

4.1 Coventry's Canal has a key role to play in the urban regeneration of the city. Water can create a sense of place and provide the focus for imaginative new development proposals. The canal can act as a stimulus to turn otherwise uneconomic sites into viable propositions and the waterside provides an attractive environment for employment-generating land uses. In addition, a range of environmental enhancements can be introduced throughout the canal corridor, improving access, site boundaries, surfacings, open spaces and wildlife potential.

4.2 This section examines a wide range of development and improvement opportunities. Site specific proposals have been considered in the context of the canal corridor as a whole, bearing in mind the need to balance income-generating development with conservation and management of the canal's linear landscape. The City Council and British Waterways believe new ideas and concepts can be carefully integrated into the canal corridor, whilst at the same time ensuring that the waterway is designed, planned and managed in a positive and attractive way.

4.3 Short, medium and long term measures form the basis for a balanced strategy for regeneration:

Short term - Environmental and landscape improvement projects will bring an improved image for the canal. Problems of safety and vandalism can be overcome by greater usage and by encouraging a range of formal and informal recreational activities, facilitated by better public access and information.

Medium term - Beneficial change linked to business and development opportunities, funded by both public and private sector investment.

Long term - Long term strategic change associated with Coventry's regeneration over the next few years.

4.4 Sites have been identified to show how these measures can be implemented on the ground, ranging from small pocket parks to major developments. The 20 key sites where major change is expected by 2001 are shown on map 5 and are listed in paragraph 2.59. These offer the prospect of innovative urban regeneration combined with potential leisure opportunities and environmental benefits. Illustrative proposals have been

prepared for a number of these sites, taking account of the known planning circumstances, unimplemented planning consents and the design and development guidelines in Section 3. These show how development can benefit the waterway, whilst at the same time gaining the significant advantages that a canalside location offers.

4.5 Waterside landowners and developers are encouraged to consider the role the canal can play in enhancing their property and, just as importantly, their business. Coventry's Canal has often been regarded as the backdoor to factories and warehouses and even some recent housing development shuns the waterside. Business is encouraged to look upon a canalside site positively, remembering that careful site planning is necessary in order to capitalise upon the advantages it brings.

4.6 The following sketches and plans are not presented as detailed proposals, but as an indication of the design principles and land uses which the City Council and British Waterways consider most appropriate alongside the canal. They should not, therefore, be regarded as firm plans for particular sites. The ideas do show how, with imagination and often at low cost, Coventry's Canal can be successfully integrated with development opportunities, whilst at the same time realising its potential by enhancing it as a landscape corridor.

COMMERCIAL DEVELOPMENT OPPORTUNITIES

4.7 A number of canalside sites are suitable for major commercial redevelopment and many have been the subject of outline and full planning applications over the past few years. In some instances, land assembly will be required before comprehensive redevelopment can be achieved. Each has its own special characteristic or features which need to be reflected in the site planning and design process, though there are some basic principles which apply to all good waterside development and construction. Coventry Basin, for example, benefits from the historic canal warehouses, the interesting changes of level, mature trees and existing water space. Change around the basin will therefore need to be sympathetic and complimentary to the character of the area and the revised 1993 development brief for the Basin takes account of these factors and constraints. (illustration 4c)

ILLUSTRATION 1a. CANALSIDE OPPORTUNITIES - FORMER CLIMAX WORKS

- REDEVELOPMENT OF MAJORITY OF SITE FOR INDUSTRIAL/ WAREHOUSING UNITS WITH ATTRACTIVELY DETAILED CANAL FRONTAGE
- PROPOSED REFURBISHMENT OF OLD FACTORY BUILDING AS STUDENT OR HOSTEL ACCOMMODATION

- OPPORTUNITY FOR STRIKING CANALSIDE FACADE WITH NEW ROOF, CLADDING AND CANALSIDE EXTENSION
- OPPORTUNITY FOR JETTY OR MOORINGS
- RETENTION OF EXISTING TREES AND SHRUBS WITH ADDITIONAL PLANTING WHERE NECESSARY
- TOWING PATH IMPROVEMENTS
- PAINT OR SCREEN "PALISADE" FENCING TO TOWING PATH

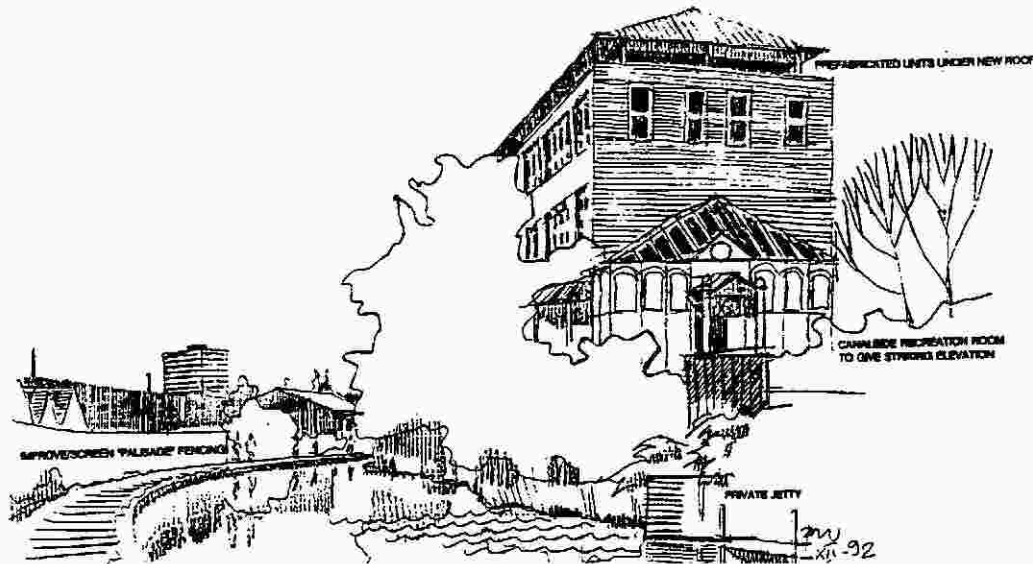
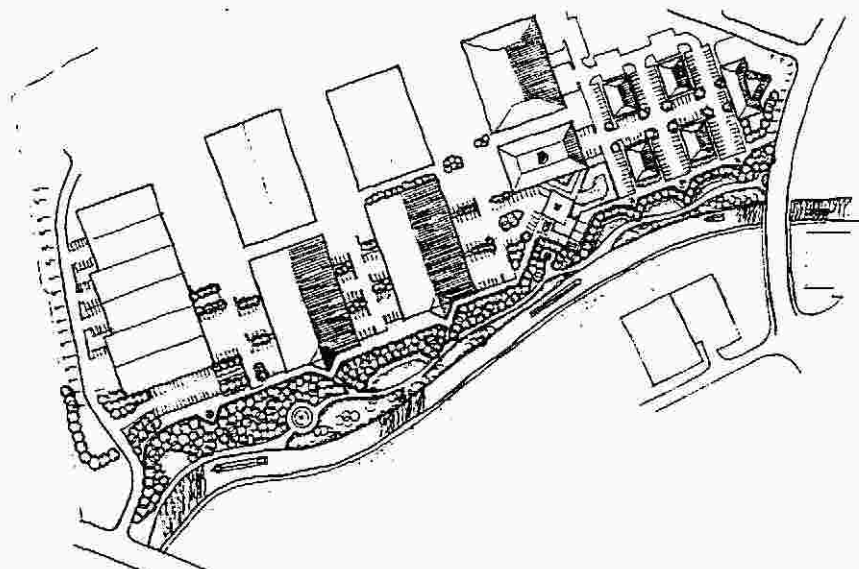


ILLUSTRATION 1b. CANALSIDE OPPORTUNITIES - FOLESHILL GASWORKS REDEVELOPMENT

- MAJOR DEVELOPMENT FRONTING CANAL, USING WATERSIDE IN AN IMAGINATIVE AND ATTRACTIVE MANNER
- CREATION OF WATERSIDE PARK WITH PUBLIC ACCESS
- OFFICE AND INDUSTRIAL BUILDINGS TO ADDRESS CANAL IN A POSITIVE MANNER
- FACILITIES/CAFE BUILDING FORMS CANALSIDE FOCAL POINT TO

THE DEVELOPMENT, WITH LANDSCAPED GARDEN AND COURTYARD.

- SERIES OF TERRACES AND FOOTPATHS LINK LANDSCAPED SPACES AND FEATURES, INCLUDING SCULPTURES AND PAVING
- RETENTION OF NATIVE VEGETATION WITH FORMAL PLANTING ADJACENT TO DEVELOPMENT
- CAR PARKING SCREENED FROM WATERWAY
- OPPORTUNITIES FOR OCCASIONAL MOORINGS LINKED TO DEVELOPMENT



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ILLUSTRATION 4c. CANALSIDE OPPORTUNITIES - COVENTRY BASIN AND FOLESHILL ROAD

- MAJOR REDEVELOPMENT OPPORTUNITIES, LINKED TO URBAN PARTNERSHIP FUNDS, PROPOSED RELOCATION OF EXISTING USES
- CREATION OF INNER-CITY LANDSCAPED WATERSIDE SETTING
- OPPORTUNITY FOR COMMERCIAL DEVELOPMENT ON SITE OF CITY ENVIRONMENTAL SERVICES DEPOT, FRONTING CANAL IN ATTRACTIVE MANNER AND EXPLOITING CHANGES OF LEVEL FOR MAXIMUM BENEFIT
- HOUSING DEVELOPMENT ON DRAPERS' FIELDS, ON WEST SIDE OF CANAL INCLUDING FLATS AND TOWN HOUSES
- OPPORTUNITY TO CREATE ATTRACTIVE MIX OF COMMERCIAL/ RESIDENTIAL/LEISURE USES AT THE CANAL BASIN, WORKING WITHIN THE HISTORIC AND VISUAL CONSTRAINTS OF THE SITE
- RETENTION OF THE VAULTS, CANAL HOUSE, TOLL HOUSE, MATURE TREES AND CHANGES OF LEVEL WITHIN THE BASIN AREA
- CREATION OF WATERSIDE WALKS, UTILISING BOTH SIDES OF THE CANAL, WITH NEW FOOTBRIDGE
- LANDSCAPE IMPROVEMENTS TO FOLESHILL ROAD, INCLUDING PUBLIC SPACES, FORMAL TREE PLANTING AND IMPROVED ACCESS TO THE CANAL
- POTENTIAL TO FORM A VISUAL AXIS LINKING THE PROPOSED DEVELOPMENTS
- OPPORTUNITY FOR NEW BASINS, BRINGING COLOUR AND LIFE TO THIS STRETCH OF CANAL
- CAREFUL PLANNING WILL ENSURE CANAL FRONTAGES, GABLES, WALLS AND GARDENS ARE DESIGNED AND COORDINATED THROUGHOUT THE AREA
- POTENTIAL HERITAGE INTEREST AT THE FORMER DAIMLER WORKS, WHERE THE FIRST CAR WAS BUILT IN THE UK
- NEW IMPROVED FOOTBRIDGE OVER RING ROAD TO LINK CITY CENTRE WITH COVENTRY BASIN



Photo 24. Coventry Basin - a unique location which could benefit from better links with the city centre through construction of a new footbridge over the Inner Ring Road.



4.8 Development of derelict or industrial canalside sites can perhaps take a more adventurous approach. The site of the former Climax Works offers the opportunity to renovate an old factory for residential accommodation, which could include a striking waterside elevation with private mooring facilities. Redevelopment of the adjacent derelict land for industrial use will enable an attractive boundary treatment to be included. (illustration 4a)

4.9 Proposals for the redevelopment of Foleshill Gasworks include a substantial boundary to the canal, which could be used to create terraces, walkways and a landscaped setting. As with all canalside buildings,

elevations and frontages will need to be carefully designed, ensuring that the development fronts the canal in a positive manner. (illustration 4b)

4.10 At Godiva Trading Estate, retail development proposals have recognised a potential link across the canal to the former Bell Green Goods Yard. The opportunities could include a waterside restaurant, garden centre and arboretum, as well as the retail warehousing, car parks and retention of some public open space. Sketch proposals illustrate the possibilities. (illustrations 4d and 4e)

