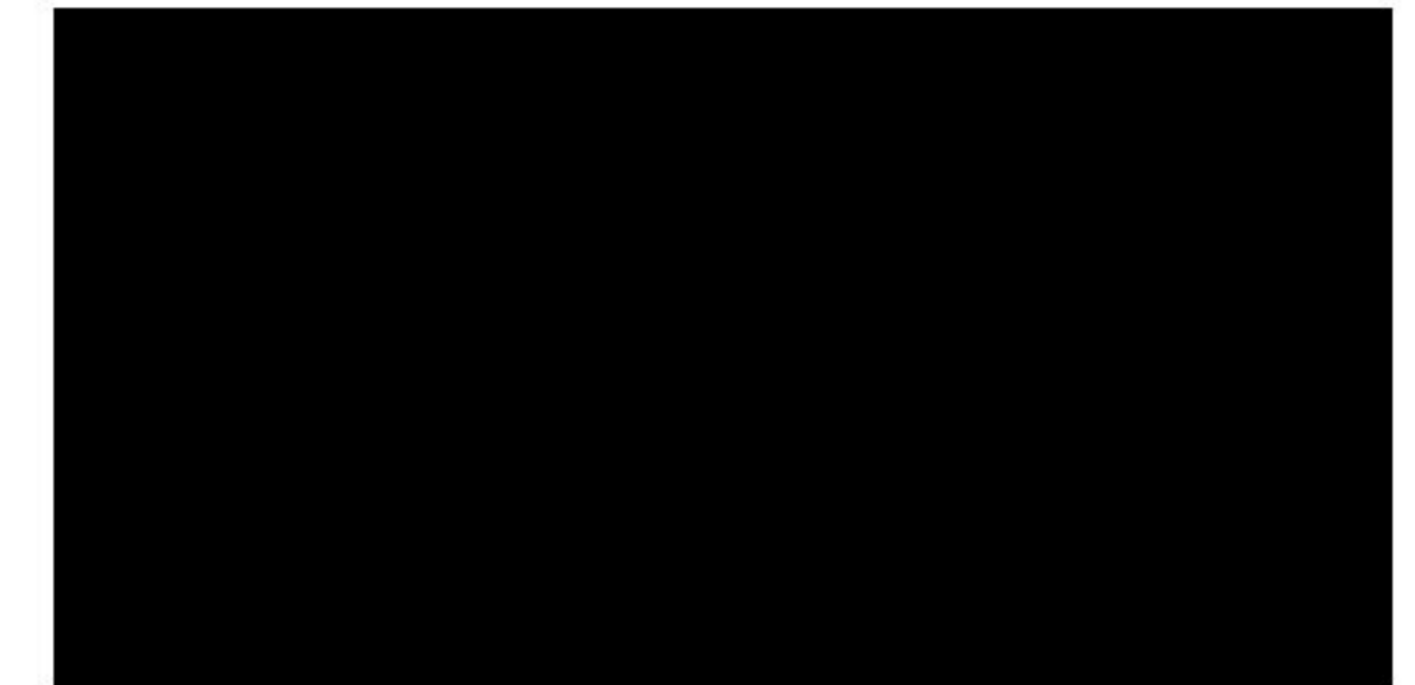


WARWICKSHIRE GARDENS TRUST

From



The Planning Policy Manager
Warwick District Council
Riverside House
Milverton Hill
Leamington Spa
CV32 5QH

27 June 2014

Dear Sir

New Local Plan

We wish to submit our objections to and comments on the Consultation Draft of the New Local Plan

1. STRATEGIC ALLOCATIONS

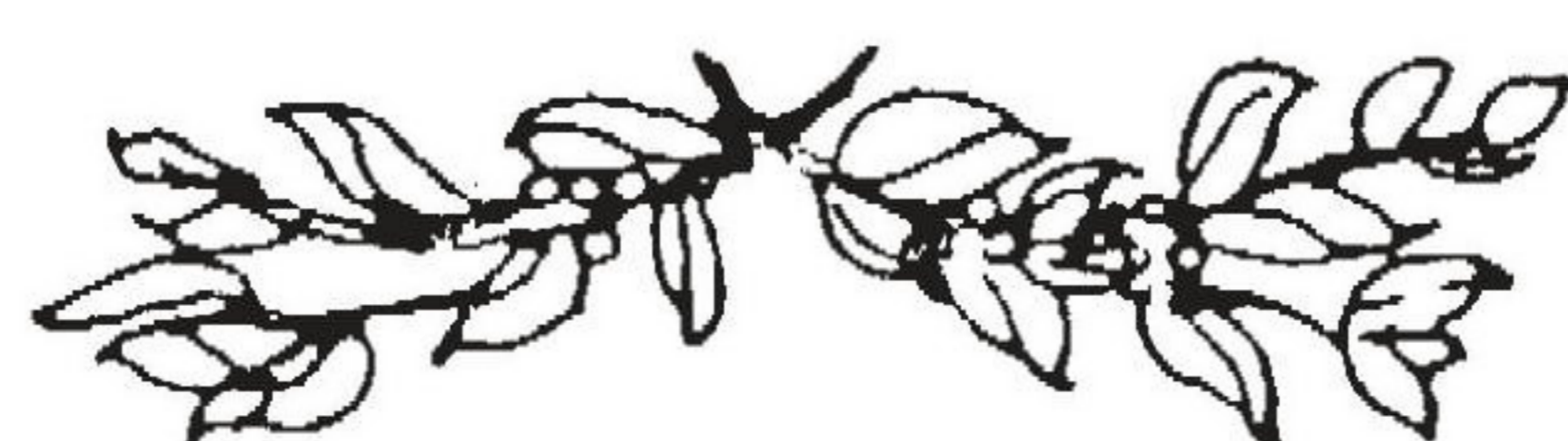
We are pleased to see that the two areas which would be most damaging to Warwick Castle Park have been removed.

However, we remain strongly opposed to placing about half of the proposed green field allocation on land south of Warwick because of its impact.

Warwick Castle Park is a Grade I registered landscape. There are little more than 1600 registered parks and gardens in England, of which less than 10% are Grade I, considered to be of greater than national importance. It is therefore a site of considerable sensitivity.

Warwick Castle Park was initially created in 1743 to form a landscaped setting for Warwick Castle. It was developed incrementally during the time of the first Earl (Francis Greville, d.1773) as the park and gardens were progressively extended. The park in its form up to 1773 was much influenced by Capability Brown, brought in to advise and supervise much work from 1749 onwards.

The second Earl (1773-1816) was responsible for the extension of the park to the east, creating the present boundary. Examination of the boundary demonstrates that it was carefully aligned to be part of the design of the park. The road gives a series of views culminating in the final section, aligned on the spire of St Nicholas's Church. This ends with the surprise view of the Castle south front from the bridge and the



open piazza between the castle gateway and the church. We append a study which examines the historical evolution and importance of the road as part of the design of Castle Park. We also remind you that there is an increasing awareness that the management of the agricultural land beyond the historic core of a landscaped park was also regarded as an integral part of the design.

We therefore continue to have concerns at the impact of housing allocations HO1 and HO2 which occupy rising land to the west of the park and will intrude into views from the park and from Banbury Road.

We also object to HO20, part of the locally listed Barford House site.

HIGHWAY IMPLICATIONS.

We remain principally concerned at the impact of the proposed associated highway works on Castle Park and the Banbury Road Approach, the setting of the Castle, and, indeed of the whole historic town centre.

The Arup Strategic Transport Assessment is chilling in its introductory statement (p.4) that "Without the schemes in place it appears impossible to ensure an acceptable level of network operation can be delivered, particularly when considering the areas around Warwick town."

We have no doubt that Arup are correct in their belief that radical measures would be necessary to deal with the additional traffic generated by a development of this size, to the south of a town which is primarily located on the north of a river which has limited crossings and little opportunity of providing more. However, the objectives appear solely to relate to the processing of the expected additional traffic, with no consideration of the environmental impact of the so-called mitigation proposals.

The council states it has been governed by principles set out in DS3 (protecting areas of significance, including high quality landscape) and DS4 ((b) sustainable locations close to areas of employment; (e) avoiding sites with a detrimental impact on the significance of heritage assets and (f) avoiding areas of high landscape value.) These two allocations fly in the face of that. Garden cities were a wonderful development a century ago when few people had private means of transport and most lived close to their place of work. Today that is not so and these sites are both a profligate use of land and will generate a concentration of traffic where it will be most harmful.

The proposed "mitigation" measures in the Arup report in fact are a demonstration that these large developments south of the river should not happen. If the only way of managing the traffic impact is by additional lanes at junctions, possible traffic lights and (as already at Gallows Hill) street lighting, and additional signage, then this is ample evidence that the solution is to build elsewhere. These measures are totally unacceptable intrusions into the historic designed landscape of Castle Park.

Although scaled down in response to the removal of some of the earlier proposed sites, changes to road layout will still be visually damaging to the setting of the park, castle and town, as will the additional traffic. The 2014 addendum is not even clear what is now proposed for the Castle Hill junctions, the Butts and St Nicholas Church Street.



The view from Castle Bridge is a contender as the finest view in England. There is hardly ever a time when someone is not standing photographing it. It is included in the designation of Castle Park. Yet this proposal throws an unacceptable amount of traffic across the bridge, from there to disperse as best it can through Warwick's historic streets.

2. EMPLOYMENT ALLOCATIONS

We are concerned at Employment allocation 1, adjacent to the Technology Park. The technology park was originally promised to be low rise, although this was breached by the former Conoco building. It does now intrude somewhat into the rural approach to Warwick, but that should not be a reason for making a bad case worse, as is implied in the evaluation reports. E1 lies on rising ground and will consequently be much more visually intrusive.

3. WARWICK RACECOURSE

We are concerned that para 3.142 appears to assign policy for development of this part of St Mary's lands to a masterplan to be produced by the tenant of the racecourse. The current proposals for this masterplan which have reached the public domain do not appear to demonstrate any environmental sensitivity and it is inappropriate for this to be a policy in the Local Plan at this stage.

The text relating to this policy makes references to the heritage significance of the racecourse and common in themselves, but totally ignores the presence of the Grade II* registered Hill Close Gardens on its boundary. It is essential that any policy for development on and within the racecourse should take account of that fact.

4. HISTORIC ENVIRONMENT POLICIES

We are pleased to see the references to the importance of the historic character of Warwick and the place of tourism in the economy. It is unfortunate that so much of the preceding text, while nodding to the responsibility for the protection of heritage, actually then places it in a secondary position, particularly with regard to the blighting impact of additional traffic and the measures proposed to mitigate it.

We are pleased to see the reference in HE2 to the protection of the setting of conservation areas and the protection of views in and out of it. The housing proposals which will bring increased traffic into the conservation area and will impinge on the views from Banbury Road do not sit well with this policy

Para 5.157 relates to the use of Article 4 directions to maintain areas of high quality townscape. We, of course, support the policy, but would wish the wording to be improved. There is an Article 4 direction on Warwick Castle Park, which could not be considered townscape. We would not wish it to be subject to challenge because of poor wording.

HE4 Historic parks and gardens. We support this policy

The policy states that the designated parks and gardens are defined on the policies maps. They are not, but it is important that they should be.



We would suggest that locally listed parks and gardens should also be defined on the policies maps. We are aware that the boundaries are currently the subject of consultation, but this should be complete before the plan is adopted.

As a result of recent agreements between The Garden History Society and the Association of Gardens Trusts, this letter should be considered to constitute a response from the Garden History Society.

