

Waterways in Warwick District

Stratford upon Avon Canal 1795

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

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

Conservation Area Appraisal

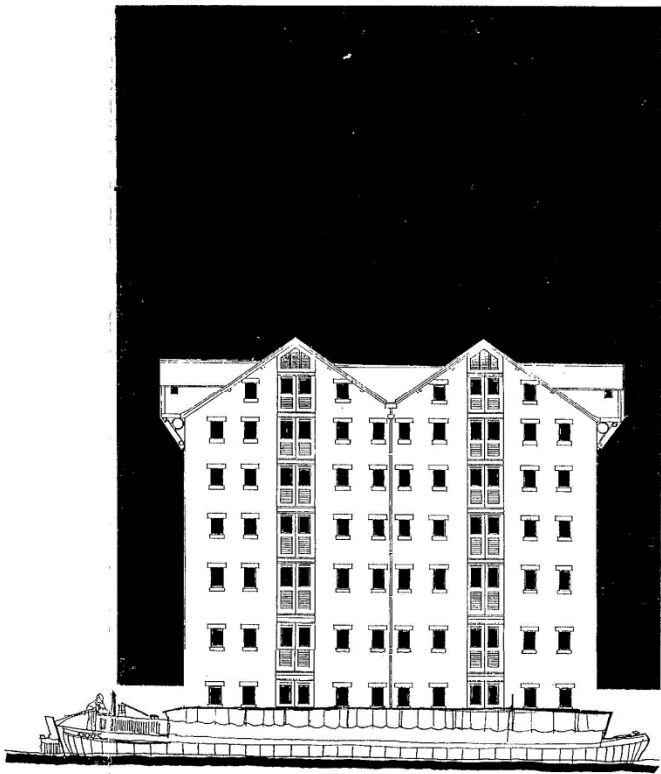
Introduction

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

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

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

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



Structure of document

SUMMARY OF SPECIAL INTEREST

PLANNING POLICY

LOCATION AND SETTINGS

EVOLUTION

CHARACTER LENGTHS

1 ROWINGTON

2 HATTON

3 WARWICK

4 AVON

5 OLD TOWN

6 FOSSE

7 LAPWORTH

MANAGEMENT ADVICE - design of alterations and new development in the Canalside Conservation Area.

The omission of any feature from the text or accompanying maps should not be regarded as an indication that they are necessarily without significance or importance in conservation and planning terms.

Appendices include:

GAZETTEER OF LISTED STRUCTURES, BRIDGES, LOCKS, GATEWAYS, WATERSIDE STREETS, DRAFT LOCAL LIST

LINKS TO HISTORIC MAPS

ACCESS TO ARCHAEOLOGY AND HERITAGE ENVIRONMENT RECORD AND HISTORIC LANDSCAPE CHARACTERISATION

HER AND WCRO Reference sources and a comprehensive bibliography.

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

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

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

Summary of Special Interest

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

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

In Britain the industrial revolution and expanding empire in India and elsewhere, despite the independence of America, brought about capital investment in projects. Mass production and mass consumption required transport to get the goods to market and the coal and minerals to industry. The rise in population meant farmers delivering foodstuff to the growing towns, and getting the night soil away again. Enlightened industrialists like Robert Owen at New Lanark built a settlement for his workers and their families, with school, community hall and co-operative shop, to show by example how the lives of the poor could be improved through design according to ethical values. But essentially it was the pursuit of profit, a return on investment, that drove the ingenuity and resourcefulness that created the infrastructure to bring forward industrialisation. In 1790 France had 8 cotton mills to England's 200 and 1000 Spinning Jennys compared to Britain's 20,000. France was an agricultural economy with little infrastructure, so 85% of the population lived in small settlements.

In the context of the Midlands, the Canals are of considerable architectural, historic, archaeological, social and scenic interest. The influence of canals was phenomenal, completely revolutionising industrial transportation and thus having a profound effect on the location of industries. The impact on Leamington of the canal, from its completion in 1800, was no less spectacular. The wharfs quickly became important focal points for industry and facilitated the growth of settlements.