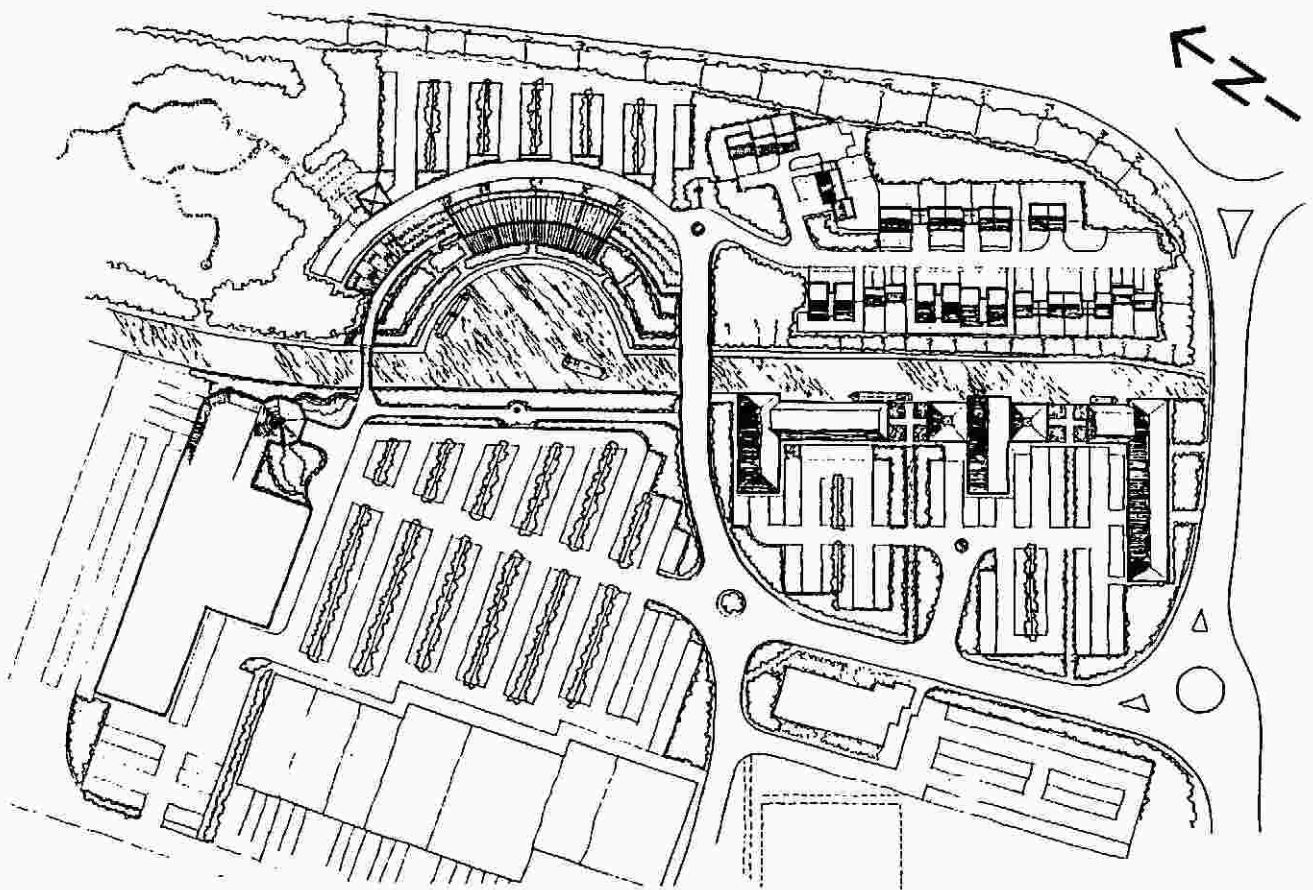


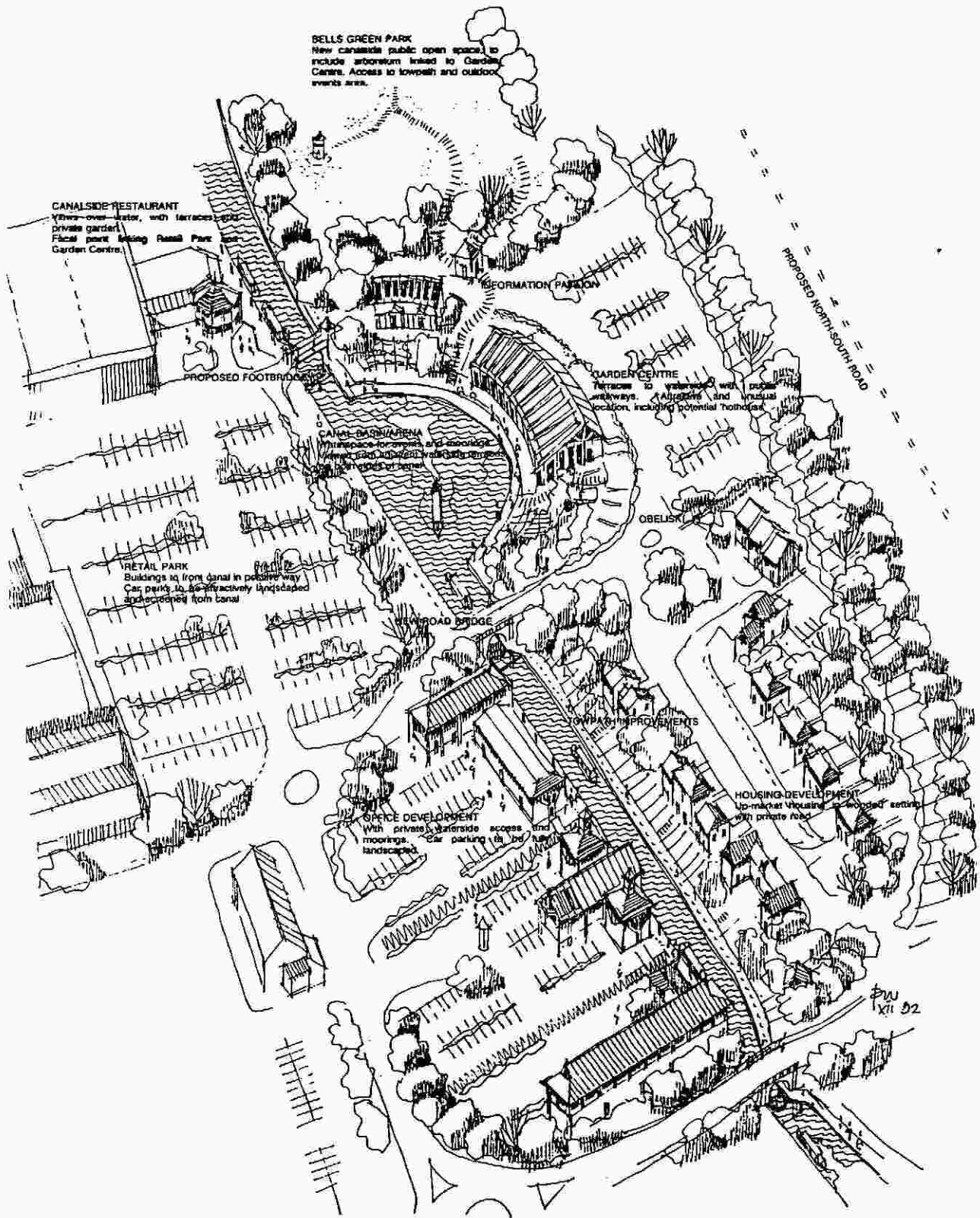
ILLUSTRATION 4d. CANALSIDE OPPORTUNITIES - FORMER BELL GREEN GOODS YARD/GODIVA TRADING ESTATE

- PROPOSED REDEVELOPMENT OF TRADING ESTATE AS RETAIL/ COMMERCIAL PARK OFFERS OPPORTUNITIES FOR COMPREHENSIVE IMPROVEMENTS
- CANALSIDE RESTAURANT WITH ADJACENT TERRACES
- WATERSIDE BUSINESS PARK
- NEW ROAD BRIDGE ALLOWS ACCESS TO FORMER GOODS YARD
- PRIVATE HOUSING ON SOUTHERN PART OF FORMER GOODS YARD IN LANDSCAPED SETTING
- LOCATE GARDEN CENTRE ON EAST SIDE OF CANAL, WITH NEW BASIN AND WATERSIDE TERRACES, LINKED TO POSSIBLE ARBORETUM AND PUBLIC PARK TO NORTH, WITH VISITOR/ COMMUNITY FACILITIES
- NEW FOOTBRIDGE LINKING BOTH SIDES OF CANAL
- LANDSCAPED CAR PARKS

**ILLUSTRATION 1c. FORMER BELL
GREEN GOODS YARD/GODIVA
TRADING ESTATE**

PERSPECTIVE SKETCH SHOWING IDEAS AND PROPOSALS FOR THE

REDEVELOPMENT OF GODIVA TRADING ESTATE AND THE
BENEFICIAL USE OF THE SOUTHERN END OF THE FORMER
GOODS YARD. A NEW CANAL BASIN IN CONJUNCTION WITH A
GARDEN CENTRE AND RETAIL DEVELOPMENT WOULD OFFER AN
EXCITING FUTURE FOR THESE SITES.



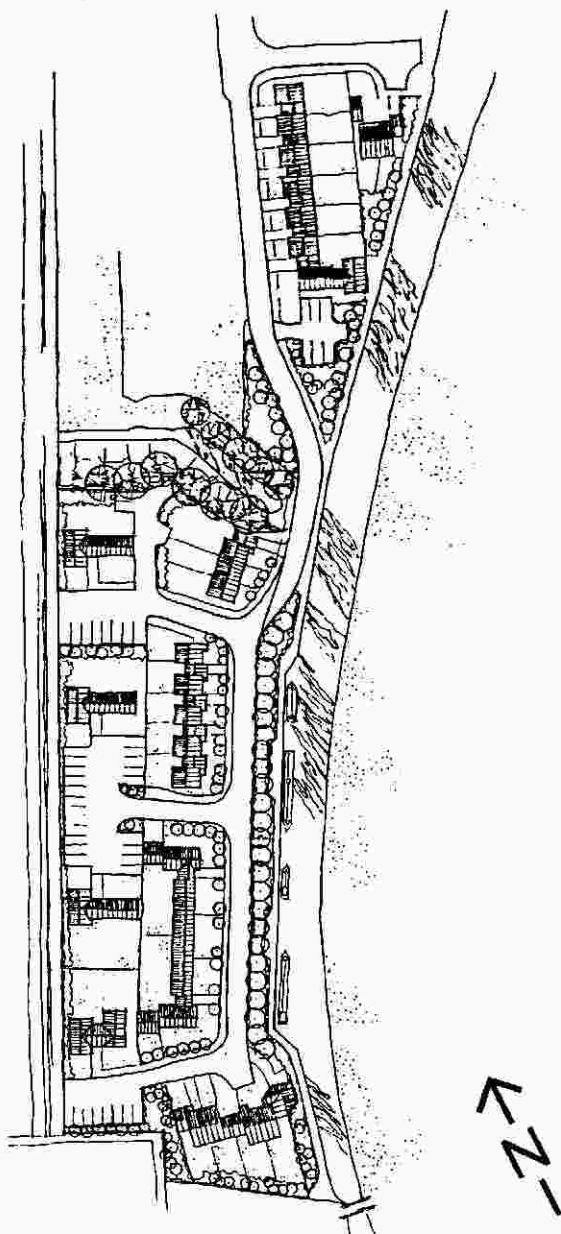


ILLUSTRATION 4f. CANALSIDE OPPORTUNITIES - LAND OFF GRINDLE ROAD

- FORMER GAS WORKS WHARF OFFERS OPPORTUNITY FOR CANALSIDE HOUSING REDEVELOPMENT
- CREATION OF WATERSIDE AVENUE WITH TREE PLANTING, WALKWAY AND PRIVATE MOORING SPACE
- ATTRACTIVE BUILDINGS TO FRONT CANAL WITH COORDINATED DESIGN DETAILS AND GARDEN BOUNDARIES
- NEW CROSSING OF RIVER SOWE TO BE CAREFULLY DETAILED AND WOODED RAVINE TO BE MAINTAINED AND MANAGED FOR LANDSCAPE VALUE
- CAR PARKING TO BE SCREENED FROM CANAL
- POTENTIAL FOOTPATH LINKS TO LONGFORD NATURE PARK

4.11 Coventry's Canal offers a unique location for residential development. Housing proposals at Longford Concrete off Grindle Road, for example, would remove a major eyesore and enable positive use to be made of the Old Wharf. Residential development adjacent to the canal often helps the waterside environment by offering "visual" supervision, which can help deter vandalism and misuse of the canal corridor. The proximity of Longford Community Nature Park, reached by Judd's Lane canal footbridge, would also complement the development. (illustration 4f)

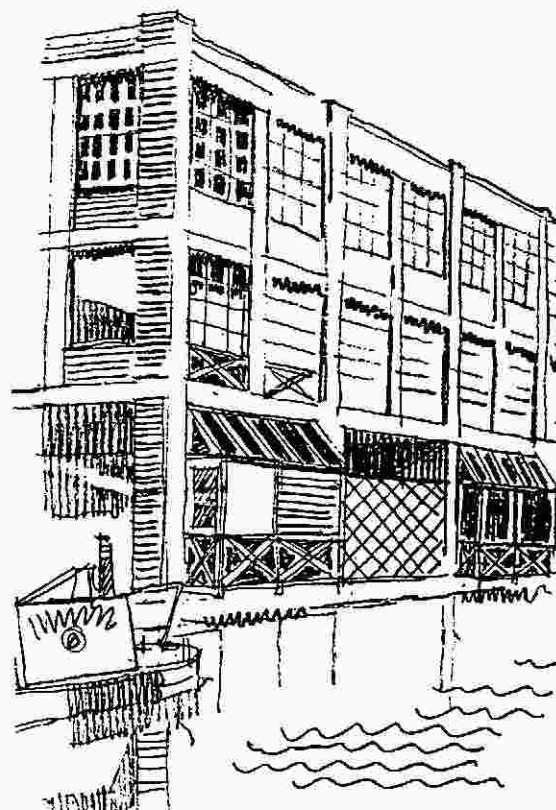


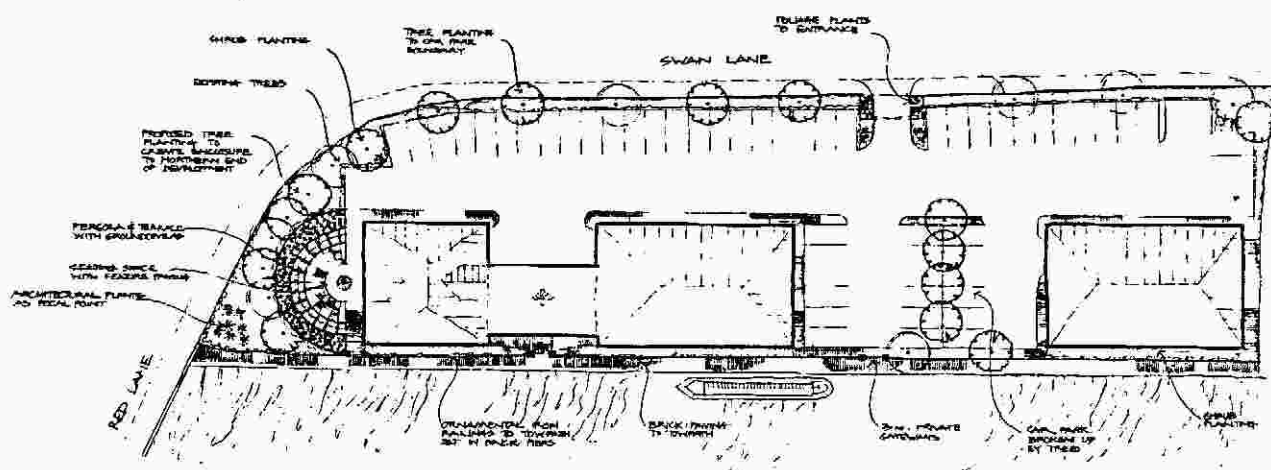
ILLUSTRATION 4g. CANALSIDE OPPORTUNITIES - COURTAULDS WORKS, PRIDMORE ROAD

- MAJOR CANALSIDE REDEVELOPMENT/ REFURBISHMENT OPPORTUNITY
- REFURBISHMENT OF EXISTING CANALSIDE BUILDING COULD CREATE ATTRACTIVE WATERSIDE FRONTAGE WITH PRIVATE MOORINGS, BALCONIES AND INTERESTING FACADES
- RETENTION OF EXISTING MARGINAL AND AQUATIC VEGETATION WHERE POSSIBLE

ILLUSTRATION 4b. CANALSIDE OPPORTUNITIES - BRITISH WATERWAYS LAND AT SWAN LANE

- OPPORTUNITY FOR REDEVELOPMENT WITH ATTRACTIVE CANALSIDE FRONTAGE AND LINKS TO NEW NORTH-SOUTH ROAD

- OFFICE/SHOWROOM PROPOSALS TO INCLUDE LANDSCAPE FRONTAGES
- SPACE FOR SMALL ENCLOSED GARDEN WITH PERGOLA AND TERRACE
- ORNAMENTAL RAILINGS TO IMPROVED TOWING PATH WITH PRIVATE GATEWAYS



RECREATIONAL DEVELOPMENT OPPORTUNITIES

4.12 A number of proposals illustrate the recreational potential of Coventry's Canal. These range from the provision of canalside facilities for both boater and visitor to the linking of the canal to major public green spaces, firmly establishing the canal corridor as one of the City's most important linear green spaces. In addition, it is likely that trip boats or restaurant boats may be established as the canal corridor is improved and managed, bringing further activity and visitors to the waterway.

