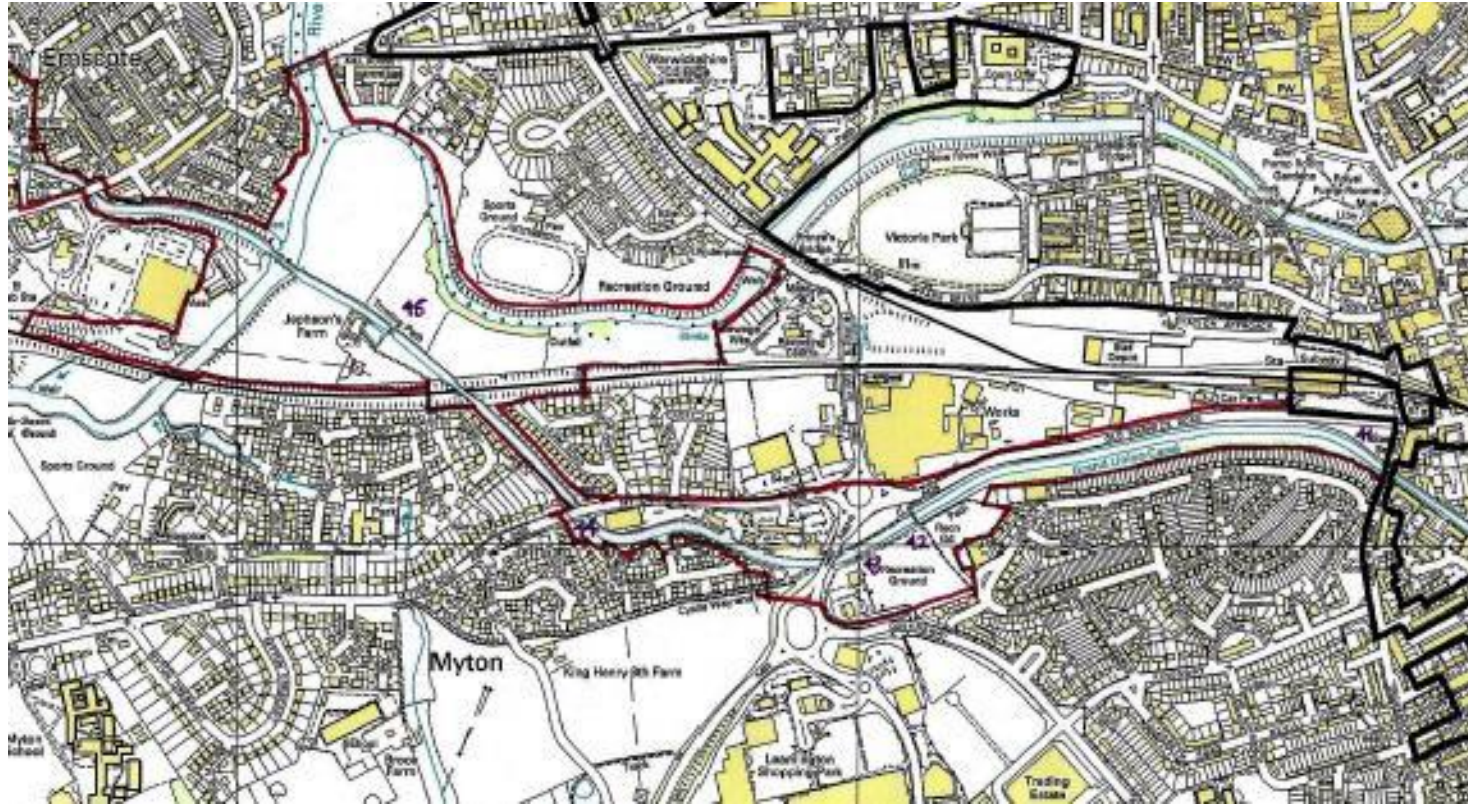
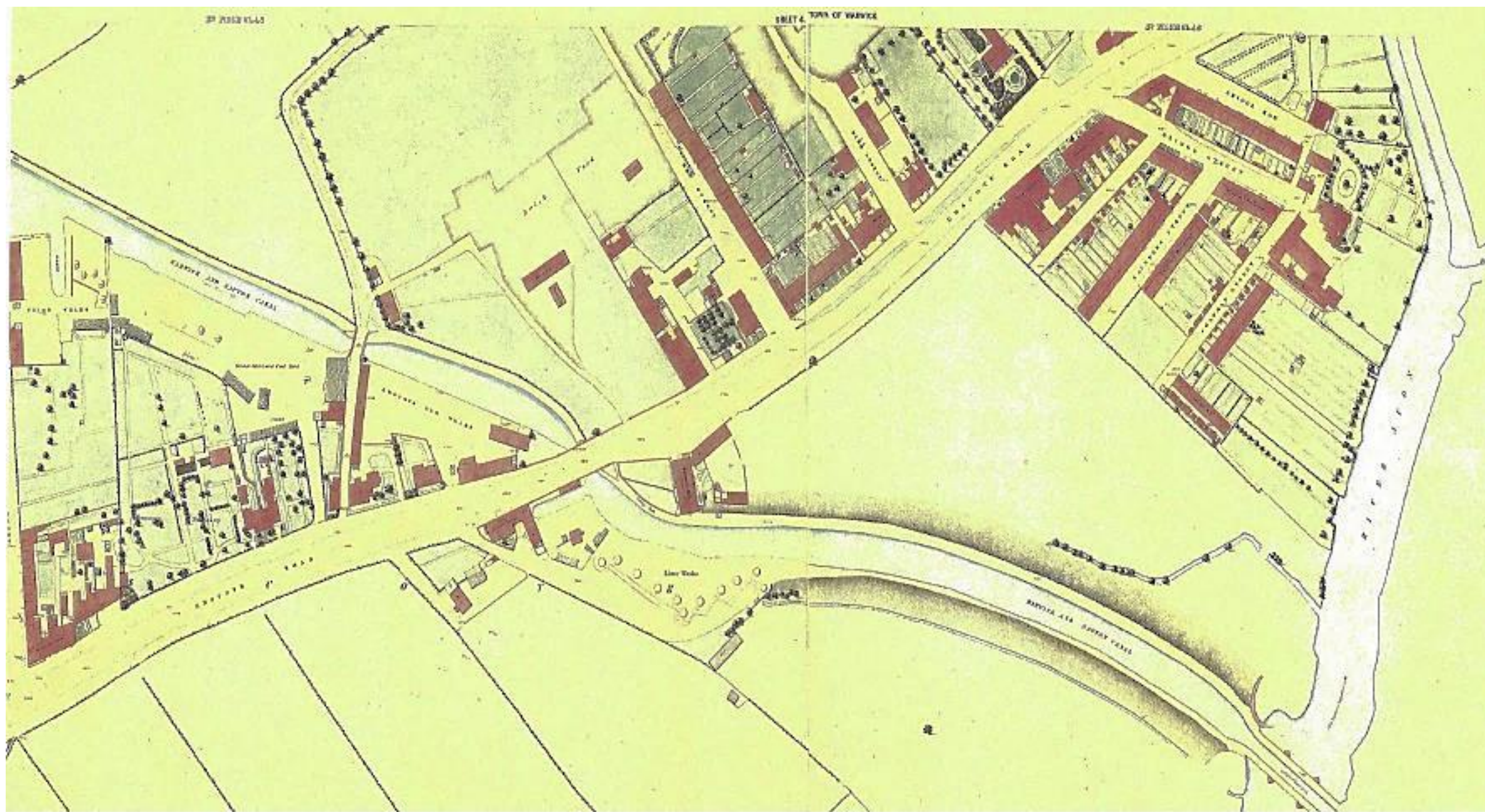


4 AVON

Emscote Road bridge 46 to Tachbrook Road Bridge 41 two aqueducts 2.5 km 1.5m

Grand Union Canal 1929 (Warwick and Napton 1794)