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

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

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

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

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

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

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

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

Commentary on emerging issues and opportunities

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

right through the major urban area and out to the countryside the on the towns. Planting alongside the canal at the back of the towpath needs to respond to this as public space, any move to semi private space needs to be sensitive to the transition. There will be cases where private gardens abut the back of the towpath and this is the appropriate place for personalisation.

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

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

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

Opportunities for Regeneration

21. Conservation and development work together using the historic environment as an asset, and giving it new life is a key factor the economic and social revival of canalside towns and cities such as Birmingham Leeds and Gloucester. The careful integration of heritage assets into regeneration projects over a sustained period such as at Kings Cross, plays an increasingly important and successful role in many major regeneration schemes and transforms the built environment.
22. A ‘heritage asset’ is defined in the National Planning Policy Framework, as “a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest”. Once it falls out of use it is potentially at risk. That is why it is important that the canal corridor continues to evolve and adapt to changing needs, but it is equally important that the special character is not eroded by lack of consideration for what is special.
23. Historic England has effectively dispelled the common misconception that listed buildings must be ‘preserved’ effectively just as they are. Their goal is positive ‘conservation’ and managing change rather than ‘preservation’. The challenge is to work together proactively, using flexibility, vision and innovation to find a solution where ‘heritage works’ for the owner, occupiers, community and environment at large.
24. It is important to celebrate the designation of the CA. Failure by owners to identify the special nature of the canalside corridor lowers the overall environmental quality of the area and can counteract the positive effects of other initiatives taking place. Canalside areas with historic buildings, which individually may not be of particular architectural merit, can still form the basis of effective urban regeneration. People gravitate to historic waterside places, because of their richness they provide a Sense of Place. They are often made up of a variety of spaces, building types, sizes and uses; with interesting architectural features and local character yielding associations with the past. They are of human scale, buildings and townscapes not dominated by cars, promoting social interaction, enhanced well being and quality of life. Regenerating heritage assets can translate into higher values – not just financial value, but economic and social value as well. The wider impacts of regenerating historic assets in terms of their economic and social value may include:
- improvement to the physical fabric of urban areas;
 - improvements in personal safety and the reduction of the fear of crime;
 - community involvement and sense of ownership;
 - employment;
 - improvement of image;
 - improvement in confidence: a sense of pride;
 - indirect inward investment into the wider area; and
 - a sustainable use of resources through reuse of past materials and embedded energy.

CONSERVATION MANAGEMENT ISSUES

Up to the arrival of the canals in 1800 roofs were generally covered in hand made clay tiles with some lead and occasionally thatch . After this date, slate began to appear and this accelerated with the coming of the railway mid century, so it soon became the norm , most of the mid to late-19th century houses were roofed with this material. Concrete roof tiles have been used to replace these and better options now exist.