Yours sincerely

Christine Hodgetts





The Eighteenth Century
planned approach to Warwick

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The Eighteenth century planned approach to Warwick from Banbury and London

Contents

1	Historic and Landscape Significance.....	3
2	The landscape history of the approach	4
	Figure 10. The Park in 1806. William James. WCRO CR1886 M34A.....	16
3	Turnbull's Garden	19
4	Description of the Approach.....	21
5	Changes since 1836.....	25
6	Summary.....	25

Table of Figures

Figure 1. Warwick Castle Park in 1905 showing places named in this report. Ordnance Survey, 6-inch to mile (not to scale)	4
Figure 2. The park at the death of Francis Greville. Not signed or dated. c1765 CR1886 M509.....	5
Figure 3. Undated map of Bridge End and land south of Gallows Street before enclosure. Rotated to place North at top (Blue arrow is approx. North) WCRO CR1886/M21	6
Figure 4. 1774 Plan of Bridge End and land south of Gallows Street after enclosure, Richard Godson, 1774.WCRO CR 1886 M386. Rotated to put North (blue arrow) at top	8
Figure 5. The Park in 1788. Mathias Baker, WCRO CR1886 M24a. Rotated to put North (blue arrow) at top.....	10
Figure 6. E. Sale, map of the park in 1791. WCRO CR1886 M23 (North indicated by blue arrow)	11
Figure 7. Close-up of the Mathias Baker plan of 1788 (Figure 5) showing proposed northward continuation of new Banbury Road and new Warwick Bridge. WCRO CR1886 M24a. Rotated to put North (blue arrow) at top.....	12
Figure 8. Warwick in 1711. Fish and Bridgeman. CR217 showing places named in the text. 14	
Figure 9. Later copy of a plan of the new bridge and road proposals, 1788. WCRO CR1886 M739.....	14
Figure 10. The Park in 1806. William James. WCRO CR1886 M34A.....	16
Figure 11. Bridge End in 1836 showing alignments of roads and plantations. (WCRO CR1886 M603) (North indicated by blue arrow)	17
Figure 12. The approach to Warwick, March 2008.....	18
Figure 13. View of 1851 showing the castle entrance lodge (left), Eastgate and St Nicholas Church, and the approach to Warwick up the new road. Foreground, St Nicholas's Meadow. WCRO B War Vie	18
Figure 14. 1806 plan of Warwick estates, William James, showing extension to New Waters and Turnbull's Garden. CR1886 M34	19
Figure 15. OS Original Survey Drawing 1813. British Library OSD 255	20

Figure 16. 1886 Ordnance Survey. 21
Figure 17. Junction of Barford Lane and Banbury Road at the Asps. 21
Figure 18. Turning towards descent to Ram Brook 22
Figure 19. Descent to Tach brook. Turnbull’s garden on right, beyond..... 22
Figure 20. The rise up Temple Hill. 23
Figure 22. Banbury Road approach, November 2013, showing Gallows Hill junction. 24
Figure 21. A typical scene on the crest of the bridge. © Robin Stott..... 24

The Eighteenth century planned approach to Warwick from Banbury and London

I Historic and Landscape Significance

Warwick Castle Park and gardens are an historic landscape designated at Grade I on the English Heritage Register of Historic Parks and Gardens. Warwick Castle itself is a Scheduled Ancient Monument and Grade I listed building. The registered landscape includes the remains of the Great Bridge (also a Scheduled Ancient Monument) and the river as far as the New Bridge (a Grade II* listed structure).

The Banbury Road approach to Warwick is an important part of the design of the extension of Warwick Castle Park undertaken by the second Earl of Warwick and completed with the opening of the New Bridge in 1793. The concept had been fairly well worked out by 1777 when work started with the realignment of the road from Barford.

The first sections of the approach from the south had an entirely rural character. The tree-lined road gave glimpsing views of the park on the left and the open countryside on the right. The approach to the town was first signified from the crest of Temple Hill by the alignment of the road on the spire of St Nicholas' church. The Castle and town were only revealed at the last moment, as the road crossed the New Bridge and curved off the axis of the church spire and towards the town. This concept of changing views and final surprise was central to the ethos of the Picturesque movement of which the second Earl was an enthusiastic supporter.

The development of Warwick south of the river has so far remained subsidiary to this design. Recent road works and traffic signals, though damaging, have not irrecoverably undermined the concept or the beauty of this approach. But the historic designed landscape remains vulnerable both to the visual impact of development and to unsightly road "improvements."

2 The landscape history of the approach



Figure 1. Warwick Castle Park in 1905 showing places named in this report. Ordnance Survey, 6-inch to mile (not to scale)

Warwick Castle Park was the creation of Francis Greville, first Earl of the new creation, between 1743 and his death in 1773. In 1743 the site of the park still consisted of farm land. Over the following thirty years the park evolved and expanded, progressively taking in more land and refining its layout. In this the Earl was assisted between 1749 and about 1761 by Lancelot Brown. But he also had ideas of his own, and was advised by his servants. He was still thinking out developments until his death. Work started, for example, on Leafield Bridge within the Park in 1772 but was not finished until 1775, two years after he died. Significantly for the future, he was the leading landowner promoting the enclosure of the open fields of St Nicholas parish, a change which would be necessary if expansion to the east was to be achieved.

The park as it stood at that time was oval in shape, straddling the four parishes of Warwick St. Mary and St. Nicholas, Bishops Tachbrook and Barford. The Avon wound through the park, its lines judiciously improved, as is proposed in alterations sketched on to to Figure 2.

Capability Brown had been responsible for damming Ram Brook in 1760, producing a narrow lake which curved its way behind Temple Hill. An encircling tree belt (the Great Verge as it abutted Banbury Road) contained a ride.

On approaching Warwick from the South, the visitor found the whole town opened to view once the brow of Temple Hill had been reached. In reverse, seen over the river from the Castle windows in 1770, the Park, though of some considerable size, stretched away to the right, towards the south. Straight ahead, to the south-east, was the road to London and Banbury, and to its left was the suburb of Bridge End and open fields whose strips belonged to many owners. This was the land onto which Francis wished to extend the Park.

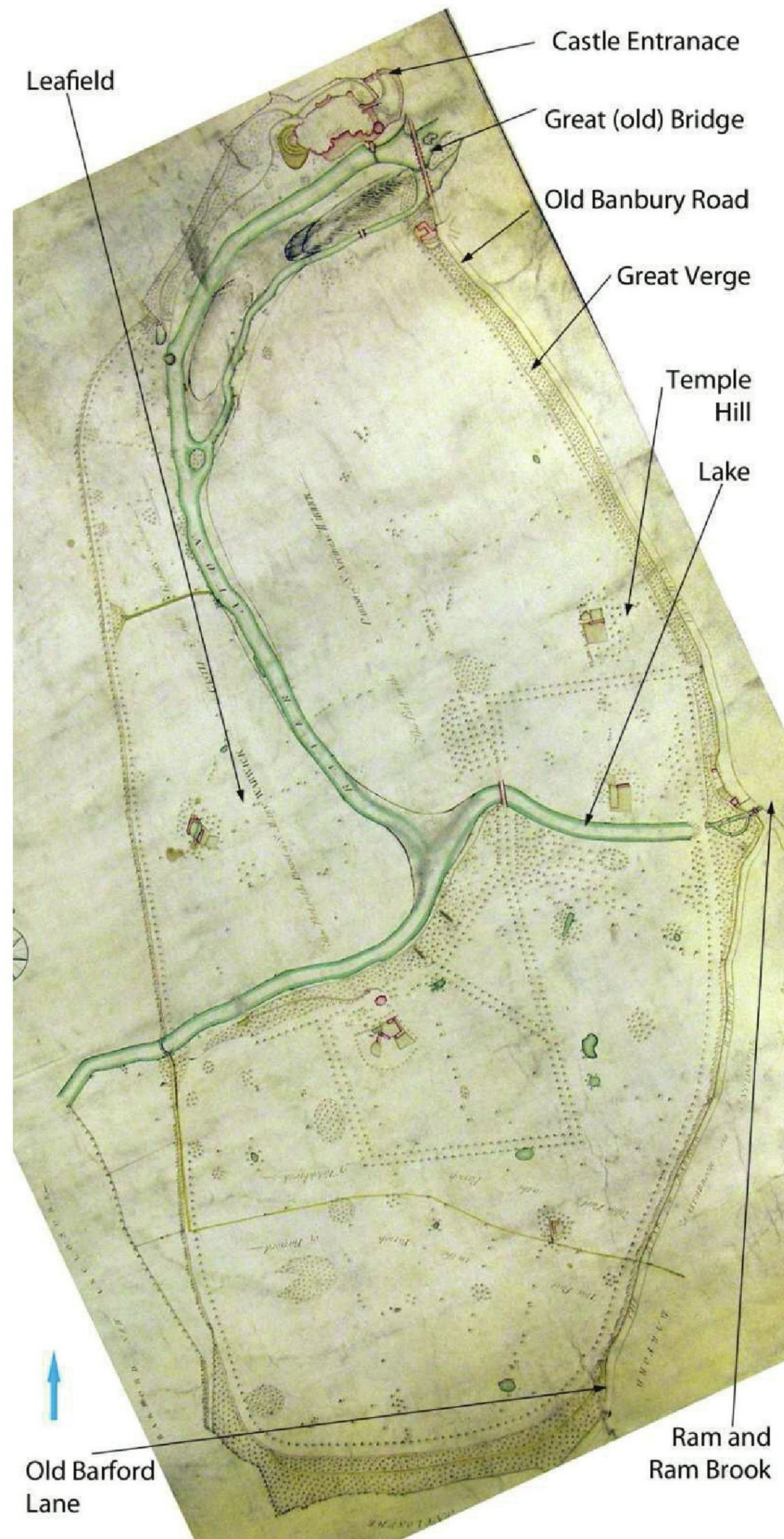


Figure 2. The park at the death of Francis Greville. Not signed or dated. c1765 CRI886 M509

It was necessary first for him to consolidate the required land into a single holding and from 1771 he busily promoted this enclosure.¹ His 25-year old heir George took an active part in persuading his neighbours to agree to this, and he must already have been working out what he hoped to do after the death of his sickly father.² An undated map of the land between Banbury Road and Gallows Street (a road turning off it close to Bridge End) made before the enclosure (though not long before to judge by the names of the land-owners and tenants) can only have been made with expansion of the Park in mind, and indicates how necessary enclosure was to achieve it.) (Figure 3)