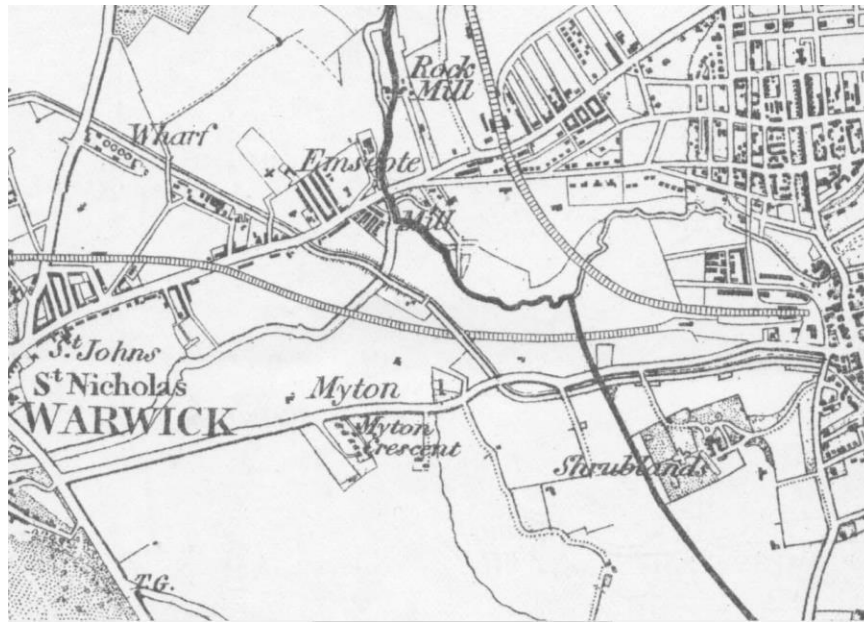
Board of Health map 1851

4 Avo length

Emscote Road bridge 46 to Tachbrook Road Bridge 41

two aqueducts 2.5 km 1.5m

Grand Union Canal 1929 (Warwick and Napton 1794)



Character length 4 starts at bridge 46, Emscote Road bridge and stretches south and east to Leamington Spa, two and a half kilometres to bridge 41 at Tachbrook Road. Emscote Road runs west from the centre of Warwick to Leamington town centre. The original route forking up to go to Rugby.

Both north and south of the road were wharfs and basins, brickworks and a Mill. The development of the settlements mid nineteenth century saw lime works at the wharfs. Lime was also used by the gelatin works process, which also saw animal hides arrive by canal from places around the world. There were two coal merchants listed at Emscote Wharf in 1828 (there were 18 using the basins that were infilled at Saltisford).

The fall of the land down to the river meant the canal had to be built on embankment, so that it crossed the river some eight metres below. Beyond was farmland and the gap between the two towns has remained. Further on the length goes under the coaching route from Warwick Castle to Daventry, the turnpike as it had become in the eighteenth century, This turnpike west to east started from the Earl's new bridge on the Banbury Road, along past Myton Grange to Leamington where it crossed the town's spine of Brunswick Street, Clemens Street, Bath Lane (later street) and the Parade.

The towpath is on the north side of the canal throughout the length. The bottom pound of the canal, it is five miles from Cape Road to Radford bottom Lock. The first of 23 locks lifting the canal out of the valley to join the Oxford canal at Napton. So surplus water discharges to the Leam and Avon, and the company made use of this for the Navigation Mill.



EMSCOTE ROAD BRIDGE SE ELEVATION - WAS WIDENED FOR THE FOODSTORE. THE WHARF IS NOW USED BY VISITING BOATS.

Brickwork beneath arch shows evidence of at least two widenings, the first possibly for the tram at the end of the nineteenth century.

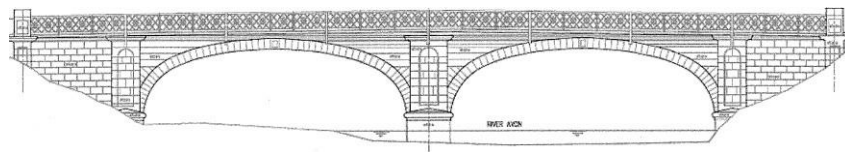
Warwick had not developed beyond Coten End until the construction of the Warwick and Napton Canal in 1800, though Messrs. Smart's cotton spinning factory was established on the far side of the Avon at Rock Mill in 1792. . Wharves on the canal were built for coal, slate, and timber yards and a lime works, and to serve Tomes and Handley's Navigation Mill (1805), later known as Kench and Cattell's Emscote Mill (1828), and for George Nelson, Dale and Co.'s Emscote Mills in Wharf Street (1837). Wharf street was called Drawbridge lane after the canal crossing, along it is a stone-built farmhouse, of the late 17th century originally with farm land fronting Emscote road. North west of the bridge wharves and a basin made this an important connection. Beyond the canal to the north-east, Hill Street, at least down to 1840, was a private, gated road, leading to a brick yard and quarry. Humphris Street was developed by 1857 but the area was still surrounded by brick yards. East of the canal, Saunders Street, Chapman Street, Bridge Street, and Bridge Row had also been built by 1851 as can be seen on the Board of Health maps.

ref Victorian county history vch

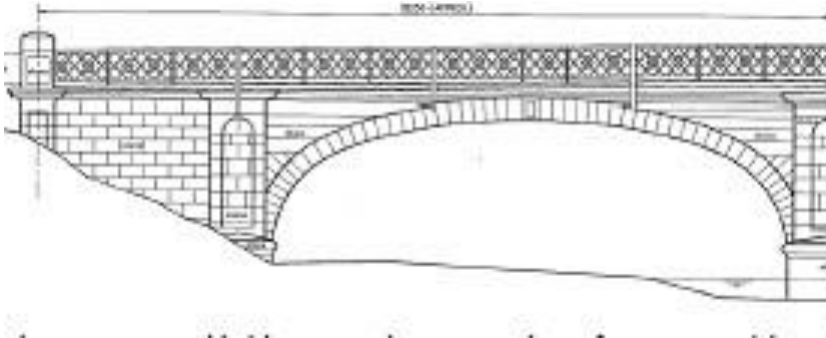


This part of the River Avon is where it is joined by the River Leam, just south of the Emscote road. Portobello Bridge, built in 1831 and then again in 1892, is Grade 2 listed. it forms part of the historic route from Warwick to Rugby and was joined by Warwick Street and Warwick New Road as part of the expansion of the new town in Leamington.

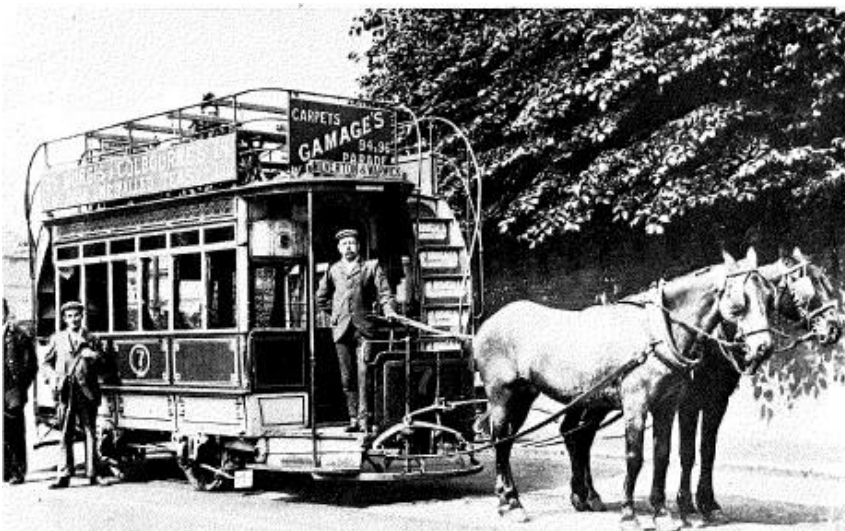
In 1857, at a cost of £15,000, water was started to be taken in from the Avon near Portobello bridge. A Pumping Station was built at Emscote in 1857 and at the start of 1858 water began to be pumped to the Water Tower on Market Street. Whilst this increased the supply of water to the Town its quality was described in 1870 as being 'scandalously filthy'. This was due in part to the towns of Leamington and Coventry allowing raw sewage to enter the river upstream. A bore hole had previously been drilled near the canal in Packmore Lane (now Lakin Road) in 1854 and although plentiful, the water found there was "hard and full of lime".



