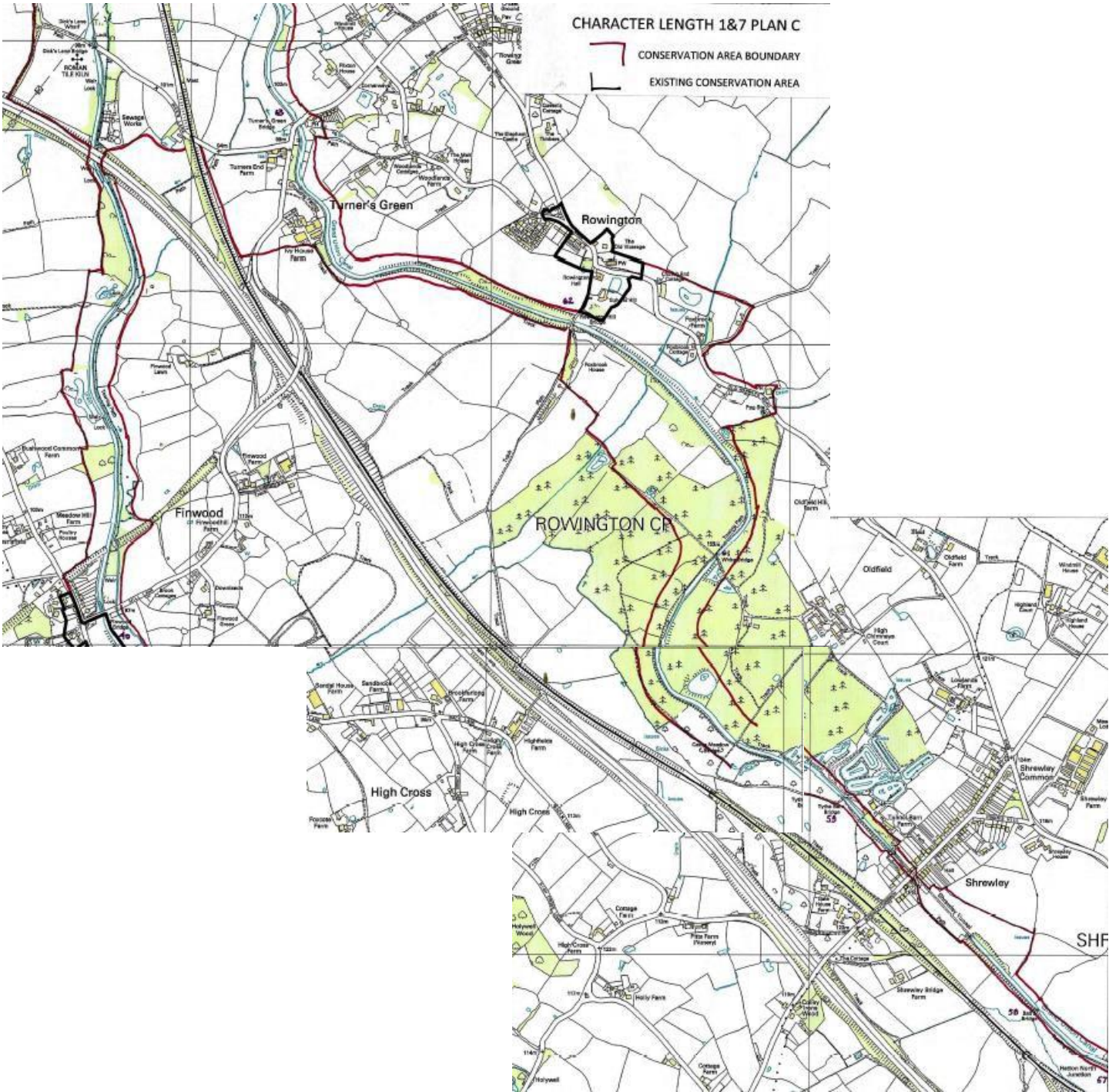
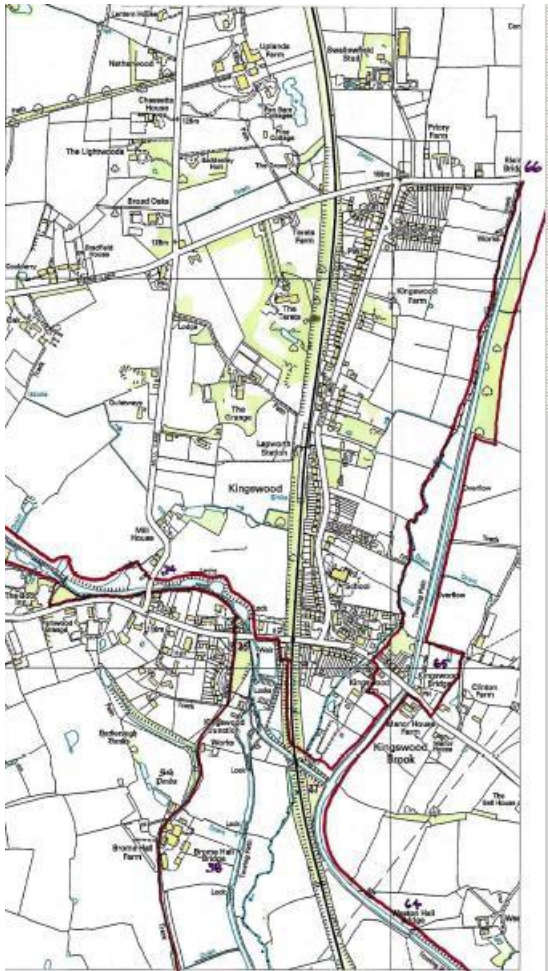
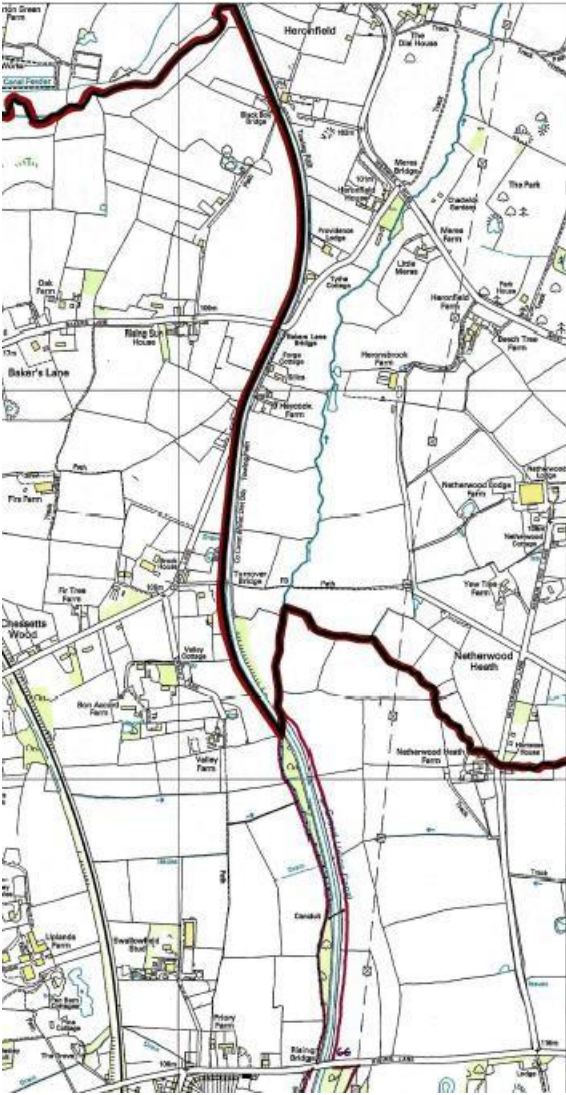


