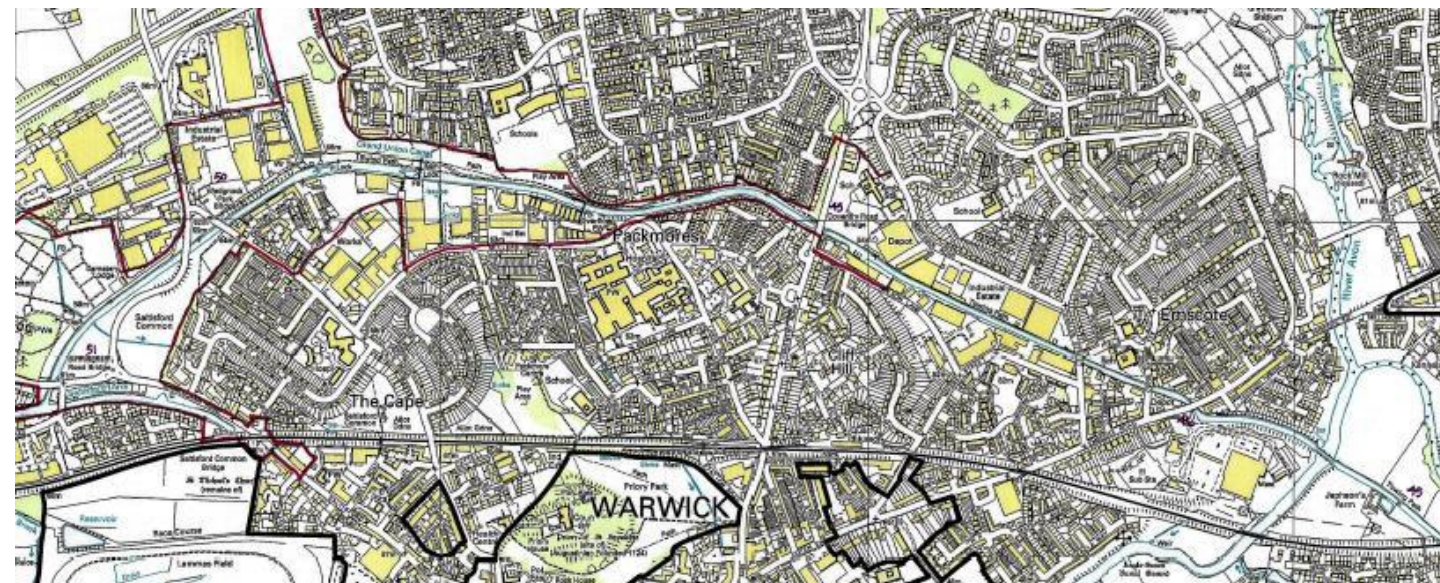


3 WARWICK

Birmingham Road junction bridge 51 to Emscote Road bridge 46 two locks 2.5 km 1.5m

Grand Union Canal 1929 (Warwick and Napton 1794)



Cape Locks with the Cape of Good Hope Public House which dates from the Navvies construction of the Warwick and Napton Canal. There are brick yards that were sold off by the canal company after they had finished their building works and also a Foundry at this location.

The road is now known as Cape Road. It ran from the town centre past Henry Wise's estate now Priory Park



3 Warwick

WARWICK BRAUNSTON ACT 1794- WARWICK NAPTON ACT

Those who promoted a canal from Warwick to Birmingham in autumn 1792 were also behind the survey in early 1793, for a canal South to Braunston. As well as many Birmingham banking names the main driving force seems to come from Warwick. Dr Walter Landor who had married an heiress and fathered Walter Savage Landor was prominent and later chairman. The Canal company's bankers and solicitor were in Warwick. John Tames, solicitor, later became the town's MP. Other locals such as Lawrence and Greenway, treasurer from 1806 of both Warwick canals, were to be found also amongst other canal committees. Edward Ferrers whose Baddesley Clinton estate bordered Packwood estate, saw the Warwick and Birmingham line was set to the edge of both estates where they joined.

The Earl of Warwick was another of the proprietors with land on the route, as was Henry Wise at the Priory in Warwick, and Matthew Wise in Leamington. It was he who was eventually persuaded that the proposed tunnel in Malins Hill could be avoided by creating a cutting at the back of what is now Bury Road. Rev Edward Willes who owned the Newbold Comyn estate would benefit from the future development of the town. Bertie Greatheed whose land became the site of the Pump Rooms, Regent Hotel and Parade was also a signatory. So the genesis of what was to become Leamington can be seen in the promoters behind this Canal Act.

