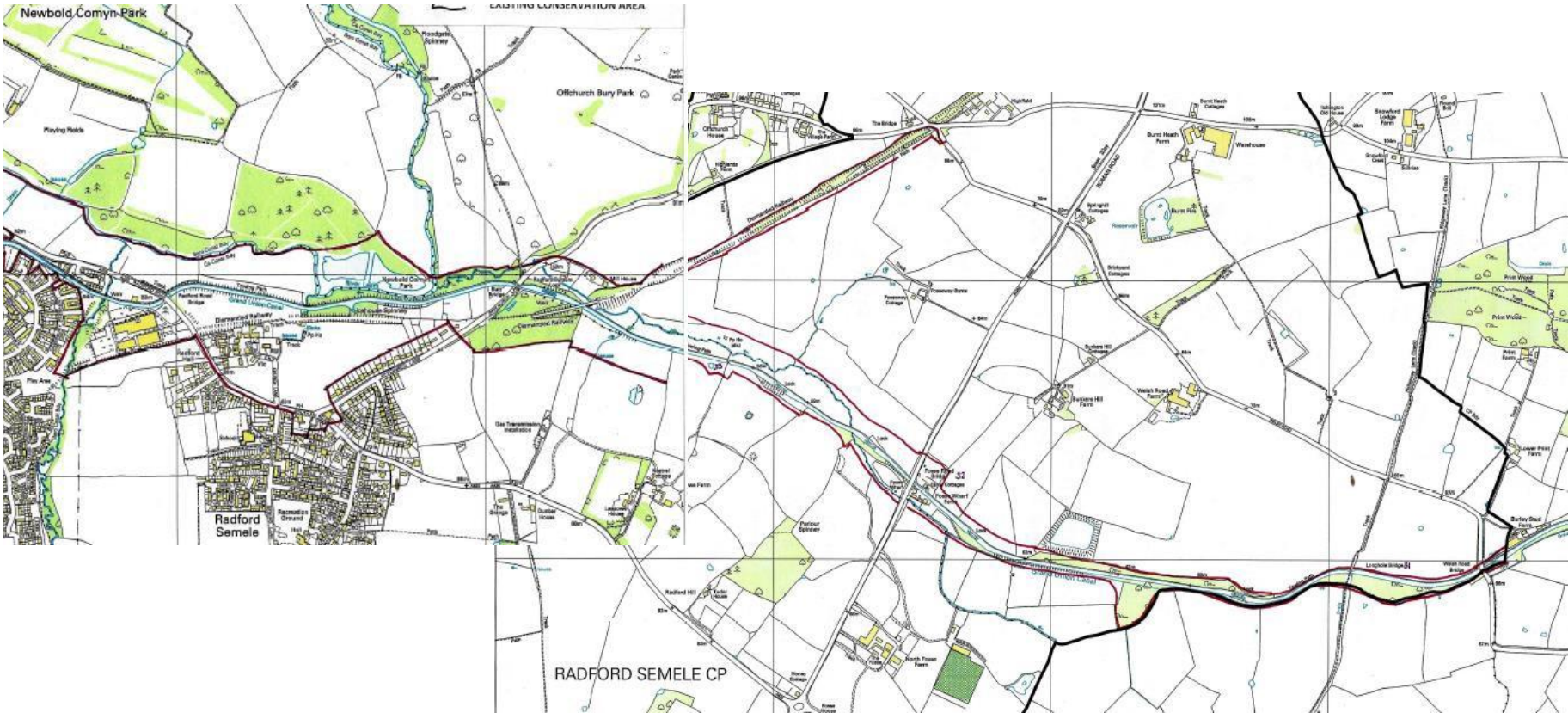


FOSSE

Radford Rd bridge 35 to Welsh Rd bridge 30 locks 23-18 7.5km

Grand Union Canal 1929 (Warwick and Braunston 1794 Act became Warwick and Napton 14th May 1796



6 FOSSE

Radford Rd bridge 35 to Welsh Rd bridge 30 locks 23-18 7.5km
Grand Union Canal 1929 (Warwick and Napton Canal 1794)

The A425 to Southam, the Radford Road crosses the canal and marks the start of this length. The road bridge is undistinguished, with metal parapets and crash barrier marking the transition from town to country . The wooded margins of Newbold Comyn register the amenity space to the North.