4.13 A suggested green space network for the Foxford area is illustrated (4i), which takes account of possible future development at Foxford School and incorporates the canal, proposed community woodland, Longford Community Nature Park (illustration 4j) and the line of the old Oxford Canal.

4.14 Opportunities for new public parks and green spaces vary in scale. Care will be needed to ensure appropriate management and maintenance of such areas by involving local communities. The landscaped site of

the former Longford Power Station at Hawkesbury, for instance, which is now significantly higher than the canal, could incorporate further interest and variety through greater contouring and landscaping. Substantial tree planting and footpath links to Hawkesbury Junction and the canal towing path would help establish this area as an informal countryside park, (illustration 4k) with the help of grant aid from sources listed in Table 2. Proposals for a new public park with possible sports and leisure facilities at the former Bell Green Goods Yard are also shown. (illustration 4n)

4.15 At Hawkesbury Junction Conservation Area, planning consent exists for the conversion of the single storey facilities building for a cafe / restaurant, visitor information centre, public toilets and improved facilities for boaters. Timber decking and picnic areas will enhance the setting of the building for leisure use, (illustration 4l) whilst access to the working wharf will be retained. The provision of some off-site car parking would offer scope to create an attractive public space around the building, which could be used, for example, as a setting for "festival markets".

ILLUSTRATION 16. CANALSIDE OPPORTUNITIES - LONGFORD GREENSPACE NETWORK

- REALIZE POTENTIAL RECREATIONAL AND WILDLIFE LINKS THROUGH AN INTEGRATED GREEN SPACE NETWORK
- PLANT A COMMUNITY WOODLAND ADJACENT TO THE M6 WITH NATURE TRAILS AND THROUGH ROUTES FROM THE CANAL, FOXFORD SCHOOL AND GRANGE ROAD
- UPGRADE THE PROFILE OF THE COVENTRY CANAL WITH SIGN POSTING, SEATING AND ENVIRONMENTAL IMPROVEMENTS AT KEY FOCAL POINTS LINKING WITH COMMUNITY
- PROVIDE A SERIES OF EDUCATIONAL AND RECREATIONAL CIRCUITS WITH NATURE TRAILS AND INTERPRETATION PANELS TO ENCOURAGE THE ACTIVE USE OF THE CANAL AND GREEN SPACE AS AN OUTDOOR CLASSROOM
- OPEN UP THE FORMER OXFORD CANAL AS A LINEAR PARK WITH INTERPRETATION TO EXPLAIN THE HISTORY OF THE TWO CANALS AND LONGFORD VILLAGE
- POSSIBLE NEW HOUSING ON SURPLUS PLAYING FIELDS WITH STRONG STRUCTURE PLANTING AND GREEN LINKS TO THE CANAL, LONGFORD PARK AND COMMUNITY WOODLAND

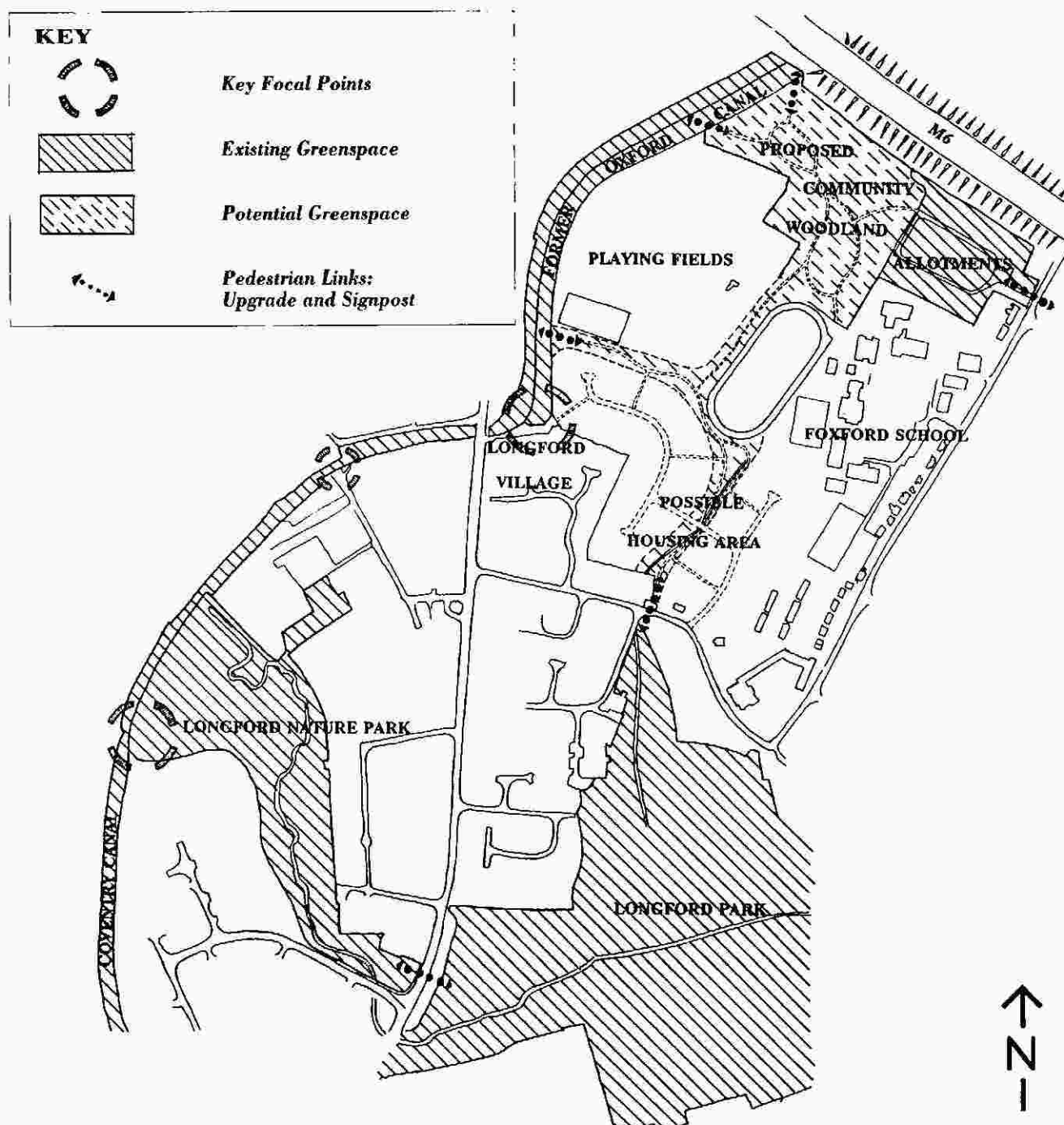


ILLUSTRATION 1j. (Right) CANALSIDE OPPORTUNITIES - LONGFORD COMMUNITY NATURE PARK

- OPPORTUNITY FOR FURTHER COMMUNITY INVOLVEMENT IN THE CREATION OF AN ATTRACTIVE NATURE PARK ON FORMER GRIMLEY'S TIP
- STRONG WOODLAND STRUCTURE PLANTING, AVOIDING AREAS OF NATURE CONSERVATION VALUE
- CREATION OF DIFFERENT HABITAT TYPES INCLUDING WETLAND AREA WITH BOARD WALKS AND "POND DIPPING" PLATFORMS
- INTERPRETATION PANELS AND NATURE TRAILS FOR USE BY LOCAL SCHOOLS EXPLAINING THE WILDLIFE AND VEGETATION TYPES OF THE PARK AND CANAL
- ENTRANCE FEATURE FROM THE CANAL AND A SIGN ON BRIDGE 9 INCORPORATING THE CANAL INTO THE PARK
- MOORINGS FOR FLOATING CLASSROOM/COVENTRY WATERWAYS SCHEME EDUCATIONAL BOAT
- FORMALISED FOOTPATHS LINKING WITH LOCAL HOUSING AREAS AND SEATING PROVISION
- ORIENTATION/LANDMARK/LOOKOUT FEATURE ON FORMER SPOIL HEAP GIVING A FOCAL POINT TO THE SITE

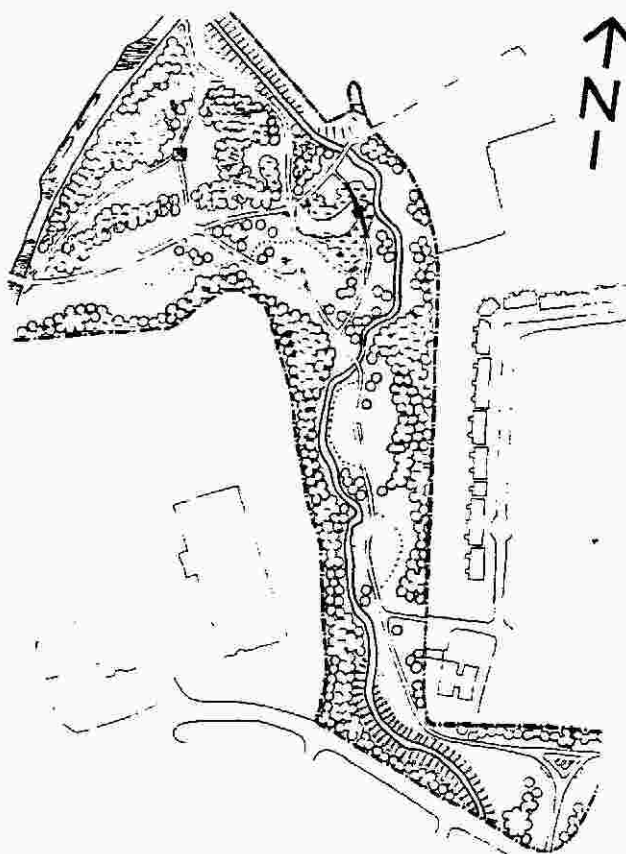


ILLUSTRATION 1k. (Below) CANALSIDE OPPORTUNITIES - FORMER LONGFORD POWER STATION

- TIPPING NEARING COMPLETION
- FINAL LANDFORM TO CREATE INTEREST AND VARIETY THROUGH CONTOUR DESIGN
- SUBSTANTIAL TREE PLANTING ON SLOPES TO CREATE ATTRACTIVE PUBLIC OPEN SPACE
- POTENTIAL FOOTPATH LINKS FROM HAWKESBURY JUNCTION AND CANAL TOWING PATH
- RANGE OF FOOTPATH ROUTES TO BE CREATED
- POTENTIAL VEHICULAR ROUTE FROM HAWKESBURY TO ALDERMAN'S GREEN ROAD
- VIEWPOINT/SHELTER/OBELISK ON SUMMIT OF HILL WITH VIEWS OVER HAWKESBURY
- RETENTION AND MANAGEMENT OF ADJACENT WOODLAND

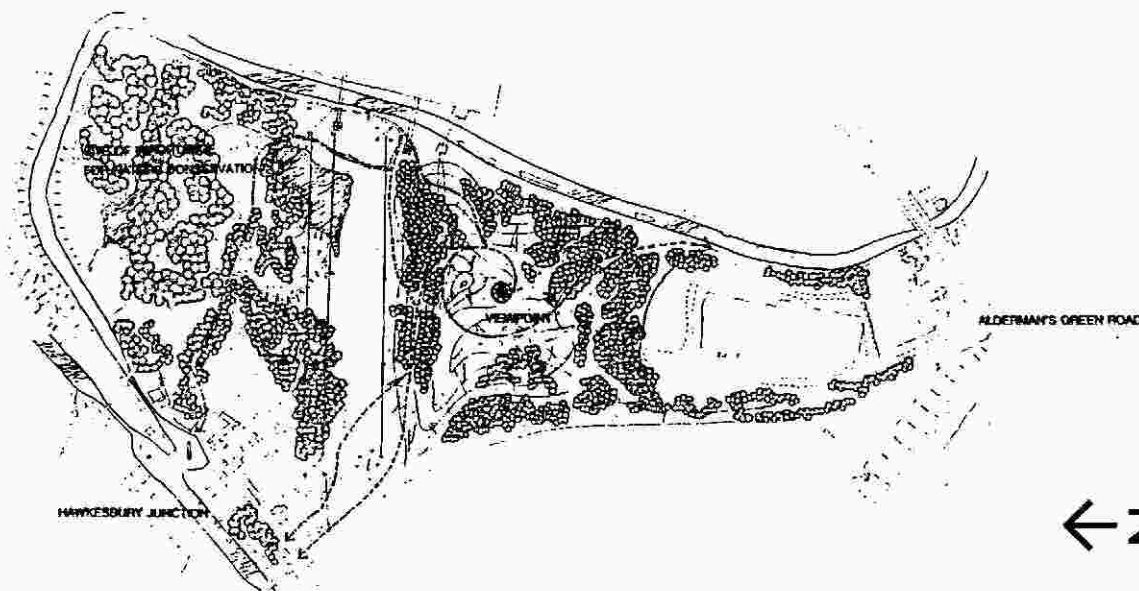


ILLUSTRATION 12. CANALSIDE OPPORTUNITIES - HAWKESBURY JUNCTION

- MAJOR VISITOR ATTRACTION WITH A WEALTH OF ARCHITECTURAL AND HERITAGE INTEREST
- OPPORTUNITY TO PROVIDE IMPROVED FACILITIES LINKED TO

CONTINUED PROGRAMME OF ENVIRONMENTAL IMPROVEMENT

- REFURBISHMENT OF EXISTING FACILITIES BUILDING AS CAFE/RESTAURANT, WITH TIMBER DECKING, SEATING AND VISITOR INFORMATION
- LANDSCAPE IMPROVEMENTS TO ADJACENT CAR PARK AND PICNIC AREA