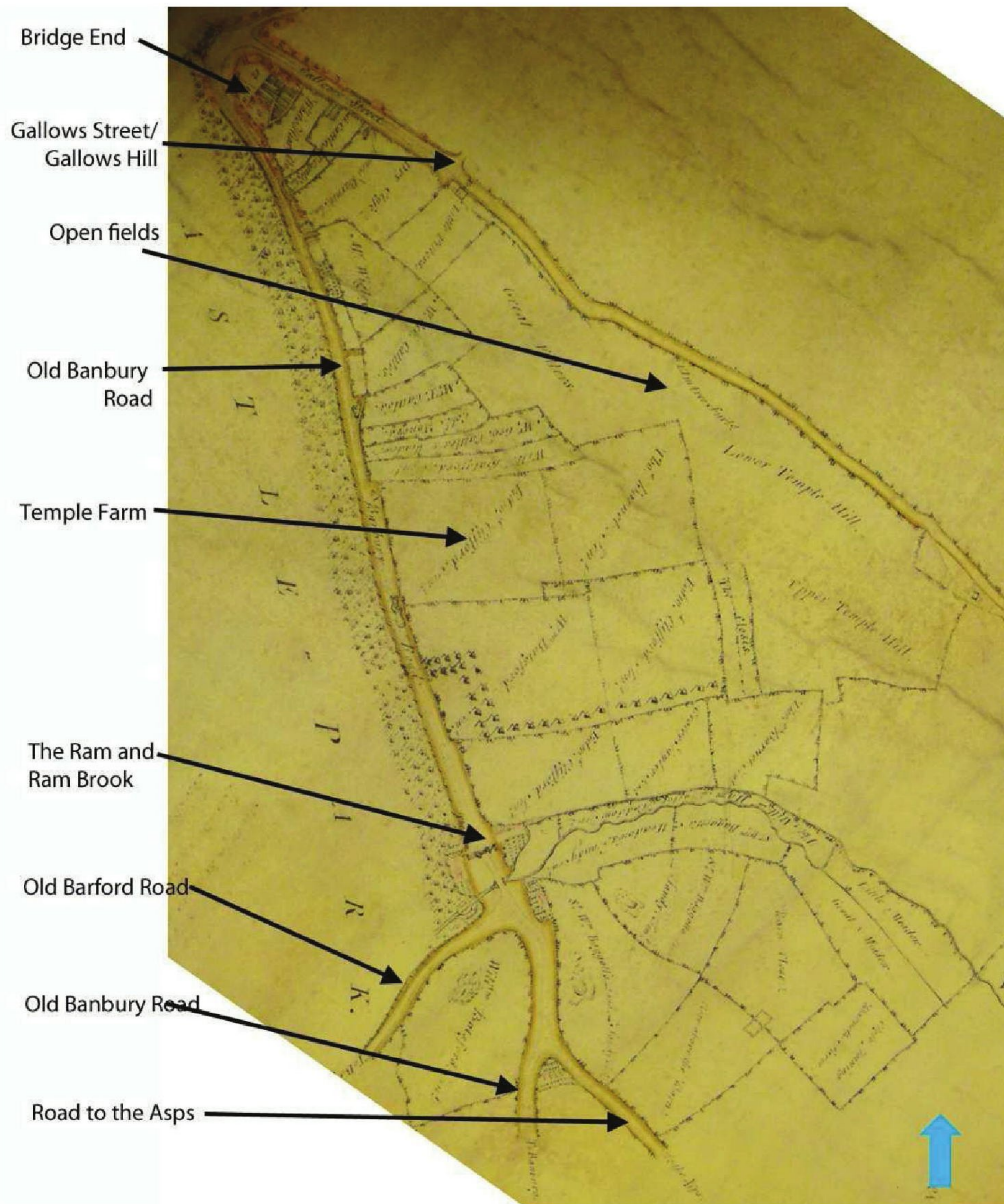


Figure 3. Undated map of Bridge End and land south of Gallows Street before enclosure. Rotated to place North at top (Blue arrow is approx. North) WCRO CRI886/M21

On the death of Francis in 1773 George became the second Earl, while still under 30. He had a mind that was both artistic and inquiring, though not always prudent. He and his brother Charles were members of the Society of Dilettanti, a focus for the circulation of

¹ Francis had undertaken a similar campaign of persuasion and purchase to procure the enclosure of Barford open fields in 1760, enabling the completion of the southern part of the park

² Nottingham CRO DD/E/202 (Edge of Strelley) A letter from George to an owner of land in Coten End fields promoting the inclosure. Mis-attributed in the catalogue. It is signed Greville, the courtesy title he used. Francis at that date was signing "Warwick".

new artistic ideas, and both, with their third brother Robert, were Fellows of the Royal Society³.

George's artistic tastes were of long standing and he was considered a connoisseur of drawing. He and his brothers had been pupils of Paul Sandby, who remained their friend. He gave sustained patronage to John (Warwick) Smith and was a noted art collector, an interest which probably contributed almost as much to his later financial calamity as did his landscaping work.⁴

For him it was thus a small step to developing an interest in the principles of the Picturesque landscape. The earliest essay on the Picturesque, by Rev. William Gilpin, defined 'Picturesque' as '*a term expressive of that peculiar kind of beauty, which is agreeable in a picture.*'⁵ Further books developing the idea were published from 1782 onwards, having evidently been in circulation in manuscript earlier.

As early as February 1777 Gilpin reported receiving a letter from George

*"(whom I never had the honour to see) informing me that he had made several alterations at Warwick Castle from the hints I had thrown out and that he should be very glad to talk over these things with me upon the spot."*⁶

In autumn the following year (1778), Gilpin received a visit from George, who was staying in Lymington, near his parish. He recorded the encounter in another letter to Mason:

*"Among other company we have at present Lord Warwick and his party. I know something of him and he of me through Lord Dartmouth, but I had no personal acquaintance with him. He has found me out, however, in my retreat and we have met several times either here or at his house at Lymington. He appears to me a young nobleman of a very respectable character and for true taste, I assure you, I have conversed with few like him. It is wholly of the sublime kind formed up on the mountains and lakes of Switzerland and Cumberland. He tells me of some things he is going to do at Warwick Castle which I dare say will out-Brown anything that is down there, **particularly with regard to the approach.**"*⁷

This shows that George had rapidly developed his plans to enlarge the Park and gardens to quite particular proposals. He was not merely considering how they would look from within the Park, but also how he would contrive an approach to the town and the Castle, one of the important considerations in developing a Picturesque landscape. The park was to retain in enlarged form the original concept of Lancelot Brown: the sinuous sheet of water formed by damming Ram Brook and smoothing the line of the Avon, the encircling tree belts and topography and plantations laid out to provide constantly changing views. To this George added Picturesque elements of roughness, intricacy and variety, and particularly, management of the views seen on approaching the Castle and the town.

³ The third brother, Robert Fulke was an equerry of George III at Kew Palace.

⁴ A letter to his uncle Sir William Hamilton in 1779 expressing a desire for portraits "Should you ever see any well painted agreeable head or half length in old drapes I should be much obliged to you to purchase them for me" suggests that initially his connoisseurship was directed more at quantity than quality. However, by 1806 the castle contained a large number of fine pictures, objects and furniture. CRI886 Box 393 Bundle I xv; 1806 inventory CRI886 Box 466

⁵ Essay on Prints (1768)

⁶ Mavis Batey and David Lambert, *The English Garden Tour* (1990) 218; Gilpin-Mason Letters, Bodleian Library, Oxford, MS Eng d. 570 f.66v.

⁷ Gilpin Mason Letters., ff. 86ff. (the emphasis is ours)

Early work undertaken after George inherited the estate was clearly a continuation of his father's plans. Land was taken back from tenants to provide a road to the new Leafield Bridge, and then to enlarge the Park on the west side. More extensive changes were to take place in the gardens adjacent to the Castle and on the eastern side of the Park. An early indication of this was the taking into hand in 1773 of the old enclosed farm at the Temples⁸ which would enable him to make use of it as soon as he required. (Figure 3)

The completion of the enclosure of St Nicholas' open fields in 1773⁹ enabled the Earls to obtain a continuous block of land there, which, with the land already owned, some exchanges and some purchases, facilitated the most ambitious part of his scheme: the enlargement of the Park by the re-alignment of the Banbury Turnpike road.¹⁰

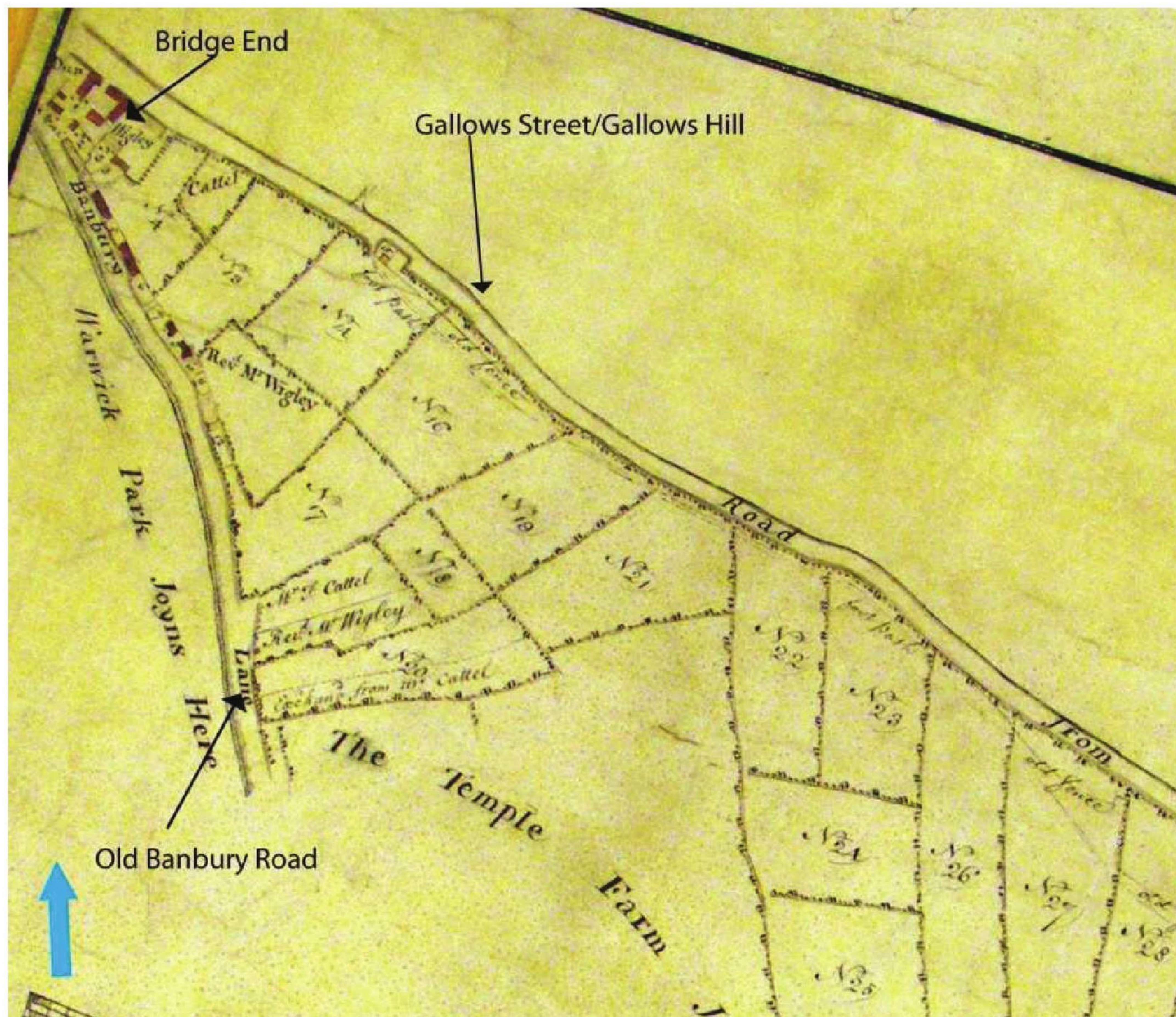


Figure 4. 1774 Plan of Bridge End and land south of Gallows Street after enclosure, Richard Godson, 1774. WCRO CR 1886 M386. Rotated to put North (blue arrow) at top

No plan exists to accompany the Enclosure award, but in 1774 the new Earl commissioned a plan of new and old enclosures between Gallows Street and Banbury Road. (Figure 4) It extends as far as Heathcote, but the failure to include land north of Gallows Street, even though there were Greville allotments and old enclosures there, indicates that the primary purpose of this plan also was to assist in planning the park extension.

⁸ The Temples took its name from ownership in the middle ages by the Knights Templar. It was land on either side of the old Banbury Road north of Ram Brook (New Waters) The western part had been included in Francis Greville's first creation of the park. The connection was maintained when a close was built off Bridge End in the 1970s and named The Temples.