Portobello view from north



The current road bridge over River Avon, dates from 1831 with further work of 1892 It is Ashlar faced with brick arches. It is a listed grade ii. The bridge has wide elliptical arches with rusticated voussoirs and tall niches in the piers. The arches spring from moulded plinths. It has late C19 wrought-iron pedestrian walk on north side with lattice parapet. Walkways were added either side in 1881 when the tramway was lain. The south side has a supported footpath added in the 1960's

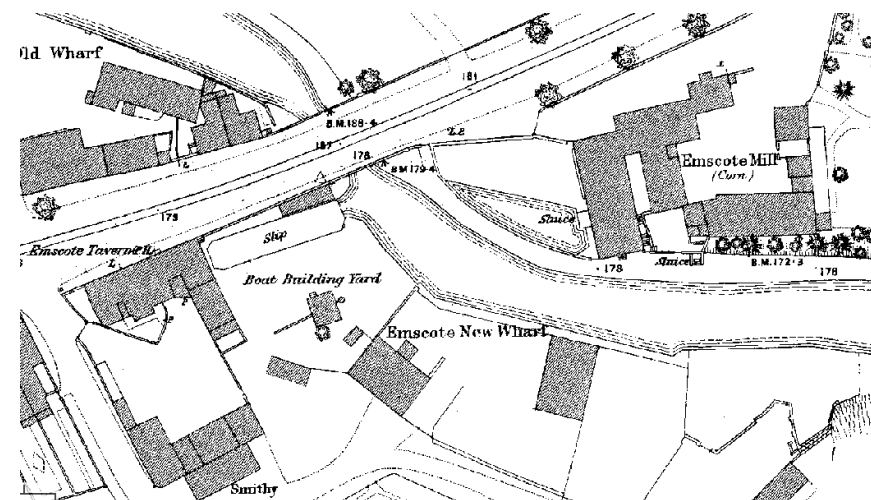


HORSE DRAWN TRAM FROM WARWICK TO LEAMINGTON STATION WERE REPLACED IN 1905 BY ELECTRIC TRAMCARS

Horse drawn buses started in 1829 in London and with trams there were about 25,000 in England in 1890. Electric trams first appeared in 1883. The horse drawn tramway opened in 1881 and included a loop around Eastgate to safeguard passengers on the top deck. The stables were in Coten End. The track was relaid for the electric trams in 1905 and ran until 1929.



Looking east from Emscote road canal bridge
THE GABLE END OF THE WATER MILL IS ON THE RIGHT, WITH THE EXTRA STOREY ADDED IN 1868, ADJOINING IS THE STEAM MILL, WITH A NEW MILL BUILDING AND WATER TOWER ERECTED IN 1905. THE MILLERS HOUSE IS BEYOND.
WCRO



The Mill which stood on the northern side of the canal and was initially known as the Navigation mill opened shortly after the canal was completed. It had a water wheel 24ft in diameter and 7ft wide made in cast iron which took water off the canal to drive the mill stones. Water was fed back into the Avon. Field's 1815 account says water passed through nine semi circular arches under, what is still, a raised towpath, to a penstock 2' deep. The Mill wheel was made of cast iron. It was 24' in diameter and 7' wide. The mill had five pairs of stones capable of grinding and dressing 300 bushels per day.

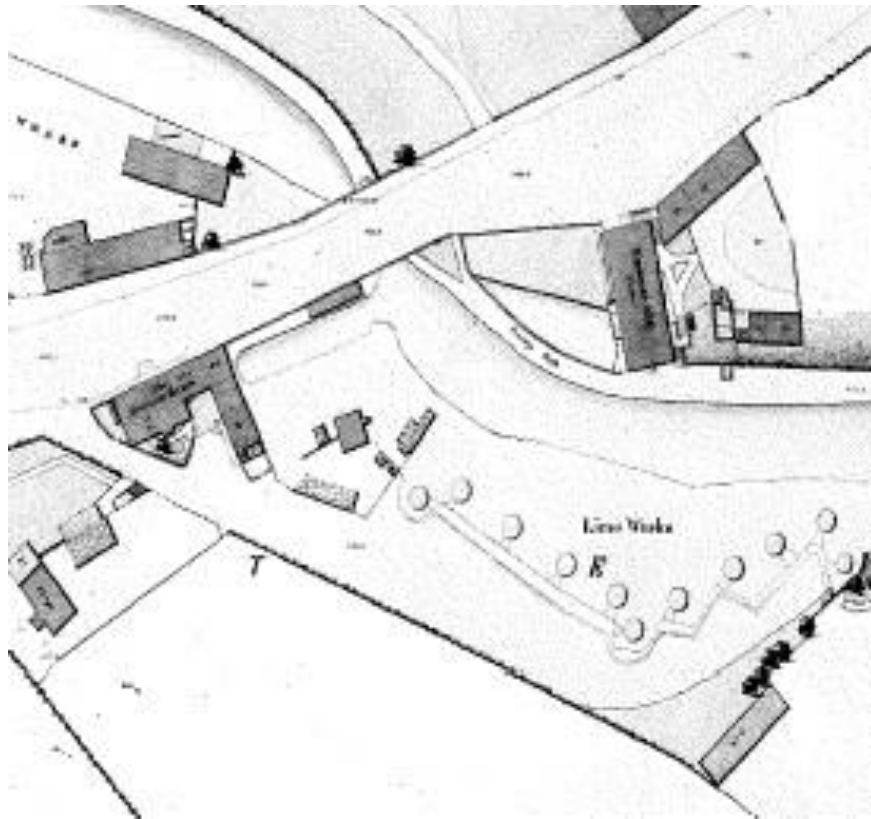


By the 1830's the miller, a lessee of John Tomes and Charles Handley from the canal company, was a P.Kench, milling flour. The Kench family bought it in 1856 for £3000. Eventually wheat was being imported to supply local bakers from Russia, Canada, South America and Australia. The last two delivery horses were sold off in 1817 and their field alongside the embankment became allotments when the first lorry replaced them. Milling ceased in 1961 and in due course it was converted for the manufacture of Fleur de Lys pies, themselves having originated at the pub of that name at Lowsonford on the Stratford upon Avon Canal. The buildings including the Georgian mill house were demolished in 1996. Housing association flats have been built on the site. ref Booth and Risworth.



South of the bridge, on the offside of the canal to the rear of a Tavern, was the site of a basin, boat building yard, smithy and of Emscote New Wharf.

BRADSHAW'S CANALS AND NAVIGABLE RIVERS, in 1904 names REYNOLDS WHARF probably north of the bridge and BLAYDON'S OLD WHARF and BUFFERY'S LIME WHARF as the south side.



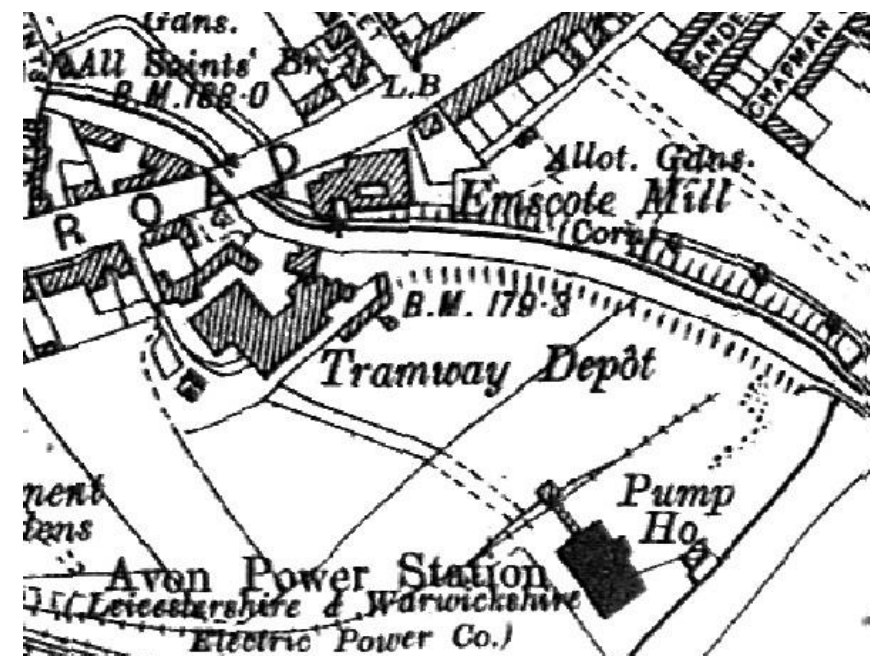
1851 BOARD OF HEALTH PLAN



Current google aerial

Following the switch from horse drawn to electric trams, a tramway depot was built here in 1904 with a pumphouse alongside the Avon, this supplied power for the tramway and local

residents. Promoted by the Leicestershire and Warwickshire power company, It became an ac/dc convertor station, like the one in Wise street alongside the canal in Leamington.



Originally there was an agreement to supply coal and cooling water, The plan shows the Avon generating station, had its own rail link.

Nationalised in 1948 it closed in the late 60's. it was demolished in 1975. The site now contains the Tesco's store and High Voltage Electrical sub stations connected to the pylons that follow the canal. The canal infrastructure and the gas making plants using coal supplied by barge, and also electric power generation and telecoms were often linked.



AVON POWER STATION



Aqueduct and former power station BW200

The tramway depot was built here in 1905. The Avon power station was built adjacent to the River Avon with its own rail link. The site now contains the Tesco's store and Electrical switching station.

One of the potential sites to link a broad waterway connection to the Avon would be at the side of the aqueduct. A number of devices from lifts, to inclined planes have been mooted. Something with the engineering innovation and presence of the Falkirk Wheel would impact on the character of the area.