The Canal committee were at first unsure whether to promote a link with the Oxford Canal or go to the Grand Junction direct. The engineers: William Felkin, James Sheriff, Charles Handley and Samuel Ball carried out surveys and estimates. The proposals were a counter to the Stratford company with its' projected branch from their canal to the Oxford at Fenny Compton.

The company's first Act of 1794 eventually provided for the canal, nearly 18 miles long, to join the Oxford at Braunston. This was seen as a linking canal for long-distance traffic between Birmingham in the north of Warwickshire and London. William Felkin estimated the cost at £82,444. The authorised capital was £100,000 with power to raise £30,000 more.

The Warwick and Braunston had the same clerk and treasurer as the Warwick and Birmingham. Of the Warwick and Birmingham's committee of 15, 13 were also on the Warwick and Braunston 's committee of 20, and were given preference in subscribing shares.

Work had begun in 1795, when it was suggested that £50,000 would be saved if the line were varied from the Fosse Way at Offchurch onwards, so that the canal met the Oxford Canal at Napton, instead of at Braunston. Charles Handley one of the appointed valuers, described as a yeoman of Barford, was asked to accept 300 guineas for

'his indefatigable attention and perseverance in exploring... The line of the canal between the Fosse Road and Napton, and the practicability of executing the same'.

Felkin, the appointed engineer agreed, and the decision was taken in September, apparently without telling Lord Warwick, although he was a member of the committee.

The Grand Junction tried to persuade the committee to build their canal with broad locks and bridges, so that if the connection through Warwick was broad as far as Kingswood, they foresaw barge communication through to Worcester and the Severn; since at that stage the Worcester Birmingham was intended to be a barge canal and was built with broad tunnels. Perhaps unfortunately, the committee were focused on the Birmingham's and Dudley's narrow canal network trade.

The subsequent 1796 act to Napton explained that a tunnel over 800 yards long could be avoided by the change and that the original line through Bascote, Long Itchington, Birdingbury, Leamington Hastings, Broadwell, Grandborough, Woolscott, and Willoughby was 'incommodious for navigation'.

In March 1796, the company decided to replace Felkin with by an engineer who was not also employed elsewhere. The local Charles Handley was paid 350 guineas a year including valuation fees and offered five free shares if the work be completed satisfactorily. Work went on and a tunnel was avoided at Leamington by paying compensation to be allowed to deviate the line.

Instead of a reservoir, the company decided to buy its water from the Oxford at a charge of two shillings per boat passing the junction at Napton.

A difference of opinion with the Earl of Warwick led to him leave the committee. Further trouble over shortages of money, meant £4000 had to be borrowed, £2900 of it from John Tames. The full cost of the canal when opened was about £75,000. This compares with the £160,000 the Warwick and Birmingham had cost, some six miles longer.

The eventual canal was just over 14 miles long from its junction with the Warwick and Birmingham to Napton. There were two locks down and the Avon was crossed by a three arched aqueduct, to a design by Henry Couchman, a long-standing member of the committee. The canal from Radford Semele on rose by 23 narrow locks to its junction at Napton. The company then decided to build a reservoir at Napton instead of buying water from the Oxford, subsequently enlarging it. Later between 1807 and 1815, Boddington reservoir was built by the Oxford Company on its own line, but at the cost of the Warwick and Napton. This was enlarged again in 1833 at the joint cost to the Warwick canals. Dividends rose from 1 ½ a percent in the opening year, to 13% by 1814 and continued at around that level through to the 1840s.

Being of the opinion that all change was for the worse, the Warwick and Napton committee opposed almost every canal proposal in sight.

In 1819 the company agreed to a private cut from the bottom of Stockton locks to lime works and a quarry known as Kaye's arm. This was the work of Charles Handley and John Tames, who were also behind the Navigation Mill at Emscote that used water from the canal to drive a 24' waterwheel. Tames is a key figure, and was treasurer to the 'Leamington Building Society', a collection of investors who set up the development of plots in the new leamington north of the river.