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

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

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

BUILT FORM RELATED ISSUES

Some poor modern interventions within waterway frontages

Poor quality modern development in some parts

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

Creation of large areas in a single use

Pressure for the over-development of some vacant sites

PUBLIC REALM ISSUES

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

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

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

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

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

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

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

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

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

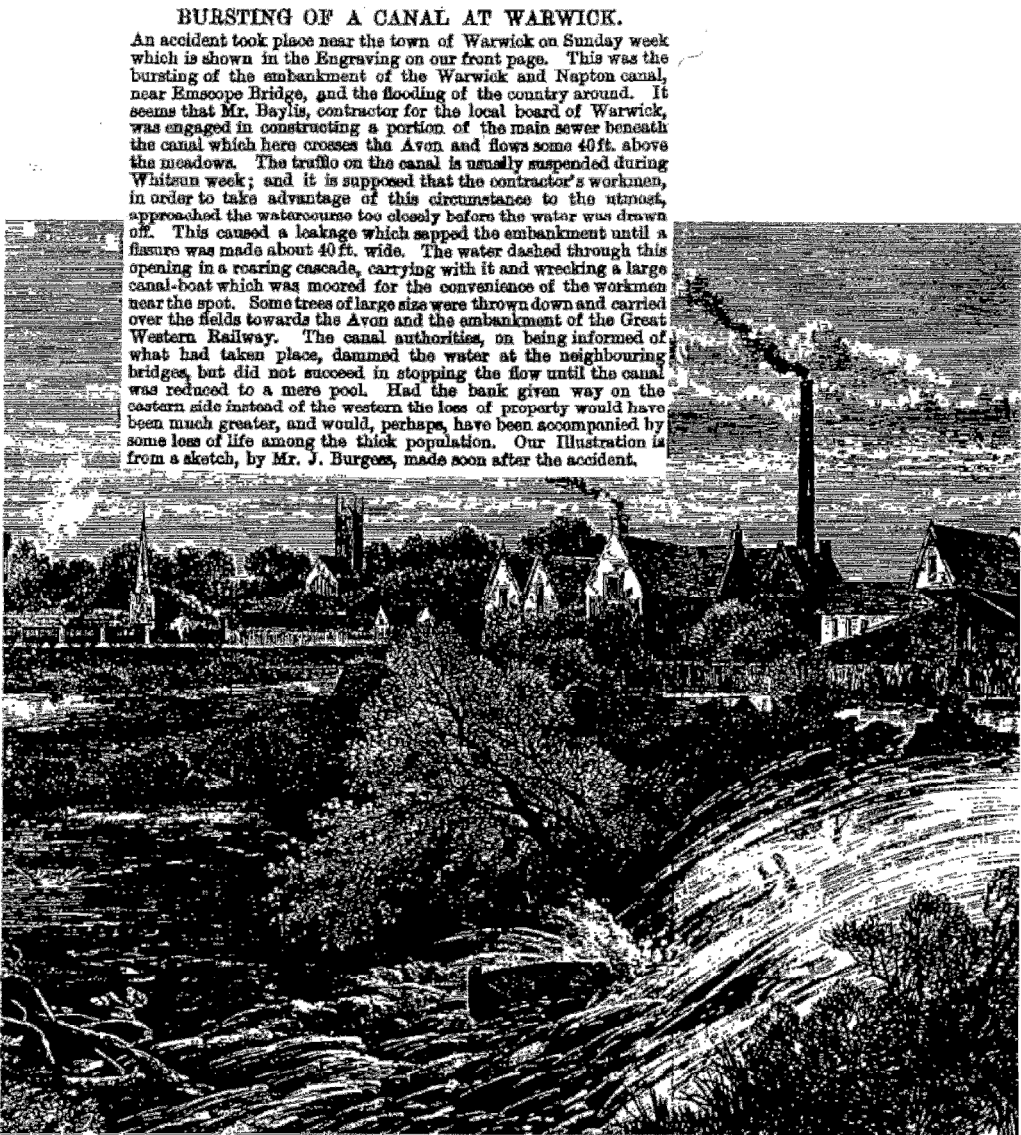
“The Council will prepare and adopt a **Canalside Development Plan Document (DPD)** to:

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

Issues might include:

- Improving access physical and virtual
- Increasing use and understanding
- Preservation of setting and views;
- Building and sites of negative impact
- Identifying Potential and exploring Options
- Securing trees and hedgerows and green chains;
- Intrusion/incursion of domestic garden areas onto canal side;
- Quality of canal-side development and finishes;
- Living on water, diversity in dwellings
- Maintenance and repair of significant buildings;
- Loss of original architectural details of some historic assets;
- Litter and Rubbish dumping, community adoption
- Crime and the perception of crime
- Vandalism and neglect, clutter and harm from poor infrastructure
- HS2, new roads and other potentially harmful intrusions on character
- Flooding

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



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

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

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

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

Places that matter to local communities.

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

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

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

Planning Policy Framework
at National and Local level

Conservation is a creative activity to find solutions that conserve historic places and applying cultural values that continue to apply to the future. Legislation recognises the changes that created the canal as a historic place and that managing change is essential to the environment realising its full potential in the future.

Late nineteenth century Campaigns to protect historic sites were seen by many as an assault on fundamental property rights. Since 1882’s ancient monuments protection act, legislation has grown to such an extent that what is restricted, and what supported needs clarification. This may be presented by reference to an updateable base so that changes can be factually up to date. Conservation Areas are created where a local planning authority identifies an area of special architectural or historic interest, which deserves careful management to protect that character. The first conservation areas were designated in 1967 under the Civic Amenities Act, and there are now nearly 10,000 in England.