20th Century housing at Bridge Street has infilled the former allotment grounds. The canal is around 30ft above the River level at this point.



From the Emscote road to the aqueduct the canal sits on a wooded embankment.



NORTH ELEVATION FACING FLOW



SOUTH ELEVATION FROM RIVERSIDE WALK

By April 1795 Thomas Hawkins was cutting the line between Warwick and Radford, but the Avon was the major challenge, along with the tunnel at Malins Hill (Bury Road). Invitations to tender for the aqueduct were issued in September 1795 in Aris's Birmingham Gazette, with foundations under construction in the river bed the following April.

The aqueduct over the Avon was built between 1796 and 1798, a three span stone arched structure in plain sandstone, quarried locally at Wooten Field. The piers are 9ft wide, the arches 42 feet and the canal is 16ft wide, the total length of the aqueduct being 230ft. It was built by Benjamin Lloyd, Mose .Wilson, Docker and T.Wilson. Designed by William Felkin and Charles.Handley, the canals engineers. They were advised by Henry Couchman- the county bridgemaster who was on the Warwick and Napton committee. It was he who rebuilt the bridge over the Leam to open up the land to the north in 1807-9. That bridge was replaced in 1840 by J G Jackson, Willes agent.

There is a solid masonry wall on the towpath side with the date 1908 inset and a modern imitation parapet rail on the offside, constructed in the 1980's.

A flight of steps linking the canal towpath with The Warwick and Leamington River Walk was constructed in the 1990's by British Waterways Architect/Planners. This links the series of open spaces starting at Newbold Comyn through to the former common land at St Nicholas Meadow.



RIVER LEAM WALK THROUGH MEADOWS. CANAL SAILS OVER AND TOWPATH LINKS GREEN SPACES BETWEEN TOWNS

The aqueduct is considered suitable for listing.

Built three years after Eborall completed the Earl of Warwick's new castle ii* bridge, to a design by Robert Mylne, whose Blackfriars Bridge of 1769 is held to be the high point of masonry construction. The aqueduct is in a more hidden location, with a lesser span than the elliptical arch of the castle bridge, but it is an important contribution to the creation of the canal as through route by water to London.



From the aqueduct onwards the views open out to surrounding fields and the presence of the town seems quite distant. This gap is extremely important in preventing the urban areas of Warwick and Leamington from coalescing.



MORPHOLOGY OF DISTRICT AS MAPPED BY ABERCROMBIE'S PLAN IN 1946

Jephson's Farm occupies the vestigial fields that separate the urban areas of the two townships, with Bridge 45 linking fields on either side and the farm pond emphasising this arcadian idyll; bit of countryside in the town.



THE TOWPATH ON THE 1960'S WITH THE POWER STATION JUST VISIBLE OVER THE FARMHOUSE



JEPHSONS FARM



JEPHSONS FARM GROUP SUITABLE FOR LOCAL LISTING



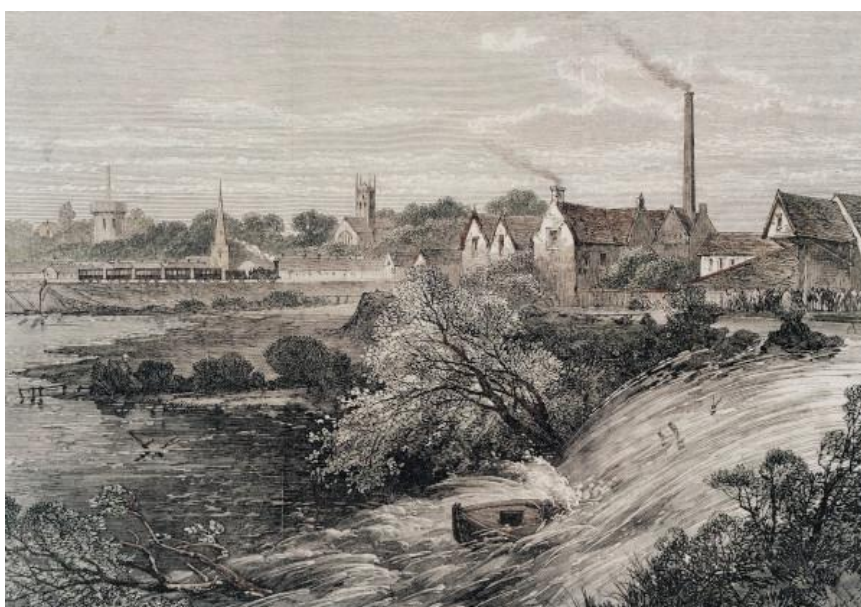
BRIDGE 45

The brick arched accommodation bridge connects the farm fields. It's simple unaffected form reminds us that such elegant simplicity is a key feature of the canals appearance, along with the use of materials that weather well.

Jephson's farm also has an enduring charm. Simple buildings around the central form, stepping up and back down with the roofs hipped. Tall chimney stacks and painted timber casements, here shielded from casual vandalism.



TOWPATH GOES THROUGH OPEN LAND AND IS A POPULAR WALK



VIEW OF THE CASTLE, ST NICHOLAS AND ST MARYS CHURCHES AS BACKGROUND TO A CANAL BREACH IN 1868.

Ref Source Illustrated London News

Just before the canal reaches the railway, a footpath from the towpath runs alongside the railway and back to Princes Drive provides the link to the open spaces in Leamington beginning with Victoria Park, and on to Spa Gardens and to Newbold Comyn, established in 1973, where reconnecting to the tow path is possible.



CANAL LINKS OPEN SPACES WITH NEIGHBOURHOODS

Spa Gardens is a Kilometre-long chain of riverside walks, gardens and parks. In 1862 the Local Board of Health created the New River Walk on completion of its works to speed the flow of the sewage-laden River Leam by raising and straightening its banks. The borough, using powers granted by the 1875 Public Health Act, extended New River Walk to the Pump Room Gardens. Additional Powers under the Leamington Spa Corporation Act 1896 enabled the acquisition of land for Victoria Park, as well as Eagle Rec further along the canal, as a 'people's park'. West of Victoria Park is currently a sports ground, Edmondscote, edged by the river Leam and open fields reaching to St Nicholas Park, Warwick, the river avon flows on past the Castle to Warwick Castle Park, and then through National Trust estate to Stratford Upon Avon. A footpath link from Baginton to Stratford along the Avon was put forward in 1946.

The mainline railway is in a wooded cutting with the canal carried across in a metal trough, an alteration after the canal was built. Along this length the Georgian Canal was temporarily diverted by Victorian railway engineers to construct their route which crosses the canal and town so intrusively. They installed a metal trough, a technique pioneered by Telford and his ironmaster at Longden in 1796 and Pontcysyllte on the Llangollen canal. Canal is carried in a cast-iron trough which is supported by cast-iron arches, The towpath is supported by brick arches. There are Four equal spans of 21ft. (skew), 15ft. (square) with a skew of 45°. The Total length (excluding wing walls) is 104 ft. Trough Overall width 18ft. 9in. and is made up from five sections, each 3ft 9in wide. The trough carrying the canal is supported by six segmental arch ribs in cast-iron.
ref Roger Cragg ICE Panel for Historical Engineering Works

Built by the Birmingham & Oxford Railway to carry the Warwick and Napton canal (now the Grand Union), over their new line in 1851 In June of 1851 Peto and Betts, the railway contractors made a short temporary canal to enable them to construct the aqueduct.

ref Warwick and Napton committee minutes PRO Kew



AQUEDUCT



The rapid increase in transport infrastructure brought about the need for solutions, whilst not a grand project, the construction enabled the two primary infrastructure systems to co exist. This railway structure was part of the rapid expansion of railways post 1840's, it fits quite discretely into the landscape and is considered suitable for listing.