1 ROWINGTON

Grand Union Canal 1929 (Warwick and Birmingham 1793)

Netherwood Heath at bridge 67 to Shrewley Tunnel -396metre tunnel 9.5 km 6m

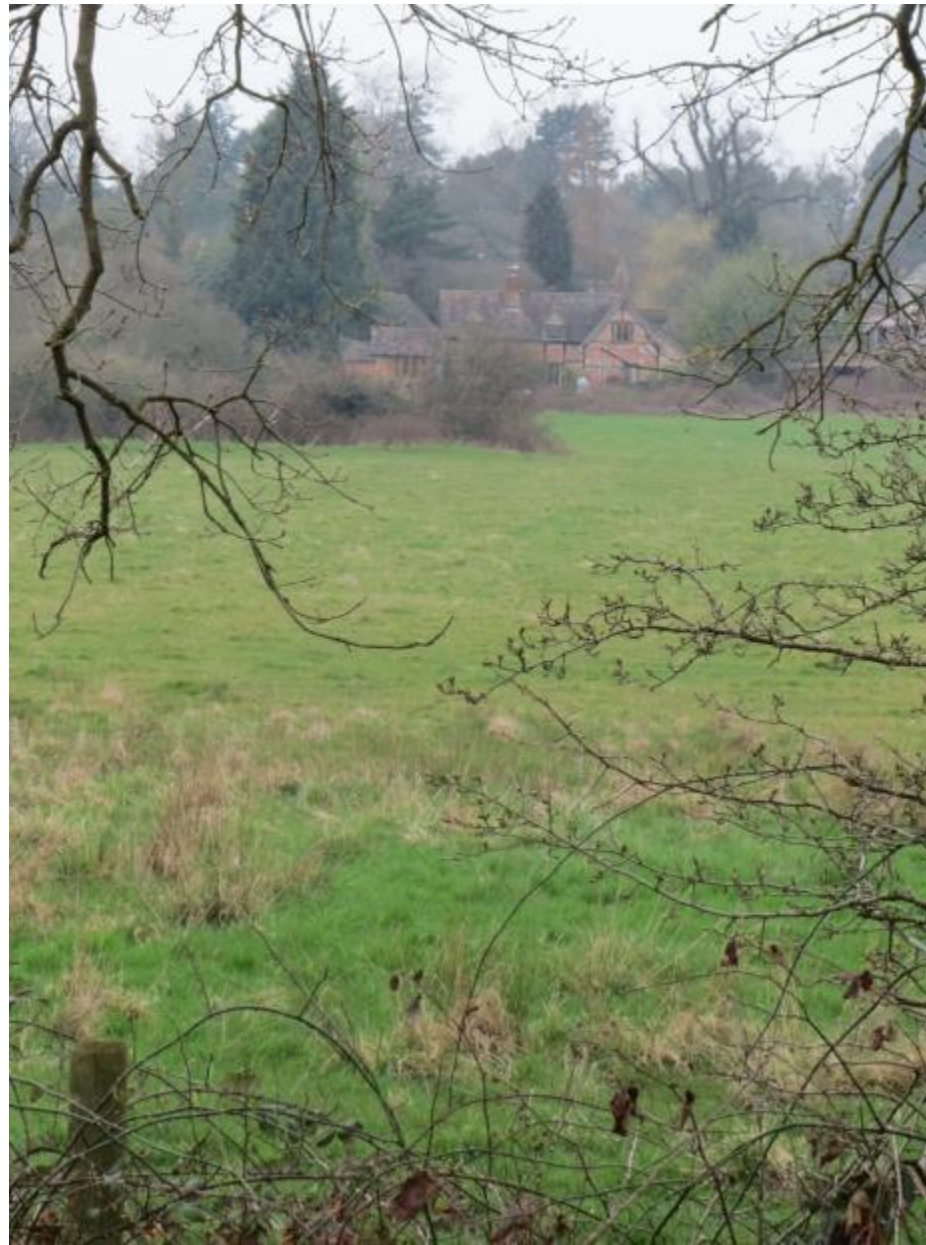




The Warwick and Birmingham Canal enters Warwick district at the edge of the Baddesley Clinton estate just after the turnover bridge 67, has moved the towpath to the west of the canal. The district boundary is denoted by a culvert for Rising brook that runs under the canal. This marked the estate boundary in the eighteenth century and is located to the east of Netherwood Heath farm listed grade ii. It is visible through the alders that fringe the canal edge.



This east bank of the canal opens out as views to Netherwood Lane and the skyline vegetation beyond, in contrast to the vegetation along the brook which largely contains the views to the west, valley farm being the closest building at 150 metres. The canal is perched on this edge of the Baddesley estate on embankment that varies from one to two metres above the meadows which fall towards the brook.



KINGSWOOD FARMHOUSE GRADE ii

Within the wider area there is the medieval moated manor house and garden, a timber framed Tudor manor house and garden, and individual timber framed farmhouses and barns that provide strong visual references to the small scale pastoral landscape synonymous with the Arden pastures. The pylons striding across the landscape remind one that the seclusion is easily eroded, whilst the conduit that intruded over the canal undelines this. It is important to retain the screening at the edge of the kingswood settlement boundary to ensure that this part of the canal remains rural. The brook also takes the run off from the Baddesley estate meadows and will need to be free running to avoid potential damage to the canal structure. Maintaining this integrity is fundamental however engineering work needs to ensure that the trees and vegetation at the back of the towpath and along the brook respects this aspect of the canal character right through to the Old Warwick Road.



There were formerly wharfs at Rising Lane , and Bakers lane bridge which is two kilometres to the north, that served this area. Rising Lane effecting a link between Baddesley and the other late medieval property now in the stewardship of the National Trust at Packwood. The obvious points of connection here at Rising lane and the Old Warwick Road could better recognise these nearby heritage assets and improve walking routes and wayfinding from the towpath at bridge 66 and bridge 65. The GWR station at Kingswood (renamed Lapworth to avoid confusion with Kingswood Surrey) is between the two canal bridges and thus would link in to encourage visits other than by car .