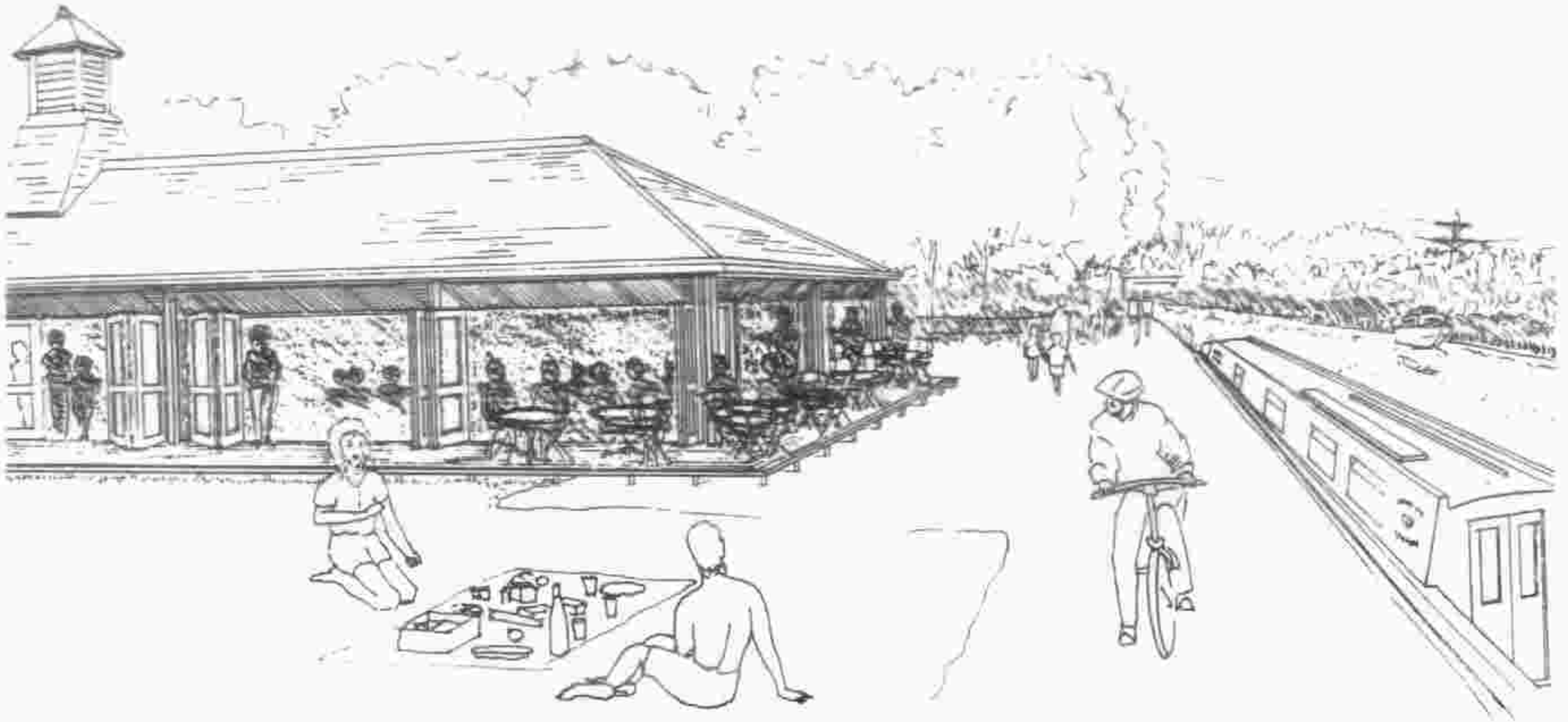


ILLUSTRATION 14a. (Below) CANALSIDE OPPORTUNITIES - POCKET PARK, OFF BROOKLYN RD

- ACQUISITION AND REMOVAL OF UNSIGHTLY AND DILAPIDATED GARAGES
- IMPROVEMENT TO PRIVATE GARDEN BOUNDARIES, WITH POSSIBLE CO-ORDINATED FENCING, ETC

- IMPROVEMENTS TO TOWING PATH ACCESS, WITH TREE AND SHRUB PLANTING
- CONSTRUCTION OF POCKET PARK FOR COMMUNITY USE, WITH TREE PLANTING, OPEN SPACES AND PAVED AREAS FOR INFORMAL ACTIVITIES, INCLUDING CHILDREN'S PLAY
- SMALL CAR PARK TO CATER FOR LOCAL RESIDENTIAL REQUIREMENTS

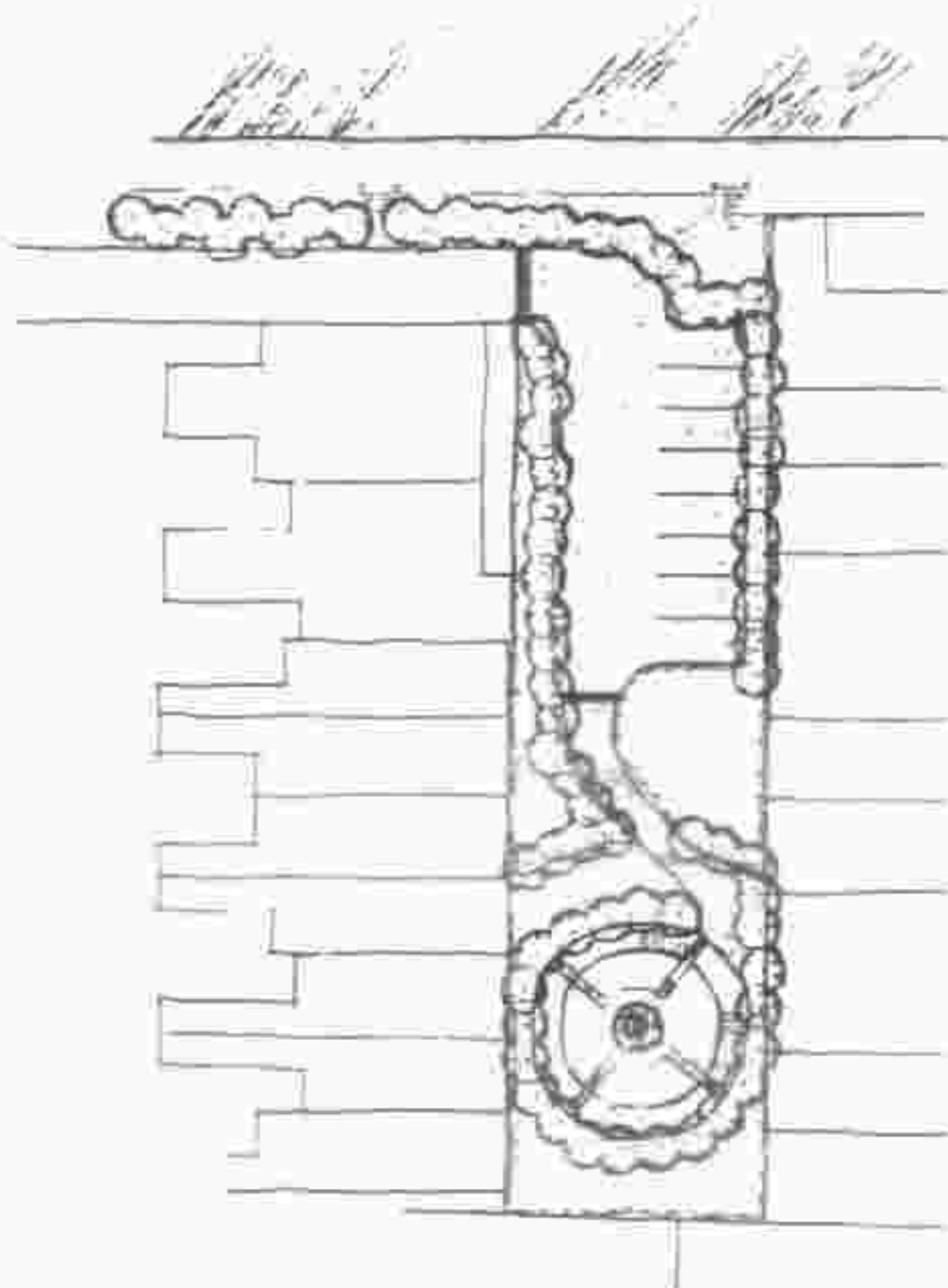


Photo 25. Substantial canalside improvements for the benefit of the community would result from the removal of these unsightly and dilapidated garages off Brooklyn Road.

4.16 Canalside pocket parks are proposed on small sites off Brooklyn Road and Trentham Road. Each site is surrounded by housing, but has straightforward links to the waterway and towing path. Simple and robust landscape treatment following clearance work would create attractive public spaces of recreational value to local residents and towing path users. At Brooklyn Road

the acquisition and removal of unsightly and dilapidated private garages would allow the pocket park to be extended to include paved areas and a small secure residents car park. Community involvement is an important part of such schemes, helping to ensure that they are valued and looked after. (illustration 4m)

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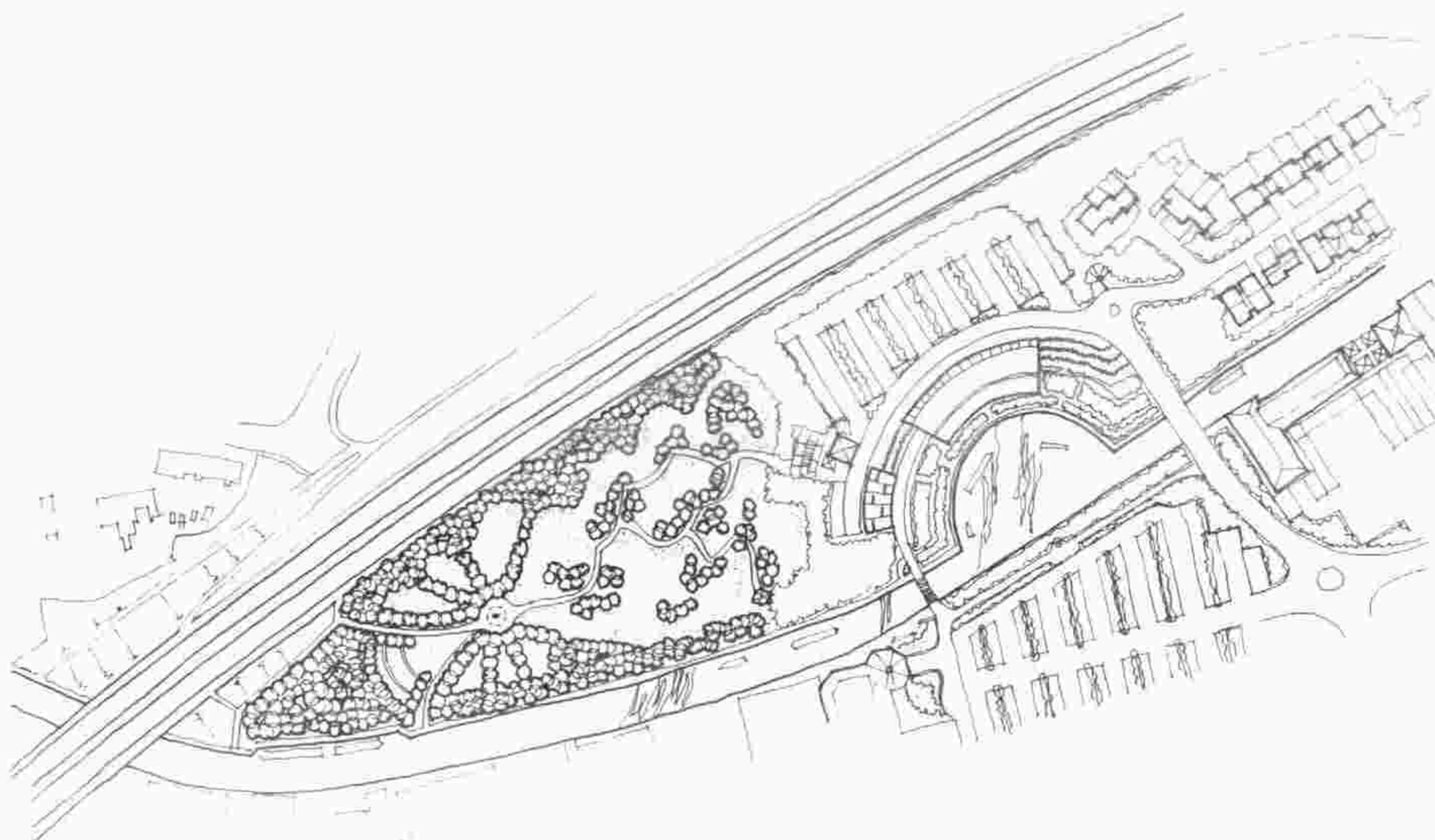


ILLUSTRATION 4m. CANALSIDE OPPORTUNITIES - FORMER BELL GREEN GOODS YARD

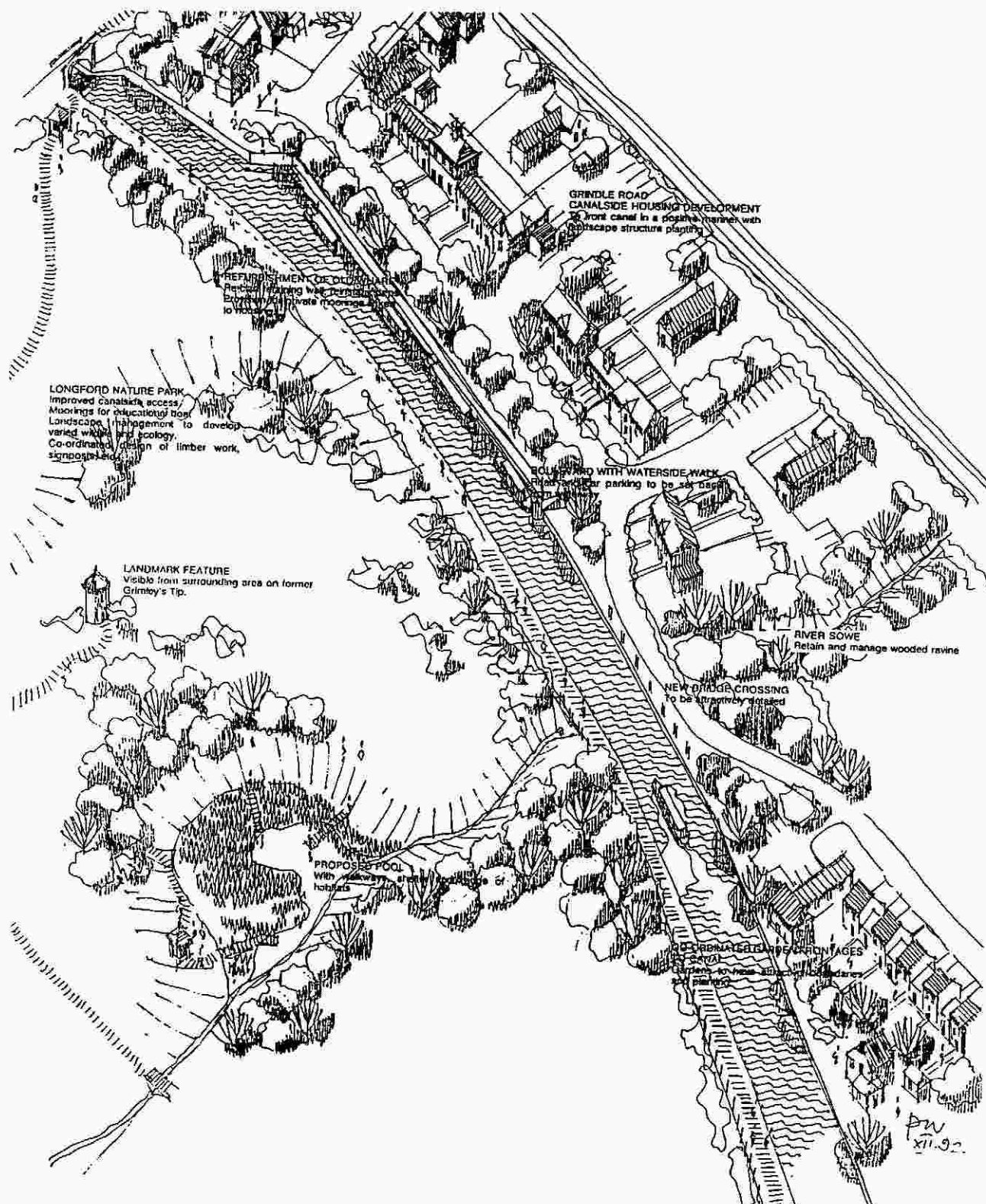
- MAJOR OPPORTUNITY FOR NEW CANALSIDE PARK ON LAND CURRENTLY DERELICT
- IMPROVED ACCESS RESULTING FROM CONSTRUCTION OF NORTH-SOUTH ROAD AND PROPOSED REDEVELOPMENT OF GODIVA TRADING ESTATE
- RETENTION OF NATIVE VEGETATION WITH FORMAL

PLANTING IN PARK

- LANDSCAPE STRUCTURE PLANTING TO SCREEN NEW ROAD AND DEVELOPMENT FROM PARK
- WATERSIDE ARBORETUM, LINKED TO PROPOSED GARDEN CENTRE AND ASSOCIATED FACILITIES
- CREATION OF SMALL EVENTS AREA IN PARK
- INFORMATION PAVILION ADJACENT TO CAR PARKING
- TEMPORARY MOORINGS BY TOWING PATH

ILLUSTRATION 16. CANALSIDE OPPORTUNITIES - GRINDLE ROAD AND LONGFORD COMMUNITY NATURE PARK

PERSPECTIVE SKETCH SHOWING PROPOSALS FOR CANALSIDE HOUSING AND PUBLIC OPEN SPACE.