STRATFORD UPON AVON CANAL

NPPF and the Canal Environment as a historic place.

Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment¹, including heritage assets most at risk through neglect, decay or other threats.

In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation
- the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring
- the desirability of new development making a positive contribution to local character and distinctiveness; and
- opportunities to draw on the contribution made by the historic environment to the character of a place

NPPF PARAGRAPH 126.

National Planning Policy

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

This Conservation Area Appraisal should be read in conjunction with the principles and policies set out in Section 12 of the National Planning Policy Framework; Conserving and Enhancing the Historic Environment. Guidance by Historic England and Conservation Principles EH2008



GRAND UNION CANAL

Significance and Setting

As the National Planning Policy Framework makes clear, significance derives not only from a heritage asset’s physical presence, but also from its setting.

Heritage assets may be affected by direct physical change or by change in their setting. Being able to properly assess the nature, extent and importance of the significance of a heritage asset, and the contribution of its setting, is very important to understanding the potential impact and acceptability of development proposals.

In most cases the assessment of the significance of the heritage asset by the local planning authority is likely to need expert advice in addition to the information provided by the historic environment record, similar sources of information and inspection of the asset itself. Informed analysis is required as harm may arise from works to the asset or as is particularly relevant to a linear heritage asset, from development within its setting.

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

Substantial harm.

What matters in assessing if a proposal causes substantial harm, is the impact on the significance of the heritage asset. Whether a proposal causes substantial

harm will be a judgment for the decision taker, based on; having credible, reliable information on the proposal; having regard to the circumstances of the case; and on the policy in the National Planning Policy Framework. Substantial harm is a high test, one important consideration might be whether the adverse impact seriously affects a key element of its special architectural or historic interest. While the impact of total destruction is obvious, partial destruction or alteration can have a considerable impact but, may still be less than substantial harm. It may not be harmful at all, for example, when removing later inappropriate additions to historic buildings which harm their significance. Similarly, works that are moderate or minor in scale are likely to cause less than substantial harm or no harm at all. However, even minor works have the potential to cause substantial harm. Policy on substantial harm to designated heritage assets as set out in the National Planning Policy Framework is:

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be.

Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

NPPF PARA 132

Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage

asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

NPPF PARA 133

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

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

NPPF PARA 131

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

NPPF PARA 136

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance.

Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

NPPF PARA 137

Local planning authorities are to formulate and publish proposals for further preservation and enhancement of their Conservation Areas. The Appraisal may not make mention of every building or feature within the conservation area but any omission should not be taken to imply that it is not of any interest or value to the character of the area.

This conservation area appraisal will be used to inform decisions on planning, listed buildings and conservation area applications.



Local Planning Policy of particular relevance to the canal.

DS1 Supporting Prosperity

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

DS2 Providing the Homes the District Needs

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

DS3 Supporting Sustainable Communities

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

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

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



DS17 Supporting Canalside Regeneration and Enhancement

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

- i. assess the canals in the district and their environment and setting;**
- ii. identify areas for regeneration along urban sections, particularly for employment, housing, tourism and cultural uses; and**
- iii. identify areas for protection, where these are appropriate, throughout the canal network within the district.**

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

The Council wishes to see the canals reach their full potential, providing not only for leisure pursuits but also for the possibility of opening up and regenerating areas that have fallen into disuse over time, particularly where this may help to boost the local economy by providing new jobs. A holistic approach is needed to avoid piecemeal development that may result in the sterilisation of other sections of the canalside. By carrying out a study into what activity is currently taking place along the canal and within its environs, the

Council can plan for a sustainable and productive future. A Development Plan Document produced by the Council will be able to allocate specific sites for appropriate uses whilst building on and reinforcing existing successful canalside developments. This should result in a set of proposals to guide sustainable and dynamic future development that contributes to the prosperity of the district.

