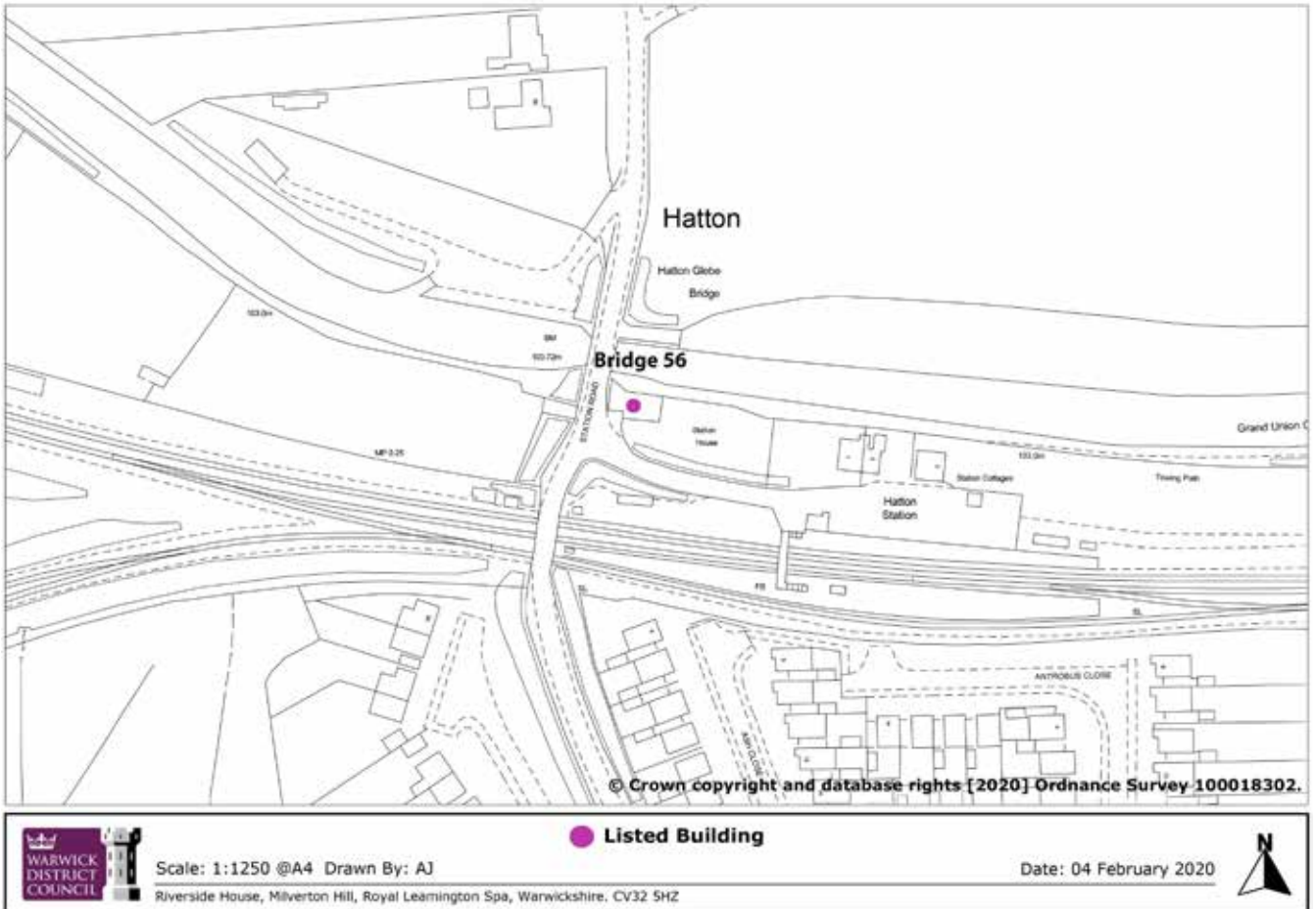




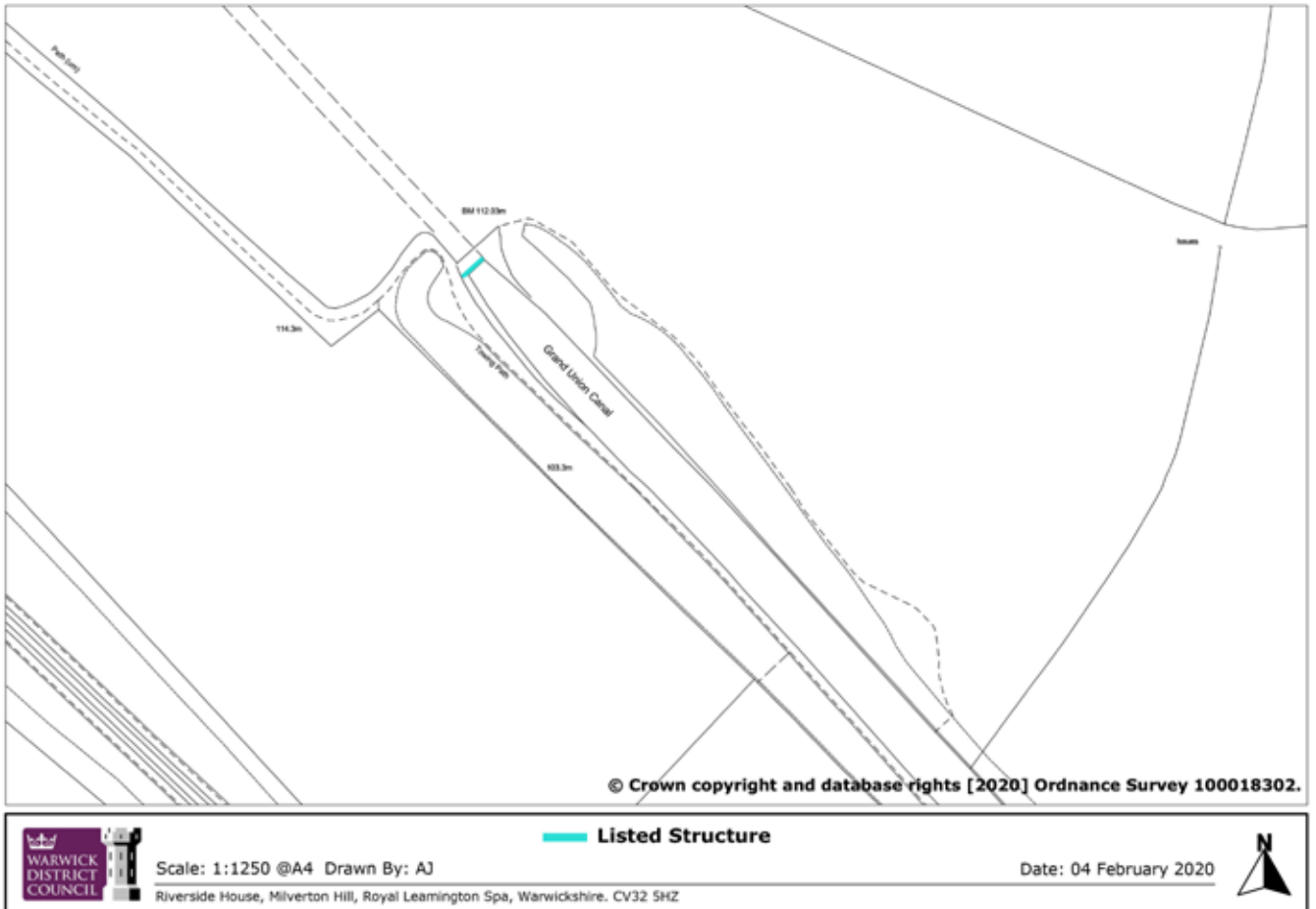
# Water View at Hatton Locks



Station House, Hatton Junction, Shrewley

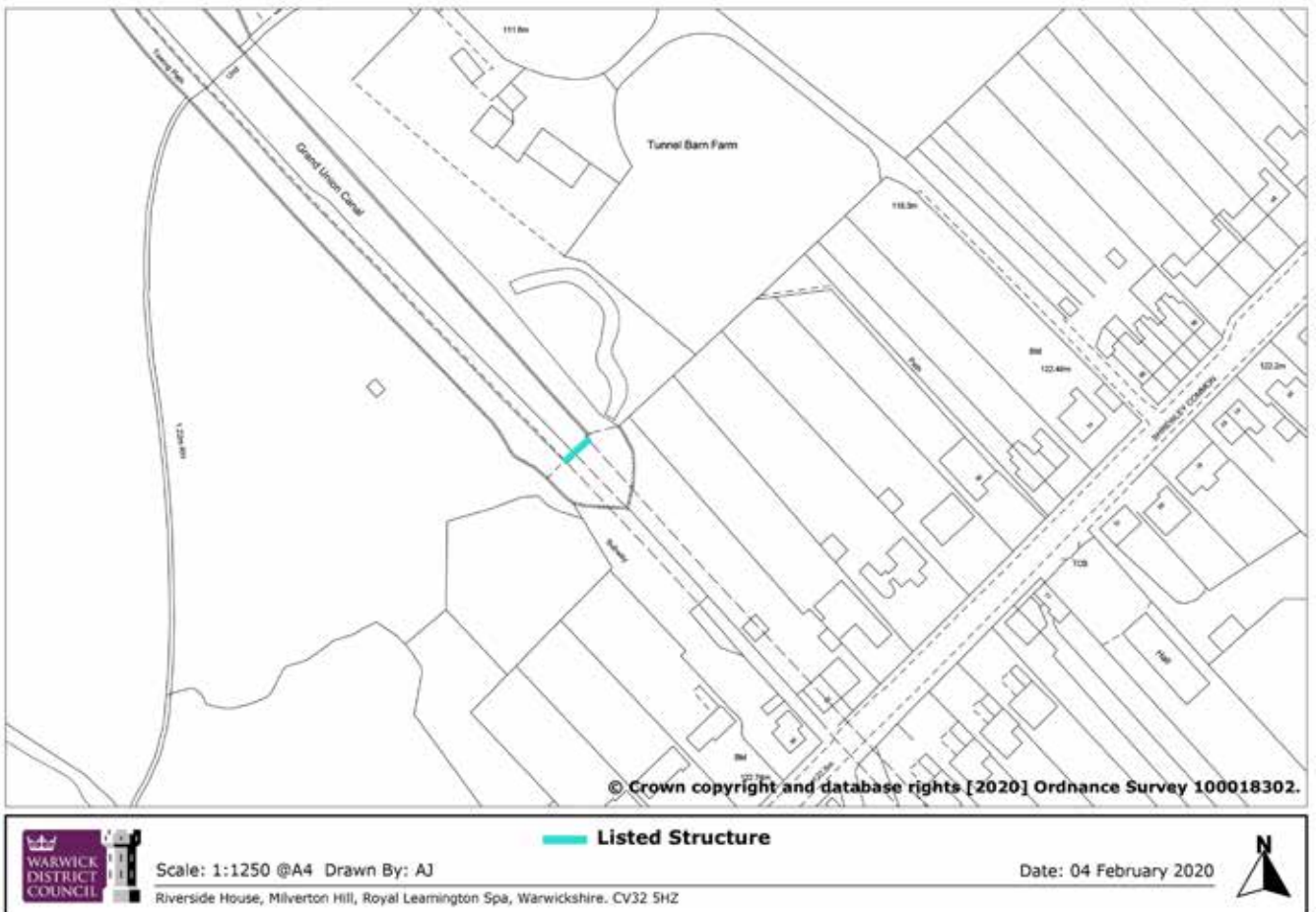


Shrewley Tunnel, south portal

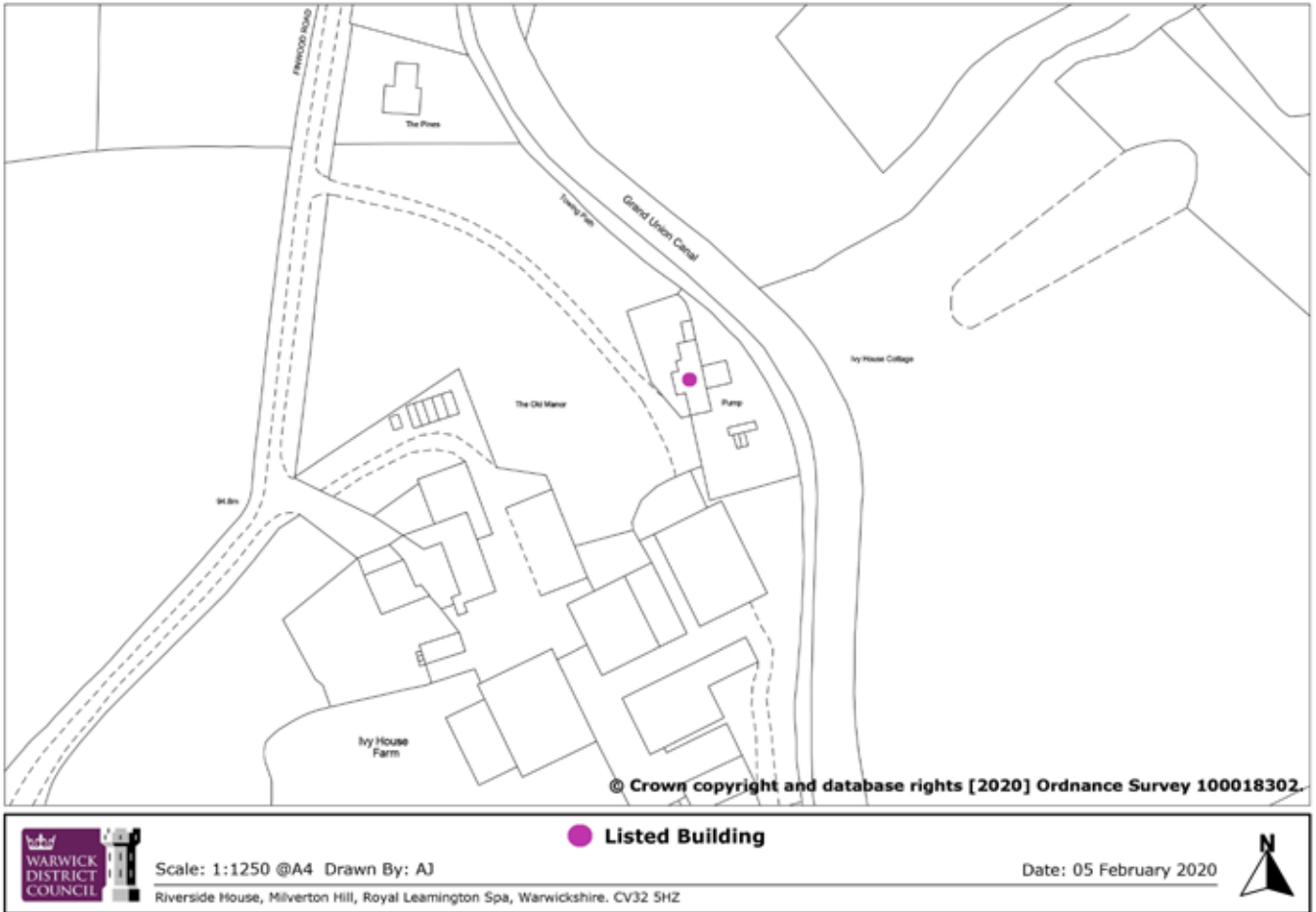




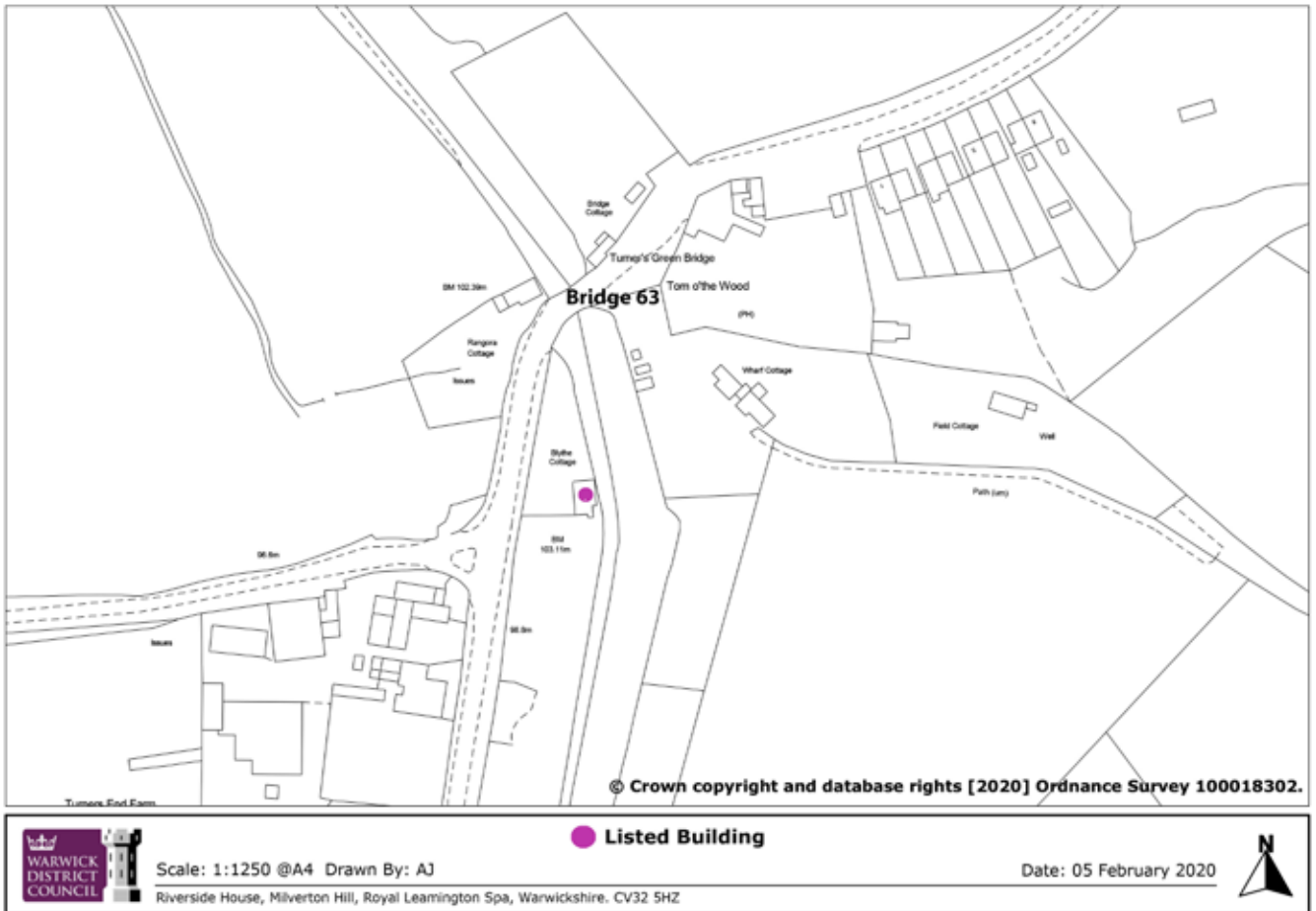
Shrewley Tunnel, north portal



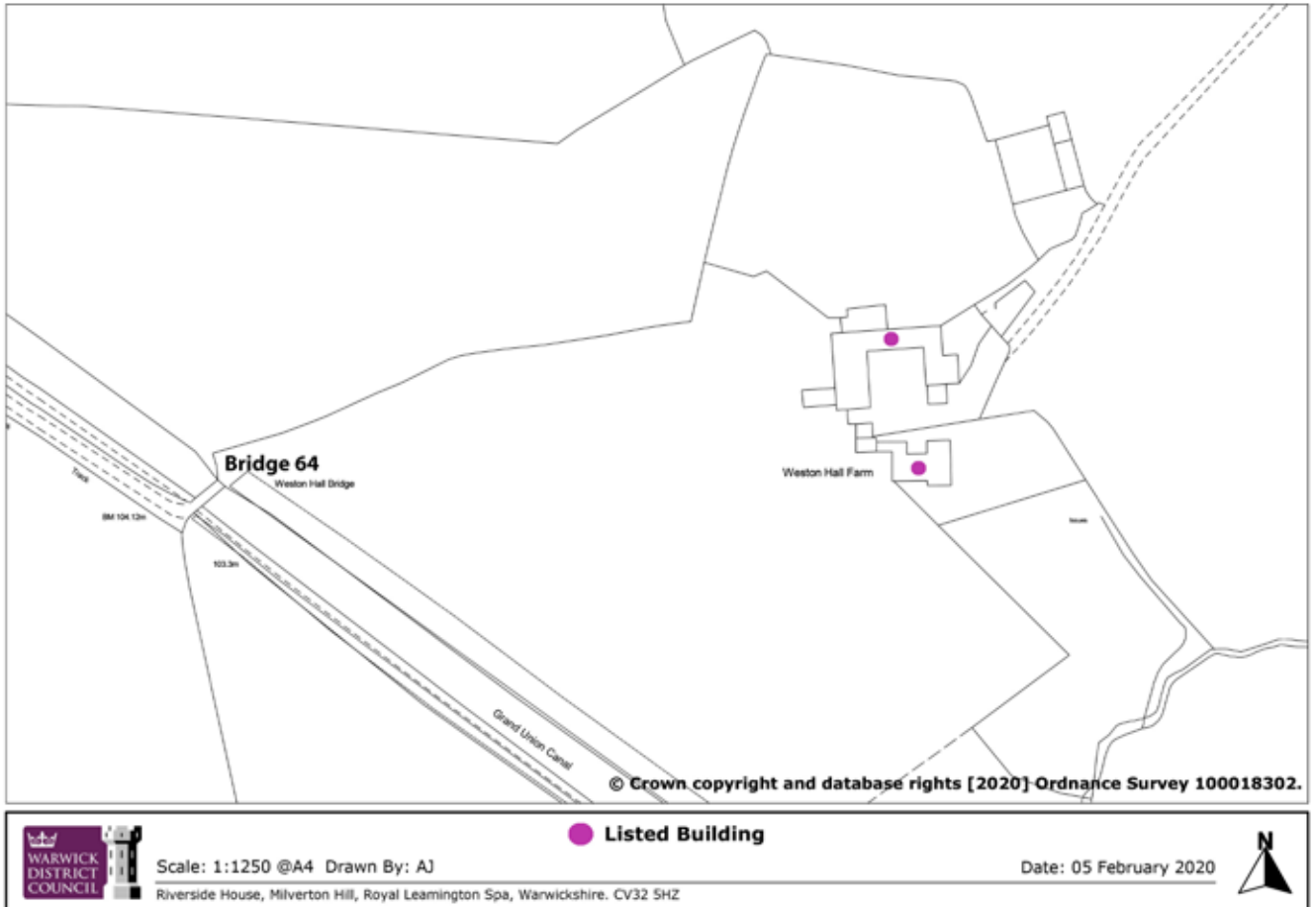
Manor Cottages, Turner's Green