1831 ORDNANCE OLD SERIES

In 1831 the Warwick company reduced its tolls to ward off the combined threats of the London and Birmingham canal and of the railway. As a canal for through traffic, the full weight of railway competition fell upon the Warwick canals. Dividends came down with a run from 15.5% in 1838 to 2% in 1845 and nothing for many years after 1851. Warwick and Birmingham Dividends went from 16½% in 1838 to 9% in 1845 to 2% in 1853 and then nothing.

The company received an offer from the London and Birmingham extension and Northampton Daventry, Leamington, Warwick railway to buy the Warwick canals. The railway promoters paid £10,000 deposit, then came back to say they were unlikely to get an act authorising conversion to a railway and suggested instead buying the Warwick and Birmingham and Warwick and Napton canals for £545,000, however the terms were refused.

Between 1838 and 1848 the tonnage carried reduced from 320,000 to 220,000 tons and the receipts were halved. Bondholders' pressure for repayment eventually meant a receiver was appointed for both canals and the companies were reconstructed with capital much written down in value.

Small dividends resumed later, such that in 1895, both canals made a conditional agreement to amalgamate with Grand Junction but the bill was withdrawn.

In 1903, the carriers Fellows, Morton and Clayton offered to lease both Warwick canals, 'with a view to providing Electric traction along the same'. Ideas such as this came forward, with the Regents canal at one stage considering building a motor road above the canal with the underside used to support cables for overhead electric traction of their craft!

Finally the three Warwick canals were sold to the Regent's Canal and on 1 January 1929 then became part of the new Grand Union.

In February, soon after coming into being, the company applied for a development loan from government to widen the locks between Braunston and Birmingham and increase the draught to 4.5 feet. The scheme was estimated at £881,000 and the enabling Grand Union Act was passed in 1931.

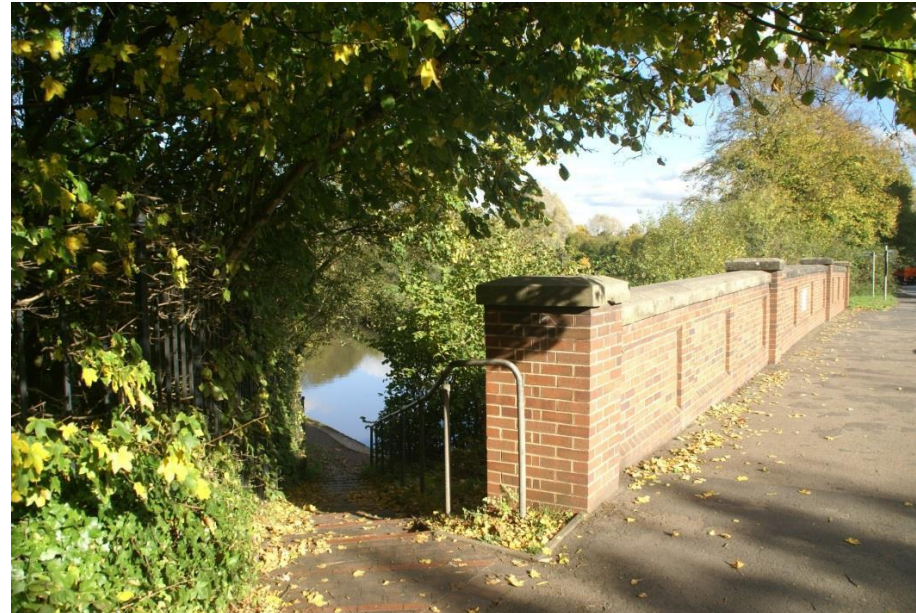
Old narrow locks were converted to weirs and 51 broad lock's 83.5' x 15' were built alongside. Lock sills were dropped and weir raised to give a depth of 5 ½ feet over the cills. Over 26 miles of walling was also carried out. A prototype timber craft, 'the Progress' was built at Tring to carry 66 tons. It was in this that the Duke of Kent travelled down Hatton locks on his way to lunch at Warwick after having opened the top lock of the flight on 30 October 1934.

By July 1939 there are one hundred pairs of narrowboats and during the war both men and women crews were trained, warehousing had been improved at Brentford, Tyseley and Sampson Road and other subsidiaries acquired including a road transport firm in Brierley Hill.

In 1948 the company was nationalised and incorporated in the British Transport Commission who then bought FMC's fleet.

The Saltisford arm. the length into Warwick beyond the junction of the two Warwick canals became disused in 1934

Sourced mainly from The canals of the East Midlands by Charles Hadfield. 1966. David and Charles Ltd.



