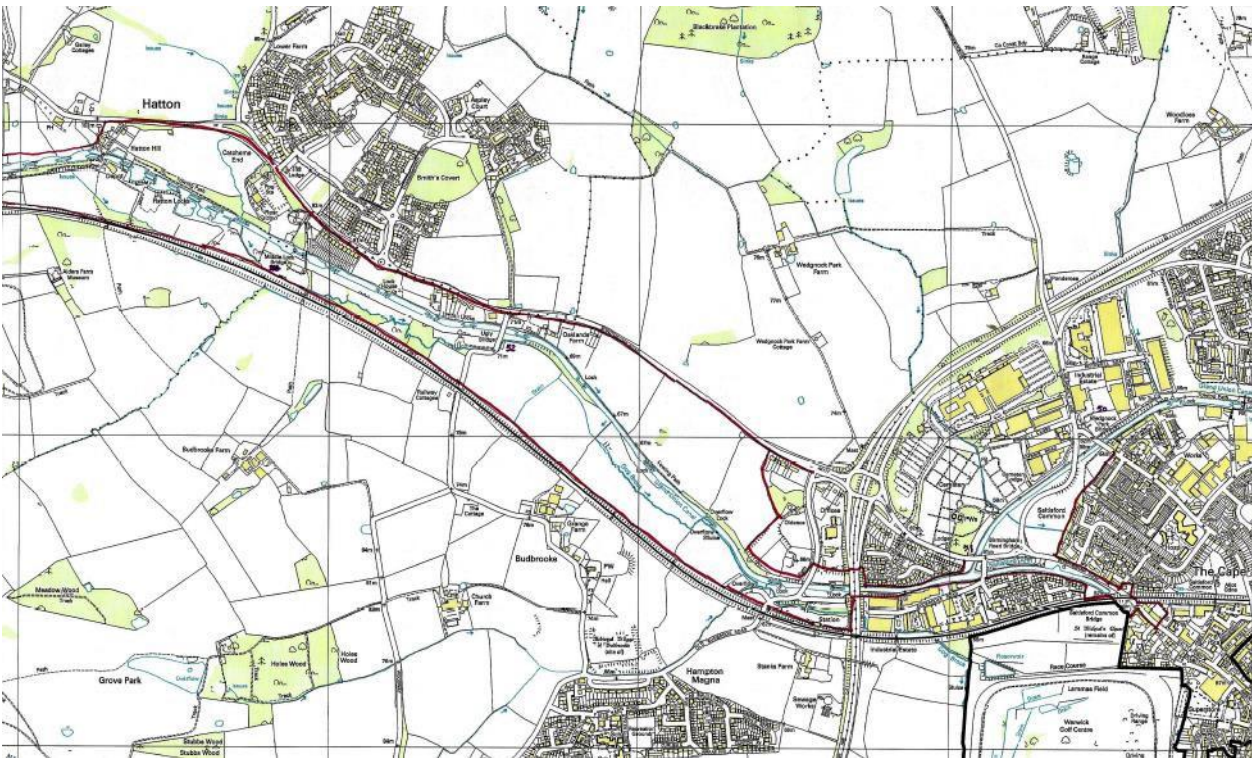
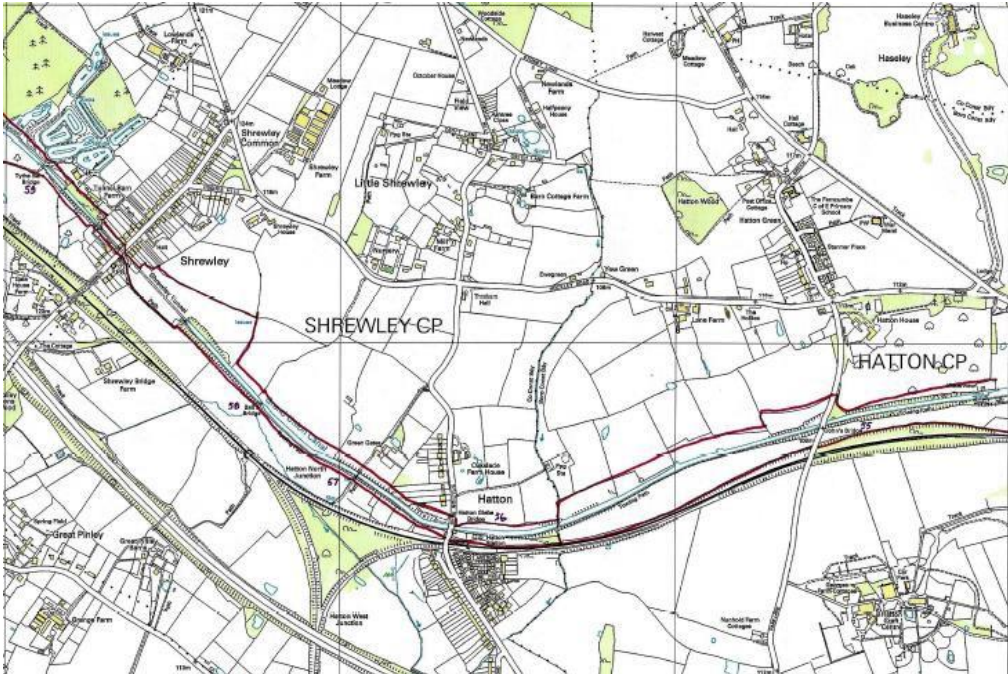