Blythe Cottage, Turners Green

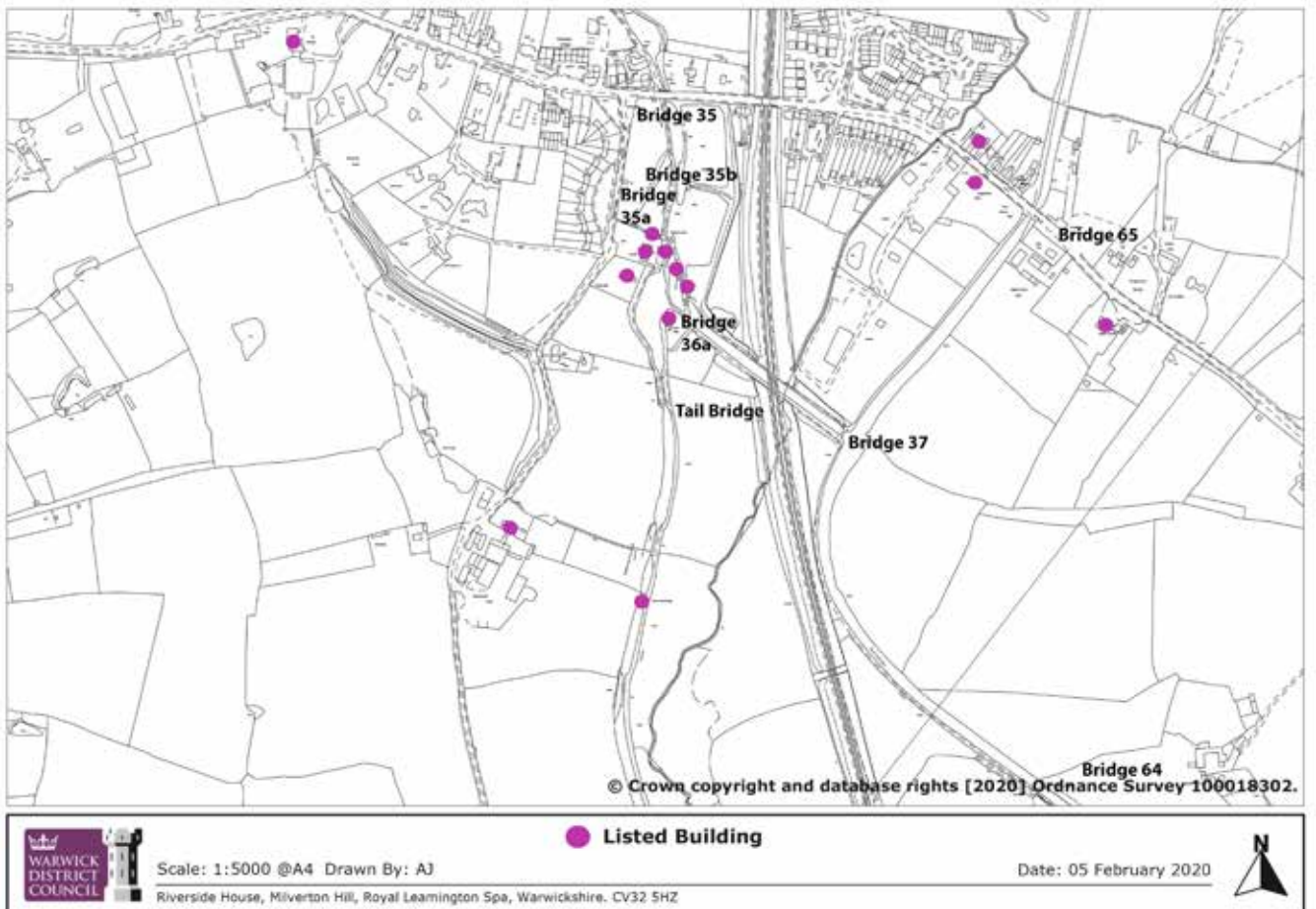


Weston Hall Farm, Rowington

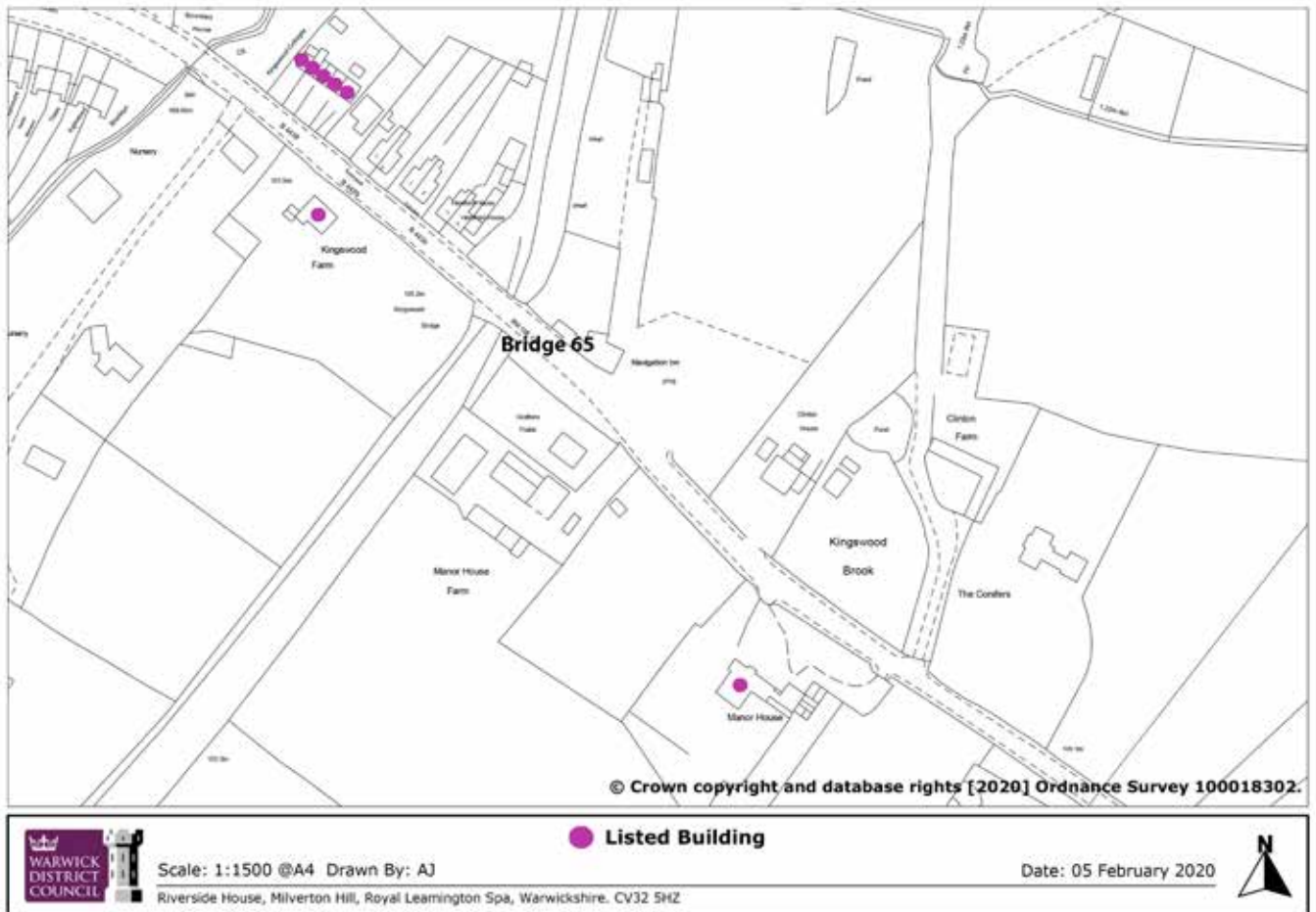




Listed Building at Lapworth Yard and Brome Hall Bridge no. 38

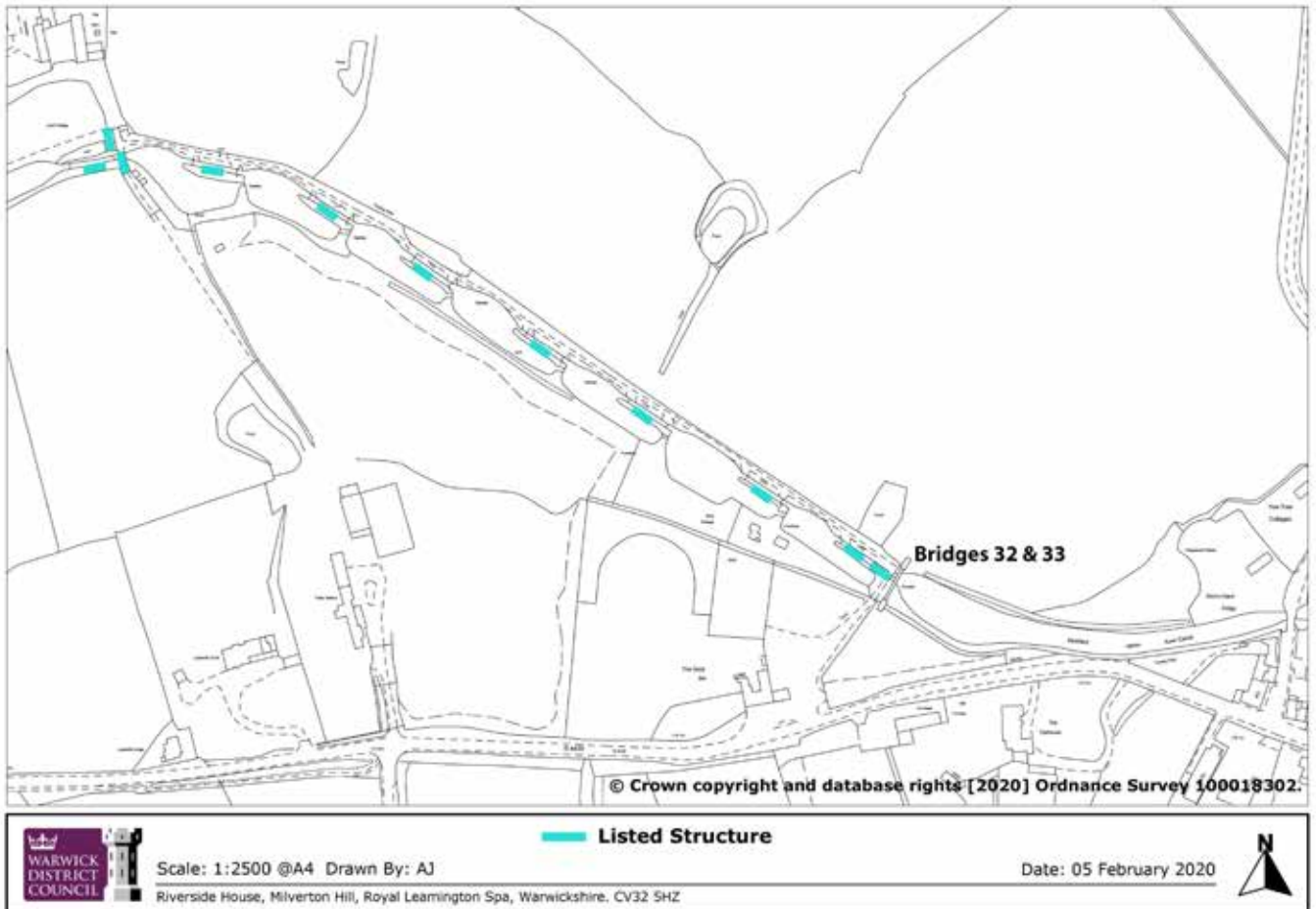


Listed Buildings near canal in Kingswood

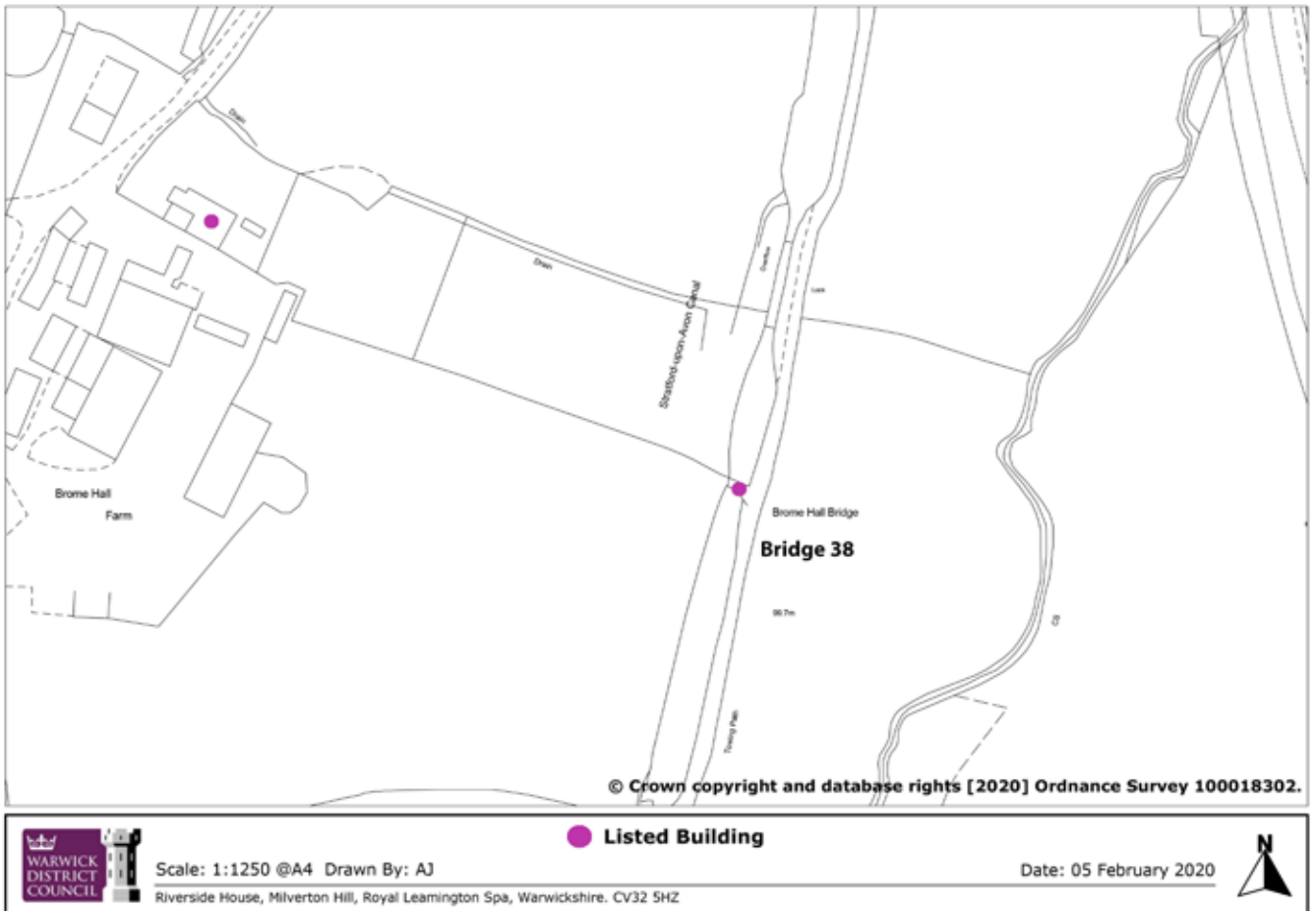


# Stratford Canal

## Locks at Lapworth

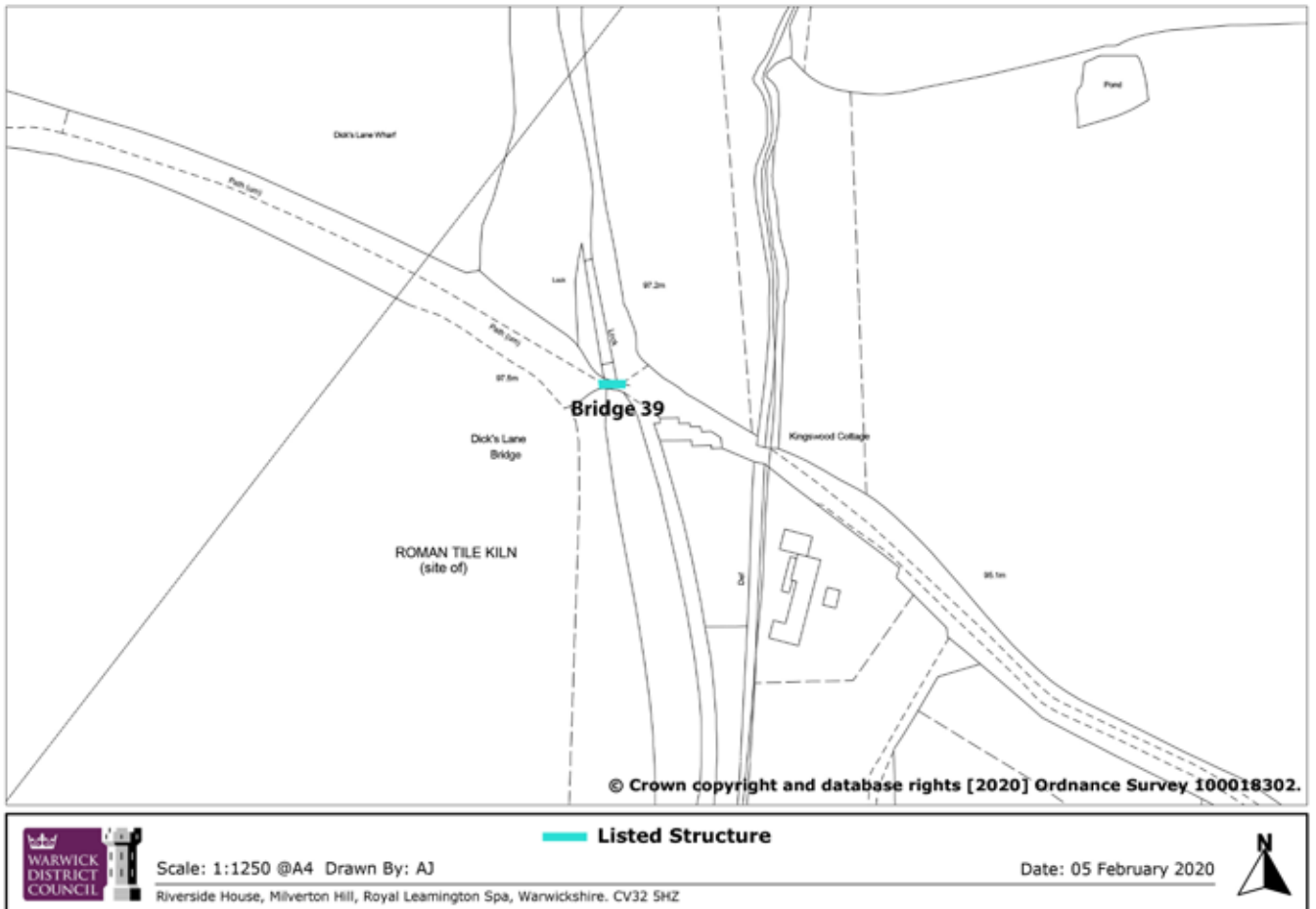


Brome Hall Farmhouse, Lapworth