⁹ The open fields were extensive, stretching north to Guys Cliffe and east to Heathcote and the Leamington boundary. Only a small area south of Gallows Hill is shown on Figure 3.

¹⁰ The completeness of his control of this land was marred by the continuing separate ownership of two blocks of land, which, marked by mere stones, were leased by the Earl until they were finally bought in 1807

The south east boundary of the park had been defined since its formation in 1743 by the road to Barford. That year an ancient footpath to that village had been diverted from across the closes of the “Right Hand Temples” within the new park to run alongside the public road.

The order for the closure and re-routing of Barford Lane was issued in 1777.¹¹ It was now to join Banbury Road at the Asps. Invoices relating to the making of this road are dated in the later part of that year.¹² Then in August 1779 the Earl requested of the Turnpike Trustees that he be allowed to move Banbury Road. The new alignment was described as running from the Asps.

“in as straight a line as possible to the south east corner of the Temples, running along the east side [of the Temples], and through the adjoining new enclosures into and along the road to Whitnash to the south of the Great Bridge.”

The Earl was to undertake to maintain the 200 yards of increased length of the road. The plan of which part is reproduced as Figure 3 contains later annotations which calculate the distances of the old and new roads, although the line of the new road is not added to the map, producing the information that the new was indeed to be 200 yards longer. The Turnpike Trustees assented and the re-routing was included in an Act to extend their powers in 1780¹³.

The old and new alignments of the Banbury Road had been surveyed in 1779, but the accounts indicate that most attention was then being given to the closure of streets within the town to extend the Castle gardens. More surveying took place in 1780 of different combinations of closures of the maze of small streets backing on to the gardens as the Earl clearly worked on options for the form that his garden extensions should ultimately take.¹⁴ The Earl’s works and purchases had put him deeply into debt by 1781, and the trustees of the family settlement took control of his financial affairs for a time in an attempt to regain solvency. Consequently expenditure was significantly reduced. The tenant of some of the land required for the new Banbury Road had an abated rent to compensate in 1781-2 and the following year some fencing and hedging was done, but the major work of building the new road did not begin until 1784-5.

The estate plans produced by Mathias Baker in 1786-8 (Figure 5) capture the expansion mid-way. They show the original line of Banbury Road, with the Great Verge (tree belt) beside it. The new road is shown curving to the east of it, with enclosed fields still shown between them. The final stretch of new road, to be constructed between 1788 and 1793 across the new bridge, is visible where the original lines of hedges and river bank have been rubbed away. For some reason neither the new or old Barford Lanes are shown.

¹¹ WCRO QS23/10. Closure order of 21 March 1777. Streets in the town were included in this order to facilitate the extension of the gardens on the western side of the Castle.

¹² Sept – Oct levelling old Barford Lane and Fence, Staking out New Barford Road. Nov – Dec bills for making new Barford Road. (Castle Vaouchers) *Victoria County History* dates the New Barford Road to 1790-91 on the basis of another levelling bill.

¹³ Turnpike Trustees minutes, CR556/858 p217. 1779 August 30

¹⁴ See Figure 8. Castle vouchers in bundle 1778-9; dated May and August 1780. “Drawing a profile of the main line...extending the scheme to the Cross Keys Back Gate...lengthening the scheme to the bottom of Castle Street...drawing the scheme of a new road” None of these plans survives, although several copies appear to have been made.

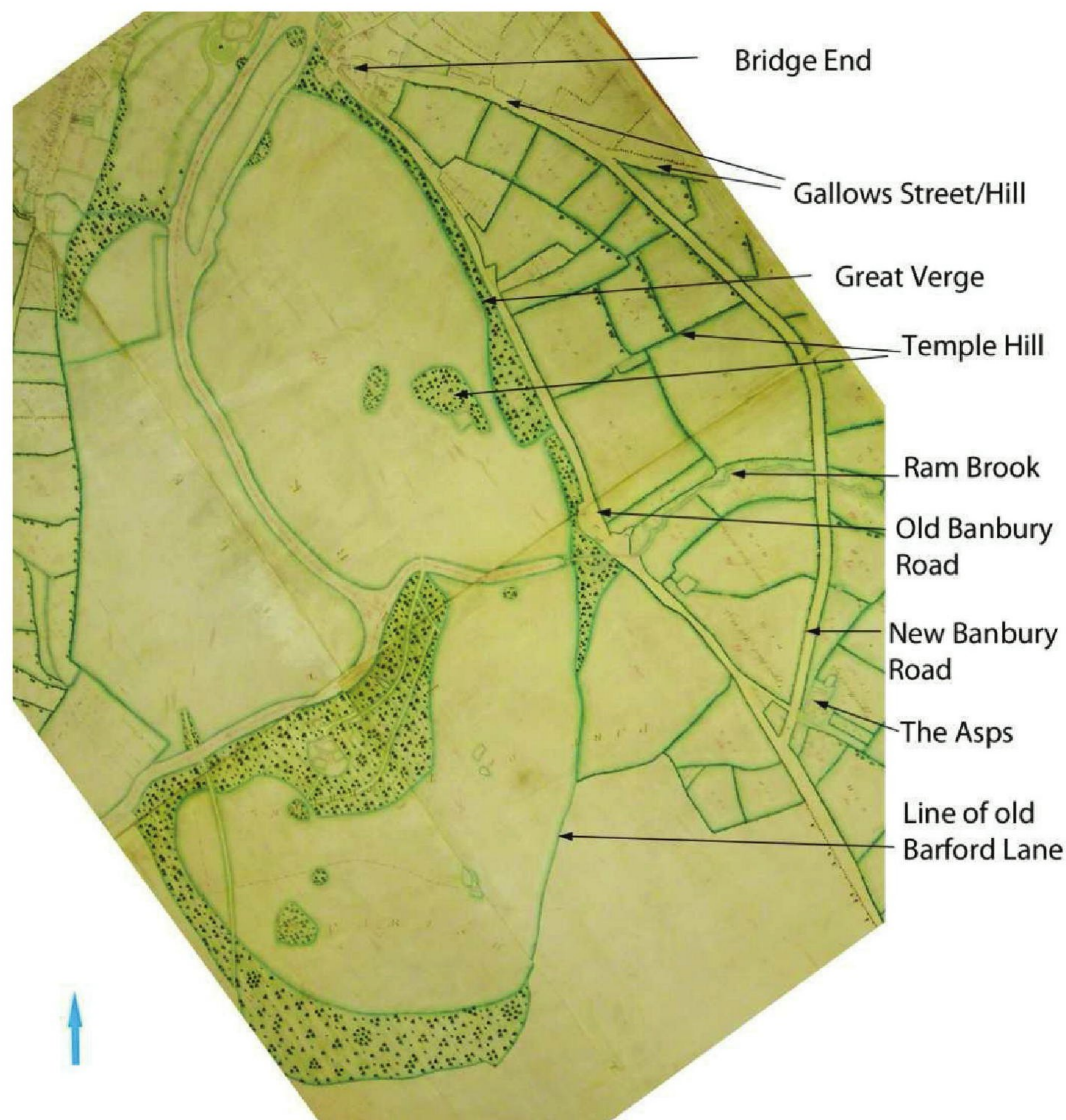


Figure 5. The Park in 1788. Mathias Baker, WCRO CR1886 M24a. Rotated to put North (blue arrow) at top

The new roads to Banbury and Barford, on their present courses, met the old road at the Asps. The first part of Banbury Road was opened in 1787 after inspection by the Turnpike Trustees, and the location of the new toll house was then agreed, at the point where the road crossed Gallows Street (sometimes called the road to Whitnash, and now Gallows Hill)¹⁵. Once the old Banbury Road had been superseded, work could begin on the new and larger dam of the Ram Brook which would create New Waters. Capability Brown had created a smaller lake here, seen on Figure 2, but its size was constrained by the presence of the old road, a mill and a wayside pub, the Ram, from which this section of Tach Brook took its name. Work on this new dam was paid for in 1787-8. The tree belt was removed from alongside the old road, (apart from a short section able to be incorporated into Nursery Wood) and a similar one was planted beside the new, using some of the original trees.¹⁶ The effect of this was to reproduce, on a grander scale, design features which had been part of the earlier Park.

The park was mapped again in 1791, (Figure 6) showing the line of the new road from the south as far as the new toll house, which had been built in 1787. By then the enlarged lake, New Waters, had filled and extended beyond the Banbury Road and the Great Verge, containing the perimeter drive, had been moved. For the time being, travellers used Gallows Street, the mediaeval bridge and Mill Street to enter the town. This version of the map also

¹⁵ Turnpike Trustees minutes, 17 Oct 1787, CR556/858 p321

¹⁶ A considerable sum was raised by selling timber from the verge to the town's timber merchants.

shows the two plots of land within the park that were still leased by the Earl from their owner.

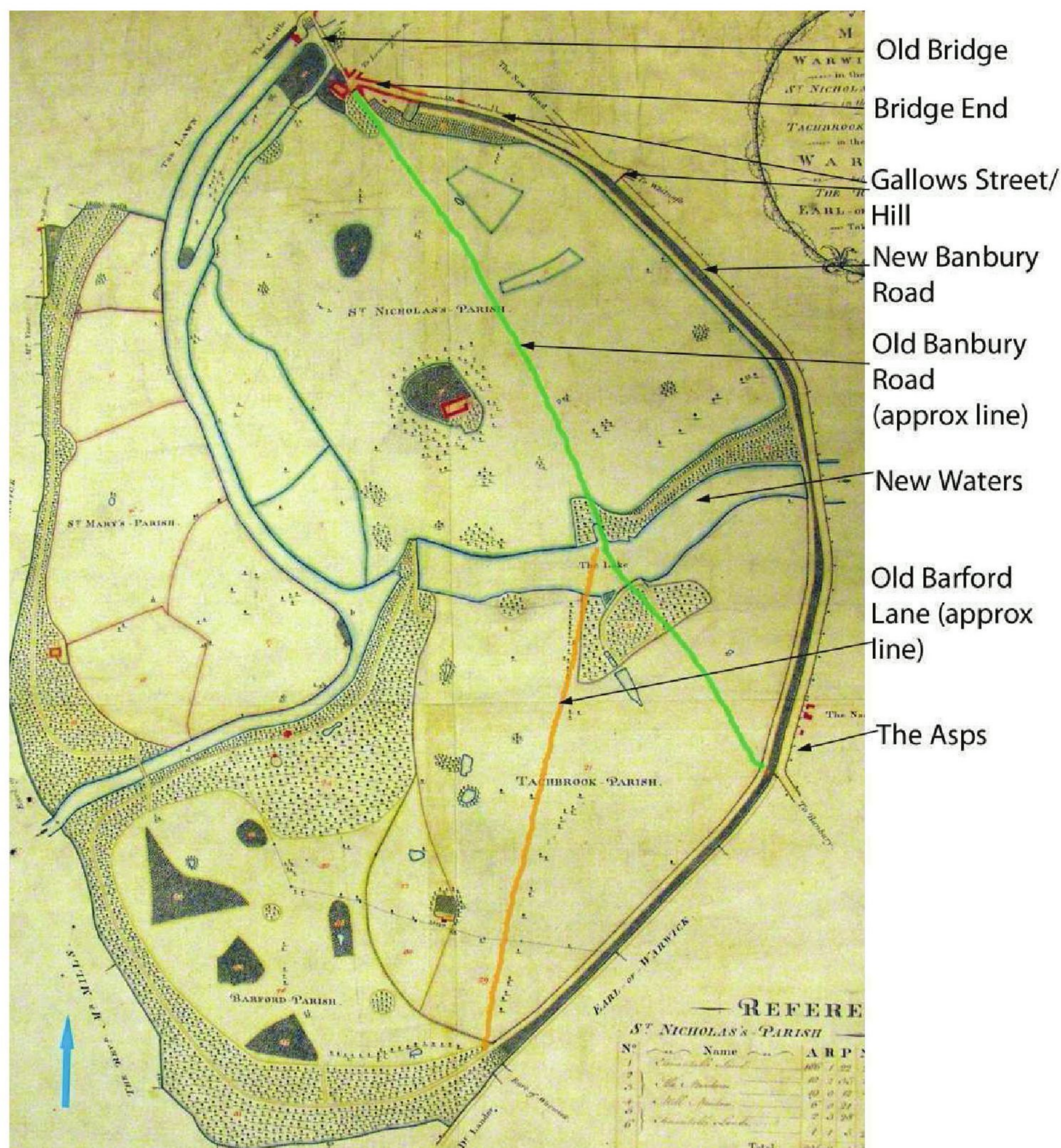


Figure 6. E. Sale, map of the park in 1791. WCRO CRI886 M23 (North indicated by blue arrow)

Proposals for the final stretch of new road and for the new Warwick Bridge must already have been in hand by the time the previous part was opened, as the Bridge Bill was presented to Parliament as early as February 1788. In spite of a petition from local residents it became law the following month.¹⁷

The perennial problems of the mediaeval bridge had come to a head in 1773 when it had to be closed for three weeks for repairs.¹⁸ Immediately after this the Corporation began to seek advice on what should be done about it.¹⁹ It first approached Robert Adam (who was

¹⁷ *House of Commons Journal*, 1788, pp168, 222, 230, 236, 264, 299, 312 and 335.