2 HATTON

Shrewley Tunnel to Saltisford Arm- 21 broad locks 8km 5m

Grand Union 1929 (Warwick and Birmingham 1793)



2 Hatton length

Grand Union 1929 (Warwick and Birmingham 1793)

A Message was brought from the House of Commons, Warwick Canal Bill.
by Mr. George Villiers and others:
To return the Bill, intituled, " An Act for making
" and maintaining a Navigable Canal from or nearly
" from a Place called the *Saltisford*, in the Parish of
" *Saint Mary*, in the Borough of *Warwick*, into or
" near to the Parish of *Birmingham*, in the County of
" *Warwick*, and to terminate at or near to a certain
" Navigable Canal in or near to the Town of *Birmingham*,
" *nam*, called the *Digbeth Branch* of the *Birmingham*
" and *Birmingham* and *Fazeley* Canal Navigations ;"
and to acquaint this House, That they have agreed to
Their Lordships' Amendments made thereto.

TAKEN FROM HOUSE OF LORDS JOURNAL MARCH 1793

Shrewley to Warwick is a largely rural length of 8km. This stretch of canal contains the listed southern portal of the Tunnel, runs alongside the GWR station which shares this route to Birmingham from Oxford, as does the nearby M40 motorway. For the Canal to descend to Warwick requires one of the nation's most impressive flights of 21 locks that steps majestically down to the Avon Valley. Originally narrow locks, they had broad locks built alongside them to stimulate the economy and improve infrastructure efficiency in the 1930's.



THE SOUTHERN PORTAL OF SHREWLEY TUNNEL

The Horse ramp runs steeply down to the towpath from the path over the tunnel, taking you away from the ribbon of houses either side of the street

and village shop through fields. The only intrusion on this tranquil waterway is the noise of rail and motorway, the other transport infrastructure that has followed a similar route from Birmingham.



Part of the rural setting is the occasional bridge crossing the canal, Balls Bridge 58 served Great Pinley to the south original Cistercian Priory lands. The railway is a 120 metres away and the M40 300m further , all following the canal alignment

The settlement of Hatton Station is within a rural setting where development is contained around the station and canal area and forms a strong ribbon pattern along Station Road. Within the wider area there are individual farmhouses and barns (listed buildings) that have been incorporated within residential /commercial development and which provide visual references to the former small scale pastoral landscape synonymous with Ancient Arden. The skyline is generally well vegetated, formed by hedgerows and mature trees within, or immediately adjacent to, the canal. The land that separates Shrewley from Little Shrewley and Hatton forms a rural backdrop to these settlements. There are two listed buildings -former farmhouses that have been absorbed within more recent residential development as well as the listed canal tunnel



There has been some tree planting adjacent to the canal, the length is tranquil due to its quietness, and lack of urban views apart from around Hatton station and of course the rear of the linear development over the tunnel, visible from the horse path. The length is defined by road and rail corridors and is split by the railway and canal. The area immediately around Station Road, north of the canal consists of a small to medium scale field pattern more akin to the Ancient Arden Landscape.



The station house is a two storey listed former canalside pub in brick with a plain tile roof.



East of Hatton station is essentially rural. As you approach Dark lane and Bridge 55, the canal makes a cutting that is wooded with moorings on the off side where there was a wharf. There is a stepped access that climbs 5 metres from the towpath at 103metres to 108 metres, making the crown of the bridge a good view point, albeit traffic to Hatton Country World makes taking in the view sometimes perilous. Hatton House and nearby cottage are perhaps appropriate for local listing



The domestic paraphernalia of moorings is often more prominent because of the lack of space within the boat for storage. How this is provided for can determine whether the impact of moorings is harmful.