Rebecca Ferrers 1898 ref National Trust

Baddesley Clinton house is a moated medieval house in a remnant of the Arden forest . The oldest parts were altered by John Broome a lawyer from Warwick between 1445 and 1458. Brome built much of the present house from stone quarried on the estate in a copse known as Badger's Dell, and

created fishponds in the grounds. His son created a park on the site of the former village. When he died in 1517 he had sheep pastures in several villages. The house went to his daughter and her husband, Edward Ferrers, whose family retained it until it was offered to the National Trust. In 1940 the estate was the same as in 1699. There are significant views from the gardens north and south-east across the park and farmland, and from the northern park in a westerly direction across surrounding agricultural land towards Kingswood. The house is not clearly visible from the grounds due to plantations albeit some of the Taller trees can be picked out.. Refs Tyack; NT; listing



The 1699 estate map at Baddesley names the fields pat which the canal runs including great meadow and black meadow. NT

A number of 17th century houses, grade ii are part of the canal setting. Vine cottage on rising lane is west of the canal. A timber frame with plain tile roof are the traditional form here and at Netherwood Heath farmhouse which can be seen on the 1699 estate plan. The pattern of subsequent development has been shaped by the canal corridor and strategic rail and road routes. Kingswood is a ribbon development that follows roads and lanes but has an ill-defined historic core . Some newer housing is clustered off Station Lane and at the junction with the B4439 there are nos 1-5 kingswood cottages and

another Kingswood farmhouse both grade ii listed, Here there is a small group of local shops and businesses. Whereas there is continuous residential development backing onto the railway, the canal side of station road includes the primary school and pockets of development, with paddock fields leading up to rising brook and to the canal. The plots on this side are larger and less defined , so the green belt extends to a settlement boundary. Yew tree close and the preschool have replaced the malt house visible on the first edition. Any future infilling should be mindful of not encroaching on the canal setting.