CANALSIDE REGENERATION OPPORTUNITIES

4.17 A wide range of initiatives are necessary to revitalise the canal corridor. Some are best led by British Waterways or the City Council, whereas others can be generated by business and commercial investment, changes in land use, or partnership between the public and private sectors. The ideas illustrated show how imaginative proposals can benefit both the waterway and the areas it passes through.

4.18 In time, as Coventry's Canal becomes more

popular as a place to live, work and play, demand for a range of moorings will increase. Coventry Basin cannot provide sufficient waterspace and the Jackson Dunn breakers yard is suggested as a possible site for a new marina. Linked to relocation of the breakers yard, a marina with associated housing, workshops and interpretation facilities would significantly improve the environment of this area, with possible links to the proposed community park at Webster's Brick Pit. Although this proposal is long term and dependent on many external factors, the key principles illustrated here (illustration 4p) could apply equally to a number of other canalside sites.

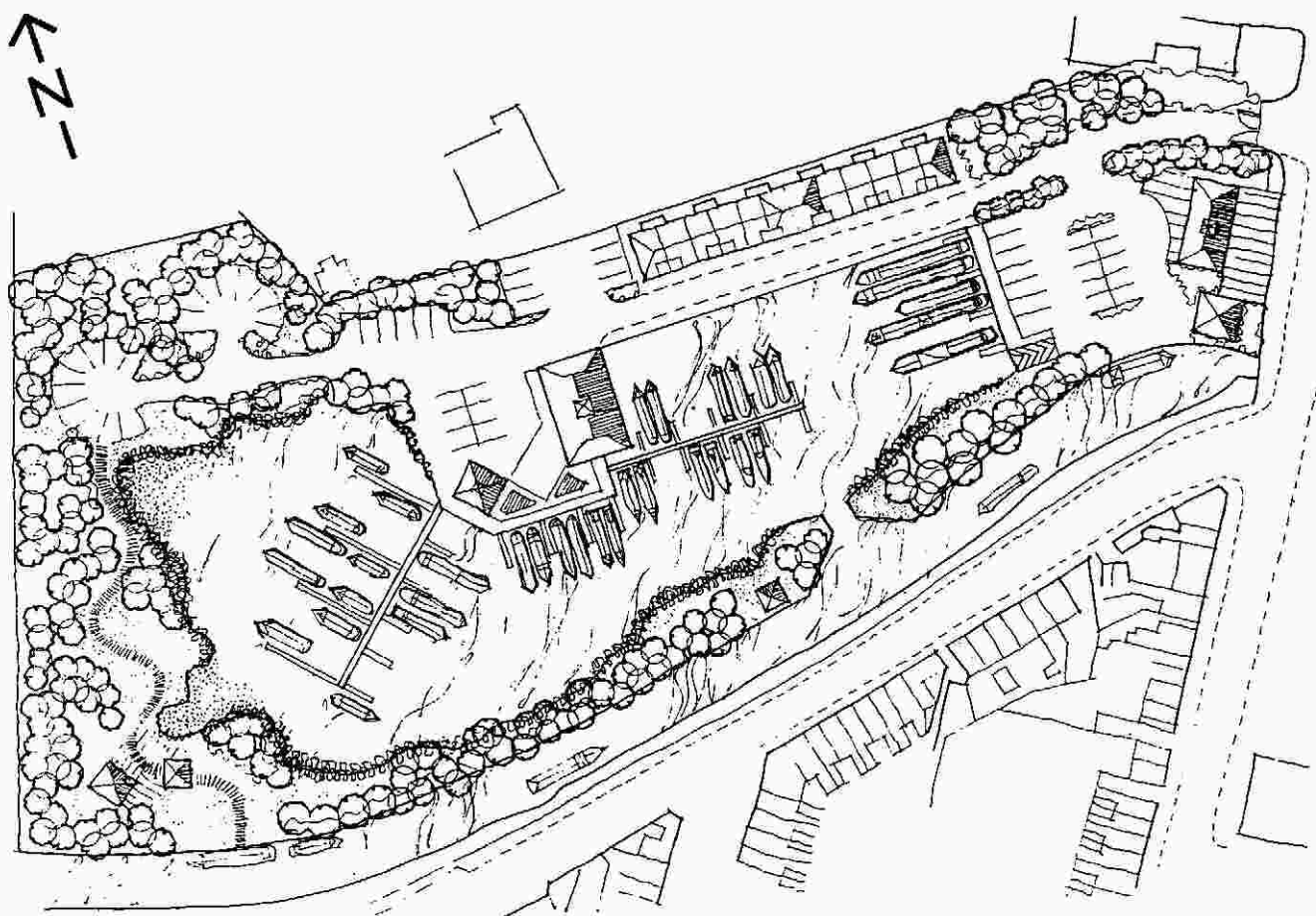


ILLUSTRATION 4p. (Above)
CANALSIDE OPPORTUNITIES -
MARINA PROPOSALS, JACKSON DUNN
SCRAPYARD

- SITE CURRENTLY USED BY UNATTRACTIVE SCRAPYARD, BRITISH WATERWAYS OWN THE IMMEDIATE FRONTAGE
- LONG TERM CONCEPT AIMS TO RELOCATE SCRAPYARD AND USE THIS SITE FOR LEISURE, RECREATION AND CANALSIDE AMENITY
- DEVELOPMENT OF 60 BERTH MARINA CATERING FOR A WIDE

RANGE OF CRAFT

- ASSOCIATED DEVELOPMENT OF FACILITIES FOR HARBOUR MASTER, BOAT REPAIR, BOATYARD, WATERSIDE FLATS, CRAFT SHOPS AND STUDIO FLATS
- OPPORTUNITY FOR BOAT HIRE, PRIVATE MOORINGS AND TRIP BOAT
- SANITARY FACILITIES LOCATED AT SOUTH END OF MARINA
- PROVISION FOR INTERPRETATION/FLOATING CLASSROOM WITH PRIVATE ACCESS VIA WATER
- RETENTION OF EXISTING MATURE TREES, WITH GENEROUS NEW LANDSCAPE STRUCTURE

4.19 Boats and activity on the water are crucial elements in bringing colour and life to Coventry's Canal. The continued demand for residential moorings has encouraged British Waterways to investigate the possibility of permanent moorings at Exhall, on low-lying land just west of Hawkesbury Junction. Up to 12 off-channel boat moorings could be accommodated in an attractive naturally maturing landscape with car parking and services. British Waterways will continue to seek viable and accessible moorings and will liaise with its customers and users as appropriate. (illustration 4q)

4.20 Environmental improvements are also an important part of canal corridor regeneration. Courtaulds Chemicals, for instance, the largest single canalside landowner, have adopted a positive attitude to the change that will result from a reorganisation of activities on their site at Little Heath. They have welcomed preparation of a strategy for landscape improvement by the City Council and British Waterways. Proposals involve tree planting and fencing improvement alongside the canal, jointly funded by Courtaulds and the

Department of the Environment's Urban Programme (illustration 4r). It is hoped that these improvements will set a standard that other canalside businesses will wish to adopt.

4.21 Several stretches of Coventry's Canal suffer from the affects of industrial decline and are fronted by old fencing and deteriorating buildings. Canal Road Industrial Estate suffers, like many employment areas, from a poor relationship with the waterway. Rusty fencing and pipework and a crumbling waterway wall create a neglected outlook from the waterway and towing path. Often quite small items can spoil an otherwise pleasant experience. Sketch proposals show how planting, new boundary treatments and consideration of the needs of employees can combine to produce a waterside setting that enhances the canal and reflects well on the businesses based there. There are many other examples and firms are advised to seek possible grant aid from the Department of the Environment's Urban Programme via the City Council. (illustration 4s)

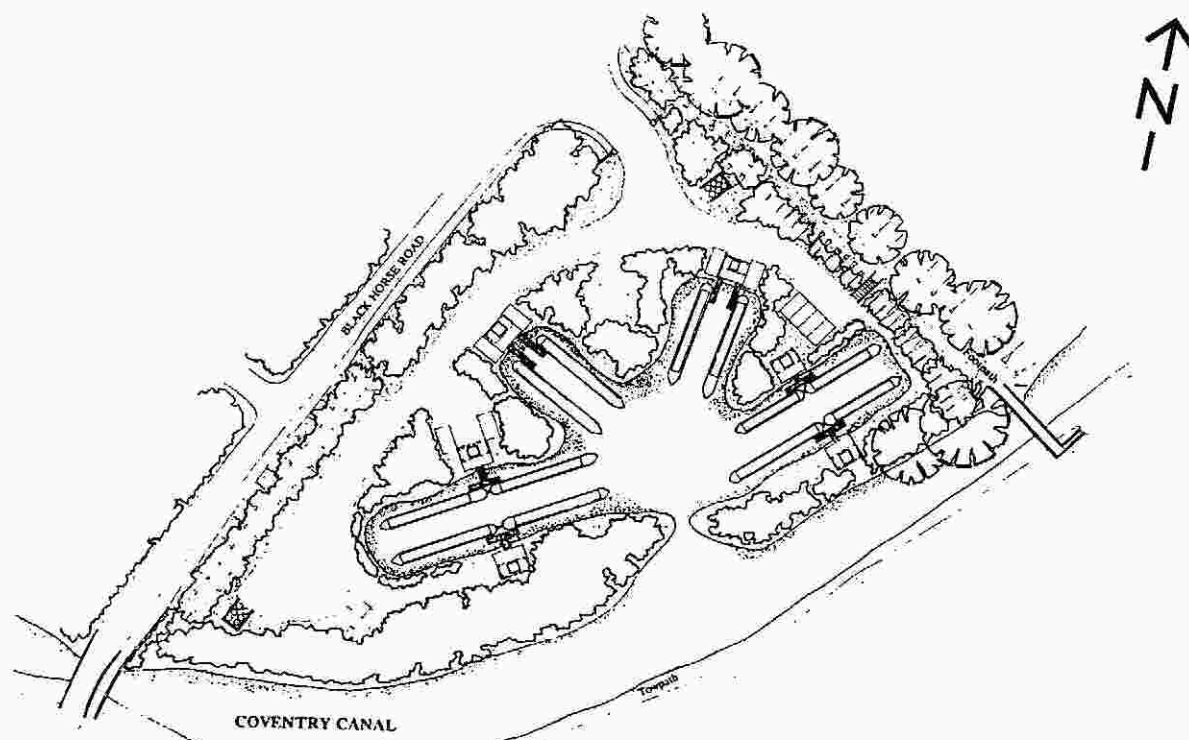


ILLUSTRATION 4q. CANALSIDE OPPORTUNITIES - PROPOSED RESIDENTIAL MOORINGS, EXHALL

- LOW LYING LAND IN BRITISH WATERWAYS' OWNERSHIP
- PROPOSAL TO EXCAVATE TO FORM ATTRACTIVE AND PRIVATE BASIN FOR RESIDENTIAL MOORINGS IN A

WOODLAND SETTING

- 12 no RESIDENTIAL BOATS, EACH WITH SERVICES, FACILITIES AND CAR PARKING SPACES
- EXISTING VEGETATION TO BE RETAINED, AND AQUATIC PLANTS INTRODUCED, WHERE POSSIBLE
- POTENTIAL FOOTPATH LINK TO NEARBY HAWKESBURY JUNCTION

ILLUSTRATION 16. CANALSIDE OPPORTUNITIES - COURTAULDS CHEMICALS

- OPPORTUNITY FOR POCKET PARK TO BE CREATED ON ROUGH LAND AT REAR OF HOUSES ON DOVEDALE LANE, INVOLVING MINOR CLEARANCE AND PLANTING, FORMALISED FOOTPATHS AND SEATING PROVISION
- BOLD STRUCTURE PLANTING ON COURTAULDS' SITE TO SET THE EXISTING BUILDINGS AND ANY FUTURE DEVELOPMENT IN A LANDSCAPE FRAMEWORK WITH GREEN ARTERIES ALONG ROUTES THROUGH THE SITE
- CANALSIDE PLANTING OF TREES AND SHRUBS ON THE WEST BANK TO PROVIDE VISUAL ENHANCEMENT TO COURTAULDS AND IMPROVE THE CANAL FRONTAGE
- WATERSIDE FOOTPATH AND SEATING PROVISION TO PROVIDE LUNCHTIME RECREATION FOR EMPLOYEES
- REPLACE/UPGRADE FENCING ALONG TOWING PATH
- PLANTING ALONG TOWING PATH TO SOFTEN FENCELINE AND ENHANCE THE GREEN CANAL CORRIDOR
- CREATE POCKET PARK IN AREA OF EXISTING WOODLAND SCRUB BETWEEN CANAL AND OLD CHURCH ROAD WITH IMPROVED ACCESS, FORMALISED FOOTPATHS, SEATING AND INTERPRETATION
- PLANTING AND BOUNDARY IMPROVEMENTS TO UPGRADE PUB CAR PARK AND GARDEN
- MAINTAIN ATTRACTIVE REED FRINGE TO CANAL AS AN IMPORTANT WILDLIFE HAVEN
- ALL CANALSIDE PLANTING TO BE OF LOCALLY OCCURRING INDIGENOUS SPECIES TO BLEND WITH THE EXISTING VEGETATION AND BE OF MAXIMUM WILDLIFE VALUE