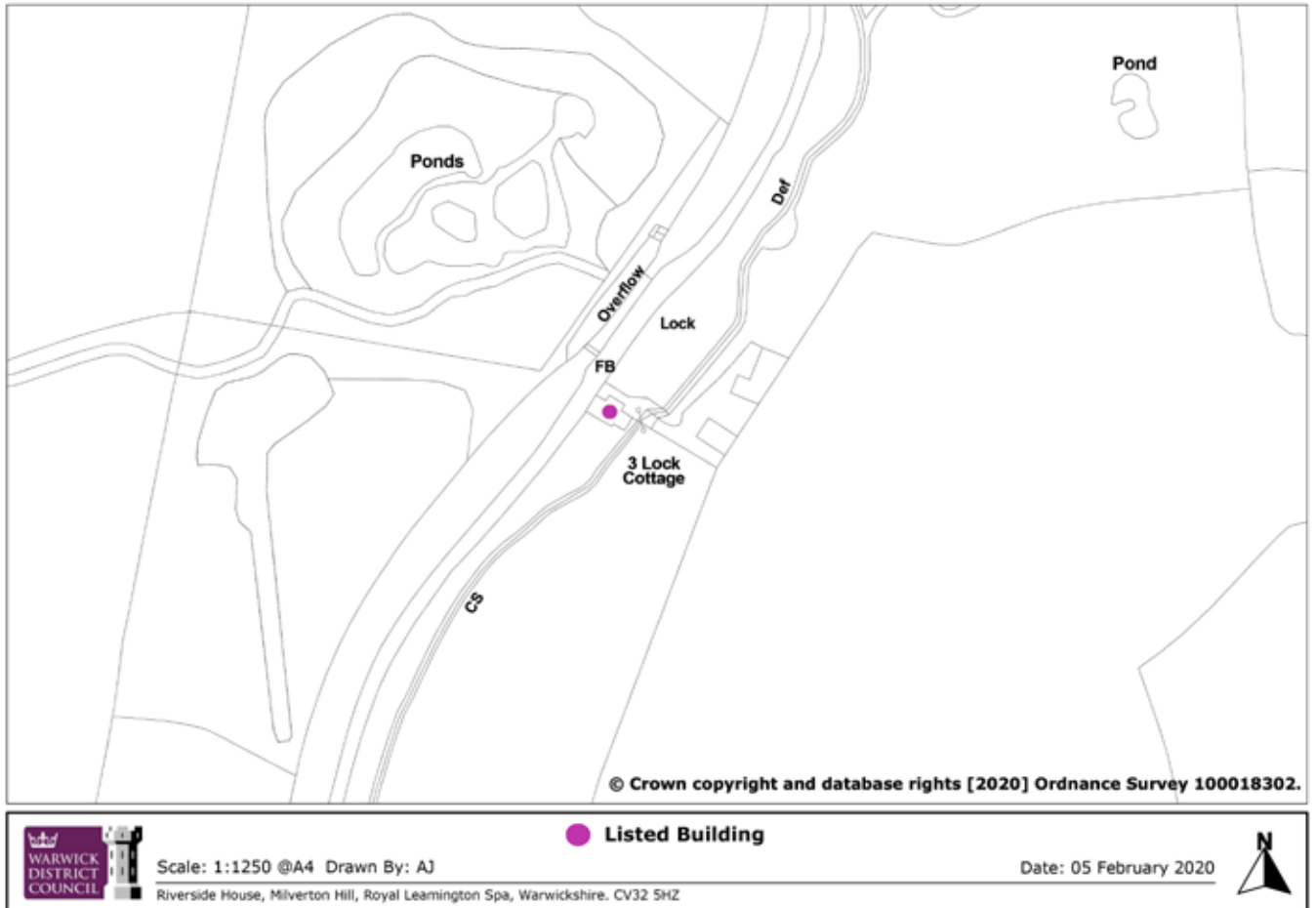




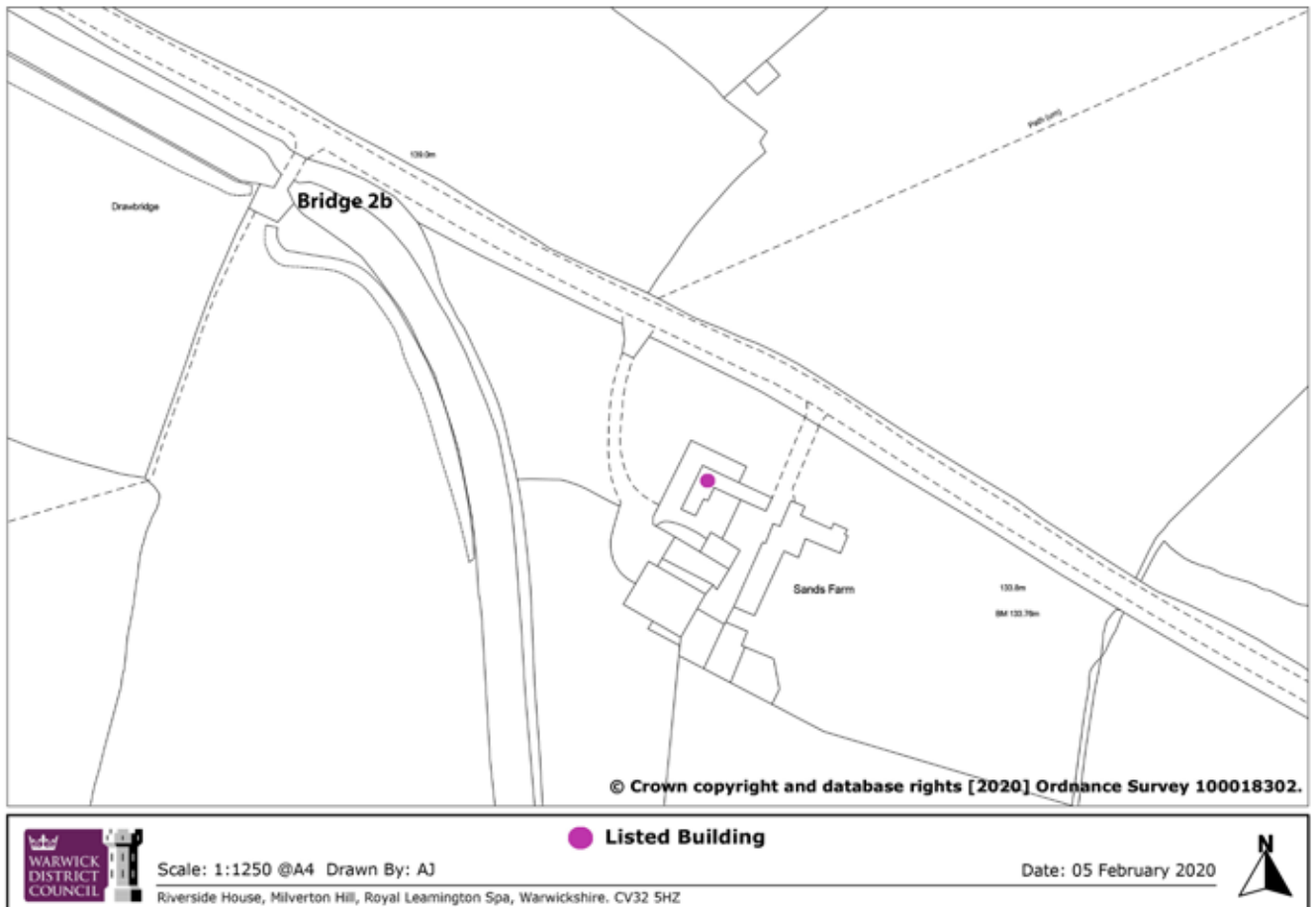
# Dick's Lane Bridge, Lapworth



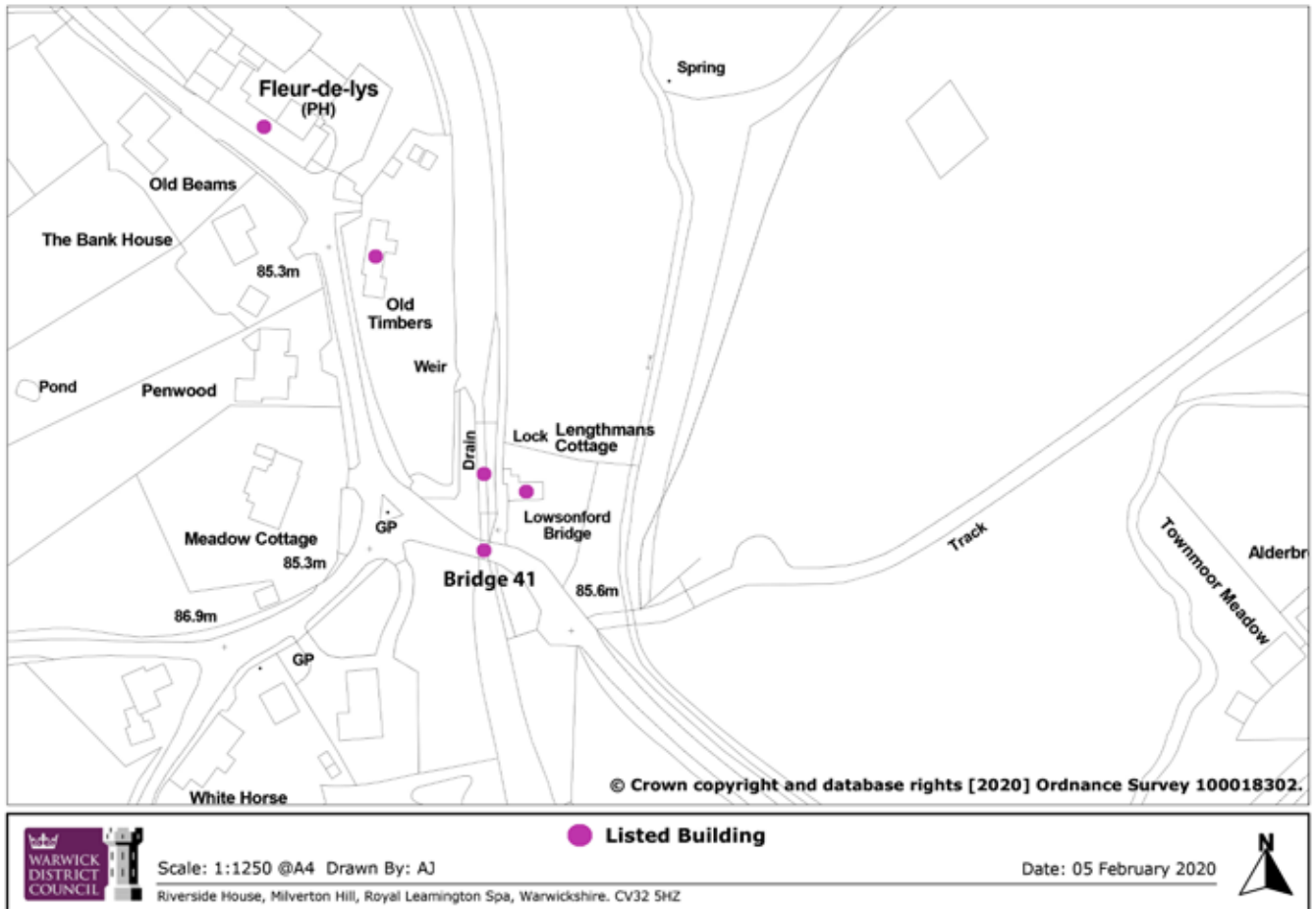
Lock Cottage No. 3 Lapworth



Sands Farm Barn, Hockley Heath

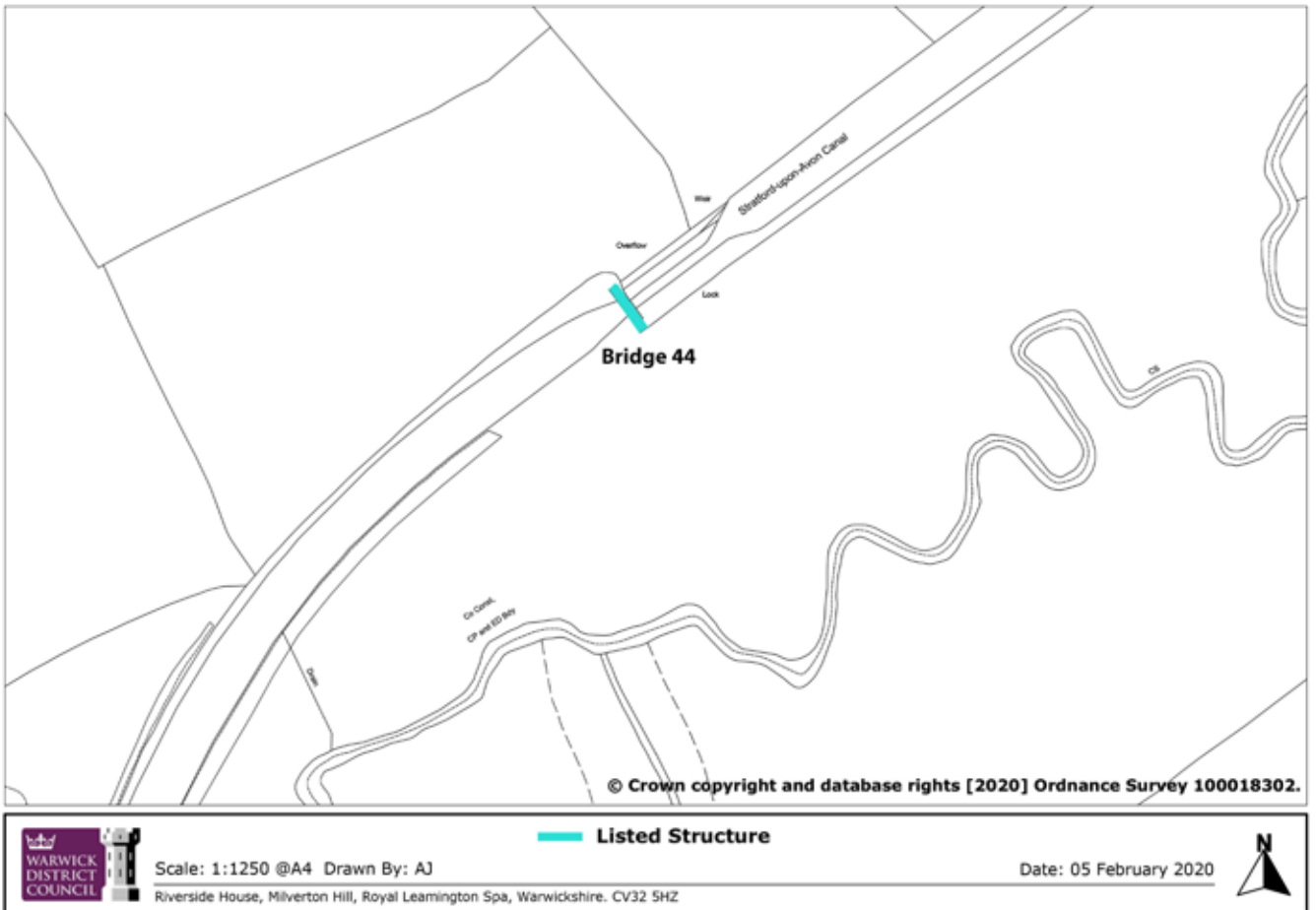


Bridge and Listed Buildings near canal at Lowsonford

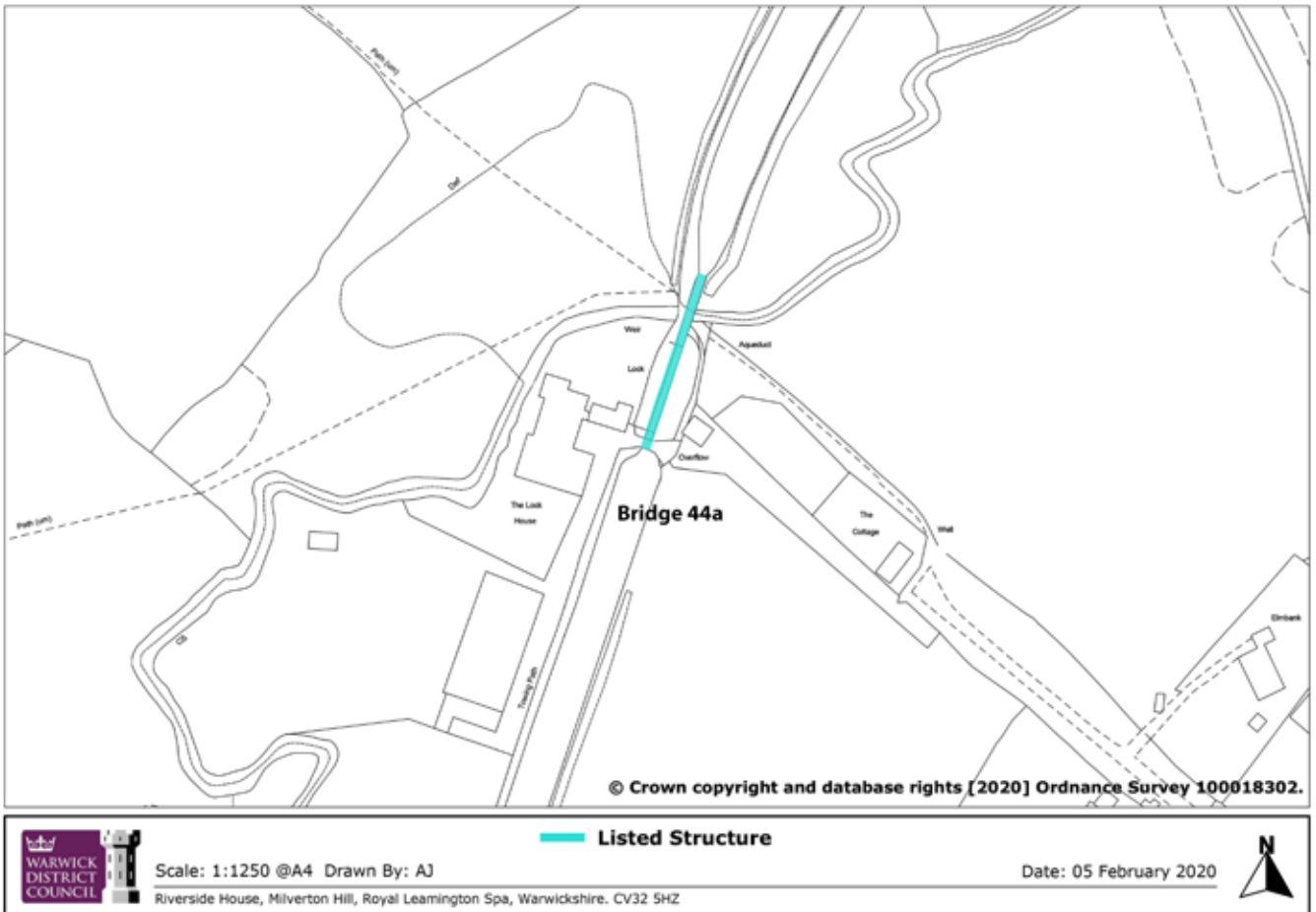




Canal Bridge No. 44, South Stratford Canal