1930's

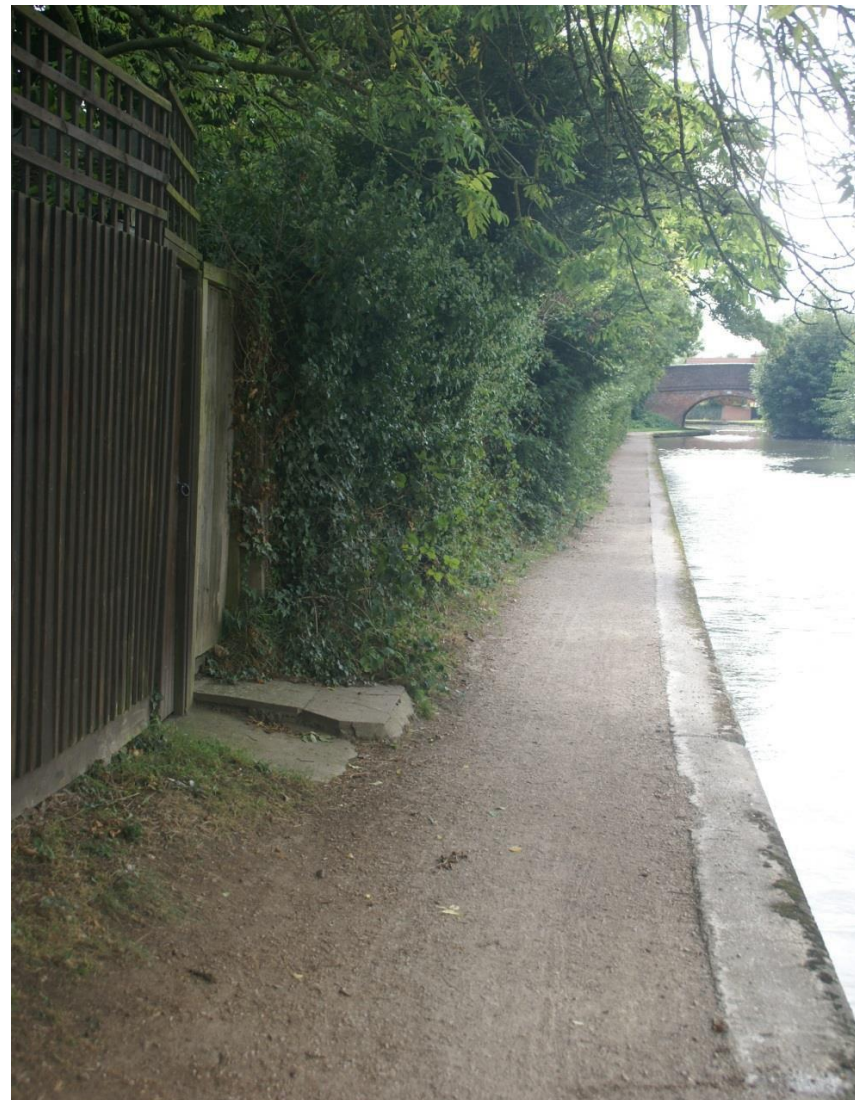
From the railway cutting up to Bridge 44 the canal on both sides is the rear boundaries of 20th century housing. On the towpath side this is reasonably well hidden by vegetation, whereas the offside is more recent.



Canalside boundary treatments vary and either rebuff their surroundings or engage with the waterway. Thus the visual envelope that extends beyond the waterspace can intrude on the character and undermine the appearance of this historic asset.

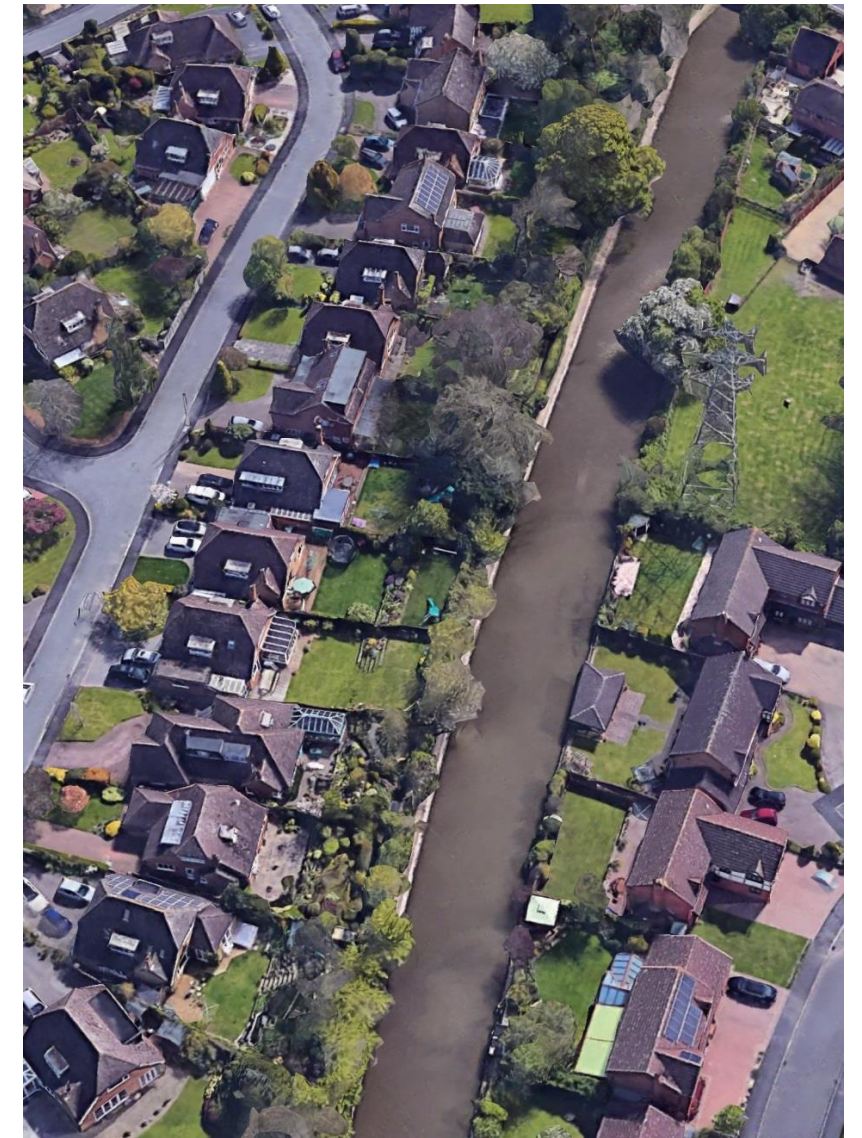


OFFSIDE TREATMENT OF GARDENS

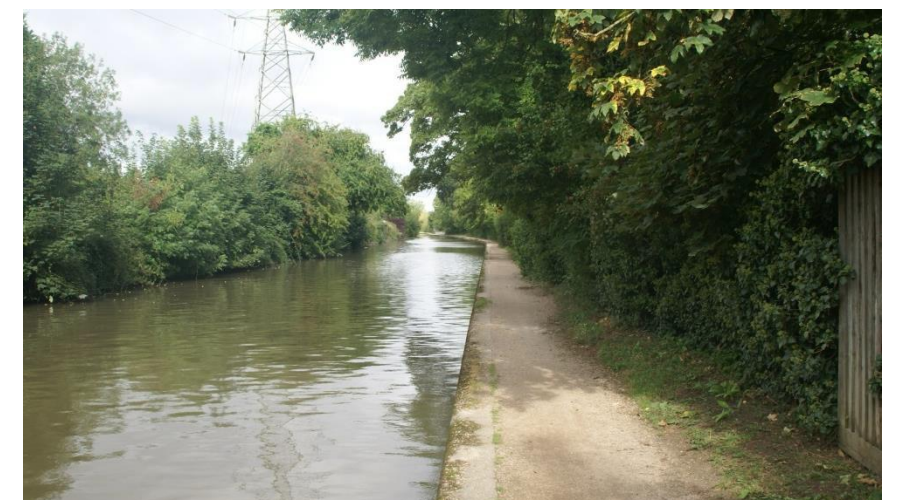


Intrusion into the towpath restricts use but needs to be managed in a way that does not introduce a standard uniform approach. Ideally there should be a minimum 1500 to 2000mm of surface

where the route is to have people in wheel chairs and buggies, passing others.



HOUSING HAS ENCLOSED HISTORIC CANAL





Leam Bridge - Bridge 44 on the Myton road has a link up to the roadway on the South eastern side There is an opportunity to improve this in the margins behind the Lidl store (formerly Clows garden Centre).



ACCESS MYTON ROAD



Despite the increased footprint the store itself is reasonably well screened by the existing hedgerow. There is another access point into the store's car park connecting with the Myton Road.



The canal was through open fields until this site was allocated for housing, the layout has kept some of that open quality with a green here that works with the canal to give a relaxed feel. On the offside development off Aragon Drive has been orientated so that instead of backing onto the waterway housing is grouped to face onto shared spaces that are linked by a walkway alongside the canal.

The waters edge margin is an important element. A soft edge for mooring spikes when people stop to take on provisions, but also an appropriate green margin between the towpath walk and the water.





ARAGON DRIVE



This helps to compliment the canal as an important part of the public realm. Towards the East, housing on the south of the canal rises to 3 or 4 storey and this is also the scale of the denser apartment development of The Moorings. The development has turned towards the canal and away from the larger areas of roadway and parking to the north and east.



'THE LOCKS'

There is an opportunity for boats to turn in the winding hole, which diverts the towpath around the back of it. placing The Moorings Pub under the eaves of Europa Way could have resulted in somewhat awful relationship, but planting and the Southern aspect over the Waterway makes it an attractive terrace to sit and watch the world go by.