¹⁸ Advertised in the Northampton Mercury and other neighbouring papers 1773 July 24 and following weeks. A draft of the advertisement is in CRI618/WA6/50. The keeper of the Bridge End toll gate claimed that he lost a month's tolls at this time. CR556/858

¹⁹ The story of how the new bridge came to be built is fairly comprehensively told in Gwynne Donohoe, *The Great Bridge of Warwick* (Assessed essay for BA, University of Warwick 1987). Copy at WCRO.

too busy) and then Robert Mylne, who had advised the previous Earl on Leafield Bridge and on other matters.²⁰



Figure 7. Close-up of the Mathias Baker plan of 1788 (Figure 5) showing proposed northward continuation of new Banbury Road and new Warwick Bridge. WCRO CRI886 M24a. Rotated to put North (blue arrow) at top

Like most mediaeval bridges, this one relied on mass rather than on structural design to support the river crossing. It was inconveniently narrow, two vehicles being unable to pass, and the parapet was so low that a child had recently fallen over it. The outer ashlar casing was not bonded to the rubble and mortar fill. There were no piles beneath the piers and the river tended to wash away what support they had. To effect repairs to the splitting piers, it seemed that six of the thirteen arches would have to be dismantled and rebuilt²¹. His advice that a new bridge be built, upstream, further away from the turbulence cause by the mill weirs, was unwelcome to the townspeople, and after three evidently unsatisfactory public meetings, the corporation next sought the advice of local masons and architects.²² They considered that the existing bridge could be repaired, though at considerable cost and with substantial continuing maintenance in the future.

The corporation had only recently (1769) recovered control of its endowments after a protracted Chancery case.²³ A decree of the Lord Chancellor had determined how the income was to be spent and already, in addition to a possible new bridge, there were calls to rebuild the chancel of St Nicholas church and to increase the stipends of the clergy and

²⁰ A.E. Richardson, *Robert Mylne*, (Batsford, 1955) 72 (1765 July 6-9); Mylne's visit to view Warwick bridge, was probably from 20- to 22 November 1773 (Richardson, *op. cit.*, 95)

²¹ The masons and architects of the town generally agreed with each other on this, Mylne referred only to "many" piers, whose rebuilding would be improvident. CRI618 WA6/44 (Mylne) and 45 (Collins, Johnson, Eborall, and the joint opinion of five of them.

²² A public meeting convened on 7 February 1774 was reconvened on 14 February and again on 7 March. The notices signed by the clerks of the two Warwick parishes as having been delivered in church survive in CRI618 WA6/53

²³ This is discussed in Christine Hodgetts "Warwick Court House" *Warwickshire History*, XV, 2

schoolmasters. Permission from the Court of Chancery would be required to make these variations and the public meetings were probably called in the (disappointed) expectation of demonstrating support for the proposed application to spend money on the bridge. An Act of Parliament would also be required to rebuild the bridge. A draft of a petition to submit a parliamentary Bill survives, but it is not mentioned in the House of Commons Journals so seems to have progressed no further than this. There are also numerous calculations on how the estimated £4,000 to £6,000 cost of a new bridge might be raised, and draft submissions to Chancery for permission to assign some of the revenue to a sinking fund for this purpose. It is unclear whether the permission was ever obtained. What is certain is that, even after a second engineer, Thomas Dadford, had been consulted in 1776, the proposed new bridge did not materialise.

The second Earl must have been fully aware of the Corporation's predicament and of the recommendations. His brother Charles Francis was mayor in 1776-7 and had been involved in some of the correspondence at least as early as 1775. The possibility that the Earl might assist the Corporation by contributing to the cost was also being discussed.²⁴ Thus, by the time he was starting work on the new roads and describing his plans to Gilpin in 1777-8 he would have been fully aware of the potential for relocation of the bridge, even though at that time he may still have expected the Corporation to bear most of the cost. This expectation must have contributed to his plans to close Castle Street and Backhills, already being considered in 1780. (See note 14)

As the new Banbury Road south of Gallows Street approached completion it must have become apparent that the Corporation was not going to proceed with the bridge in the near future. In February 1787 it asked Oxford architect Stephen Townsend to come and view the Great Bridge and give an opinion on putting and keeping it in repair. His reply does not survive, but it presumably gave the Corporation no comfort.²⁵ This must have marked the point where the Earl began to press it to make a decision. The following year would have allowed negotiations on the final form of the Bill which was presented in February 1788.

The Bill provided for the Earl to rebuild the bridge with its approach roads, with the corporation enabled to pay £1,000 towards the cost.²⁶ Though this was still a very large sum, most of the funding coming from the Earl must have seemed to be an answer to the Corporation's prayers. For the Earl, it enabled the final stage of his expansion schemes. The final stretch of new road, from Gallows Street across the new bridge into the town, was fully opened in 1793.²⁷

Until the mid eighteenth century, the most direct route into the town from the South, up what was then called Castle Hill and Castle Street, was probably only used by pedestrians and pack animals, Castle Hill being very steep. (See Figure 8 and Figure 9.) The creation of a new entrance to the castle in the late seventeenth century with an entrance court (shown in Figure 8) would have constrained this route even further. In 1764 an island of buildings had

²⁴ The corporation's papers relating to the bridge survive rather randomly dispersed through CR1618/WA6/bundles 44-56. Outgoing letters and correspondence exist as drafts, often heavily corrected and undated. CF Greville appears in WA6/45/18 and 55/4 and Lord Warwick in WA6.55/6

²⁵ WA6/47/ 35-38

²⁶ It actually paid £300 in 1793-4, £300 in 1803-4 and £400 in 1813-14.

²⁷ The section from the bottom of Gerard Street to Jury Street was finished in July 1788 and the remainder from Gerard Street to Gallows Street in May 1792. Inexplicably the Turnpike Trustees did not view the new bridge until June 24 1793 after which it was officially opened on September 30. Turnpike trustees minutes CR556/858 pp333, 388, 399: announcement of bridge opening in CR1618/WA6/62

been taken to enlarge and remodel the entrance court which made the Castle Street route even more inconvenient. (This entrance court is shown on Figure 7 and Figure 9.) The normal route for wheeled traffic was up Mill Street and then Gerard Street. It could then enter the town under East Gate.



Figure 8. Warwick in 1711. Fish and Bridgeman. CR217 showing places named in the text.

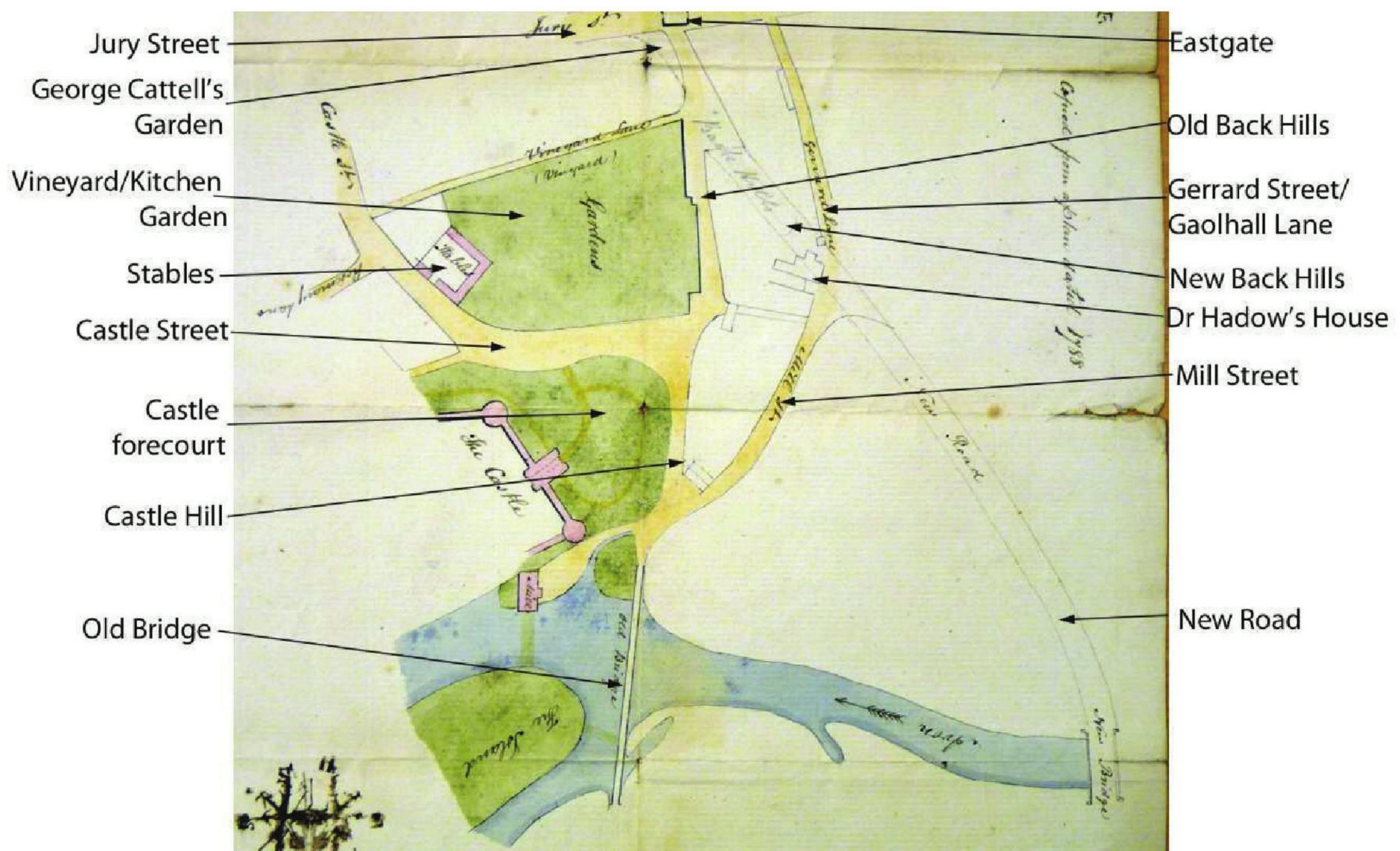


Figure 9. Later copy of a plan of the new bridge and road proposals, 1788. WCRO CRI886 M739.