Looking east the top lock lock 46 is visible at the end of a broad well wooded cutting that makes it a good place to rest after or before navigating Hatton Flight.



The wooded cutting also conceals the canal from Hatton House, a large early nineteenth century house in red brick with flared headers and stone dressings. Materials such as the slate for the hipped roof were probably bought by canal that opened in 1800.

The Hatton estate in Warwickshire was apparently purchased by Peter Arkwright (1784-1866) the grandson of Sir Richard Arkwright kt (1732-92), famous for his development of the factory system of mass production was as significant as the technical developments his cotton mill in Cromford. The estate was bought by Peter Arkwright in 1830 for his second son, Edward (1808-50), and a new country house was probably built there in a designed landscape after his marriage in 1845.



When Edward died young in 1850, Hatton became the home of his youngest surviving brother, John Thomas Arkwright (1823-1906); who left the estate to his son, John Peter Arkwright (1864-1931), whose heir, John Brassey Arkwright (1912-41) was killed in action in the Second World War. The estate was taken on by his younger brother, Percy Frederic Arkwright (1915-89), and was handed over to his son, Andrew John Arkwright (b. 1953) in 1982. Mr. Arkwright and his wife have developed the redundant farm buildings on the estate in a number of business ventures, including a craft centre and a farm park that are now a popular visitor attraction.



The lock cottage at the top of Hatton flight is little changed



TOP LOCK HATTON 1900'S STILL NARROW LOCKS SOURCE WCRO



Hatton yard

The maintenance yard for the Grand Union Canal was at Hatton. There is a private dock above the turnover bridge, 54 and what were canal company tied canal houses, now in various ownerships, leading out to the main road. A footpath across the fields reached the public house known as the Hatton Arms, previously the Waterman. The former maintenance yard is now offices and meeting rooms for the Canal&River trust.



The small water area opposite the yard has had sculpture placed in it and a car park for visitors to the historic lock flight has been created. The development of a public art trail by Groundwork Coventry won an RTPi award and as an initiative for the waterways public realm through Warwick District, would sit well with the recognition of the Conservation Area.



It is important to recognise that this an engineered landscape no matter how natural these side ponds to the lock channels appear. Navigable rivers and canals rarely did such violence to the landscape that later rail and motorways did. Works like Hatton marching down the hillside were sometimes as spectacular, given the spade and barrow technology available when they were first constructed.

The lock flight engineer was Philip Henry Witton(1762-1838) who was employed by the Warwick and Birmingham Canal Company in 1793 as their Clerk/Accountant In 1795, his collection of drawings of "Utensils in Canal

Work" survives and gives a fascinating insight into some of the fine detail of how the canal was built. In 1798 Witton took over the role of engineer and oversaw the completion of works up to the opening of the canal.



A copse could be planted to the north-west of the Water Treatment Works to help to screen the engineered embankment and structures in views from the west. This would enhance the Wooded Estate lands character and improve the wildlife corridor along the stream line from the canal to the wider countryside to the north.



Hatton lock flight has 21 locks, numbered 26 to 46, over the next 2 miles. Work began to convert them into broad locks in 1932

and was completed in 1934 for a Royal opening .



The Duke of York travelled down the flight in the Grand Union’s experimental wide boat ‘Progress ‘ specially fitted out for the occasion..



Modernisation included new paddle gear. Castings are inscribed Ham Baker and Co. Westminster SW . Whilst their London office was 70 Victoria Street SW1, the works were at Langley Green near Birmingham where they also made lock sluices as well as the operating gear installed in the reconstruction of the locks to the design of Sir Robert Elliot-Cooper and Son, consulting engineers. The patented design was approved by the engineers after extensive research and experimental work. The gear is intended to be opened in 30 seconds against a maximum head of 8’6”



NEWLOCKGATE BEING FITTED IN BROAD LOCK BW1958

The works were a part of a an ambitious scheme of development of over £1,500,000 half of which was spent on new locks on the Warwick section of the canal to allow craft of 12’6” beam to complete the journey to Birmingham from London. About 1000 men who had been previously unemployed were engaged on the work to one of the chief commercial waterways in Great Britain.