'MOORINGS'

This is the point on the South side of the canal where the cycleway comes back to the water's edge.



EUROPA WAY UNDERPASS



1946 IMPERIAL FOUNDRY MYTON ROAD PRINCES DRIVE JUNCTION

The Old Town Foundry was established in the 1860's by Radcliffe, Harrison and Blunt in Clemens Street and by the 1890's their company, The imperial Stove Company had built the imperial Foundry on old Warwick Road. Sidney Flavel purchased this in 1902, adding it the Eagle Foundry Works, producing cooking stoves. Ford purchase the Princes Drive foundry site in 1939 and closed it in 2007. It is now the headquarters and production base for Vitsoe UK a design led furniture company who have constructed an innovative building on the former foundry site.

This whole stretch from the Lidl car park through to the end of Bury Road was diverted away from the old Turnpike Road to enable the roundabouts of the southern extension to Europa Way to be constructed. The Old Warwick Road ran between Warwick and Northampton via Southam and was established in 1765.

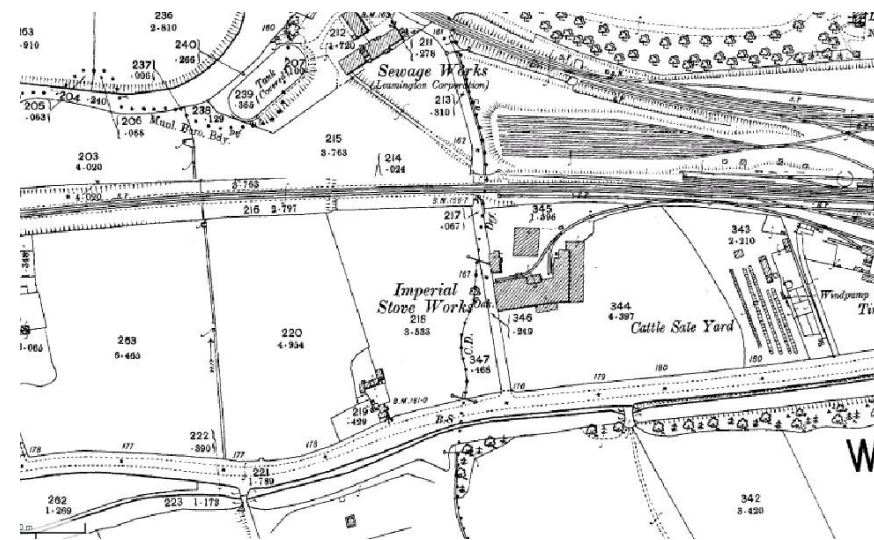


This is particularly prominently located on the Southern approach to the town from the M40 and linked to the railway station will form a first impression of the town for many visitors. It is also where the Southern extension of the district attaches itself to the existing movement infrastructure, which as well as roads and rail, includes cycleways and footpaths and the canal network which directly link to the major centres of the district in Warwick and Leamington. An opportunity is therefore presented to make much more of the Bury Road recreation space as an entrance to the canal at this point.



A SPACE WAITING FOR SOMETHING TO HAPPEN

Saw mills were established between the railway and the canal in the second half of the 19th Century. A cattle market is also shown on the 1880's OS plans.



A tunnel was proposed at Mallins Hill through Mr Wise's land and what is now Bury Road and Kingsway. Mr Wise was on the canal committee until talks broke down. Wise was worried about potential interference with his mineral spring baths on the corner of High St and Bath St. Eventually after Charles Handley became the Companies engineer, the tunnel contractor was paid off and the canal became a cutting that runs to the south of the turnpike road



ONE OF SIX GRAND PROPERTIES MATTHEW WISE PROPOSED OVERLOOKING THE CANAL IN 1848



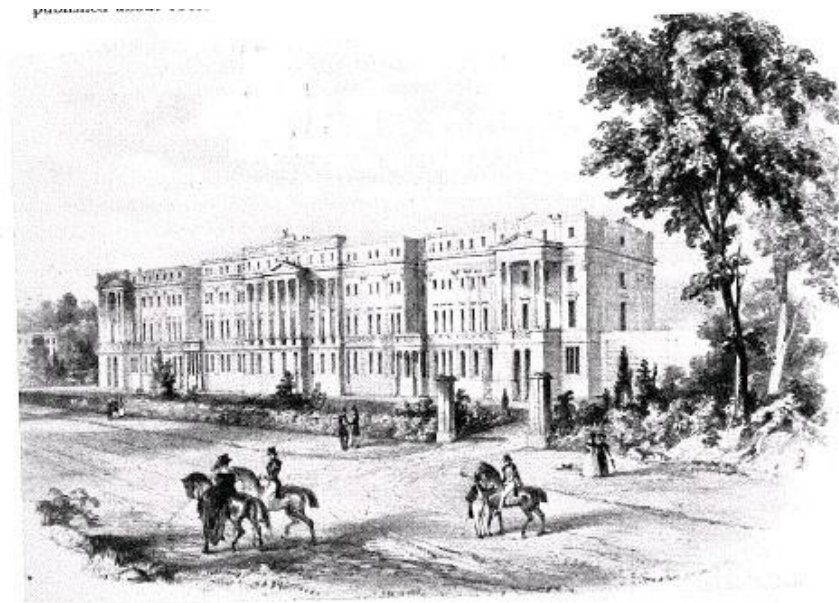
WISE ESTATE EARLY 1800'S

Shrubland House was started by Mathew Wise in 1822 on a hill overlooking the canal to the north. The architect was Henry Hakewill. Wise lived in the Manor House Hotel (now flats) having married the heiress of Thomas Prew of Leamington. The wise famil descendants of the monarchs gardeners owned property around the district, a cousin , the rev Henry wise living in Warwick Prioryhis grandfather, queen Annes gardener had bought.after the first world war the property became a girls school, but was demolished around 1939. The estate having been broken up into building plots.



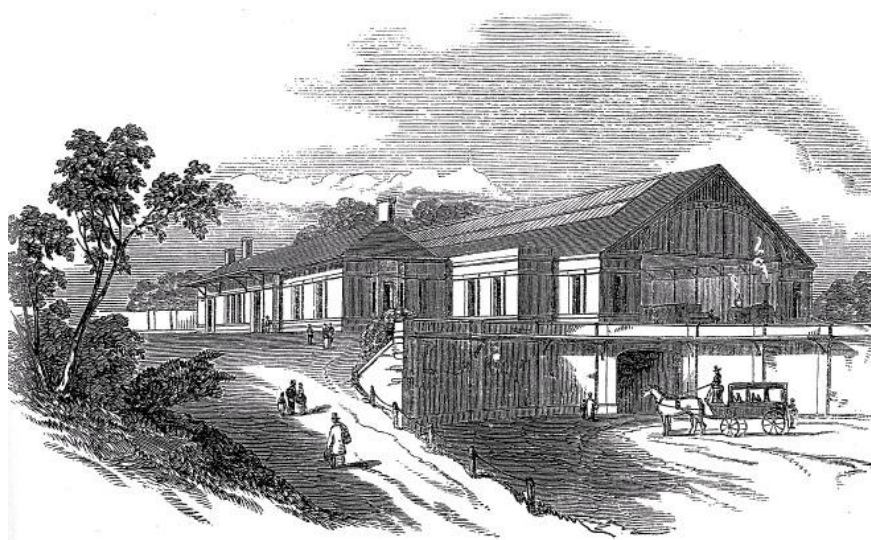
189. Shrubland House, drawing by William Oliver, c.1830-50. The house was built in the 1820s by Henry Hakewill to the south of Leamington Spa, where the Wise family were important landowners.

ref G Tyack also Cave RLS



EASTNOR TERRACE WAS DEMOLISHED FOR THE RAILWAY LINE

Avenue Road Station opened in 1851. When this was joined by the Great Western Railway in 1852 a new station was built.