BRIDGE 51 THE BIRMINGHAM ROAD CROSSING RECONSTRUCTED IN 1992 A DISCRETE ENTRY TO A DIFFERENT WORLD.



THE VIEW FROM THE BRIDGE WITH THE VICTORIAN CEMETARY ON THE TOWPATH SIDE AND THE SALTISFORD COMMON

The Birmingham Road Junction at the start of the canal as it travelled eastward, lies between St Mary's Cemetery and the Saltisford Common. These are valuable open spaces which contribute to the setting as well as being important to the history of the town in themselves. The cemetery has regular plan with pair of chapels and a gatehouse, and was recommended for inclusion as a key site on Local List by Jonathan Lovie of the Garden History Society. 19th century planting of trees survives and there is an unusual drive from the east along the canal with topiary Irish yews.



THE BLUE BRICK USED ON THE BUILDINGS IS SIMILAR TO THAT USED ON THE WARWICK GAOL THAT USED TO BE ON CAPE ROAD



THESE FACTORIES ARE QUITE DISCRETE AND THE CEMETARY LANE SUPPLEMENTS THE NARROW TOWPATH

The green corridor at the back of the towpath is an important element right through to Coventry Road.

This is supplemented with a wooded margin between Wedgnock Lane and the canal.



WOODLAND WALK ALONG THE COMMON EDGE

Whilst the Common isn't as extensive as it was 100 years ago, this open space including the allotments contributes both to the setting of the canal and also to the quality of life for local people.



ON THE OFFSIDE AT WEDGENOCK PARKM BRIDGE ALLOTMENTS ALONGSIDE THE OLD PRISON DAIRY, NOW IN RESIDENTIAL USE.



THE CURRENT FENESTRATION LETS DOWN THE ORIGINAL DETAIL

Wedgenock Park Bridge Bridge 50 is where Cape Road crosses the canal. Visitors mooring here are encouraged to walk past the extant remains of the former Blue brick prison; the Dairy and the Governors house; either to get supplies at the local shops, including the successful conversion of a roadhouse pub to the Cooperative store, or further on to the market shops and other attractions in the centre of town.



A STUCCO TERRACE AMONGST OTHER GEMS

On the North side of Cape road there are a collection of vernacular dwellings including a former pub.



There were brickworks on the towpath side with kilns here and also further up Cape Road where the Cooperative store is now. Regent foundry which became part of Benford's, a local manufacturer of

construction plant, has now been redeveloped as ‘warehouse look’ flats and named Chandley Wharf.



The land North of the Cemetery was contained by the A46 and in its Northernmost part it hosted the IBM business park – itself a good example of the more progressive approach to working environments that have become a key characteristic of creative industries. This should be the subject for local listing.



BUSINESS PARK SETTING WITH GOOD LANDSCAPE TREATMENT

In the medium term Harris Road, Broxall Close and the former Benford’s site North of the canal may become valuable for redevelopment and therefore the canal corridor here needs to be treated with respect.



CAPE OF GOOD HOPE OVER 200 YEARS OLD

The length from the Cemetery to Cape Locks is already popular with people walking, cycling and jogging and will only become more so. Improvements to widen the towpath and improve the surface along with better signage to highlight the canal as a linking element are some of the ways of enhancing the conservation area. This must also be done in such a way that doesn’t damage the green corridor links, which make it attractive to use.



CAPE LOCKS

Cape Locks is a popular visitor attraction for people afloat and a local destination owing to the presence of the Cape of Good Hope built at the same time as the canal. Despite the limited road access the combination of open space and canal activity and a reason to visit for a meal or a drink makes this an important asset to the District.



LOCAL LISTING OF GROUP VALUE



ROUTES FROM TOWN TO THE CANAL WALKS ARE HIDDEN

Better signage at Lock Lane would help pedestrians navigate to the canal from the nearby housing and employment areas.

Local people will remember the carpet mill off Millers Road and there are a series of small and medium sized employers on the offside bank between Cape Bottom Lock and Scar Bank. A large proportion of the land between Millers Road and the canal is used for parking including staff parking for Warwick hospital.