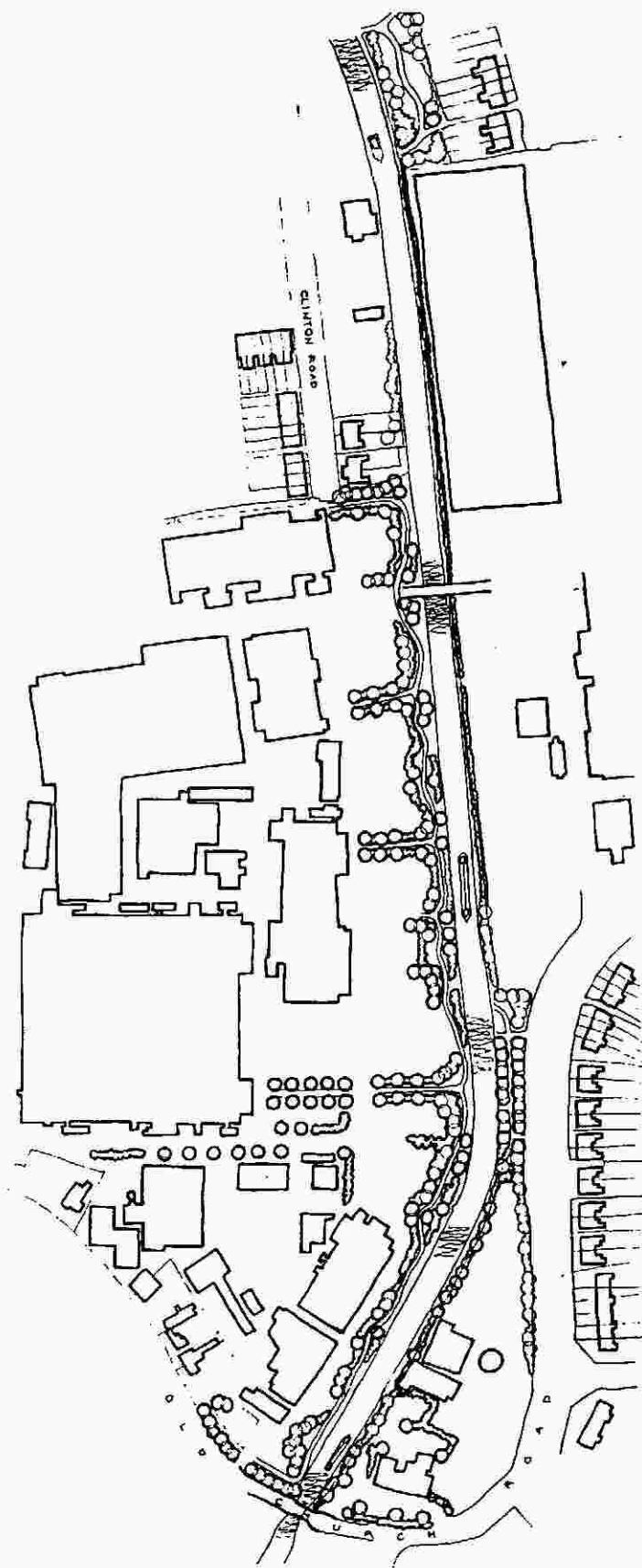


ILLUSTRATION 4s. (Below) CANALSIDE OPPORTUNITIES - CANAL ROAD INDUSTRIAL ESTATE

- OPPORTUNITY TO IMPROVE CANAL FRONTAGE BETWEEN INDUSTRIAL UNITS
- REMOVAL OF DILAPIDATED FENCING AND PIPEWORK, TO BE REPLACED WITH ATTRACTIVE RAILINGS IN CONJUNCTION WITH MAJOR LANDSCAPE IMPROVEMENTS
- OPPORTUNITY TO CREATE CANALSIDE OPEN SPACE WITH PAVED WALKWAY, ENCLOSED GARDEN, FORMAL TREE PLANTING AND ENCLOSING HEDGEROWS
- SECURITY FENCING TO BE SET TO REAR OF LANDSCAPE FRONTAGE
- LONG TERM OPPORTUNITY FOR POTENTIAL REDEVELOPMENT ON OPEN VACANT LAND ADJACENT TO CANAL ROAD
- IMPROVEMENTS TO WATERWAY WALL WITH CONCRETE TO BE RECLAD IN BRICK

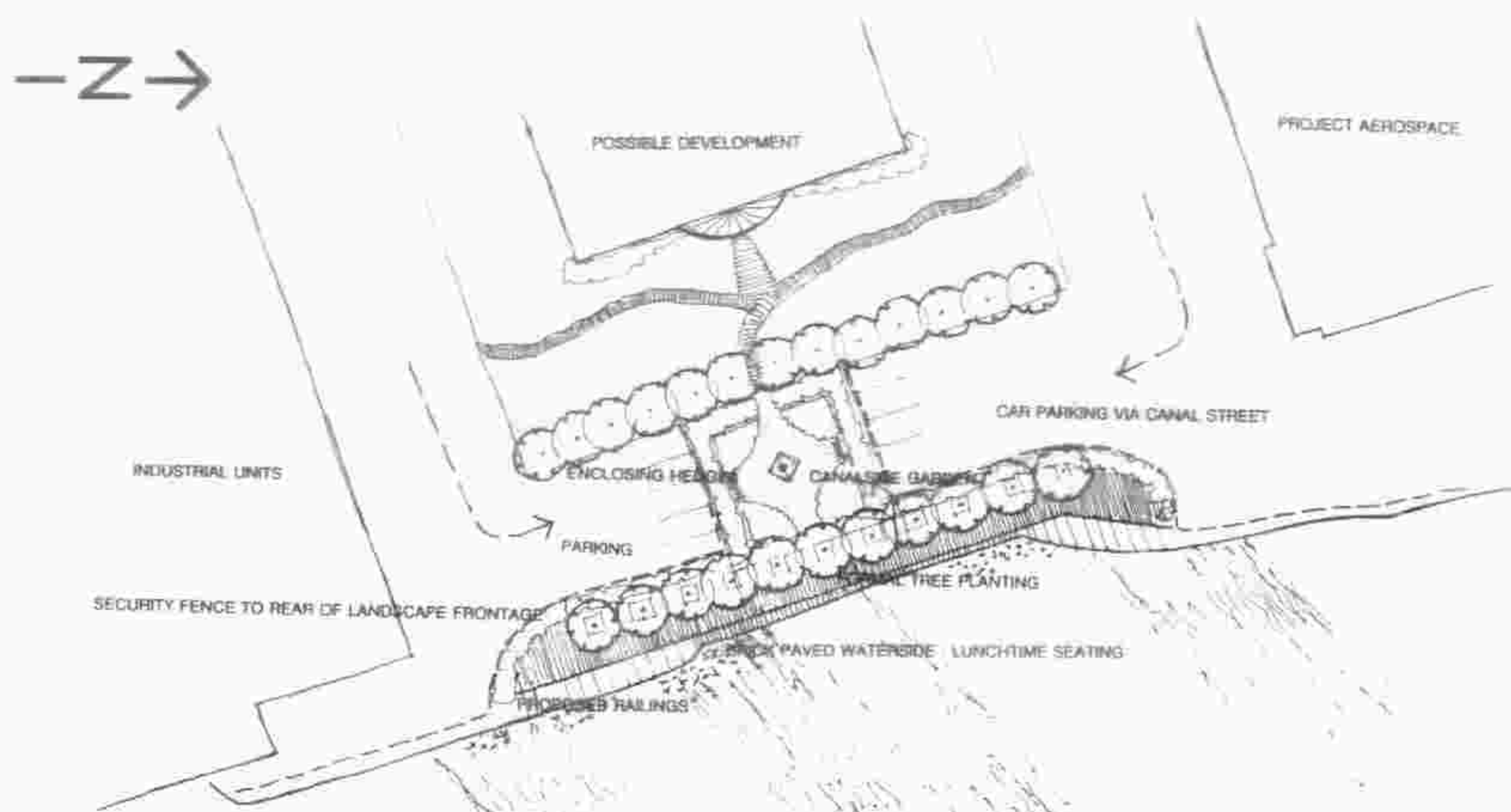


Photo 26. Canal Road Industrial Estate fronts the water with rusty fencing and pipework. Together with the attractive aquatic vegetation there is great potential for landscape improvements that would enhance the canal and reflect well on the business based there.

4.22 Belief in the commercial advantage of a canalside site is perhaps best shown, nationally, by the great range of waterside inns and public houses. Breweries have discovered that canalside pubs have a large potential market by nature of their location. Improvements to pubs and their relationship with the waterway will be welcomed and it is hoped that the regeneration of the canal corridor will encourage breweries to invest appropriately. A visit to a canalside pub, whether traditional or modern, is often the highlight of a visit to the canal, as well as being a welcome point of entry onto the waterway (illustration 4t). Canalside Public Houses are shown on Map 6.

4.23 Significant canalside enhancement can often be achieved by relatively small scale works. Imaginative access improvements can give the canal a better public image. At Leicester Row, for example, proposals to create a high profile "gateway" onto the start of the Coventry Canal towing path, reflecting the identity and character of the waterway, will remove what is currently a narrow and awkward access. (illustration 4u)

4.24 Other sketches and illustrations have been prepared to show how simple improvements along a

length of canal can have a significant impact. Landowners and businesses are encouraged to see building maintenance, vegetation management and other low key works as making an important contribution to the regeneration of the Coventry's canal corridor.

4.25 The ideas and proposals presented here aim to change attitudes towards, and increase awareness of, Coventry's Canal. They aim to harness self interest to the shared objective of stimulating a partnership for change. If Coventry's Canal looks cared for and well managed, many of the pressures and problems of vandalism and abuse will disappear. A concerted effort by those committed to the regeneration of Coventry's canal corridor can ensure that this objective is achieved by the turn of the century.

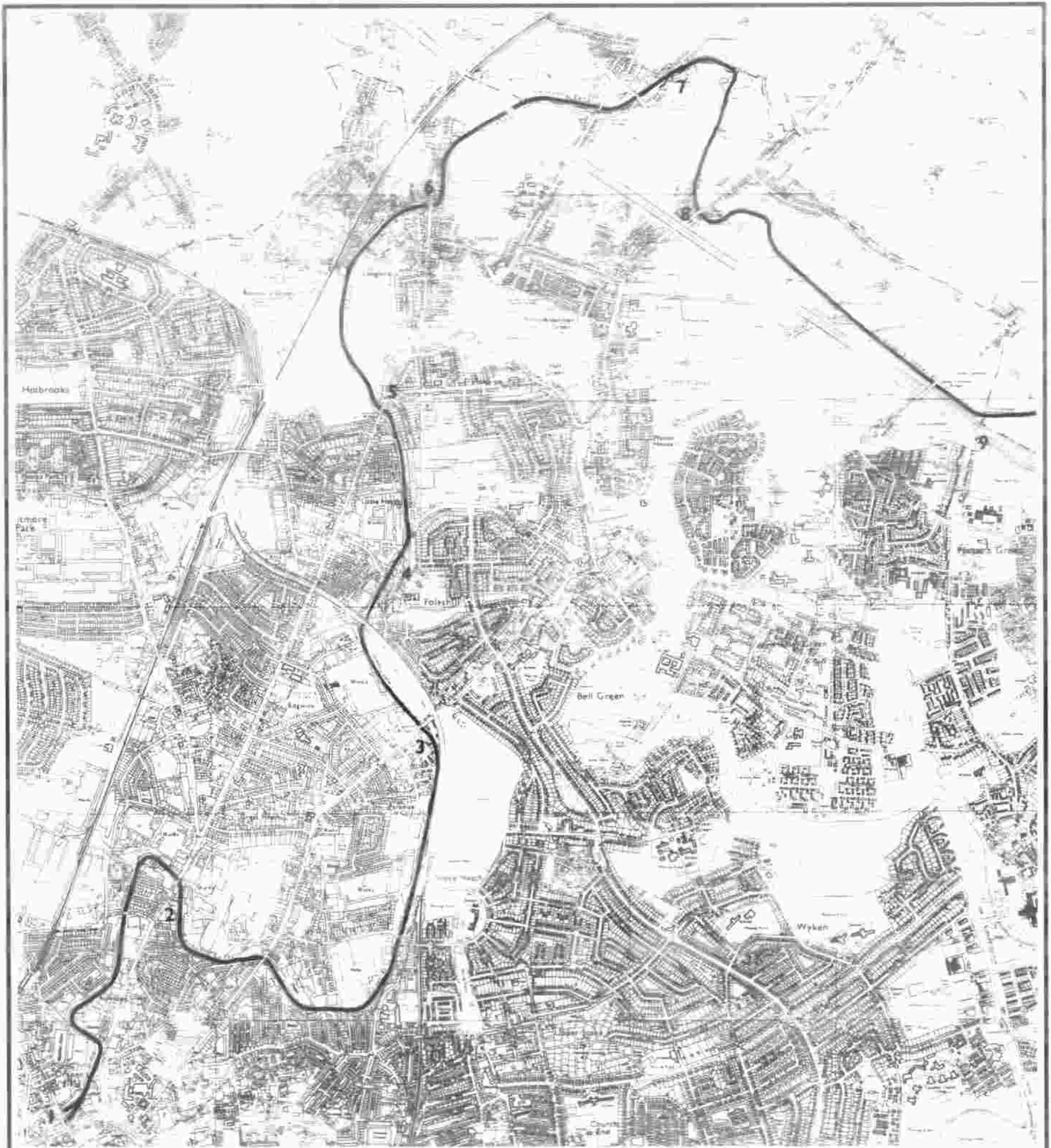
4.26 Businesses, landowners, land agents, residents and community groups are encouraged to contact the City Council and British Waterways to further develop these ideas for site redevelopment and environmental enhancement.