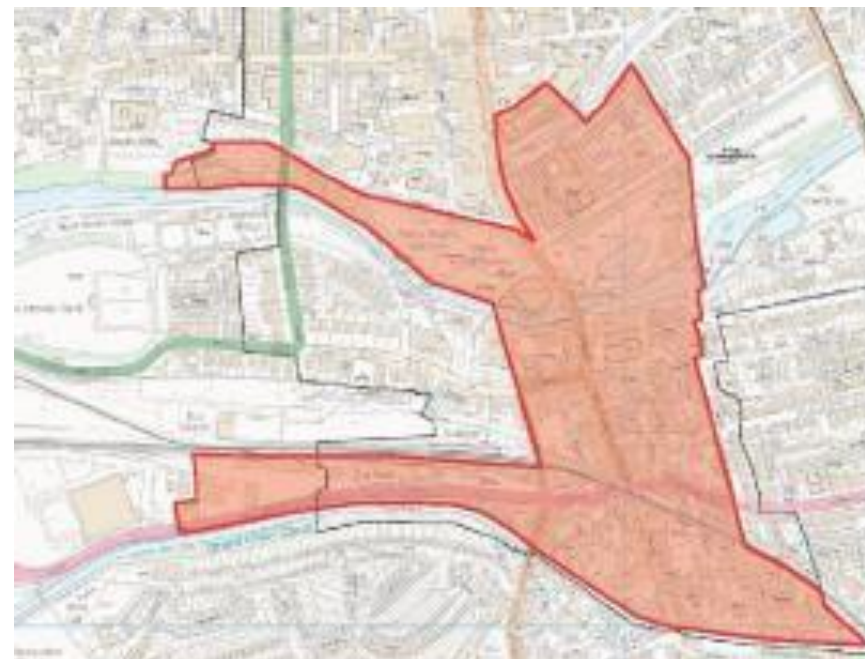


GWR reconstructed this in 1936 and the current station is essentially this one.

Trees that flourish on the embankment of this cutting are an important part of the character of this section of the waterway, that fronts the proposed Creative Quarter.

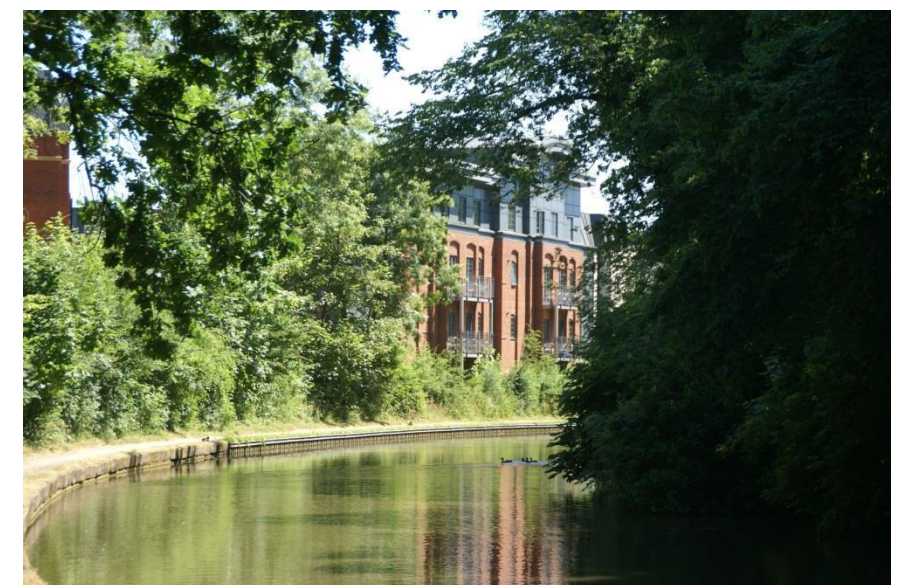
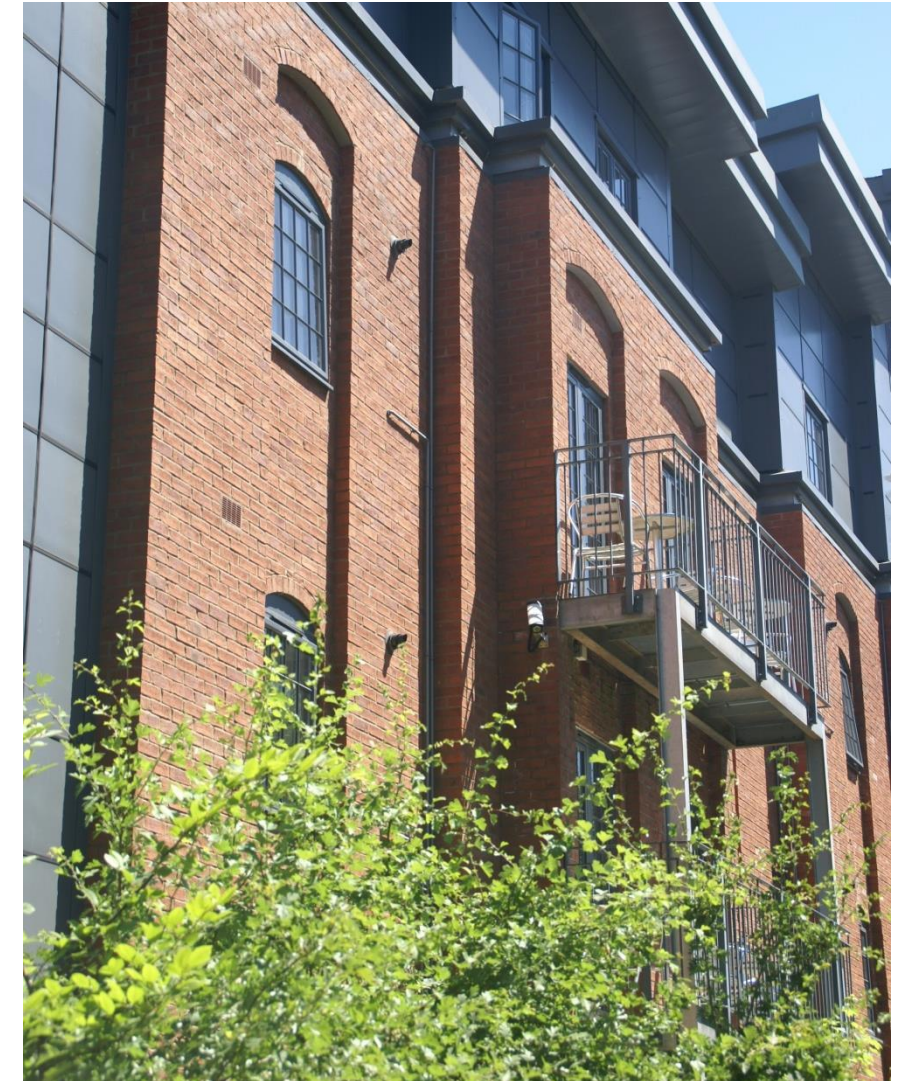


This is perhaps a length where activity on the water would enrich concepts such as The Creative Quarter, possibly introducing floating businesses cafes, galleries, retail and food outlets, for example a book barge or coffee shop or at the very least facilities to attract visiting boats.



CREATIVE QUARTER FOLLOWS CANAL

The former omnibus garage opposite the station has recently been redeveloped for student housing with a robust use of modelling on the canalside - a new build Pevsner commends





TACHBROOK ROAD BRIDGE 1910



Avon

The length contains

Emscote road bridge;

The location of the former Boatyard,

Tramway depot ;

Avon power station;

Portobello bridge

Emscote Mill Kenches (Pie factory)

Avon Aqueduct – constructed in 1798 in Warwick sandstone

Jephson's farm

Railway aqueduct over the Birmingham Oxford railway now the Chiltern mainline

Leam Bridge now Myton Road Bridge; Bridge 44

There was a Former footbridge near the winding hole at The Moorings

Further footbridge that replaced when the canal was diverted to create Europa Way