New reinforced concrete bridges were needed for the increased span these were formed as slab and T beam portals with beams that were 600mm wide and 525mm deep.The parapets were cast in situ to a pattern that is was used on the Hatton Hill, Middle Lock and Ugly bridge with carriageways 4,1.8 and 6metres wide respectively. Welsh road bridge at the eastern edge of the district has a 6metre wide bridge of the same pattern with a span of 15.24metres.



The land for the canal and later railway was at one time part of Wedgnock park. The canal runs parallel to the rail tracks of the Great Western Railway as they were before nationalisation and merger it into the British Transport Commission, along with the Grand Union Canal Co. The rail tracks run on embankments and through cuttings evolved from the navigators construction techniques as used on the canal. One of the difficulties of surveying canals in the 1790s was that it was done on horseback with only primitive survey equipment. So the alignment of lock fights like at Hatton, or tunnels such as Blisworth, also on the Grand Union, quite often made use of distant spires to plot a route across the countryside.





ref Warwickshire Industrial Archaeological society

A Key view, St Mary's Warwick, can be seen in the distance from the yard..



The former asylum wharf is on the north bank of the canal above bridge 53. The land having been given by the Earl of Warwick. In 1871 the canal company was supplying water to asylum for laundry and heating purposes. The rail station alongside the canal at Hatton is probably grander as it served the many visitors to the County Asylum. Nearby is the King Edward VII sanatorium, built during the First World War. Both of these are now part of a larger housing area that took advantage of the previously developed site to create dwellings in the countryside.



BIRMINGHAM ROAD HOUSING FOR ASYLUM STAFF

There is an older terrace of staff houses whose gardens back onto the canal, that were originally part of the institutions. Some of the houses that edge the flight have made garden accesses. So long as these are not excessive they bring a degree of personalisation. It is the group value of the locks, pounds, side weirs utilising the narrow locks decked over, the sluices, bridges and canal houses that together make the sense of place. The setting often extends at least to the railway to the south and the main road to the north across the field, but depending on the season this can appear contained by the trees and hedgerows, or more open to the hillside.



MIDDLE LOCK COTTAGE

Established woodland margins and views out to the railway to the south, make walking down this majestic canal flight a very popular local activity

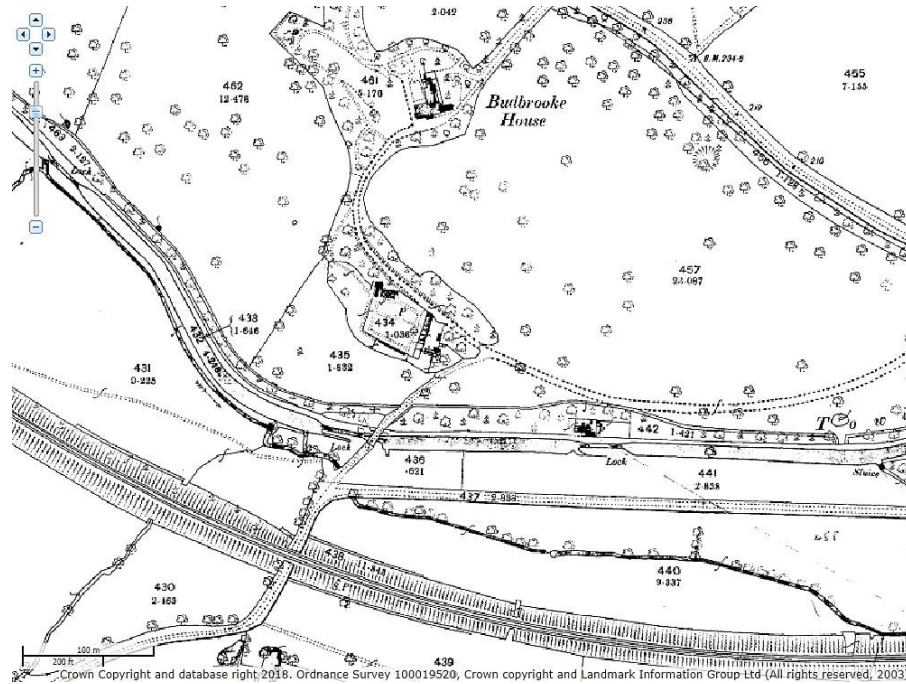


The remains of a medieval village are recorded South of the canal, as is the church of St Michael at Budbrooke seen through the trees. The militia, originally near the canal at Clapham Terrace in Leamington, moved to barracks here in 1880. These have also now been redeveloped for housing as Hampton Magna.

