



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



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



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



In the blocks East of Grove place; Eagle St and East Grove, the terraced housing remains in the form established in the Edwardian and Victorian times and is a coherent set of street blocks. Quite a lot of decorative detail; terracotta bricks, dentil & string courses, chimneys and bay structures, even where these have lost their timber joinery, are important characteristics of buildings of this time and scale. Measures to reduce the impact of the car, introducing street trees and places to sit and play, has changed the appearance of the public space, but as a result they are not dominated by cars like so many other terraced streets of this age.



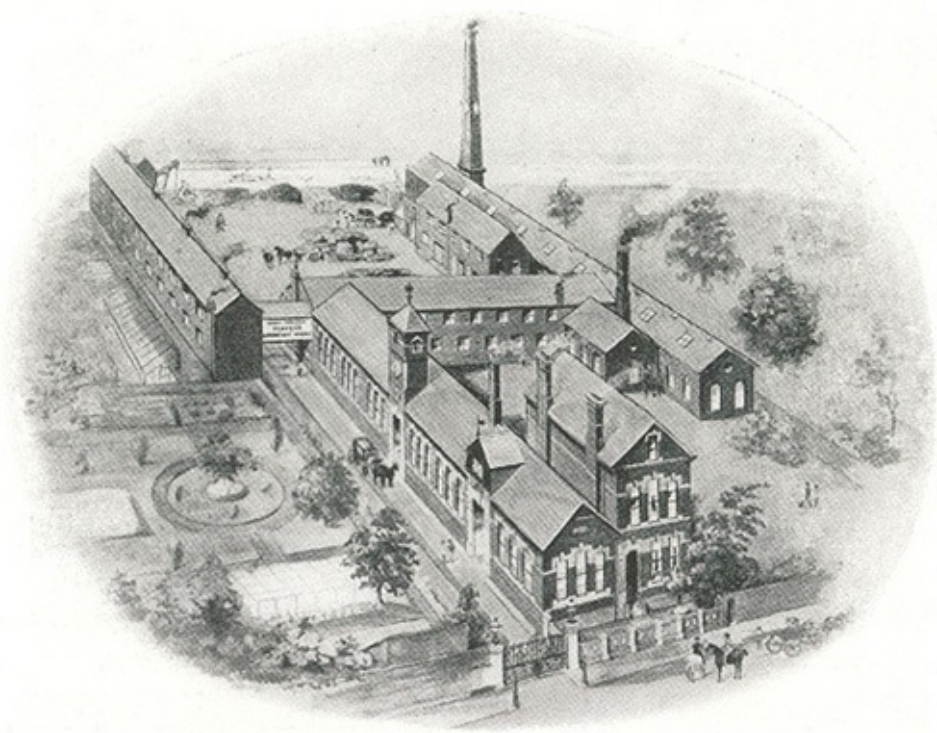
Shrubland Street retains its Victorian character as a Community School.



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

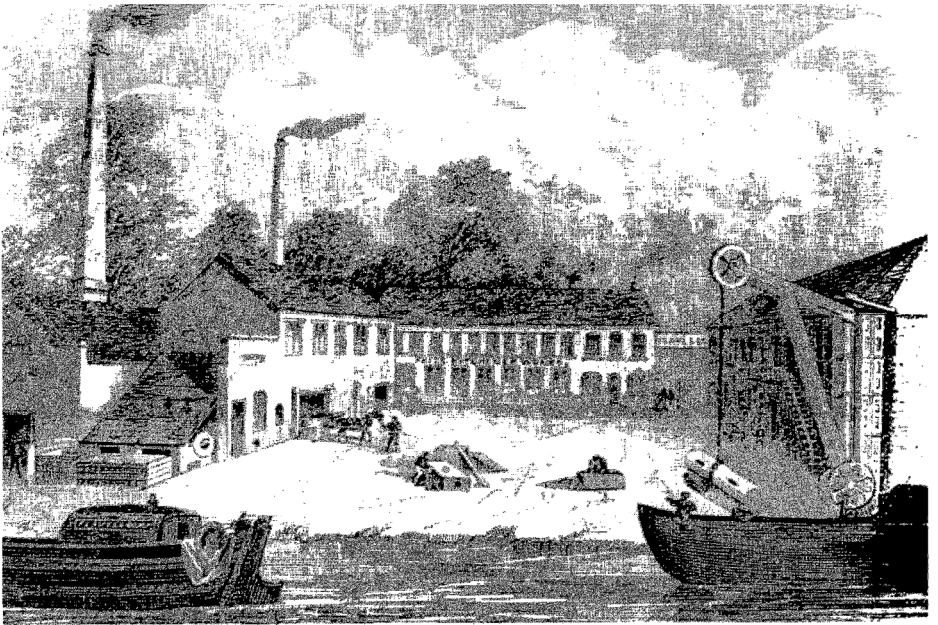
Ranelagh wharf, some large houses on Ranelagh street and the 10 acres of Ranelagh Gardens.

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



At the end of the Street as far as the footpath that ran from Whitnash to Lillington, was Ranelagh gardens. Ranelagh gardens was 10 acres of pleasure gardens including greenhouses and hothouses for the botanical collection laid out in 1811. On gala days they were and attractive venue with fireworks, balloons, music, and attracted both the wealthy visitors to Leamington and local people. There were public

walks and shrubberies, according to bisset's guide – see text box for details. The North eastern corner was developed by Mr Carter as a foundry in 1834 building up to the Whitnash brook. After Mr Cullis the nurseryman's death in 1849, the remainder of the waterside seems to have been more for wholesale nursery use and is marked on the 1880's plan as Ranelagh cake mills – presumably – cattle feed. Sidney Flavel expanded into the foundry in April 1856 and an illustration of the time shows the wharf cranes with his kitchener works and Flavel's boats, bringing materials to the site.



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



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

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



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

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



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



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



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



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



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

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

[Illustration becks 1841 plan and section of 1851 board plan]



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



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

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



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



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

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

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



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



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