CULVERTS MANAGE STORMWATER UNDER CANAL WITHOUT INTRUSION

In view of the green belt designation and the presence of the National Trust, the conservation boundary is probably best kept to the thirty yards allowed for construction in the parliamentary act. This would allow planting to be kept to ensure that any future development of Station Lane does not visually intrude as it may well do further south of the main road at Kingswood. Here despite the local plan research identifying that the landscape boundary to the canal needs to be secure, there is a danger in the designated housing eroding this margin and adversely changing the character as a result.



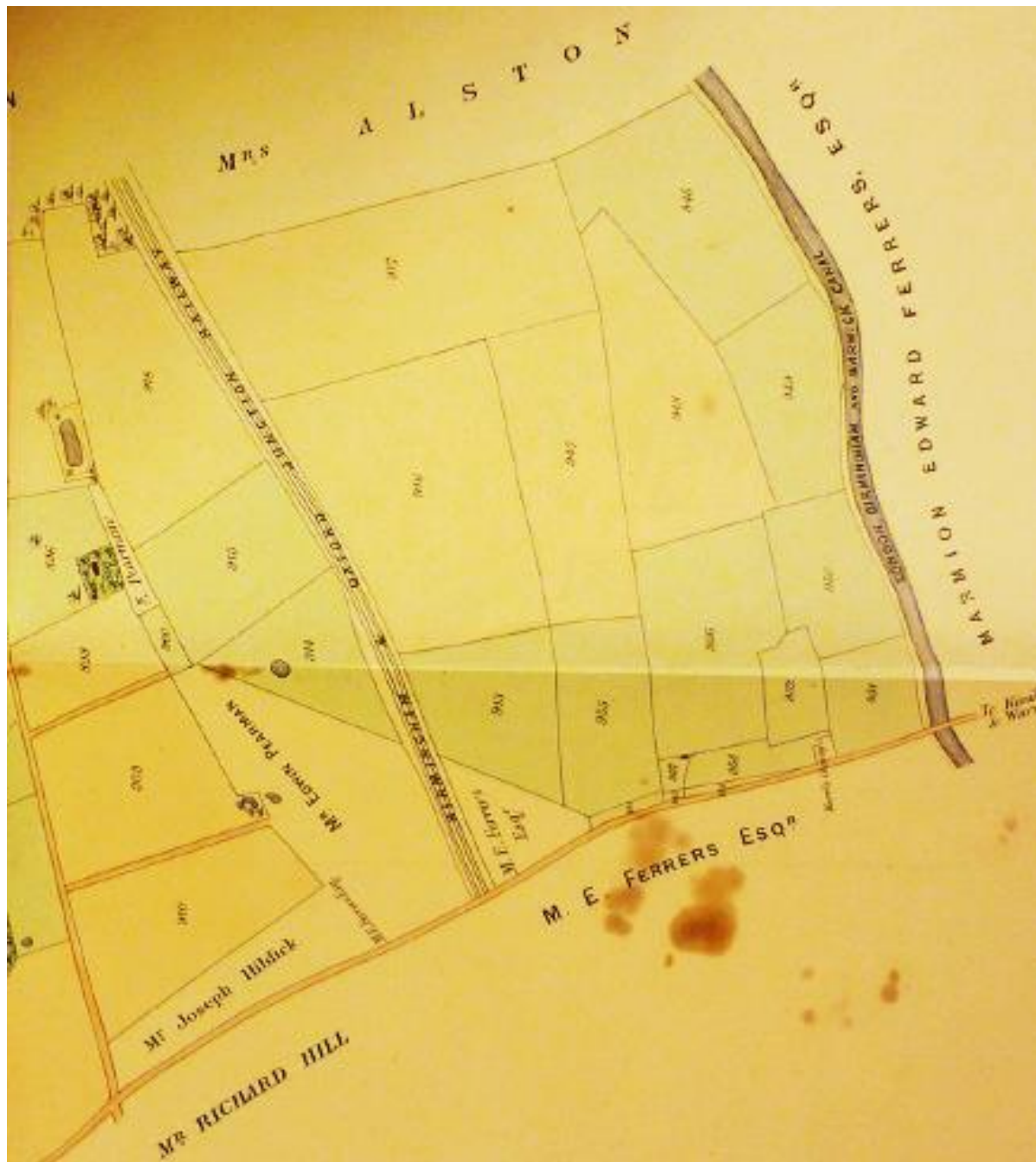
FORMER CANAL WHARF NOW A MOORING LOCATION



1889 ORDNANCE SURVEY

Field pattern is regular on a small to medium scale there are scattered hedge trees and thin wooded strips adjacent to the canal. There is a risk of flooding along the canal. A landscape buffer of native trees, a minimum width of 10m, needs to be maintained to the edge of the canal to retain its rural character Some recent infill development has encroached onto the field pattern, boundary vegetation and fencing and vegetation to the edge of the canal corridor. The condition of the internal field boundaries is generally poor with the remaining structure outgrown, although the small scale field pattern is still readable. The fields are still managed for pasture with cattle grazing giving a very strong rural character. There is a stream with scattered trees alongside, field pond(s) and small blocks of woodland together with the small scale field pattern provide the landscape setting to the Listed Building kingswood farm grade ii.