The new route approached the river beyond the end of the cottages of Bridge End. The bridge then landed near the end of St Nicholas's Meadow, cutting off a section, and then emerged at the end of Gerrard Street (Gaolhall Lane). It then struck out to the left at a width of thirty feet to the end of Jury Street, inside Eastgate. Its construction enabled the

closure of the remainder of the streets in the town which the Earl required to complete the expansion of the gardens and incorporate the kitchen garden and stables in Castle Street which he had been planning since at least 1780.

The line followed by the new road seems to have varied slightly from that shown on the 1788 plan (Figure 7). Place names mentioned in the Bridge Act are shown on Figure 9. It is well attested that part of the churchyard was taken, although it seems originally have been intended to avoid it.²⁸ At the top of Mill Street on the northern side was a large seventeenth century town house in the Earl's ownership. It was occupied by the physician and friend of the first Earl, Dr Hadow. Between the map of 1711 and that of 1788 some of the gaggle of buildings shown in 1711 had been taken down to provide it with a large garden with a greenhouse. The anticipatory drawings (Figure 7 and Figure 9) show this house removed but in fact the road was built a little further north taking only some of its garden. The remainder was given a new wall. Both of these changes suggest a development of the plan to create a better line and views and perhaps also to leave the elderly tenant undisturbed. The final part of the road cut across the top of the Back Hills, in front of the Oken and Eyffeler almshouses (Listed Grade II) and the Baptist chapel (present at this location since the late C17) leaving them perched above the new road level to form a well-known landmark.²⁹

Work was already proceeding with clearing the streets which were to be taken into the gardens; several houses, including the castle lodge, were taken down in 1787 and the hothouses in the kitchen garden in the old Vineyard the following year. However, even in 1791 George appeared to be undecided on how the Castle forecourt was to be entered, writing to his uncle Sir William Hamilton, who had recently visited in George's absence "You had not time, I suppose to consider where the entrance should be - I believe where it now is"³⁰, but as the work on the bridge drew to a conclusion, he evidently decided on his solution. The Castle's kitchen garden and stables lay to the north of the forecourt and had to be accessed across the public street. (Shown on the upper part of Figure 9.) During the 1780's the Earl had been buying up those properties on the south side of West Street which his estate did not already own, the last, creating a continuous block, were bought in 1792. The intention was to remove the ends of all those plots to create a new kitchen garden, releasing the old one in the Vineyard Garden for ornamental purposes. (See Figure 1)

In 1792 work had already started on this project, and, such was the Earl's enthusiasm that it was equipped with a temporary hot house and gardener's house to speed its availability.³¹ Dr Hadow died at the end of 1793 and in July 1796 contractors started to pull the house down. Work started on building the present castellated lodge in September. The end of the construction was marked by the taking down of the scaffolding the following August. The

²⁸ St Nicholas parish register 3 October 1791 "The coach road was made through the church yard "

²⁹ The almshouses at that time were only raised an additional two steps, for the making of which the account survives. They were raised higher by alterations to the road's gradient in the early nineteenth century.

³⁰ CR1886 Box 393 Bundle 1 xix

³¹ Warwick Castle accounts and vouchers. This bill was paid in the 1794-5 account, but the work to which it relates is dated 1792. A large number of bricks for the kitchen garden wall was bought in 1791-2 and some stone in the same year and in Jan-June 1793.

rock cut drive, whose cost cannot be identified in the accounts, had probably been made in the two years between Hadow's death and the start on the lodge or even sooner.³²



Figure 10. The Park in 1806. William James. WCRO CR1886 M34A

The estate map of 1806 (Figure 10) shows the project completed. A deepening verge continued along the side of the park to Bridge End where both Gallows Street and Southam Street were cranked out of their previous alignments so that they no longer continued directly to Gallows Hill and Myton Road and their shrubberied entrances hid the Bridge End cottages from view.³³ As far as possible all traces of the old road were obliterated, although in certain conditions its course could still be seen from the Castle towers (or nowadays from the air). It was even removed in Bridge End, where, over the following twenty years, all the houses fronting the Park, except what is now called Park House, were removed. The new bridge had been completed none too soon. The old one collapsed in a great flood in

³² Warwick Castle accounts and vouchers. The chronology is established from the final accounts presented by the carpenter Ladyday – Michaelmas, 1798, and of the mason, Michaelmas 1798 – Ladyday 1799.

³³ The longer diversion of Gallows Street had been provided for in the Bridge Act; the shorter one on Southam Street was on land paid for in 1795-6.

February 1795. The remains were doctored to become, as a deliberately picturesque ruin, another ornament for the park.³⁴

A final refinement, made between 1806 and 1836, was the creation of the plantations at the junctions of Southam Street and the bridge, which confined still more the views on the approaches from both Banbury and Whitnash to enhance the final surprise as the crest of the bridge is reached. This can be seen on the plan of 1836 (Figure 11)



Figure 11. Bridge End in 1836 showing alignments of roads and plantations. (WCRO CRI886 M603) (North indicated by blue arrow)

The final stretch of the new Banbury Road, after giving the panorama of the Castle as it crossed the new bridge, led directly to the highly Picturesque rock-cut entrance drive, completed in 1797. The piazza at the junction of the sweeping open new Banbury Road with the defile cut through the sandstone right up to the first close view of the Castle itself, is therefore a very important part of the overall design. The spire of St Nicholas, which had been the first indication of the approach of the town, is close over it.

³⁴ Bills of John Plant: raising up the bank where the flood washed it away, turving the bank and levelling and soiling a quantity of ground on both sides of the new bridge, 1795 April 23; 1798, April, taking down an arch at the old bridge and cutting a piece of ground alongside the Avon for a view at the new bridge; S Muddiman, early 1798 work at the old bridge. Warwick Castle accounts and vouchers. WJ Field *History of Warwick* (1815), p82. "It is left by the taste of its noble owner in its present ruinous state as a striking addition to the scenery of the venerable castle."



Figure 12. The approach to Warwick, March 2008.

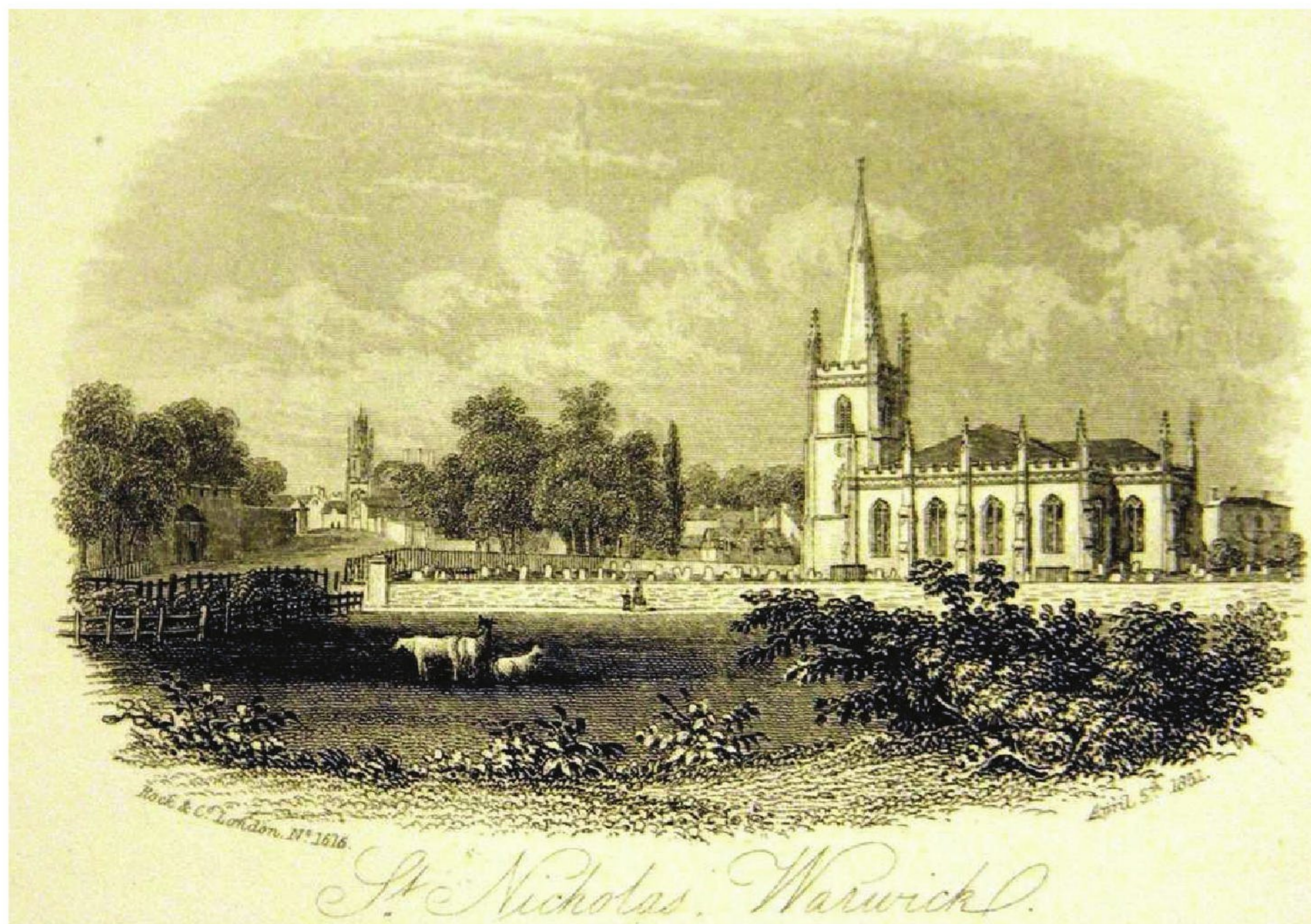


Figure 13. View of 1851 showing the castle entrance lodge (left), Eastgate and St Nicholas Church, and the approach to Warwick up the new road. Foreground, St Nicholas's Meadow. WCRO B War Vie

3 Turnbull's Garden

The foregoing demonstrates that the alignment and treatment of the new Banbury Road was part of the design of the enlarged park. At one point, the park spills across the road to the east. The new dam of 1787 created a lake substantially longer than the distance to the new road. It was crossed by a thirty foot road bridge and a bridge of similar width carried the drive in the tree belt.