A parkway station has been created close to the A46 alongside Hatton bottom lock 26. There is a small car park for canal visitors that could be further developed to compliment that at the top of the flight.



BOTTOM LOCK



Prior to the A46, Budbrooke house, a substantial property sat between the road to Birmingham and the canal in a park setting that the canal sweeps round. The House has gone but some of the buildings near the canal remain as housing and are considered positive features for local listing as is the lock cottage.



Passing under the dual carriageway of the Warwick bypass the urban area now extends to this elevated boundary with houses and employment units. The volume of traffic is considerable and windblown noise often accompanies this walk into Warwick. Development of an employment area on the offside of the canal has introduced a pathway on the southside of the canal and this links to Hampton Magna, but the access is unmarked and therefore relatively hidden in the industrial estate. The road to the estate crosses the canal, with gated access to the waterside, the main towpath being on the northside with a ramp down from the Birmingham road. The canal here could function as a safe route under the highway.



SOURCE EARLY BOUNDARY COMMISSION MAP

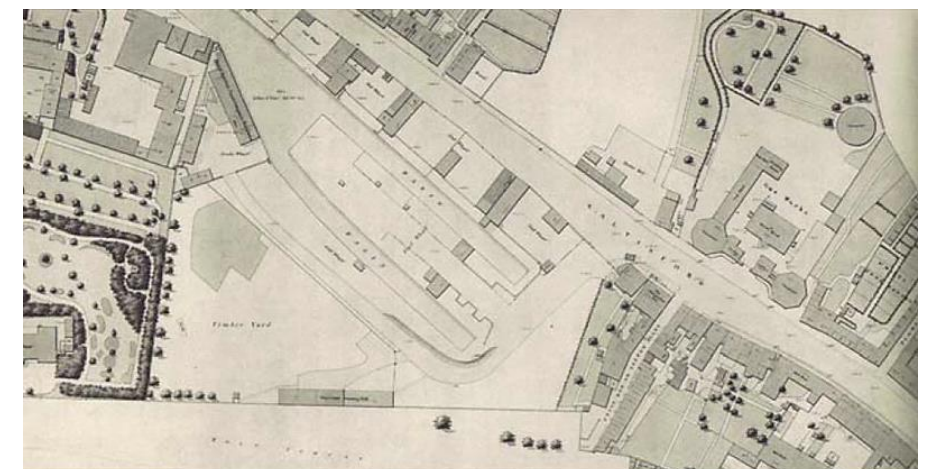
The original Warwick and Birmingham canal extended into the edges of the town, where it rises up to the church and the castle. What remains is known as the Saltisford Arm and was itself reclaimed during the recession of the 1970s using unemployed young people to successfully re-water and create a pocket park with moorings to fund its upkeep. The children's activity centre was never built and a temporary classroom was used until it fell apart. Recently a meeting room and activity base has been established and some 'features' introduced to the landscape.



South of the canal arm, a triangle of land with previous uses as a cold store and concrete batching plant, has been covered with housing but fails to make any real connection with the adjacent waterway.



The canal previously extended almost as far as the 1820s gasworks with their octagonal gas holders. The railway was allowed to infill the canal crossing and apart from the remnants of a bridge, there is little evidence of the former terminal buildings and basins.



1851

The expansion of the built area that came at the end of the 18th century occurred with the construction of the basin of the Warwick and Birmingham canal. In 1797, Parkes, Brookhouse and Crompton established a worsted spinning factory. The building was 28m long and six storeys. It was powered by the newly invented Boulton and Watt engine. Adjacent buildings held combing, drying and dyeing operation, and warehousing. The ability of waterways to transport materials like coal and iron was a key part of industrialisation. The Victorian County history reveals that the factory employed five hundred people, a fifth of the population of Warwick at that time.

Until the end of the 18th century, Saltisford was little more than a line of houses on each side of the Birmingham Road, only St Michael's Hospital in two houses shown beyond the brook by Hollar's plan

Sheet six of the 1851 board of health map gives a clear picture of the canal basins and coal wharfs as well as the canal companies warehousing and the large timber yard which backed on to the racecourse. In Warwickshire in the 1860s there were 16 coal mines yielding 678,000 ton whereas in s of coal. However the wool and cotton manufactory on the 1806 map was mostly discontinued. Now there’s no real evidence of Eagle engineering as the land has become Sainsbury’s supermarket and more housing.