Archaeology check HER main event was a saxon axe head found here



NT

PACKWOOD ESTATE PLAN 1868 SHOWS CANAL FOLLOWING THE BORDER

The earlier old series ordnance survey 1830 predates the arrival of the railway but shows the two major estates either side of the Warwick and Birmingham canal as it was called before incorporation in the Grand Union

EARLY SET OF ORDNANCE MAPPING FROM 1830'S IS USEFUL IN SHOWING THE CANAL MANIA COVERAGE BEFORE THE ARRIVAL OF RAILWAY MANIA





The long established Navigation Inn and the listed Manor House on the Old Warwick Road mark the start of the next part of this length going south around 3km. Both of these are on the offside, whilst housing is to replace the nursery that occupies the low lying field on the towpath side to the west.



Here is the arm that allowed the Stratford canal to connect to the Warwick and Birmingham and start trading whilst funds were raised to allow the length down to Stratford to be completed in 1815 at the end of the Napoleonic wars. The canals, along with navigable rivers and turnpikes were the infrastructure that facilitated the industrial revolution. The economic success of Britain enabled it to fund the war with France and following the success of Trafalgar and Waterloo trade its way to

Empire. Constructing these links was as Professor Dyos identifies in his assessment of the economic significance of canals, a vital prerequisite to the boom of the 19th century.



The junction bridge is a good example of the sinuous brickwork form that avoided snagging tow ropes and is a key element of The Functional Tradition celebrated by the work of Eric de Mare and JM Richards for the Architectural Press in the 1950's, that awoke interest in the significance of canal design and construction. Defined as *'that style of design which, though dominated by functional considerations, is remarkable for the wide range and subtlety of its aesthetic effects.'* For example this 18thC watermill for the weaver Samuel Courtauld.



HISTORIC ENGLAND EAA98/05239



The railway sailed over the canal arm, which itself has the brook channelled beneath it. Having skirted the edge of the Baddesley estate to this southern border with the road, and still with the landform falling to the west the canal avoids both the 17th century houses but cuts through the field boundaries, to the Manor. The line then sweeps round to turners green following closely the contour, in contrast to the Stratford which falls through five locks and to the railway built later, which is carried on embankment, between the two at a height that allows it to cross the canal arm and impact much more on the settlement. The noise still does echo around the dip and impacting on the residential and overnight moorings at this popular location.

Moving south it is the noise of the motorway that is constant, whereas trains come and go. Depending on wind direction and when it is in cutting, the M40 traffic noise is a companion in the background as far as Hatton Station.

There are listed farm buildings along this rural stretch with 17c barn and 19c stables and farmhouse at Weston Hall farm east of bridge 64.



BRIDGE 64

The land is undulating and the canal follows contours so is on embankment at times three metres up, as land falls away towards the railway. Part of the delight here is that as the canal twists and turns, the views open and extend across to the railway and to beyond. The 18c windmill farmhouse is obscured by trees.

Turners Green bridge has a building beside it that has contemporary additions that add to the character and distract from the rudimentary bridge replacement it sits beside. Bridge 63.



The settlement is of warm red brick and plain tile buildings, some slate roofs and half timbered barns make this an attractive settlement.



MANOR COTTAGES C16 FARMHOUSE CONVERTED TO COTTAGES.WITH LATER ALTERATIONS

The historic core sits close to the canal and includes some 16c building at Manor cottages, Blythe cottage on the side of the towpath, built around 1800 at the time of the canal and some attractive farm buildings which add to the overall appearance.



Beyond the settlement the canal is enclosed by vegetation and the cutting starts. The extent of material removed by shovel and transported beyond to support the embankment is now concealed by abundant vegetation. Part of a popular walk, the towpath has become narrow here and could do with widening.



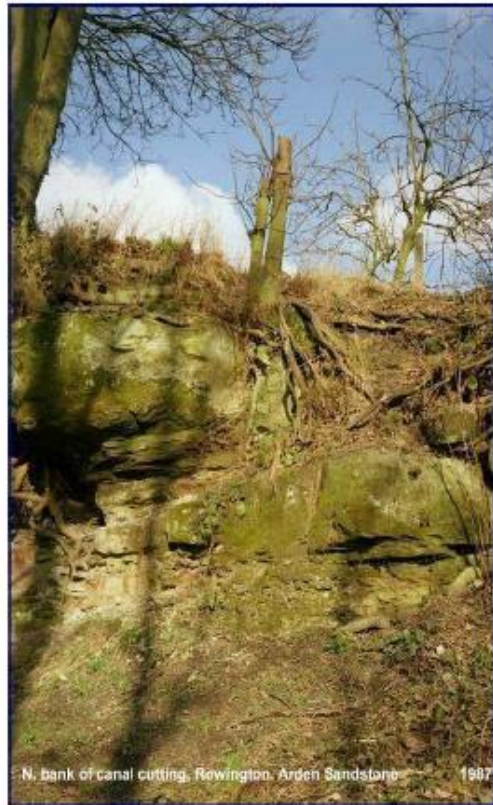


Thomas Le Blanc owned much of the land on Rowington Hill. He was one of the original sponsors of the canal act but the valuers found him difficult to agree the land purchase with. He subsequently argued that the stone coming out of the works was his. The planned tunnel here became instead a cutting and the landowner was paid £500 in compensation.