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

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

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

These industrial estates arose to accommodate small-scale local manufacturing and are characterised by building stock that no longer reflects the requirements of many businesses. Decline in manufacturing and the fact that modern manufacturing processes need smaller footprint buildings means levels of vacancy on these sites will increase. In addition these industrial estates do not have easy access to the strategic road network and, being located within or adjacent to residential areas, do not offer the most

suitable environment for certain employment uses. Three of these areas are located adjacent to the canal and therefore will be brought forward through the Canalside DPD (see policy DS17).
local plan Para 2.28

HS1 Healthy, Safe and Inclusive Communities

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

- a) provide homes and developments that are designed to meet the needs of older people and those with disabilities;
- b) provide energy efficient housing to help reduce fuel poverty;
- c) design and layout development to minimise the potential for crime and anti-social behaviour and improve community safety;
- d) contribute to the development of a high-quality, safe and convenient walking and cycling network;
- e) **contribute to a high-quality, attractive and safe public realm to encourage social interaction and facilitate movement on foot and by bicycle;**
- f) seek to encourage healthy lifestyles by providing opportunities for formal and informal physical activity, exercise, recreation and play and, where possible, healthy diets;
- g) improve the quality and quantity of green infrastructure networks and protect and enhance physical access, including public rights of way to open space and green infrastructure;

HS2 Protecting Open Space, Sport and Recreation Facilities

HS4 Improvements to Open Space, Sport and Recreation Facilities

Contributions from developments will be sought to provide, improve and maintain appropriate open space, sport and recreational facilities to meet local and district-wide needs. *The public rights of*

way network within the district is a valuable resource for local people in its ability to support healthy and active lifestyles and reduce reliance on private vehicles. Development proposals, whether in urban or rural settings, should seek to enhance connectivity to these networks, in particular where there is already limited access. **Wherever possible, good connectivity to the existing public rights of way network will be required.**



LAPWORTH LOCK7 STRATFORD CANAL 1971 NWM

HE2 Conservation Areas

There will be a presumption in favour of the retention of unlisted buildings that make a positive contribution to the character and appearance of a Conservation Area. Consent for total demolition of unlisted buildings will only be granted where the detailed design of the replacement can demonstrate that it will preserve or enhance the character or appearance of the conservation area. Measures will be taken to restore or bring back into use areas that presently make a negative contribution to conservation areas. ***It is important that development both within and outside a conservation area, including to unlisted buildings, should not adversely affect its setting by impacting on important views and groups of buildings within and beyond the boundary.***

NE1 Green Infrastructure

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

NE2 Protecting Designated Biodiversity and Geodiversity Assets .

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

NE3 Biodiversity

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



RADFORD

NE4 Landscape

New development will be permitted that positively contributes to landscape character. Development proposals will be required to demonstrate that they: a) integrate landscape planning into the

design of development at an early stage; b) consider its landscape context, including the local distinctiveness of the different natural and historic landscapes and character, including tranquillity; c) relate well to local topography and built form and enhance key landscape features, ensuring their long term management and maintenance; d) identify likely visual impacts on the local landscape and townscape and its immediate setting and undertakes appropriate landscaping to reduce these impacts; e) aim to either conserve, enhance or restore important landscape features in accordance with the latest local and national guidance; f) avoid detrimental effects on features which make a significant contribution to the character, history and setting of an asset, settlement, or area; g) address the

importance of habitat biodiversity features, including aged and veteran trees, woodland and hedges and their contribution to landscape character, where possible enhancing these features through means such as buffering and reconnecting fragmented areas.

NE7 Use of Waterways

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

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

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



HATTON FLIGHT

Culture, Leisure and Tourism

*The district has many historic assets that operate as visitor attractions, such as castles in Warwick and Kenilworth, Stoneleigh Abbey, the country houses of Packwood and Baddesley Clinton and the **canal network**, as well as the regency buildings and parks of Royal Leamington Spa. The district also has other attractions such as Hatton Country World and Stoneleigh Park, all of which generate approximately 3.9m trips a year to the area.*

The estimated spend is £257m and supports over 4,180 jobs. The close proximity of Stratford-upon-Avon provides a strong cross-border tourism offer . The Council’s strategy sees tourism as being a key part of the local economy and this Plan should promote and deliver tourism in a proactive and positive way.

The district’s cultural assets and visitor facilities should be supported to grow and improve in ways that maintain their attractiveness and integrity; this will be the case particularly for those assets associated with the historic environment. It is an objective of this Plan to enable the maintenance and improvement of leisure facilities, including supporting appropriate opportunities for culture and tourism.