CAR PARKING ALONG FORMER EMPLOYMENT SITES



FOOTBRIDGE RATHER THAN PASSAGE OVER LOCK GATES

This is obviously an area in transition. Because this is offside land there are a range of ways in which any development can embrace the canal. Good pedestrian links across the canal into streets on North and south of the canal are important. Both the existing footbridges after housing was built and were installed as a result of the substantial number of children and others in the Woodloes development without access to cars. Canal crossings at Cape Road and Coventry Road were adequate when there was farmland to the North of the canal.



CANALSIDE MARGIN HAS RECREATIONAL AND AMENITY VALUE

Woodloes housing estate built in 1960's 70's lies to the north of the canal up to the Coventry Road. Fortunately, the canalside margin 30 – 50m wide formed part of the open space which wraps around the South and West edges of the estate, separating it from industry. The towpath therefore provides a good safe linking element to this and the other public space on the common. The absence of cars is a distinct benefit in a suburban area. If there is pressure for further housing we need to ensure that similar benefits are included so as to retain the essential character of the canal in this section. It would be very easy to forget that this is an historic asset not a natural phenomenon and as such it needs the relationship with what happens around it to be well considered.



WOODLOES FIELDS CANALSIDE IN 1946

The school playing fields add to the sense of openness and the layout of much of the waterside housing being gable-on, is very permeable both visually and in terms of access.



Lakin Road with the former Union Workhouse and Hospital, now the site of Warwick Hospital, almost collides with the canal before swinging back to connect to Millers Road. Now that this area is more intensively developed an opportunity to connect into the towpath network of open spaces could be of considerable benefit to the health and wellbeing of those at the hospital.



POSSIBLE LINK TO HOSPITAL

On the approach to Coventry road, the offside is now the ends of gardens, with the large house closest to the bridge being more recently developed with detached properties. Much of the character of this edge is formed by the relationship between people's gardens and the water's edge.



ACCESS RAMP DOWN FROM COVENTRY ROAD INTO GREEN CORRIDOR

One function of the Conservation area is to afford protection to the substantial trees which are an important part of the character but also to remind people that the Waterway is a highway and therefore boundary fences will also need to be properly considered (everything over 1m high requires planning consent)



The rising ground on the Guys Cross Park approach to the Coventry Road encloses the canal corridor.



COVENTRY ROAD BRIDGE 49

For the next 1km to Emscote Road there have been a series of wharves along the offside which connected the canal to Warwick. The New Inn shown on the Thomas Webb Edge 1808 estate plan, listed now as Bridge House, probably gives its name to Brewery Wharf or Guys Cliffe Wharf.



LISTED FORMER BREWERY BUILDING



This is a collection of red brick buildings facing the Coventry Road boundary, screening the rather bland late 20th century office buildings behind. This wharf extended to Limekilns which are still shown active in 1889, but not ten years later. Whilst there is thriving water-based activity, inevitably there are pressures for change.



Nelson Lane is a narrow rat-run through the Cliff Hill residential area which has grown to meet it. The wharf margin which is 40m deep has been worked fairly intensively over the last century for employment purposes.



MONTAGUE ROAD INDUSTRIAL

This extended North of the canal, post the second world war, where a much deeper width was also developed for employment uses and home to larger footprint buildings of which one with a large chimney remain. These are relatively well screened by a well developed hedgerow particularly as the land here is lower than the canal.



LOOKING WEST WATERSIDE FACTORIES AT BACK OF TOWPATH. CHIMNEY LANDMARK



WCC OWN SITES IN AREA OF TRANSITION



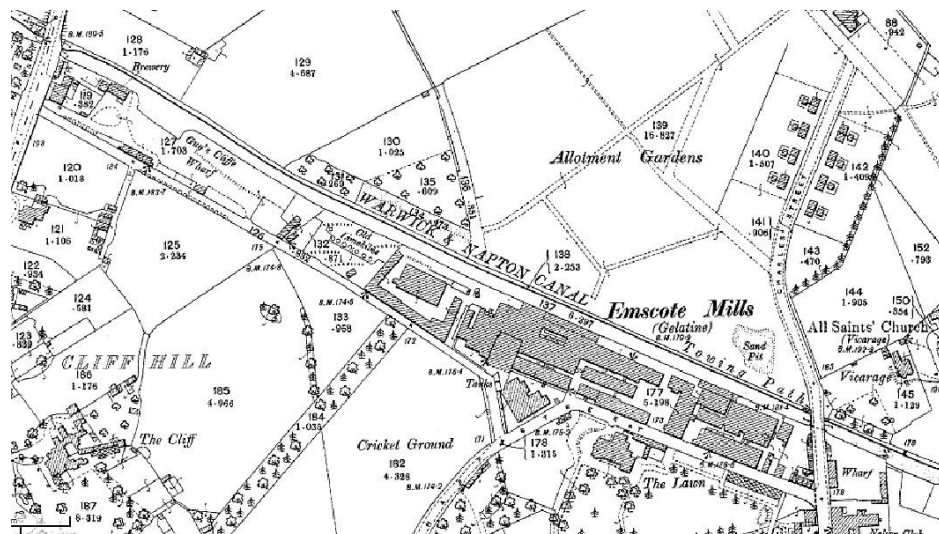
There was a drawbridge across to the fields on the northern side and one of the names for the farm lane that ran NE from Coten End was Drawbridge Lane – later Wharf street. All along the back of the towpath was a line of tall poplars, of which one or two remain and beyond was a patchwork of allotments.