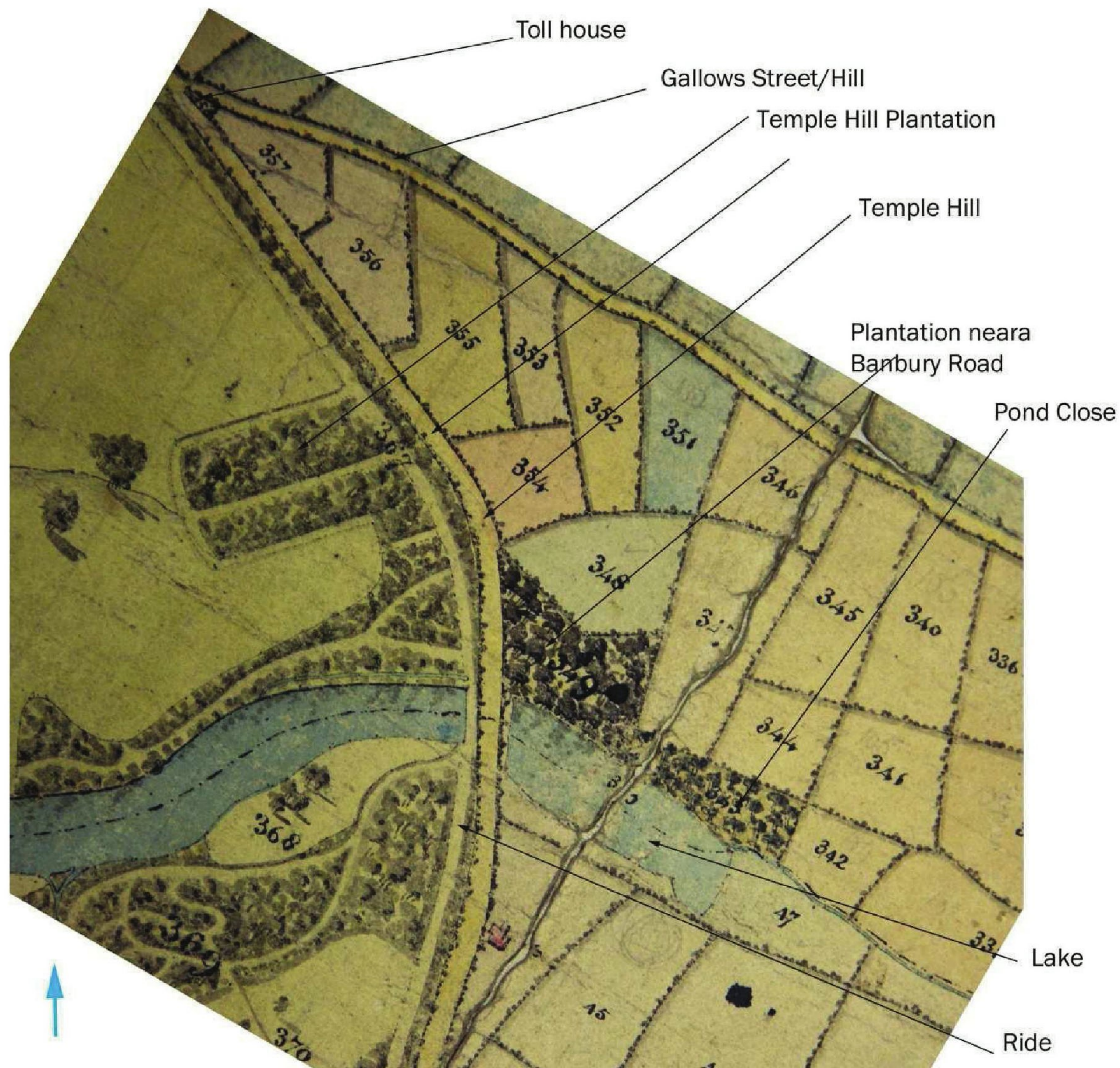


Figure 14. 1806 plan of Warwick estates, William James, showing extension to New Waters and Turnbull's Garden. CRI886 M34

To its north was a plantation part of which was in existence by 1806. It has the function of enclosing the view and preventing the whole of the farms of Heathcote being taken in at once as the visitor dropped down the hill from the Asps. The whole area (as shown on OS of 1886 and later) is shown on the estate map of 1806 by William James, but the schedule suggests that it was planted in two parts and the map updated. Plan no. 349 is marked as "plantation" and held "in hand" as was the case with virtually all the woods and plantations on the estate. This was a common arrangement even on estates where the landowner was non-resident. Timber (from mature trees) and wood (from thinnings, underwood and coppice) were a valuable resource to be carefully managed in order to produce the maximum yield without waste by a tenant.

The second section of the later Turnbull's Garden (plan number 343) is "Pond Close" in the schedule, leased, along with fields 336 to 347 on the section of the map at Figure 14, and others further east, to Benjamin Sedgeley, tenant of Lower Heathcote Farm. A slight difference in the notation of the wood on the map and the failure of it to appear as a plantation on the Old Series Ordnance Survey of 1813 suggests that this section became a plantation later than 1806 and even later than 1813.



Figure 15. OS Original Survey Drawing 1813. British Library OSD 255

It is first marked "Turnbull's Garden" on the OS of 1905. The name is known to apply much earlier than that: at least as early as 1875.³⁵ The origin of the name is unknown. Turnbull is a surname of Scotland and Northumberland, uncommon in Warwickshire. A John Turnbull was head gardener at the Castle between 1787 and 1795, and then apparently retired or was occupied in some other way until his death in 1805. It might be speculated that Turnbull took a lease of the land not originally planted for use as a nursery, though there were more convenient gardens to be rented on the Earl's land in the town, and Turnbull in any case does not appear as a tenant in the castle's accounts. A more likely candidate for lending his name is Turnbull's eldest son George, who, when buried at age 39 in 1829 was said to be of the Asps.³⁶ He was also not the tenant of any land or cottage, and it is conceivable that the name is ironic referring to some non-gardening activity there, or even possibly to the place of his death.

³⁵ Police court report, *Leamington Courier* 13 Feb 1875. A stolen ferret was later used for poaching rabbits in Turnbull's Garden.

³⁶ Buried St Nicholas, 1 July 1829. His death notice (*Leamington Courier*, 4 July 1829) said he was the under-gamekeeper of the Earl for the previous 14 years. In the accounts Turnbull was neither the head nor under gamekeeper, but in 1828 he had a keeper's livery jacket made. He did not receive the breeches, gaiters and hat which the gamekeepers also received every year, so was probably employed casually, perhaps the in-named person who received small sums for assistance in watching for poachers. He paid no rent so was probably a labourer living either in the farm house or one of the cottages at the Asps, where two of the cottages were regularly the homes of the gamekeepers. (Censuses 1841 and following)

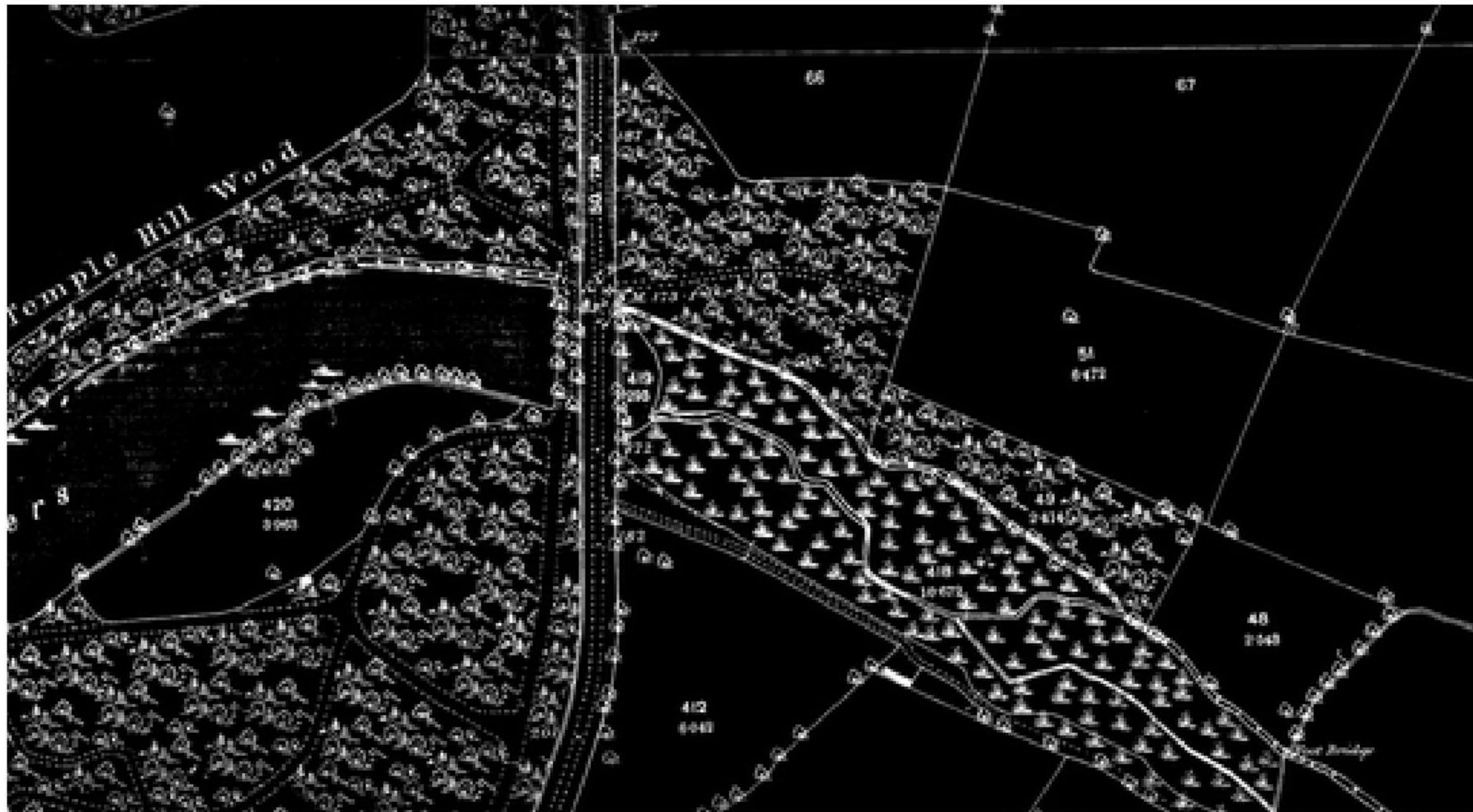


Figure 16. 1886 Ordnance Survey.

By 1886 the eastern part of New Waters seems to have silted up, and was notated as reed beds or marsh.

4 Description of the Approach.

The New Road begins at the Asps, an ancient but small settlement in the parish of Bishop's Tachbrook.³⁷ The previous roads, having arisen organically, were of variable width, the boundaries wandering independently. The new road was 60 ft wide between its boundaries, the standard width for a newly-constructed turnpike. It was bounded on both sides by hedges, planted with standard trees, forming an informal avenue. This would have been an impressive sight, as the road consisted of a number of straight sections creating a succession of views, both ahead and through the trees.



Figure 17. Junction of Barford Lane and Banbury Road at the Asps.

³⁷ In Mediaeval documents it is "Lez Naspes"



Figure 18. Turning towards descent to Ram Brook

From the Asps, the road turns to descend to Ram Brook, where the new dam of 1787-8 created New Waters, a wide sheet of water which extended across the road at what is now known as Turnbull's Garden. The road was carried on a bridge thirty feet wide, while the carriage drive within the verge had another thirty-foot bridge.