The guard is here to stop grit picked up by the towrope grinding away the masonry corner of this fine bridge in the days of horse drawn boats. The indents show something of the passage of boats before steamers took over. The bridge has stone at the base of the abutments before turning to brick. Rowington stone was quarried for use at Baddesley Clinton and St Phillips the cathedral church in Birmingham. The cutting was once designated an SSSI. The rocks consist of

12m of dark red silty mudstones with thin green silty bands, all of which belong to the Sidmouth Mudstone Formation, overlain by 6m of Arden Sandstone Formation of the Mercia Mudstone Group. The latter consists of white to pale buff and red sandstones with green mudstones and siltstones. The site has yielded significant fossils, notably fish including the type specimen of *Dictopyge superstes* (Egerton), but also fish spines and teeth, reptile footprints, bivalves, crustaceans, and derived plant material. The cutting measures 700m in length and 18m in height.

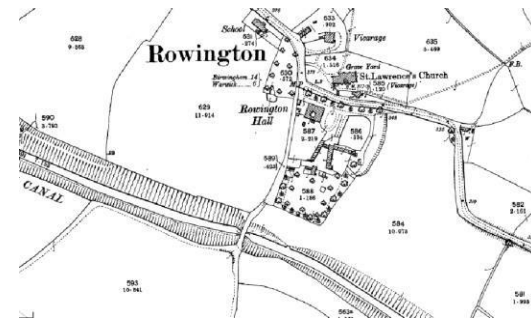


BRITISH GEOLOGICAL SURVEY P213237
In 1853, Brodie was appointed vicar of St. Laurence's Church, Rowington. He held this post until his death in 1897. A local celebrity, He Founded the Warwickshire Naturalists' and Archaeologists' Field Club in 1854. He joined the Warwickshire Natural History and Archaeological Society, and was elected Honorary Curator of Geology the following year. Rev Brodie was an enthusiastic collector, making new discoveries and adding to the collections of the Warwickshire Natural History and Archaeological Society. He left a legacy of publications and scientifically important fossils. Many were displayed at the Market Hall Museum in Warwick.

Buildings constructed of Arden Sandstone include churches at Wootton Wawen, Rowington, Tanworth in Arden) and the manor house at Baddesley Clinton. In Warwick the columns of the tower of St. Mary's Church are constructed of Arden Sandstone from the Shrewley quarries.



It was improved transport by canals at the end of the 18th century which allowed stone to be transported economically over great distances; eventually leading to the closure of most local quarries. Today stones are imported from all over the world for use in new town and city developments. The City of Birmingham is typical of many of the UK's large urban centres. The Cathedral Church of St Philip constructed in the early 18th century used Arden Sandstone from the Rowington quarries. However, as a result of its subsequent severe decay, it was almost completely replaced over the 19th and 20th century with Stancliffe Darley Dale sandstone (Millstone Grit) from Derbyshire, White Mansfield (Permian) from Nottinghamshire, White Hollington Stone (Triassic) from Staffordshire and Dunhouse sandstone (Pennine Coal Measures) from County Durham.



The road over the canal bridge leads up past Rowington Hall to St Lawrence church and the existing conservation area that runs 350 metres along the old Warwick road to its junction with Mill Lane.



Emerging from the confines of the hill the canal vista opens up to the road



The reason for the view is perhaps more obvious looking at the canal from the road. The waterway is perched on a substantial embankment that was constructed from the material taken out of the hills through which the canal has to cut.



This hand made mound avoids the need for locking down and then back up, which would have cost water. It extends for over a kilometre on the west bank almost as far as the cutting at Shrewley. This whole edge is plantation.

A horse powered 'gin' was used for hauling spoil out of the Rowington cutting. There are drawings by Henry Witton, the company clerk, and later the engineer, recorded in fine detail of how the canal was built, and his accounts are available to research too, that give the costs for the various contracts, as well as the reduced workings whilst more funds to pay them were found. From this we know William Fletcher was awarded the contract for the Shrewley tunnel at £13.13 shillings per yard, but also that a Robert Pinkerton attempted to bribe the canal engineer to gain the Rowington contract.