**ILLUSTRATION 4t. (Above)
CANALSIDE OPPORTUNITIES -
PUBLIC HOUSES - THE ROYAL HOTEL,
OLD CHURCH ROAD**

- IMPROVEMENTS TO CANAL FRONTAGE
- REFURBISHMENT TO CREATE ATTRACTIVE AND WELCOMING FOCAL POINT FROM BOTH TOWING PATH AND CANAL
- CREATION OF ROBUST, WELL-DESIGNED EXTERNAL SPACES
- SOFT LANDSCAPING TO BOUNDARIES AND CAR PARKS

Map 6: Canalside Public Houses



1. Lord Codringtons, St. Nicholas Street
2. Prince William Henry, Foleshill Road
3. Navigation, Stoney Stanton Road
4. Royal Hotel, Old Church Road
5. Carney's, Longford Road

6. Canal Boat, Bedworth Road
7. Greyhound, Sutton Stop
8. Elephant & Castle, Aldermans Green Road
9. Jolly Colliers, Woodway Lane

ILLUSTRATION 4u. (Below)
CANALSIDE OPPORTUNITIES - TOWING PATH ACCESS, LEICESTER ROW

- CREATE HIGH PROFILE "GATEWAY" REFLECTING THE IDENTITY OF THE CANAL
- WIDE, RESURFACED ACCESS POINT (WITH MOTORCYCLE BARRIER) ENCOURAGING USE OF THE CANAL BY THE LESS ABLE BODIED



- ATTRACTIVE DESIGN AND USE OF MATERIALS CREATING A WELCOMING IMPRESSION AND CARED FOR ENVIRONMENT. OPPORTUNITY TO REPLACE EXISTING LAMPOST WITH A DESIGN MORE IN KEEPING WITH ITS SETTING
- NEARBY SEATING ALONG TOWING PATH ENABLING THE PASSIVE ENJOYMENT OF THE CANAL, PARTICULARLY BY ELDERLY PEDESTRIANS
- INFORMATION AND SIGNPOSTING INVITING THE PUBLIC TO USE AND EXPLORE THE CANAL CORRIDOR



Photo 27. The entrance onto the towing path at Leicester Row is currently awkward and unwelcoming.

ILLUSTRATION 4v. (Below)
CANALSIDE OPPORTUNITIES - NORTH OF FOLESHILL ROAD, BRIDGE NO 3

- TOWING PATH AND ACCESS IMPROVEMENTS FROM FOLESHILL ROAD

- VEGETATION MANAGEMENT
- IMPROVEMENT TO BOUNDARIES
- REFURBISH CORRUGATED BUILDINGS AND IMPROVE BOUNDARY TREATMENT
- RETENTION OF VIEW TO COURTAULDS FACTORY IN REDEVELOPMENT WORK



ILLUSTRATION 1b. CANALSIDE OPPORTUNITIES - MIXED LAND USES, BRIDGE NO 8

- TOWING PATH IMPROVEMENTS
- REMOVAL OF UGLY OLD FACADES AND STRUCTURES AT NEW INN BRIDGE ESTATE
- REMOVAL OF TIPPED MATERIALS AND OLD FENCES
- OPPORTUNITY TO SIGNIFICANTLY IMPROVE LANDSCAPE

TREATMENT ON WEST SIDE OF CANAL

- VISUAL IMPROVEMENTS TO REAR OF ADVERTISING HOARDINGS ON FOLESHILL ROAD WITH NEW TIMBER WORK, CLIMBING PLANTS AND PAINTING
- DEVELOPMENT OF POCKET PARK BETWEEN TOWING PATH AND DOVEDALE AVENUE WITH IMPROVED ACCESS AND VEGETATION MANAGEMENT
- LONG TERM OPPORTUNITY FOR INDUSTRIAL ESTATE TO FACE CANAL IN POSITIVE MANNER

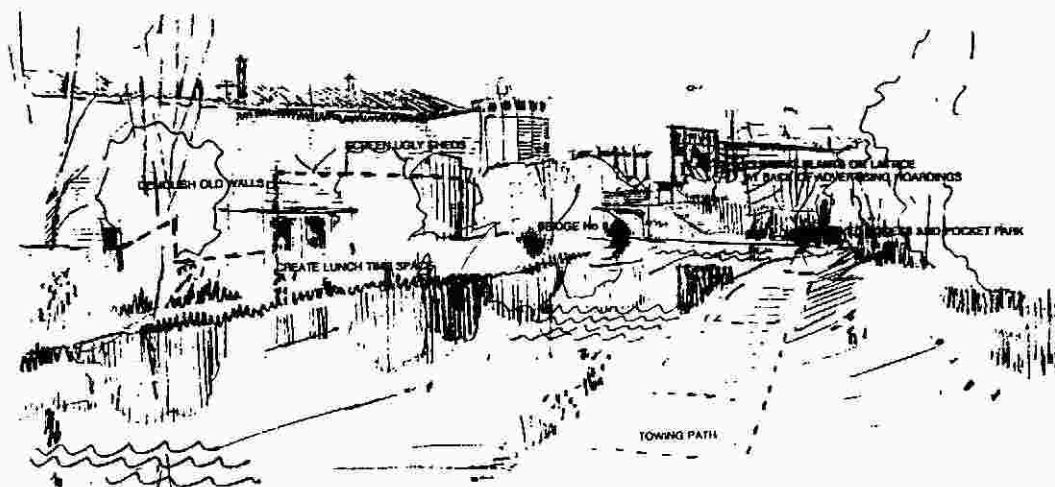


ILLUSTRATION 1c. CANALSIDE OPPORTUNITIES - EAST MIDLANDS ELECTRICITY BOARD AND ADJACENT LAND, SANDY LANE

- TOWING PATH IMPROVEMENTS
- REMOVE GRAFFITI
- VEGETATION MANAGEMENT AND LANDSCAPE IMPROVEMENT
- REPLACE "PALISADE" FENCING, PLANT SHRUBS AND

CLIMBING PLANTS, AND RATIONALISE STOCKYARDS AND CAR PARKING ADJACENT TO CANAL

- CONSIDER SUITABLE USES FOR THE OLD POWER HOUSE (PART OF THE ORIGINAL DAIMLER WORKS) WHICH WOULD ORIENTATE THE BUILDING TOWARDS THE CANAL AND RECOGNISE ITS HERITAGE VALUE
- REMOVE PORTACABINS TO CREATE ATTRACTIVE CANALSIDE SPACE, WITH POSSIBLE NEW BUILDINGS AND REFURBISHED FACADES
- REMOVE OR RECLAD/REPAINT UGLY GREY STEEL STRUCTURE CROSSING CANAL TO CITY COUNCIL DEPOT

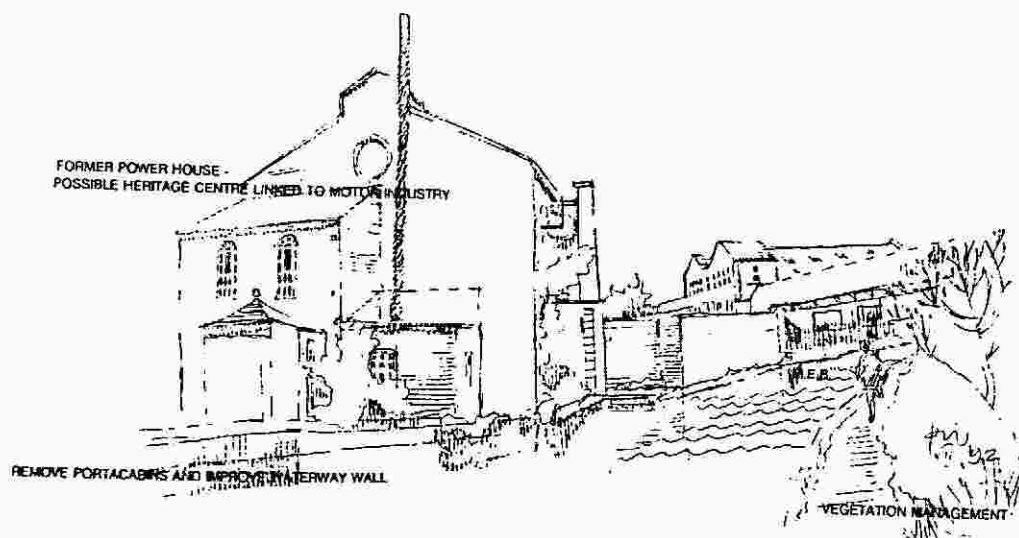


ILLUSTRATION 4_a. CANALSIDE OPPORTUNITIES - STOKE HEATH BASIN

- REPAIR AND REFURBISHMENT OF FOOTBRIDGE OVER BASIN
- REDEVELOPMENT OF BRITISH WATERWAYS LAND BETWEEN CANAL AND SWAN LANE FOR OFFICES/SHOW ROOM LINKED TO TOWING PATH AND ACCESS IMPROVEMENTS
- OPPORTUNITY FOR IMPROVED MOORINGS ON WEST SIDE OF

CANAL, FOR BOTH RESIDENTIAL AND VISITOR BOATS

- ENVIRONMENTAL IMPROVEMENTS TO SWAN LANE BASIN
- LONG TERM OPPORTUNITY FOR CITY INDUSTRIAL ESTATE TO ADDRESS CANALSIDE IN POSITIVE AND ATTRACTIVE MANNER INCORPORATING ADDITIONAL LANDSCAPING
- VEGETATION MANAGEMENT
- CONSTRUCTION OF NORTH-SOUTH ROAD CREATES OPPORTUNITY TO ENHANCE VIEWS TO BRIDGE CROSSINGS

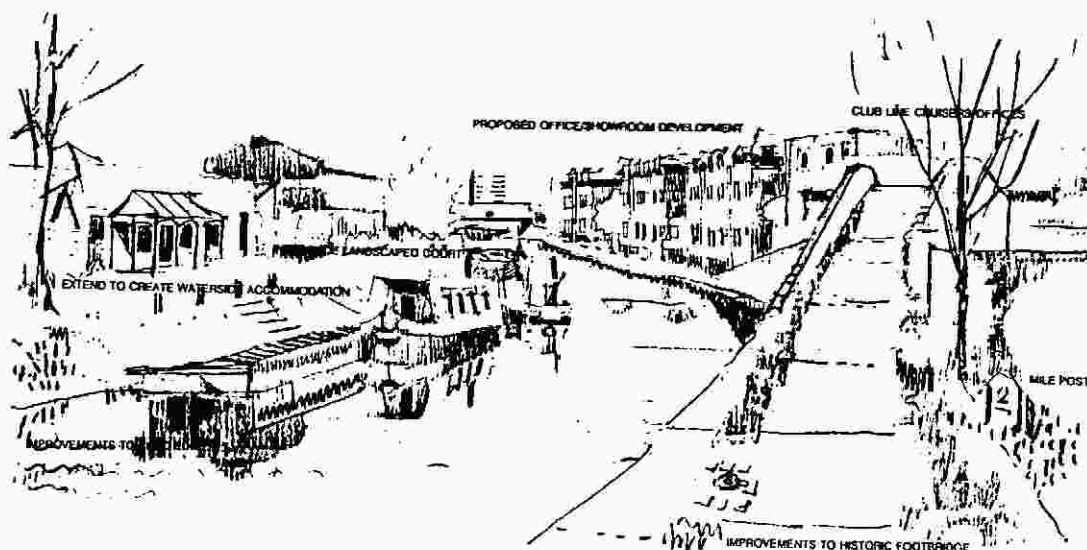
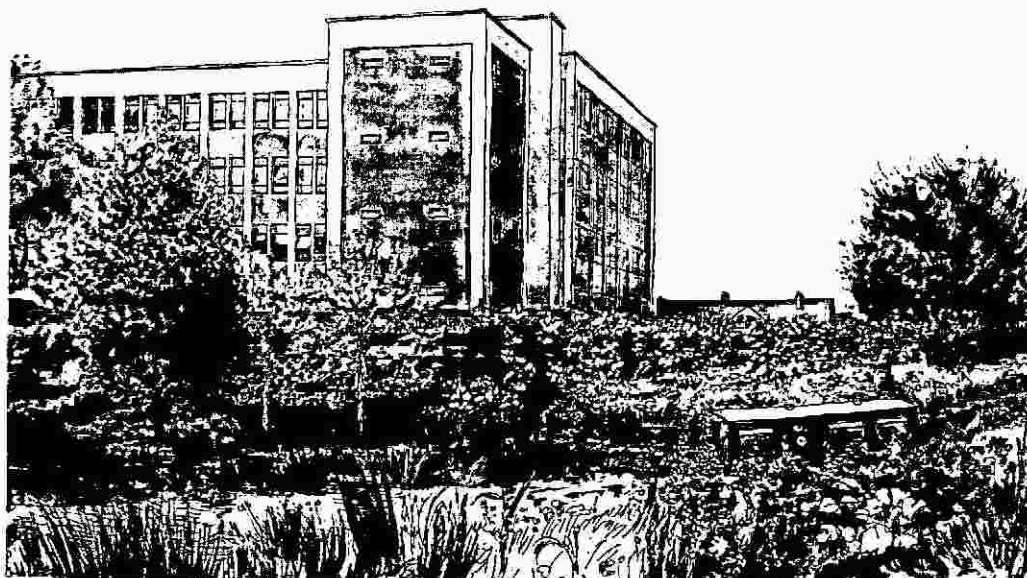


ILLUSTRATION 4_b. CANALSIDE OPPORTUNITIES - SUTHERLAND HOUSE

- RECENT (1991) PLANNING APPLICATION FOR RAISED DECK PARKING ADJACENT OT THE TOWING PATH
- SENSITIVE SOLUTION SOUGHT TO SCREEN THE PROPOSED DEVELOPMENT WITH NATIVE TREES AND CLIMBING PLANTS,

FOLLOWING DISCUSSION WITH, AND GUIDANCE FROM, MEMBER GROUPS OF PROJECT WATERLINK

- PLANNING APPLICATION INCLUDED SKETCH PERSPECTIVE TO ILLUSTRATE THE VIEW FROM THE CANAL CORRIDOR
- PROSPECTIVE DEVELOPERS ARE ENCOURAGED TO ADOPT A SIMILAR APPROACH BY CONTACTING THE ORGANISATIONS LISTED ON PAGE 57.



5.1 Maintenance and management of Coventry's Canal is as essential to its future well being as environmental improvement or carefully designed development. Waterway maintenance is the responsibility of British Waterways, though upkeep of canalside land is, of course, the responsibility of a wide range of landowners. Project Waterlink has been established as a forum to promote regeneration projects, raise the profile of the canal and resolve management issues with user groups. It is believed this partnership approach will allow the canal to fulfil its potential as one of Coventry's major environmental, recreational and tourism attractions.

5.2 British Waterways will continue to address the following issues for the benefit of all canal users.

DREDGING

5.3 Certain lengths within the inner city require regular dredging. This is necessary to keep the waterway navigable and encourage boaters to venture into Coventry from the busy Hawkesbury Junction. Some of the silt contains potentially hazardous toxic deposits and must be disposed of at registered tips. The Environmental Protection Act 1990 now helps to ensure that industrial discharges are kept to acceptable levels and it is anticipated that silt quality will now gradually improve.

5.4 All the bridge crossings on Coventry's Canal were dredged in 1992. Items removed ranged from bikes and bottles to trolleys and tyres. Dredging will continue to be a regular task until certain local residents and businesses understand that the canal cannot be treated as a convenient dumping ground. Much headway has already been achieved with the cooperation of some businesses. This cooperation is essential if the tipping problem is to be overcome in the long term.