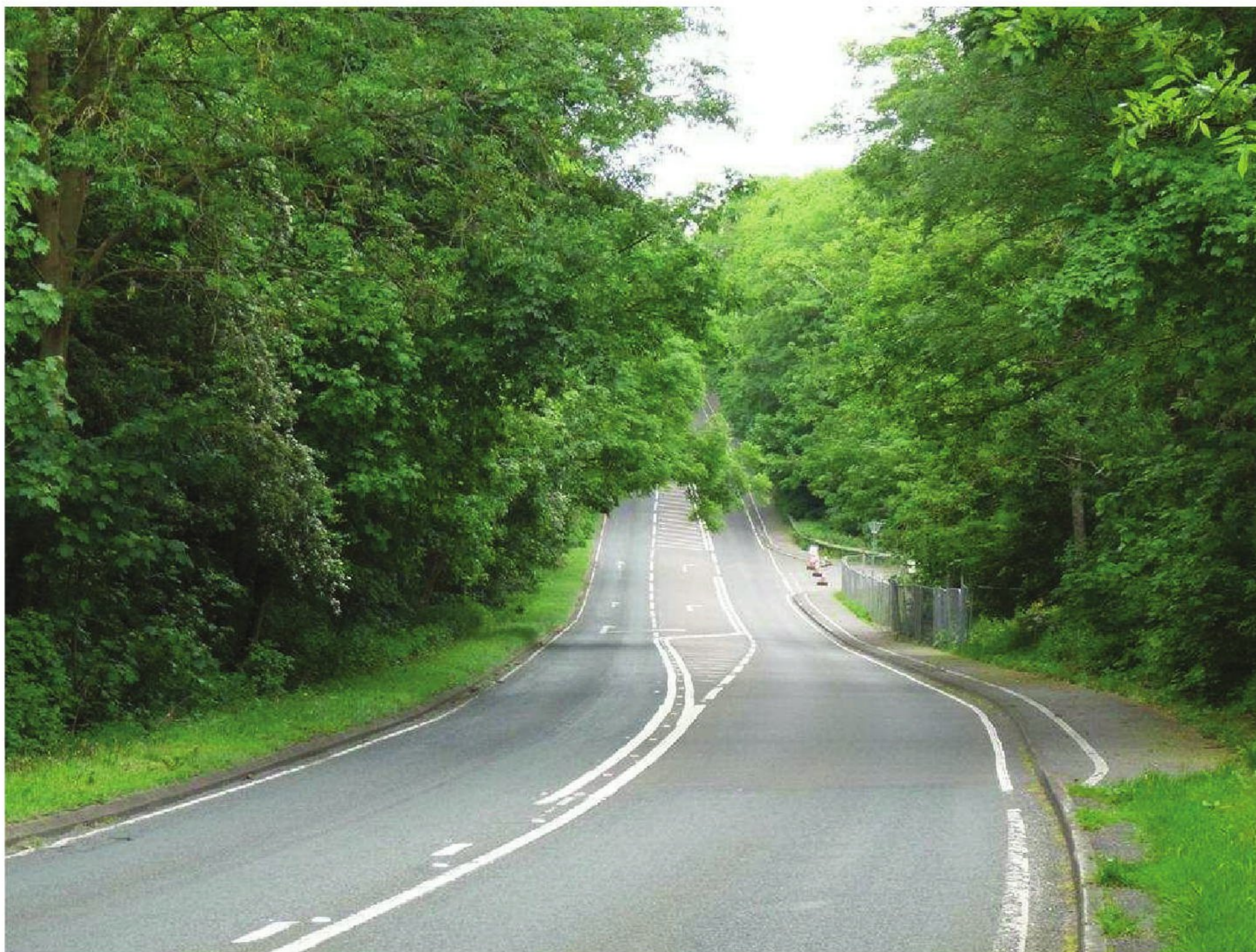


Figure 19. Descent to Tach brook. Turnbull's garden on right, beyond.

On the descent, the plantation at Turnbull's garden prevents the view forward being exposed at once, and draws the eye towards the next turn at the top of Temple Hill.



Figure 20. The rise up Temple Hill.

The road then climbs Temple Hill, turning westwards towards the summit, so that, on the crest of the hill it is aligned exactly on the spire of St Nicholas's church. (Figure 12) The road here continued straight in its descent past the little gothic turnpike cottage at the junction with Gallows Street until the Castle bridge, before which the views are confined by the plantations on either side. At the top of the arch, there is suddenly the view to the left of the south front of the castle, decorated in the foreground by the ruins of the old bridge, and to the right the river flowing across St Nicholas Meadow. It is known that work was done on the river banks, on completion of the bridge, to enhance the picturesque quality of the views.³⁸

³⁸ See Note 34. Also August 1792 (date of bill); Widening the water above the new bridge; June – August 1793 Throwing up some earth in the water to plant trees on near the new bridge. (Castle accounts and vouchers)

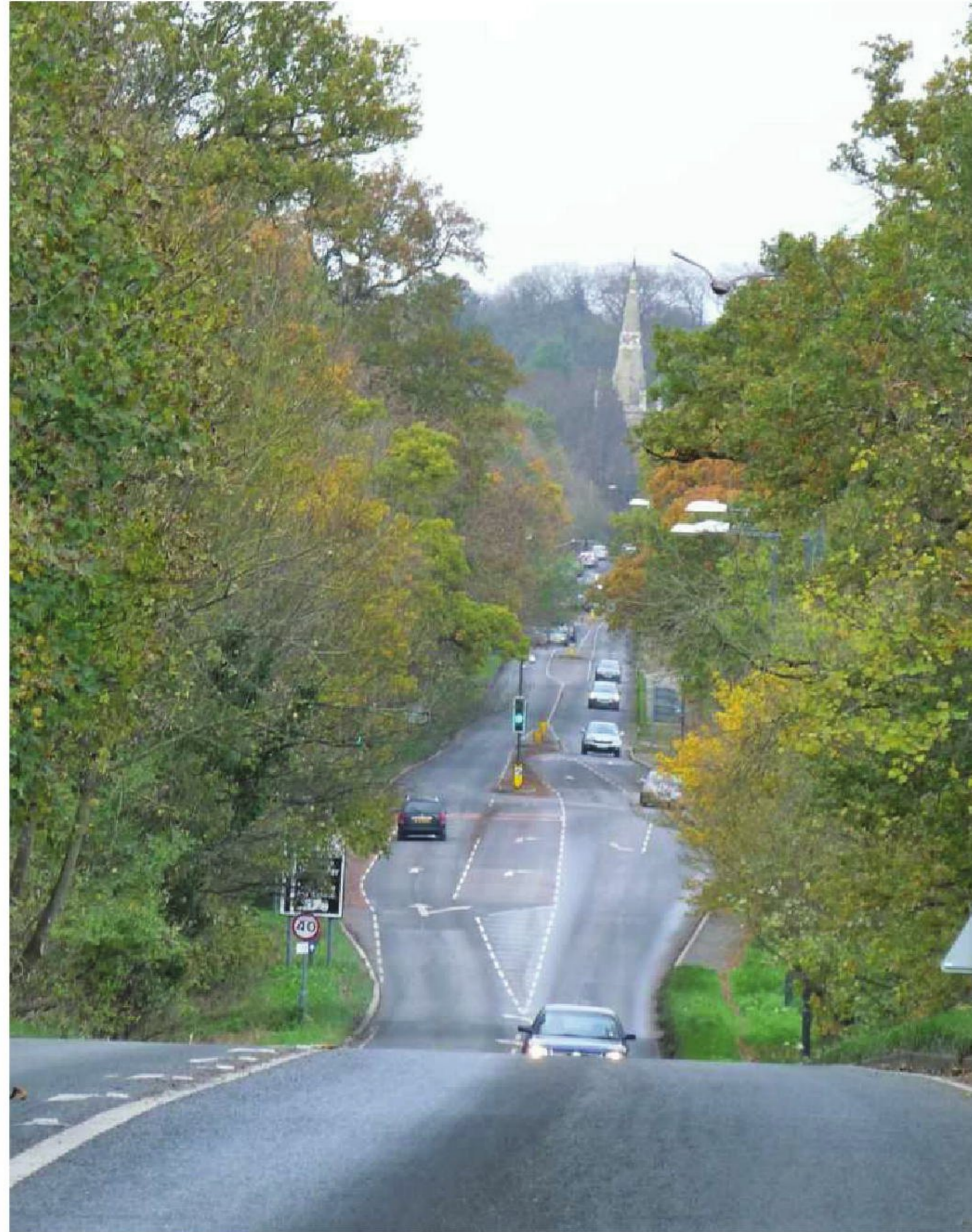


Figure 21. Banbury Road approach, November 2013, showing Gallows Hill junction.



Figure 22. A typical scene on the crest of the bridge. © Robin Stott.

On the descent from the bridge the road curves gently to the left, avoiding the church and (most of) the churchyard. The dominant feature here is the castle lodge, built in 1797. Here guests would enter the castle by its narrow gate, while those arriving at the town would continue up the broad Castle Hill to Jury Street. Although the angles occupied by trees in the nineteenth century (Figure 13) are now occupied by buildings, the gradient of the hill was improved in 1810 and a gyratory was made in 1930, this space still exists as the culmination of the second Earl's planned approach to the castle and the town.

A commonplace approach might have involved making a lodge at the southernmost edge of the park, with an approach drive winding through the park towards the castle across the river. If an owner did not have a sufficiently impressive distance a few extra turns might be applied to lengthen the drive. This was not the solution chosen by the second earl. As the owner of much of the land on the east of the new road, he chose to show it off with his tree-lined approach.

5 Changes since 1836

The eastern extension to New Waters was still open water in 1836. By 1886 it was annotated on the first edition Ordnance Survey as marshy ground. It remained so marked until and including the OS edition of 1974. Latterly the former lake was filled with rubbish and more recently the level was raised for a caravan park. Intrusive road works were undertaken to provide a turning lane, but the caravan park use has not yet begun. Heritage bodies were not consulted.

In 1879 Warwick School was transferred to new buildings on Myton Road, and more recently has extended to taken in the former site of Bridge House, which dated from the early nineteenth century. The recent buildings of the Preparatory School and school playing fields are now visible from Banbury Road, but the belt of pine trees filters the views somewhat.

In 1913 The Borough Council rented land on the north east of the new bridge for tennis and bowls. It subsequently obtained ownership of this and the rest of St Nicholas's Meadow to form St Nicholas's Park, opened in 1933. The then Earl insisted that the boundary to the road retain its hedge, rather than the traditional park railings, in order to preserve its rural appearance. Although many of the hedgerow plants have now gone, the fence, where present, is still of timber and there are still trees to filter the views.

In 1930 a gyratory was built in the centre of the open space on Castle Hill.

In 1986 permission was granted for gravel extraction in the southern part of Castle Park (Nursery Wood). It was claimed that the permission had commenced by the creation of a road and some test digging, but no further extraction took place.

In the 1980's Warwickshire County Council devised a plan for a Technology Park on the north side of Gallows Hill. It was originally intended that the buildings should be low-rise, though subsequently larger buildings were permitted. However, land modelling and tree planting have lessened the potential visual damage.

In 1990 planning permission was sought for the conversion of Warwick Castle Park to a golf course with hotel and club house. This was refused on appeal in 1992.

In 2004 Warwickshire County Council decided to modify the junction at Gallows Hill, having obtained funding from planning agreements connected with the Technology Park. The Highway work, including traffic signals and street lights as well as an additional section of highway which placed the toll cottage on an island, did not require any planning consent. This was executed in about 2011. Again, heritage bodies were not consulted.

6 Summary

The Banbury Road into Warwick from the Asps to Eastgate is part of the landscape design of Warwick Castle Park, created between 1777 and 1793. It was carefully contrived to tease

the visitor, offering on either side, glimpses of the park and the open countryside of land which was largely in the earl's ownership and which he had recently improved.

A recent English Heritage study makes this pertinent comment:

*Straight-sided fields, model farms and estate plantations all contributed to an air of rational improvement and might be considered visually pleasing in their own right. Recent research on the landscapes of landed estates has emphasised the importance of examining them as a whole, rather than drawing too sharp a distinction between the designed core and surrounding farms and plantations.*³⁹

A suggestion of the approaching town was only obtained on reaching the top of Temple Hill, with the revealing of the church spire. After a further distance there was the approach to the bridge, from which the south front of the Castle bursts into view. From there, the eye is then drawn up the hill to the Castle gate, where the rock-cut drive concludes the Picturesque experience with the explosion of light at the end.

³⁹ Jon Gregory, Sarah Spooner, Tom Williamson, *Lancelot "Capability" Brown: Research impact review*, (English Heritage, Research Report Series, No 50 -2013)