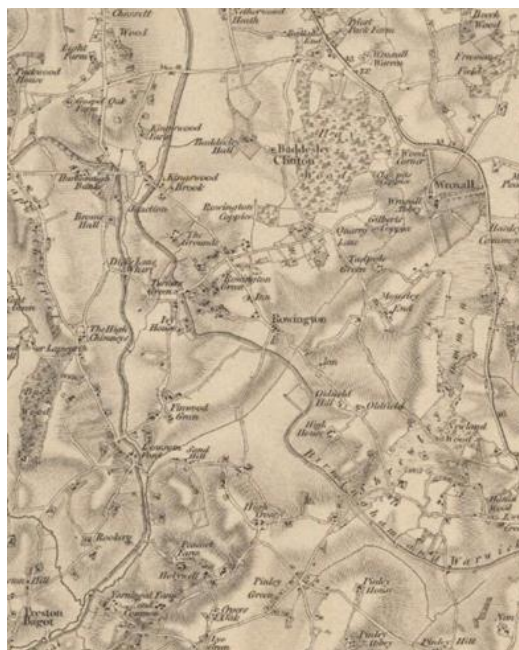


RECENT PLANTATION OF CHRISTMAS TREES

Foxbrooke farm, barn and cottage are three listed properties within the setting of the canal. They are seen as part of a vista that rises on up to Mousely End. The character here is much more open and thus vulnerable to intrusive change. Recent agricultural use since the 1950's has seen a monoculture of xmas trees planted. Cropping the plantations if done wholesale would bring about harmful consequence. A change to horticulture or solar panels would equally have visual considerations, although a return to the earlier field pattern would be more neutral as would mixed woodland. The nppf says 'When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development'...A function of the green belt is to protect the setting of historic place.



Much of the canal is in green belt and it is a function of their designation that they have permanence. The canals were established in the reign of George III and their siting was established as part of that act. They have taken on a wide range of functions beyond moving heavy goods, and as they are important early infrastructure they have even greater permanence than planning designations. They follow the line they do for reasons of topography. Water related development has to be connected to the system and therefore the green belt as a constraint needs to be balanced against the benefit of any enhancement in the use and enjoyment of the waterway network.



OS Old Series 1" to 1 mile, published 1831

The old series map gives an indication of the undulating landscape that the canal

passed through, hugging contours and constructing long embankments, cuttings and the tunnel at Shrewley as a way of securing a viable route. There were dwellings scattered through this landscape and most of the localities have acquired extra plots during the last two hundred years, but it is still a rural low density morphology. The pattern has intensified at Shrewley, Kingswood and at Turners Green which has retained its local distinctiveness. The original size of the buildings is important in the green belt and restricts extensions as well as replacement dwellings. Larger footprints where allowed should not be overscaled versions of the traditional pitched roof rural dwellings. Areas of 'safeguarded land' to meet longer-term development needs stretching well beyond the current plan period need to bear in mind the impact on the setting of the canal as a heritage asset, and not undermine character or appearance.

Trading activity meant wharfs at Kingswood just north of the Navigation Inn, as well as Rising lane, a wharf was recorded at Turners Green north of the bridge on the offside One is called Rowington and one known as Rowington new wharf near the junction with the Stratford canal is identified in the Grand Union handbook post the 1930's improvements, but the exact location is not yet known and the land alongside this stretch of the canal does not suggest a location.



White Bridge no.61, north west of High

chimneys court (formerly High House Farm)a listed building also served by bridge 60 castle meadow bridge below.



BRIDGE 60 CASTLE MEADOW BRIDGE

One of the issues with this length is the distance between Rowington Hill Bridge 62 and the Horse Tunnel at Shrewley for public access. Connections would help the 2.5 km length feel less remote, but paths were restricted by the railway and now the motorway. Prior to the infrastructure's arrival there is evidence of ridge and furrow and medieval open fields in the Historic Landscape Characterisation..



WEIR EAST OF BRIDGE 60

Sinks and overflow weirs are part of the canal structure here to manage flow from north of the cut to the south. The development Tunnel Barn Farm for fishing, with a series of large ponds, has increased recreational use.



WEIR CHANNELS WITHIN WOODLAND



TYTHE BARN BRIDGE 59



TUNNEL APPROACH

The cutting on the approach to the tunnel on the north side is a designated site of special scientific interest.

Sites of special scientific interest (SSSIs) are protected by law to conserve their wildlife or geology. The cutting exposes a sequence in Arden sandstone of the late Triassic

period in which grey-green shales and siltstones with wavy and lenticular bedding pass into white fine-grained well sorted dolomitic sandstones. The facies (character of a rock expressed by its formation, composition, and fossil content), thus indicates marine (intertidal) deposition conditions.



CUTTING REVEALS GEOLOGY

Horses and pedestrians use the small tunnel to the right which rises from the NW west portal to the road. There is a section of ridged cobble paving in the towpath tunnel designed to give boots and hooves purchase in the wet. The horse then crossed the road to the horse path which leads to the SE portal of the tunnel.



The Warwick and Birmingham canal committee decided to make the tunnel sixteen feet (4.88m), wide enough for two narrowboats, having changed their plans from tunnels to cuttings at Yardley and Rowington. This would otherwise have been an impediment to the 1930's modernisation to broad beam. The tunnel is 433 yards long (396m). A rare example of a separate towpath tunnel, it was probably designed by William Felkin, who had worked for Samuel Bull the engineer of the Birmingham Canal Company who had supported the canal, and Philip Henry Witton who took over in 1797 from Felkin after he was blamed for an aqueduct collapse over the River Blythe. Both portals have semi-circular arches, faced with blue-grey engineering bricks. The main portal has a brickband. Towpath tunnel is brick paved and vaulted, with coursed stone and brick walls.



HORSE TUNNEL LEADING UP TO RIDGE



SOUTHERN LISTED PORTAL

Like the 300 year old Case is Altered, the nearby public house the Durham Ox is said to have served the navvies at the time the tunnel was built.