Yarningdale Aqueduct (that part in Rowington parish), South Stratford Canal





APPENDIX 3

# Constraints





FEATURE	LOCATION
<b>Local Nature Reserves</b>	
Leam Valley Local Nature Reserve	North of Grand Union canal
Newbold Comyn Park	North of Radford Semele
<b>Local Wildlife Sites</b>	
Grand Union Canal (potential)	
Stratford on Avon Canal (potential)	
Hatton Lock Meadows (potential)	Hatton
Turners Green Farm (north) (potential)	
Hockley Heath Meadow (potential)	Hockley Heath
Meadows adjacent Grand Union Canal (potential)	Lapworth
Stratford Canal Floodplain Meadows (potential)	Lapworth
Alder Wood (potential)	Lapworth
Meadows bordering Grand Union Canal (potential)	Shrewley
Hatton Hill Fields (potential)	Hatton
Field adjacent to canal (potential)	Budbrooke
Warwick Cemetery (potential)	Warwick
Warwick Racecourse (potential)	Warwick
Welches Meadow and Leam Valley (potential)	Royal Leamington Spa
Woodland adjacent Grand Union Canal (potential)	Radford Semele
Fosse Pastures and Wood (potential)	Offchurch
<b>HP Gas Pipelines</b>	
Gas pipelines cross the canals at three points in the east of the district and two points in the west	
<b>High Voltage Overhead Power Lines</b>	
HV power lines cross the canals at two points south of where the canals link	
<b>Minerals</b>	
Sand and Gravel Safeguarded areas along virtually whole length of waterways	
<b>Conservation Areas (other than the canal conservation area)</b>	
Canal runs through Conservation Area	Lowsonford
Adjacent to Conservation Area	Rowington
Runs through Conservation Area	Royal Leamington Spa

FEATURE	LOCATION
<b>Historic Landfill and Contaminated Land</b>	
<b>Grand Union Canal</b>	
Cutting	Offchurch
Filled pond	East of Royal Leamington Spa
Canalside Factory Sites (various)	Royal Leamington Spa
Railway	Royal Leamington Spa
Ford Foundry site	Royal Leamington Spa
Warwick Cemetery	Warwick
Former Landfill Site	Old Budbrooke Road
<b>Stratford on Avon Canal</b>	
The Willows	Lowsonford
Sewage Works	Turner's Green
<b>Green Belt</b>	
Through all rural areas	
<b>HS2 Safeguarding</b>	
Safeguarded land	East of Radford Semele



**Warwick District Council**  
**Riverside House**  
**Milverton Hill**  
**Royal Leamington Spa**  
**CV32 5HZ**

