




Station Area, Leamington SpA

Archaeology Constraints Report

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Date	June 08			
Prepared by	James Meek			
Signature				
Checked by	Sally Randell			
Signature	pp 			
Authorised by	Alison Banks			
Signature				
Project number	12261313			
File reference				

WSP Environmental UK
One Queens Drive
Birmingham
West Midlands
B5 4PJ

Tel: +44 (0)121 352 4700
Fax: +44 (0)121 352 4701
<http://www.wspgroup.com>

1 Known Archaeological and Historical Remains

1.1.1 There are no Scheduled Ancient Monuments within a 2km radius of the centre of the Station Area.

1.1.2 There are no English Heritage Battlefields within a 2km radius of the centre of the area.

1.1.3 There is one English Heritage Registered Park and Garden within a 2km radius of the centre of the area. This is the Spa Gardens, Royal Leamington Spa, a Grade II Registered Park. The Station Area does not encroach into the area of the park.

1.1.4 There are numerous Listed Buildings within the vicinity of the area, lying to the north and east. A single Listed Building lies within the proposed development area, which is Leamington Station itself, a Grade II Listed Building built in the 1930s. The other buildings are located on Bath Street, Clemens Street, High Street, Spencer Street, Avenue Road and Abbots Street. The majority of the buildings are domestic structures or public houses, although they also include All Saints Church on Bath Street (lying to the north-east) and the Spencer Street United Reform Church almost directly adjacent to the north-west boundary of the site.

1.1.5 The Leamington Spa and Lillington Conservation Area lies to the north of the Station Area, its southern boundary running along Park Drive, the backs of the properties on Avenue Road. The Conservation Area partially encroaches into the eastern part of the site area.

1.1.6 A search of the Warwickshire Historic Environment Record was undertaken for known archaeological and historical sites within and in the near vicinity of the Station Area. The search indicated 16 known sites of archaeological and historical significance, 10 of which lie within the area. The sites identified sites are listed in table 1. All of the sites identified date from the Imperial (1751 to 1913) and modern (1914 onwards) periods.

Table 1: Warwickshire Historic Environment Record Information

HER No.	Site Name	Period	National Grid Reference	Description
1458	Site of Avenue Road Station	Imperial	SP 3157 6534	The station was originally hardly more than a small hut standing to the E of the later station, and opened in 1851. In 1860 a new station was opened, built in the Italianate style. The buildings were demolished in 1968 and a garage now stands on the site, although part of the goods yard survives as a coal depot
1477	Leamington Station	Imperial to Modern	SP 3180 6525	Built in 1852 by the Great Western Railway on the site of Eastnor Terrace. Reconstructed in 1936. Although there have been some additions by British Rail, the layout is essentially the 1936 one, as is the superstructure. The waiting rooms contain original Great Western Railway posters showing views of places in Britain; the rooms also contain much of the original wooden furniture.
2401	Congregational Chapel, Spencer Street	Imperial	SP 3185 6540	A Congregational Chapel dating to the Imperial period. It is located on Spencer Street, Leamington Spa. Built in 1836 to designs by J Russell. Of brick with a slate roof; the rendered S front has a central portico with Ionic columns. Tall round-arched windows. An organ chamber was added at the rear in the later 19th century.
2416	Site of Primitive	Imperial	SP 3192 6519	In 1852 the Ebenezer Primitive Methodist Chapel was built on