BANK PROTECTION

5.5 A stable bank reduces erosion of the towing path by wash from canal craft and helps to protect the security of canalside land holdings. Traditional bank protection involved stone copings or walls, though today piling and back-filling are more frequently used. Although expensive, this protects the fabric of the canal for at least 30 years and reduces future maintenance

costs. Alternative cheaper forms of protection are possible, and landowners on the non-towing path side of the canal have adopted a variety of orthodox and unorthodox solutions over the years. Permanent solutions which incorporate tree, shrub and aquatic planting are encouraged. British Waterways will continue to upgrade and protect the canal's banks using hard or soft edges as appropriate. Maintained banks will allow British Waterways to undertake modern management practices, allowing subsequent cost savings to be put back into the fabric of the canal.

MOORINGS

5.6 Improved mooring facilities will encourage boaters to spend time exploring Coventry's Canal. This, in turn, will bring long term financial benefits to the City and its community. Residential, visitor and long term moorings along Coventry's Canal will be introduced as and when the need is identified. Existing moorings at Coventry Basin will be retained as part of any redevelopment of this unique location. As change and improvement occurs along the canal, developments will be encouraged to include attractive waterside frontages capable of providing mooring facilities and, where possible, long term moorings.

5.7 The demand for residential moorings will be partly met by the proposed construction of a new basin with private facilities at Exhall, near Hawkesbury Junction. This will be dictated by customer requirement and planning constraints, but it is envisaged that 12 boats can be provided for.

ANGLING

5.8 Despite past industrial pollution discharges, Coventry's Canal now has a reasonable water quality which has encouraged good fish stocks. Many specimen examples are present in this stretch of water. Natural reed growth is prolific, creating a healthy food chain which now leads to a diverse variety of fish species, including roach, chub, carp, perch and tench.

5.9 There have, however, been difficulties in controlling fishing rights south of Hawkesbury Junction and it has never proved feasible to let this length of waterway to an angling club. Despite this, the canal remains popular with local anglers. Angling will be

encouraged and British Waterways will continue to protect and manage the fishery for the local community.

VEGETATION MANAGEMENT

5.10 Management of reedbeds and aquatic plant life is essential to keep the canal navigable, whilst at the same time sustaining the diversity of wildlife that makes Coventry's Canal such a valuable habitat. Aquatic weed control is necessary due to the exceptionally high nutritional value and nitrate content of the canal bed and its silts. A vegetation management plan will be prepared to integrate nature conservation, environmental and recreational considerations both on land and in water. Native species will continue to be used in planting schemes.

TOWING PATH MANAGEMENT

5.11 British Waterways and the City Council share the management of Coventry's canal towing paths. The towing path has been substantially resurfaced and maintenance involves minor surface repairs, grass cutting, hedgerow maintenance and litter clearance. Through canal clean-up initiatives, local residents and schools,

scout groups and canal enthusiasts are encouraged to keep the towing path clean and tidy.

5.12 The greatest hazard to other towing path users is its abuse by motorcyclists, who find their way onto it via adjacent disused land and unauthorised access points. In partnership with other landowners, British Waterways and the City Council propose a programme of access improvements which involves installing barriers preventing motorcycle access, while allowing access for wheelchair and pushchair users and improving safety. Where necessary, unauthorised access points will be closed. When unwelcome users have been discouraged in this way, the removal of existing barriers on the towing path itself will be considered.

BUILDINGS AND STRUCTURES

5.13 The preservation and interpretation of the history of Coventry's Canal is an essential part of its regeneration. With the help of grant aid, there is scope for the economic conversion and after-use of redundant historic buildings and structures. British Waterways will work with potential investors and users of historic buildings to encourage their sensitive conversion and after-use.



Photo 28. Coventry's Canal is well known for its urban greenery. A vegetation management plan will be prepared to integrate nature conservation, environmental and recreational considerations.

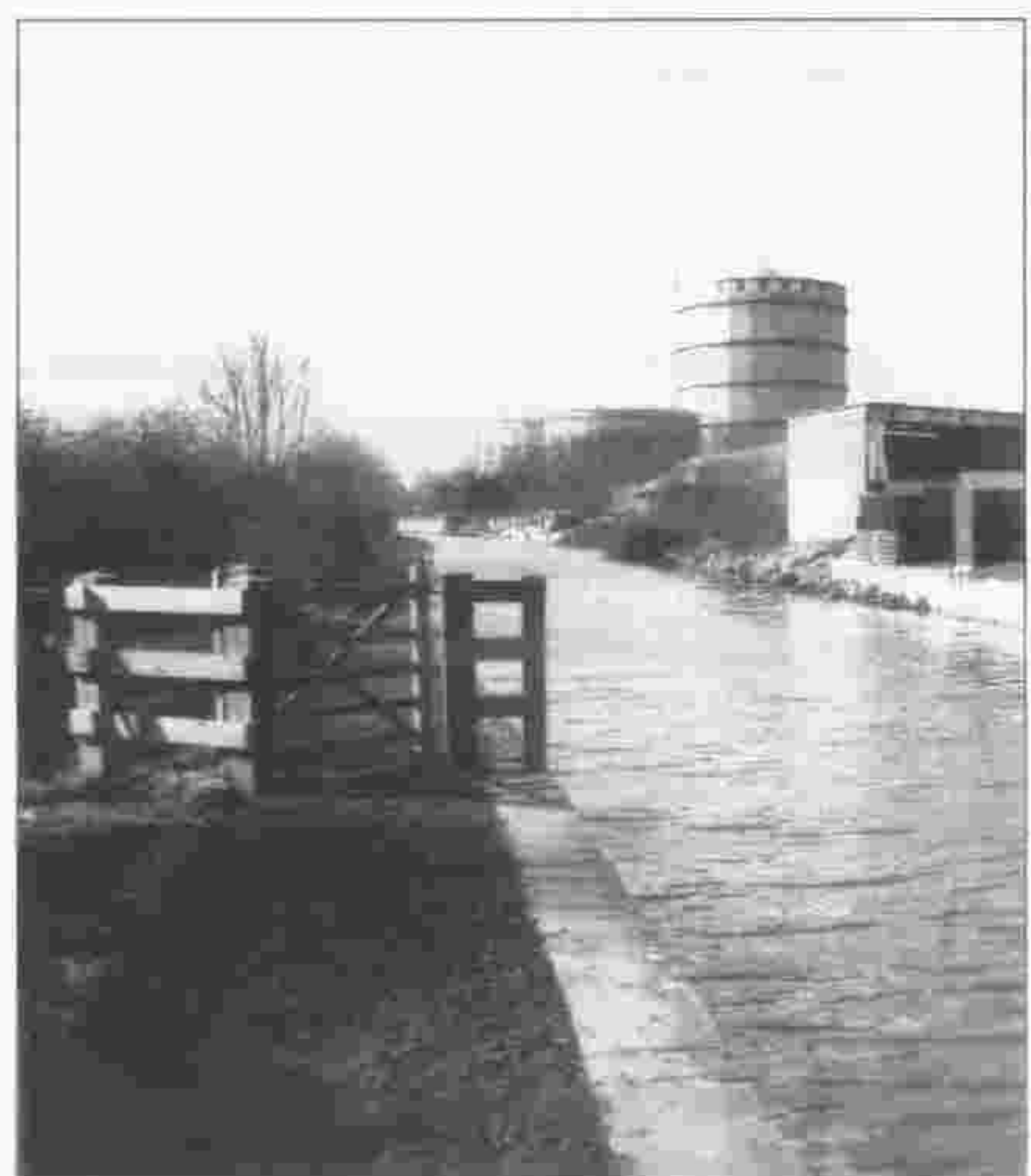


Photo 29. British Waterways and the City Council will continue to prevent motorcycle access wherever possible.

6.1 The success of a regeneration programme for Coventry's canal corridor depends on a productive private/public/voluntary sector partnership. While the development and redevelopment of canalside land relies chiefly on private sector investment, the public and voluntary sectors play a vital enabling role by:

- i leveraging "pump-prime" funding for canalside investment;
- ii negotiating and advising on the development or environmental improvement of waterside land and buildings;
- iii managing and promoting the waterway and towing path for recreation and tourism;
- iv encouraging care and understanding for the canal environment amongst the general public and within the business community, and;
- v demonstrating what can be done in terms of environmental improvement and management initiatives.

6.2 This role is coordinated by Project Waterlink, a consortium of public and voluntary organisations committed to the regeneration of Coventry's canal. Project Waterlink terms of reference are reproduced in Background Report 2E.

6.3 After a process of public consultation and possible amendment, the Design and Development Guidelines in Section 3 will be amended if necessary and reproduced



Photo 30. *With a little thought and imagination private gardens can add colour and life to the canal. A canalside gardens competition would be one way of encouraging public interest in the waterway.*

separately by the City Council as Supplementary Planning Guidance. In most cases, ideas will be explored and proposals agreed before planning applications are submitted. In some cases, however, applications will be submitted without these discussions having occurred. In such cases, the guidance will be taken into account when determining applications and, if necessary, applications re-negotiated and re-submitted. Canalside landowners, local architects and land agents will be issued with copies of the guidance and major landowners and developers will be approached with a view to talking through the Development and Environmental Enhancement Opportunities for their sites.

6.4 The Landscape Evaluation (Background Report 1) contains many specific proposals and initiatives for environmental improvement and management of the canal corridor. These include improving towing path access, clean-ups, landscaping, boundary treatment, seating, motorcycle barriers and interpretation. Coventry City Council and British Waterways funding for these schemes is limited. Implementation of boundary treatment schemes will depend largely on private landowners' willingness to invest and the availability of grant aid as an incentive. Other schemes will depend equally on funding from external sources and, in some cases, the commitment of volunteers. Table 2 summarises some of the most promising funding opportunities. Further details can be obtained from Coventry City Council (see contacts p57).

6.5 Funding sources to assist the development and redevelopment of canalside land include Derelict Land Grant, City Grant, Regional Selective Assistance and Industrial Improvements Grants. Further details of these can be obtained from the City Council's Economic Development Service.

6.6 In addition to the site-specific environmental improvements, a range of initiatives will be pursued by Project Waterlink, subject to resources. These can be categorised into physical improvements, management / education and community involvement.

Physical Improvements

6.7

- Bank protection
- Towing path widening to create a traffic free pedestrian and cycle route
- Heritage interpretive plaques

Table 2. Possible Funding Sources for Canalside Environmental Improvements

<i>Fund</i>	<i>Body</i>	<i>£ max.</i>	<i>Comments</i>
Grants			
European Regional Development Fund	European Community	45% or 50%	Major "tourism" or "image" projects. Requires an initial local authority capital allocation. Capital & revenue.
Urban Programme Canal Corridor Enhancement Fund	Coventry City Council	75% or £10,000	Targeted at canalside industrial frontages, but up to 100% available for voluntary sector projects. Ends March 1995. Capital only.
Urban Programme Community Fund	Coventry City Council	75% or £8,000	Urban Programme Area & voluntary sector only. Ends March 1995. Capital only.
Derelict Land Grant: Small Clearance Schemes	Department of the Environment	100%, up to £30,000	Local Authority land & other land with consent of landowner. Clearance, landscaping & four years' maintenance.
Community Action for Wildlife	English Nature	50%	Must be some voluntary sector involvement. Capital only.
Shell Better Britain	Shell U.K.	100% up to £500	Voluntary sector & capital only.
Outstanding buildings	English Heritage	25% 40%	Local authorities. Grade 1 & 2 buildings only Private
Conservation areas	English Heritage	25%	
Environmental Action Fund	Department of the Environment	50% or £75,000	Voluntary sector only.
Countryside Commission		50%	Public and voluntary. Capital & revenue.
Competitions			
Grass Roots Action Scheme	British Gas	Up to 100% to £10,000	Voluntary sector & schools only.
AMA / Sainsbury Family Charitable Trusts		No ceiling	Local authority only
Community Development Foundation	Barclays	£2,000 up to 100%	Capital only

- Information boards incorporating:
 - available facilities
 - wildlife
 - bye-laws
 - canal code
 - sponsors
- Direction / promotion signs from adjoining roads
- Towing path access improvements incorporating motorcycle barriers
- Improvements to advertising hoardings
- Car parking agreements
- Canalside seating
- Circular walks
- Amenity facilities for boaters and visitors
- Volunteer tree and shrub planting
- Canal arts initiative, including murals and sculpture

Management and Education

6.8

- Project Officer / Ranger post
- Formalising angling rights
- Schools' education pack
- Wildlife habitat creation schemes
- Schools / business partnerships
- Promoting "Canals 200"
- Establishing a canal museum
- Advice leaflet for canalside landowners on management techniques for canalside land
- Formalise towing path maintenance agreement
- Preparation of a vegetation management plan
- Dredging programme

Community Involvement

6.9

- "Adoption" of section of canal by community groups.
- Regular "spring cleans"
- Community/business partnerships
- Canalside gardens competition
- Clean-up and boundary treatment awards scheme
- Resident's free tree and shrub scheme
- Promoting the work of Coventry Waterways Scheme
- Arranging a series of events to involve the community and to launch a range of initiatives eg. rallies, floating theatre, canal heritage trail, etc.

6.10 Some of these initiatives are expanded in Section 5 (Management).

6.11 The ideas and proposals presented in this Study aim to change attitudes towards, and increase awareness of Coventry's canal corridor. They aim to harness self interest to the shared objective of stimulating a partnership for change. If Coventry's canal looks cared for and well managed, many of the pressures and problems of vandalism and abuse will disappear. A concerted effort by those committed to the regeneration of Coventry's canal corridor can ensure that this objective is achieved by the turn of the century.



Photo 31. British Waterways and the City Council will continue to manage and promote Coventry's Canal, encouraging care and understanding of this unique environment amongst both the general public and the business community.

CONTACTS

7

The following organisations will be pleased to offer help and advice in relation to Coventry's canal, and will be able to assist in the interpretation and application of the Design and Development Guidelines.

*Coventry City Council
City Planning Services
Tower Block
Much Park Street
COVENTRY
CV1 2PY
Telephone : (0203) 831354*

*Coventry City Council
Environmental Services
Broadgate House
COVENTRY
CV1 1NH
Telephone : (0203) 832293*

*British Waterways
Waterway Manager
Fradley Junction
Alrewas
BURTON-UPON-TRENT
Staffs
DE13 7DN
Telephone : (0283) 790236*

*British Waterways
Waterway Environment Services
The Locks
Hillmorton
RUGBY
Warwickshire
CV21 4PP
Telephone : (0788) 570625*

*British Waterways
Environmental & Scientific Services
Llanthony Warehouse
Gloucester Docks
Gloucester
GL1 2EJ
Telephone : (0452) 525524*

*English Nature (West Midlands Region)
Attingham Park
SHREWSBURY
Shropshire
SY4 4TW
Telephone : (074) 377605*

*Warwickshire Wildlife Trust
Brandon Marsh Nature Centre
Brandon Lane
COVENTRY
CV3 3GW
Telephone : (0203) 301912*

*National Rivers Authority (Lower Severn Area)
Brooke House
Spartan Close
Tachbrook Park Industrial Estate
WARWICK
CV34 6RR
Telephone : (0926) 889474*