a cattle market – now the site of Morrisons

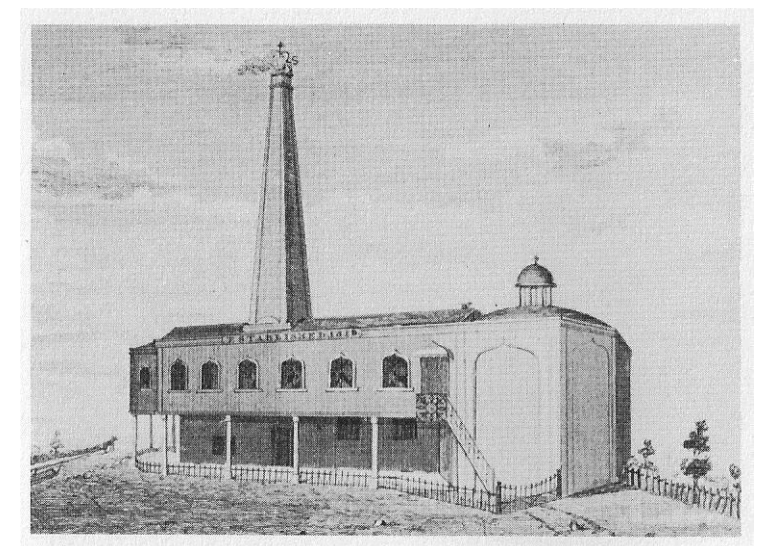
timber yard next to the Station

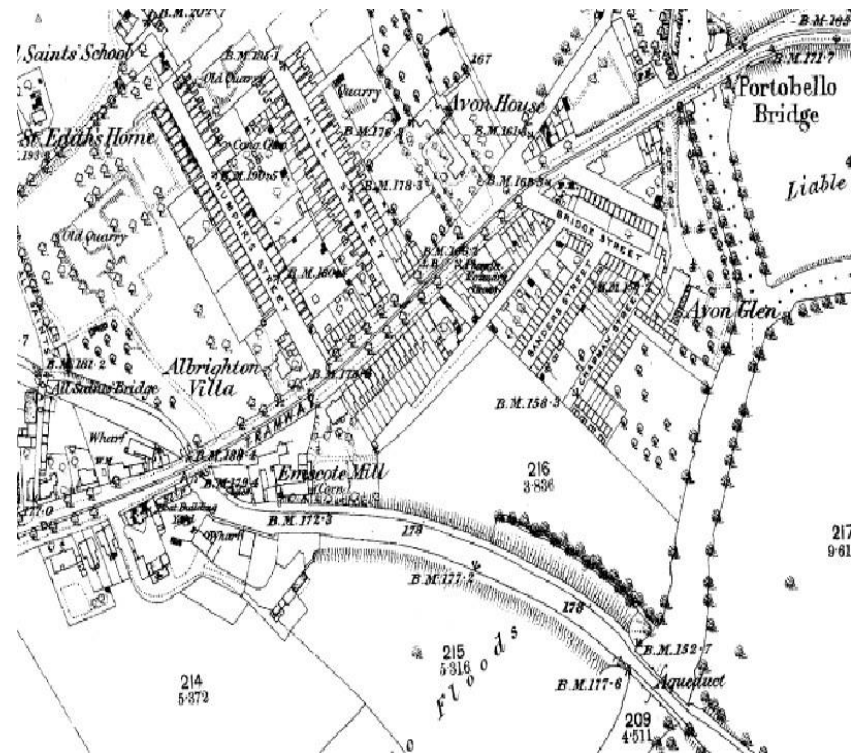
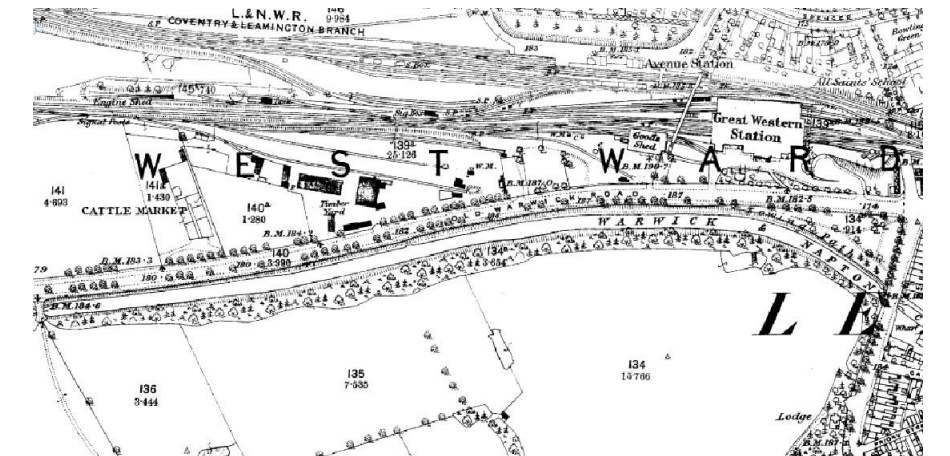
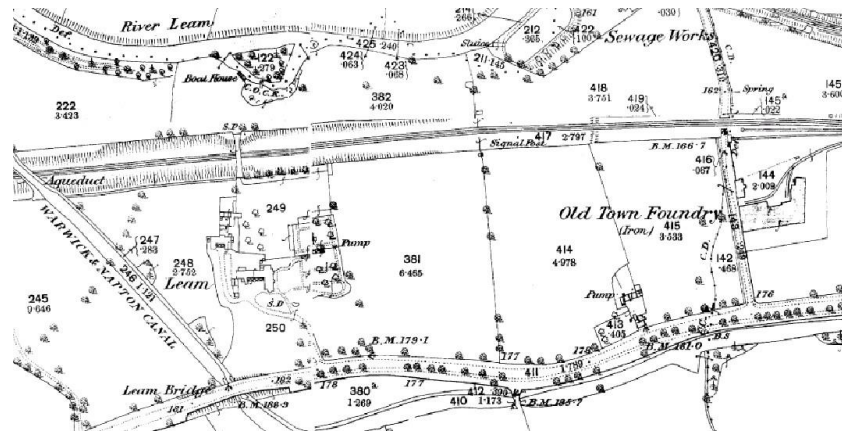
Warwick Daventry Road - the turnpike

Mr Wise's house Shrubland Hall South of the canal and the original Bridge 42 on the drive toit up Malins hill (which was the site of the proposed tunnel)

Tachbrook Road Bridge 41

THE FIRST GASWORKS WERE BUILT BESIDE THE CANAL IN 1919







ORIGINAL BOAT DOCK IS UNDER ENLARGED ACCESS.

SUPERMARKET COULD PROVIDE SOME INTERPRETATION OF THIS PLACES FORGOTTEN PAST THE NAVIGATION WATERMILL,, BOAT BUILDING THE TRAMWAY, AVON POWER STATION ,KENCHES FLOUR MIL, FLEUR DE LYS PIES



MASONRY ARCH AQUEDUCT CIONSTRUCTED 1790' SAME DECADE AS EARL'S AVON ROAD BRIDGE

METAL STAIR CONNECTS CANAL TOWPATH WITH RIVERSIDE WALKS



LEGACY OF INVESTMENT CANAL USED DAILY BY BOATERS,CYCLISTS, RUNNERS AND WALKERS OF ALL AGES



RAISED TOWPATH IS EVIDENCE OF THE NAVIGATION WATER MILL 1809

MOORINGS FOR BOATS TAKING ON PROVISIONS

PLANTING ON CANAL EMBANKMENT ENCLOSSES VIEW AND IS A WINDBREAK

LAND FALLING TO RIVER 8 METRES BELOW



MAGNIFICENT STRUCTURE CARRIED WARWICK AND NAPTON CANAL SIX MILE BOTTOM POUND. FORMER MILL WATER FEED INTO AVON AT FOOT

PARAPET RECAST IN 1908 AND OFFSIDE HANDRAIL 1980'S



SIMPLE SURFACE TOWPATH, WATERS EDGE MARGIN, ENCLOSING HEDGE ALLOWS GLIMPSES OUT TO REMAINING COUNTRYSIDE IN THE TOWNS. INTENSIFICATION OF USE NEEDS TO RETAIN WHAT MAKES IT DISTINCTIVE, WHILST ALLOWING CYCLES/HORSES TO PASS – 1500MM PATH WHERE FEASIBLE. MAY INVOLVE REDUCING SOME ENCROACHMENT.



BRICKS WERE DUG AND BAKED KLOCALLY TO FORM THESE SIMPLE BRIDGES THAT SPAN THE CANAL AND TOWPATH. RUBBUING STRAKE AT ABUTMENT PREVENTS GRIT IN TOW ROPE FROM ERODING BRICK ARRIS



OFFSIDE DEVELOPMENT SITED WELL. GROUPING DWELLINGS AND CREATING ATTRACTIVE WATERSIDE SHARED SPACES FOR RESIDENTS



CANAL WAS DIVEERTED FOR SOUTHERN EXTENSION ROAD, EUROPA WAY. SPACE LEFT AFTER ROAD PLANNING IS AN OPPORTUNITY



METAL AQUEDUCT TROUGH SAILS OVER THE MAIN LINE RAILWAY THAT ALSO LINKS BIRMINGHAM WITH LONDON



FOUR STOREY FLATS WITH ARBITRARY APPLIED CANAL FEATURES HAVE MISTAKEN THE LOGIC OF CANAL WAREHOUSES. WARM BRICK AND MODELLING HELP AND ADOPTING SOME OF THE RHYTHM OF SIMPLE BAYS. AND JOINERY SET BACK INTO OPENINGS. THERE IS A VERTICAL EMPHASIS



NATURAL ENCLOSURE MAKES AN ATTRACTIVE WALK NOW THAT THE OLD WARWICK ROAD IS NOT TREE LINED. CANALSIDE WALK NEEDS SOME WORK TO UNDERSTOREY AND TO LINKS. FLOATING GALLERY, CAFÉ, TRADING BOATS WOULD ESTABLISH A PRESENCE AND IDENTITY TO , MAKE IT FEEL SECURE