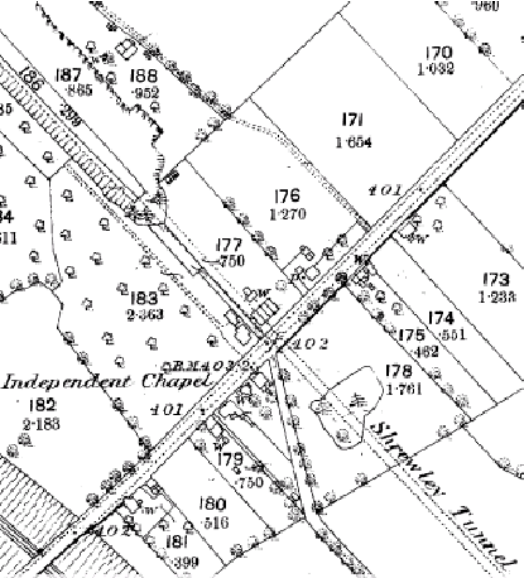


DISCRETE ACCESS IS NOT WELCOMING

The appearance above the tunnel has changed in the intervening period and the idea of the horse crossing the road amongst the four by fours that populate the road is anachronistic. There are however some building close to the tunnel alignment that are of surviving significance. In the vicinity the chapel remains if altered for domestic use, as does Shrewley House, a former farm. The building is brick and colour washed render under a tile roof it is early 18c with later alterations. There is a timber frame cottage 120m north west of Shrewley House, that is listed as Shrewley

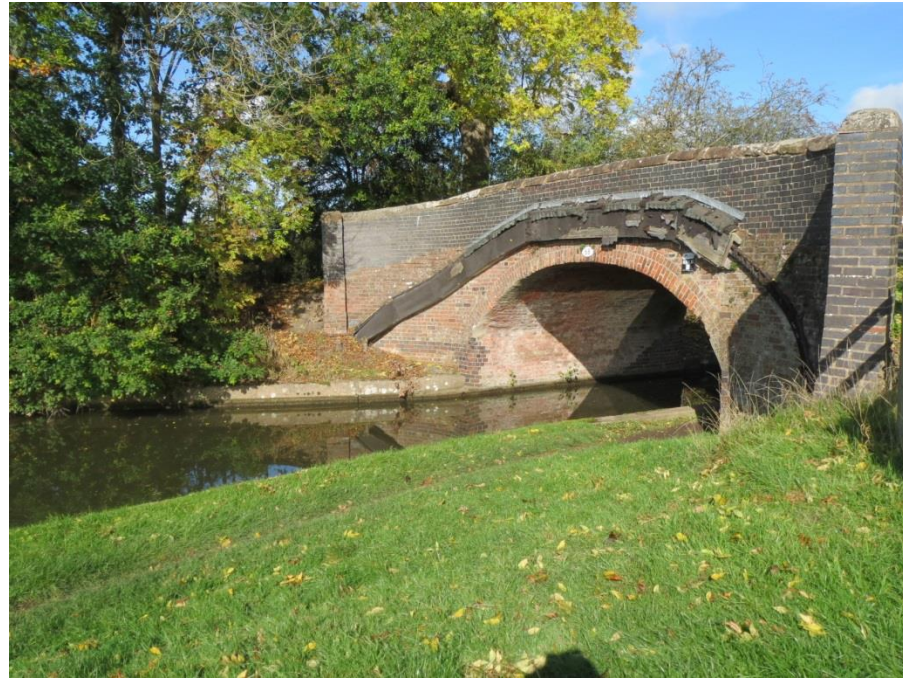
Cottage., and a further historic core at Little Shrewley to the north east.

The 1880 ordnance shows both sides of the road over the tunnel divided into plots. These have since been subdivided and more houses now line the street.



The contrast between the cutting and tunnelling at the end of the 1700's and the railway contractors much wider approach fifty years on, indicates the difference as techniques and contractor's practice evolved over this important period of change. The much greater intimacy that arises is partly a function of the scale of operation in forming the cut through hillsides. Deaths during construction, learning from disasters and mistakes are now concealed behind the veneer of age, and the rawness is concealed by vegetation.





The Grand Union canal when it reaches Warwick District from Knowle, has the towpath on the Solihull side. The canal acts as the district's boundary. The offside as shown is wooded, with a layby used by fisherman and walkers that is behind the vegetation screen edge to Warwick District.

The towpath turnover bridge puts the towpath onto the Warwick side. With access from a green lane that also serves several houses and paddocks.

The landscape setting stretches back to the ridge and the Baddesley estate. The land falls to Rising Brook. The bridge has been reconstructed and the road serves several adjacent listed properties. There is access to moorings that occupy the former wharf.





Canal Junction between the Grand Union and The Stratford upon Avon.
Kingswood arm links the two canals with towpath bridge over.

The bridge deck has been resurfaced rather crudely.



Setting includes character buildings



Tom o the wood includes new bridge and refurbished buildings



Rowington cutting is followed by a grand embankment that enlarges the setting again. The spoil from the cutting was barrowed to make the bank,.