To the East of the drawbridge were the gelatine mills Thomas Nelson acquired in 1842 and developed as a multi-storey complex including 4 great chimneys that were set parallel to the canal. The canal was used to transport the carcasses to be prepared for the manufacture of gelatine.



NOT SO ELEGANT CLUTTER ON FORMER WHARF



1880 FIRST EDITION ORDNANCE SURVEY



Some of the mill buildings still exist and have been turned to other uses including more recently residential. At the Eastern end the mill buildings became engineering works and then were demolished following use by English Rose Kitchens. Retail sheds have replaced these.



THE CANAL SIDE MARGIN IS JUST LEFT OVER LAND TO REAR OF RETAIL SHEDS

Future development needs to rise above this and perhaps recapture some of the enterprise that made this Warwick firm known worldwide. This was an extensive complex which included the extant Nelson Club a social facility provided by the Nelsons and also the development of twenty-three key worker houses with the extension of Charles Street Over the canal.



NELSON'S EXPERIMENTAL CAST STONE BLOCKS USED FOR MODEL WORKERS DWELLINGS.



NELSON CLUB ARCHITECT USE OF TERRACOTTA AND BRICK AS IN THE COFFEE TAVERN IN THE MARKET SQ. DALE THE OTHER PARTNER WITH NELSON, WAS ACTIVE IN THE TEMPERANCE MOVEMENT INCLUDING THE COFFEE TAVERN NEXT TO SHIRE HALL.



NELSON FAMILY HOUSE, EMSCOTE LAWNS BECAME A SCHOOL, AND IS NOW RESIDENTIAL



NELSON DALE BUSINESS GREW INTO A MAJOR LOCAL EMPLOYER

These drew on the family's other activities at Stockton, further down the canal and were built from experimental concrete blocks pressed to look like stone. At the head of Charles Street was once a water tower supplying the works and the houses, and there is a pair of substantial properties built for the Works managers. ref A Barnard 1899.



CHARLES ST 1899 MODEL HOUSING FOR STAFF

Thomas Nelson lived in the listed property called The Lawn, later becoming a private school and then developed for housing, successfully retaining the mature trees at the centre of the development.



ALL SAINTS CHURCH 1854 DEMOLISHED 1968

To the east of Charles Street Bridge was All Saints Church a magnificent Victorian building, unfortunately subsequently demolished because of cracking in the tower. Alongside it were church schools and a hostel as well as the vicarage.



Subsequently the school was rebuilt alongside the canal along with a replacement vicarage and a new church was constructed with a delightful lantern illuminating the interior. This should be considered for local listing. The curates house and St Edith's hostel remain. A footpath links Charles Street Bridge 48 with the Church and St Edith's Green. There is also a ramped access to the towpath here.



The length between Charles Street and All Saints Road Bridge is verdant with trees on both sides of the canal, so that what happens either side doesn't intrude on this attractive part of the length. Behind the Nelson Club there is a pocket of housing on what was briefly a DIY store site and before that a cattle market, with a wharf against the Charles Street Bridge which includes a second archway through to Emscote Mills. Whether this cattle market had any relationship to the canal or Emscote mills could be explored further.



CHARLES ST BRIDGE AND ARCH THROUGH TO FORMER WHARF

All Saints Bridge 47 is a narrow hump back bridge with no access point to the canal and a muted green pipe crossing.