	Methodist Chapel, High Street			the corner of Wise Street and High Street, on the W side of the road junction. It served a congregation until 1921, was eventually closed and part of the site redeveloped.
4300	The Grand Union Canal	Imperial to Modern	SP 3557 6476	The Warwick Canal was authorised in 1794 and was built and opened simultaneously with the Warwick and Birmingham Canal in 1800. It was therefore an essential link in the route from Birmingham to London which was completed by 1805. By 1845 Warwick Canal was in the hands of the receiver, and by 1929 the canal was absorbed into the Grand Union Canal Company who invested in new locks, bridges and warehousing in the hope of rejuvenating the canal.
4804	Turnpike Road from Warwick to Northampton	Imperial	SP 2883 6133	A toll road which was established in the Imperial period and ran between Warwick and Northampton via Southam. A turnpike road established in 1765.
6420	Site of Canal Wharf, Tachbrook Road	Imperial	SP 3188 6508	The site of a canal wharf, where vessels would have loaded and unloaded goods during the Imperial period. It was situated south of the canal and north of Gas Street, and was marked on the Ordnance Survey map of 1887.
7062	Engine Shed W of Leamington Station	Imperial	SP 3121 6530	The site of an engine shed which was built and used during the Imperial period and is marked on the Ordnance Survey map of 1886. It is situated west of Leamington Station.
7063	Signal Box S of Park Drive	Imperial	SP 3107 6540	The site of a railway signal box, built during the Imperial period, and marked on the Ordnance Survey map of 1886. It was located just south of Victoria Park, Leamington Spa
7162	Site of Iron Foundry on Old Warwick Road	Imperial	SP 3111 6520	The site of an iron works which was in operation during the Imperial period. It is marked on the Ordnance Survey map of 1886. It is situated on Old Warwick Road, Leamington Spa.
7163	Site of Cattle Pens on Old Warwick Road	Imperial	SP 3125 6519	The site of a pound used for penning livestock during the Imperial period, marked on the 1886 Ordnance Survey map. It was situated 100m west of the timber yard north of the Grand Union Canal.
7164	Site of Goods Shed N of Old Warwick Road	Imperial	SP 3146 6525	The site of a goods shed which was built and in use during the Imperial period. It is marked on the Ordnance Survey map of 1904. It is situated on Old Warwick Road, Leamington Spa
7165	Site of Electricity Sub-station on Wise Street,	Imperial	SP 3196 6508	The site of an electricity sub station marked on the Ordnance Survey map of 1904
7166	Site of Signal Box E of Leamington Station	Imperial	SP 3190 6524	The site of a railway signal box, built in the Imperial period, and marked on the Ordnance Survey map of 1904. It was situated at the east end of Leamington Spa Station
7167	Site of Signal Box at	Imperial	SP 3147 6533	The site of a railway signal box which was in use during the



	Leamington Station			Imperial period. It is marked on the Ordnance Survey map of 1886. It was situated at Leamington Station.
7168	Site of Signal Box at Leamington Station	Imperial	SP 3143 6534	The site of a railway signal box which was in use during the Imperial period and is marked on the Ordnance Survey map of 1886. It was situated at Leamington Station.

1.1.7 The site of a 19th century iron foundry site is recorded on the HER within the Station Area (HER 7162). The Imperial Foundry was originally established by Sidney Flavel in the mid-19th century, the foundry producing cooking stoves (the Flavel family became Civic leaders in the town). Ford took over the foundry site in 1939/1940.


1.1.8 The majority of the recorded sites that lie within the area relate to the railway, and include Leamington Station (HER 1477; Grade II Listed Building), signal boxes (HER 7063, 7166, 7167 and 7168), an engine shed (HER 7062) and a goods shed (HER 7164). The former Avenue Road Station (HER 1458) lay to the east of the site area. All of these features are of later 19th or early 20th century date, and the majority of the features have been demolished (only Leamington Station and one of the signal boxes are still extant).

1.1.9 The site of former cattle pens (HER 7163) are recorded on the 1886 Ordnance Survey (OS) map of the area which were situated within the area. The cattle pens were located within the area which is now occupied by buildings associated with the former Ford Factory.

1.1.10 The earliest feature recorded on the HER is the Turnpike Road (HER 4804) established in 1765 that follows the line of Old Warwick Road, forming the southern boundary of the site area. Directly to the south of the toll road is the Grand Union Canal (HER 4300), originally opened as the Warwick Canal in 1800. To the south-east of the development area lay a canal wharf at Tachbrook Road (HER 6420).

1.1.11 Two non-conformist chapels are also recorded on the HER, the Congregational Chapel on Spencer Street (HER 2401; Grade II Listed Building) to the north-east, and the former Ebenezer Primitive Methodist Chapel (HER 2416) built in 1852 at the junction of Wise Street and High Street, which lay to the south-east of the site area.