The canal led to the construction of a number of new streets and workers dwellings. Parkes Street and West Orchard appeared in the rate books in 1820 and Wallace Street in 1827. Courts and tenements were constructed behind already existing houses and approached through alleyways. Employment came from Daniel and Henry Mallory then in drapers, Charles Pratt, corn, salt and coal merchant, victualer and maltster; John Burton carpet and worsted manufacturer.

There was a large timber yard between the canal basin and Hillhouse and two others near the gasworks, in Wallace Street stood the largest brewery Jaggard jaggard and hiorns, together with a number of malt houses nine public houses and Lambs hat manufactory



SALTISFORD WORSTED FACTORY THEN BREWERY.

The gasworks were built by the Barlow Bros and started producing gas in March 1822, providing street lighting. The gasworks were subsequently purchased by local residents, by subscriptions for £10,000, and became Warwick Gas Company. It was decided to extend a five inch main to the new town being constructive north of the river Leam with lamps at the top of Union Parade, even though Leamington had its own gasworks, also canal side.

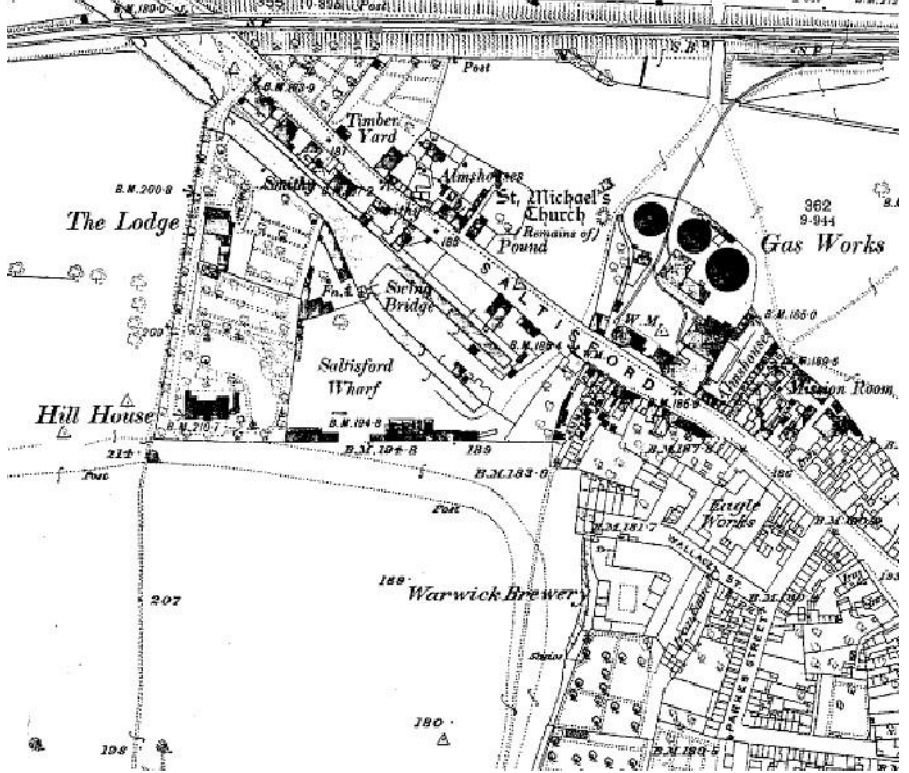


PHOTO WIAS MARTIN GREEN

The 1851 map of Warwick shows the two enclosed octagonal gasometers with the retort house setback behind them. This rare early example of an enclosed type that were not built after 1840, because gas holders had become larger, and the practice was considered unsafe from 1840 onwards. The gas holders are grade ii listed structures, made of brick faced with Parkers Roman cement and painted white. A retort house that slightly predates this one in Warwick, and had an interesting cast and wrought iron roof, was found in Berkeley Street parallel to Gas St, in Birmingham. The link between gas making and canals is less obvious since the advent of North Sea gas, but both sides of the canal in Leamington between Tachbrook Road and Clement Street were used for coal gas production. A significant number of midland gas works relied on water transport.

FIELDS GUIDE TO CANAL SERVICES AT SALTISFORD 1815

Messrs. Pickford's Fly Boats, load out from Paddington Wharf, London, every Tuesday, Thursday, and Saturday Afternoons, and arrive at Leamington and Warwick, to deliver Goods every Monday, Wednesday, and Friday.



1890



1851 WHARF



CANAL CIRCLES HIGHER GROUND OF WARWICK 1851

WCRO