Cast iron Rubbing strips are fixed to the corners of the abutment to prevent towropes rubbing the brickwork. Dogsbody cottage is the only older building remaining on this plot.



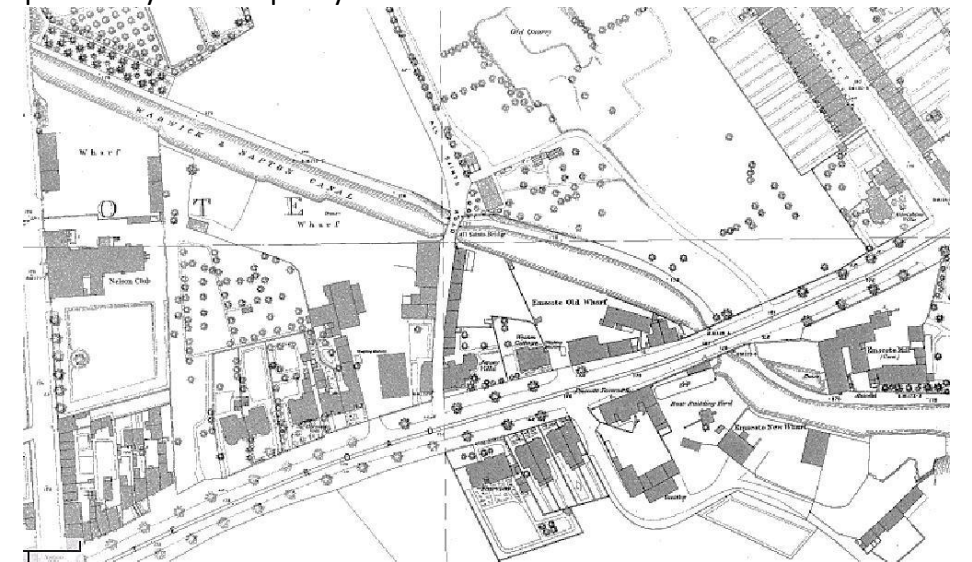
ALL SAINTS ROAD BRIDGE

Emscote Wharf with brick buildings with slate roofs around the perimeter remains in use as a car wash and car sales.



79 Emscote Road which stands at the side of Bridge 46 acts as a bookmark and as such could be locally listed.

In recent years the redevelopment of the towpath side has commemorated Austin Edwards, a local photographic manufacturer and councillor of the Borough of Warwick. The mission house which stylistically related to St Edith's hostel was demolished when the pie factory closed. In the 1930's this was allotment gardens having previously been a quarry.



1880 1:500 SHOWING EXTENSIVE WHARF ACTIVITY AND BOATYARD PRE ELECTRIC TRAM DEPOT TRACKS ALONG ROAD ARE FOR THE ORIGINAL HORSE DRAWN



EMSCOTE BRIDGE WIDENED FOR TESCO- CONTRIBUTED TO WATERWAYS UPKEEP.

If we look at the length from Coventry Road Bridge then certainly the Southern offside bank was very much canal related activity, with a series of wharves and waterside mills. Development spread by Nelson's model housing and post the Abercrombie assessment, this became where Warwick's urban borough sought to put much of the new accommodation. The margin along the canal at the rear of the towpath was utilised for larger employment uses, with the former Ridgeway school land abutting the Coventry Road. Godiva pumps recently celebrated 50 years of production at this location but this the South side of Montague road is an area for which a development brief would avoid some of the more piecemeal development of individual sites that have lacked any sense of place elsewhere along the canal in Leamington particularly. Re-establishing a footway near to the former drawbridge as part of the development framework of the canalside at this length would enable both the existing residents to the north of the canal and those living and working in any new development to connect more easily to the station and town centre.



ALLOCATED HOUSING SITE OFF MONTAGUE ROAD

The former school site has been marketed by the County Council as a potential housing location and identified as such in previous local plans. It does perhaps provide one of the best places to look for the much sought after extension of waterspace that some sort of marina or floating village could be create. It is an opportunity especially considering the proximity to Kate Boats.



ON THE CANAL WATCHING THE BOATS GO BY IS CALLED GONGOOZLING

The focus of views is currently moored boats along the offside edge and the buildings to the rear of this are relatively undistinguished. On the towpath side the views are generally contained by the larger factory units and a sturdy hedgerow. It is important to try and retain some water related activity in any redevelopment here, which is easier on the offside, without compromising safety and security.