1.1.12 An electricity sub-station is recorded on the 1904 OS map of the area which is recorded on the HER (HER 7165).



2 Potential Archaeological And Historical Remains And Significance

2.1.1 There is considered to be a very low potential for buried archaeological remains of the prehistoric, Roman, Anglo-Saxon, medieval and post-medieval periods to be present within the site area. No known archaeological sites of these periods are recorded within or in the vicinity of the site area. It is very likely that should any such remains have been present, that they would have been damaged or disturbed by development of the area during the 19th and 20th centuries. Should any such remains be present they would be considered to be of moderate archaeological significance, as there is a paucity of archaeological information regarding activity during these periods in this area.

2.1.2 There is a potential for archaeological remains of former buildings and structures associated with the railway and cattle pens to be present within the site area. These would survive as below ground remains, in the form of footings etc. Their archaeological importance would be considered low, being 19th century features, of which many examples are known where the structures survive.

2.1.3 The site of the Imperial Foundry (and later Ford Factory) is considered to have the highest archaeological potential and significance. It is unclear if any 19th century foundry buildings still survive within the Ford site, although it is likely that elements are still extant, and it is considered very likely that early 20th buildings will be present. The foundry has been an important industrial site within Leamington and was a major employer until very recently. Structures, machinery and fixtures and fittings associated with the industrial site are very likely to be present within the site area which will require an appropriate level of record prior to demolition.



3 Constraints

3.1.1 Leamington Spa Station is a Grade II Listed Building, and any alteration which affects the special character of the building will require Listed Building Consent.

3.1.2 The setting of the Listed Building and others in the vicinity will need to be considered within any development proposals for the site. This will be most important in terms of All Saints and the Spencer Street United Reform Church, which are large buildings which may have direct views into the site area.

3.1.3 The Conservation Area extends into the development area, and any alterations to structures or proposals to build new ones within this area will need to have Conservation Area Consent.

3.1.4 The setting of the Grade II Registered Historic Park and Garden should be considered within the development proposals, to minimise any impacts. Liaison with English Heritage should be undertaken to identify specific constraints to development in these areas.

3.1.5 There do not appear to be any constraints in terms of buried archaeological remains of pre-industrial date that would constitute a constraint to development.

3.1.6 The Ford Factory site is likely to contain standing buildings that would be considered to be of industrial archaeological or historical significance, although this has not been ascertained at this stage. The identification of such buildings should be undertaken at an early stage, including the identification of any internal machinery, fixtures and fittings. Subsequent schemes of building recording may also be required in mitigation of disturbance to these features. It is not anticipated (although this is not confirmed) that any of the buildings or structures would be of such significance as to warrant preservation in-situ, and it is anticipated that following appropriate levels of investigation and recording, redevelopment can occur.

3.1.7 Buried archaeological remains associated with the Imperial Foundry site may be present within the area of the Ford Factory. Such remains may require initial evaluation in the form of trial trenching. It is considered very unlikely that the significance of any buried remains would be such that it would prevent development, although it may be necessary to undertake mitigation to disturbance of such remains through appropriate schemes of archaeological investigation (preservation by record) prior to the commencement of development in these areas.

3.1.8 An area of a possible Victorian Rubbish dump lies to the north of the Station area, off Station Approach, which may be considered to be of some archaeological and social historic importance. An appropriate scheme of archaeological record of this area may be required prior to the development in mitigation of disturbance to the feature. This is unlikely to be a large scheme of work.

3.1.9 In terms of archaeological and building record, liaison with the Warwickshire Museum planning archaeologist should be undertaken to determine the requirements for any archaeological investigations or building recording. It is anticipated that an initial archaeological desk-based assessment will be required to provide further details regarding the archaeological and historical background of the site area, including documentary and cartographic analysis, as well as site walkover surveys. The desk-based assessment will be used to provide the information on which the subsequent levels of archaeological and building recording will be based. It is not anticipated, with the currently available information, that any known archaeological or historical features exist that would prohibit redevelopment of the area (subject to the Grade II Listed Leamington Station building being retained).