WEST TO BRIDGE

The bridge below the road deck retains the original red brick from 1795, when 20 men were taken on to dig clay to make bricks for the canal works.



CHURCH AND HALL ON RIDGE

The land falls north toward the river and so the canal is banked up above on the towpath side. St Nicholas church and Radford Hall sit above the canal. Radford Hall was built in the 17th century and remodelled in the 1800s by William Thomas, architect of some of Leamington's best buildings. The hall has since been converted into flats, with development in the grounds. Together with the church of St Nicholas, restored following a major fire, and the former vicarage, the Glebe house, these form an attractive group of listed buildings. Newly developed houses at Church End and in the grounds of the Hall and Radford Hall farm complete this original part of the settlement . It is thought possible that a medieval village existed here.



WEIR TO LEAM

This character length is the end of the five mile pound. As well as locks and bridges it includes weirs to take the surplus water to the river leam that is close by.



EAST FROM BRIDGE

Open views out in both directions accompany the move into the rural part of the district, with towpath hedge and soft margins to the water masking the concrete planks that retain the bank and protect it from the erosion from passing boats. A drawbridge some 300 metres from the road was here in the 1890's, but disappeared during the creation of a wider channel in the 1930's. A new footbridge across the leam from the towpath could provide access to the Comyn, subject to impact on the ecology, before the fall to the leam becomes too steep..

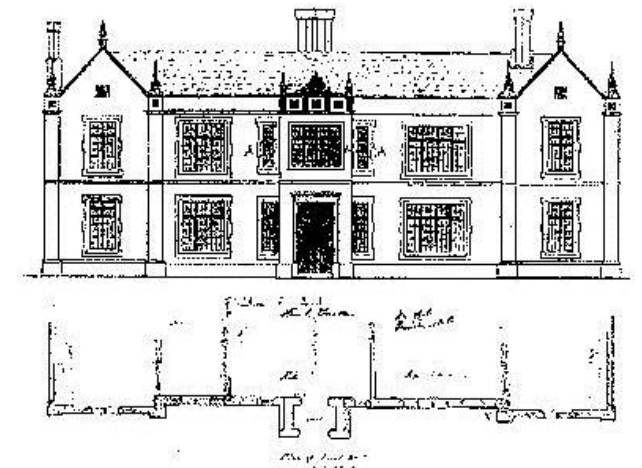


WDC NEWBOLD COMYN IN RED ADJACENT TO CANAL AND RIVER LEAM

North of the canal here is Newbold Comyn Park, part of the attractive landscape on the approach to Leamington from London, with to the east Offchurch Bury Park



The remains of an embankment on the south side, formed for the railway loop back to Rugby is well wooded and was known as Ice House Spinney in the nineteenth century. There is a canal basin close up to the railway that may have been used for transhipment or in the construction in the 1850's.



The 17th century Radford Hall remodelled in 1834-7 by William Thomas. The top drawing shows his survey before he remodelled it middle, and bottom his

final design.



He also carried out modifications to the church of St Nicholas, now restored following a major fire. With the former vicarage, the Glebe house, these form an attractive group of listed buildings. Newly developed houses at Church End and in the grounds of the Hall and Radford Hall farm complete this original part of the settlement .It is set on higher ground than the canal which is built on an embankment as the land falls towards the leam. Radford became separated from the canal by the now dismantled railway. after Thomas's works in 1837. Thomas left the district following the bank crash and became one of Canada's most famous architects.



Radford was known for miles around for its beer. In 1900 a new brewery was constructed. Owing to a greatly increasing demand the building was extended in 1907. A malting kiln was constructed in 1911. The brewery had a boat for transport of coal. The majority of Radford Semele lies south of Southam Road, with 64 and 66 Southam Road timber framed buildings that are grade II listed, and the 1622 listed White Lion former coaching inn and now public house a 17th-century building that was also altered in the 19th century and has suffered fire damage since. To the north of the main road is Offchurch Lane and the Manor House which is possibly 18th century, although subsequently altered in the 19th and early 20th century. Offchurch Lane leads back to the canal



THE MANOR HOUSE SOURCE - OUR WARWICKSHIRE



Offchurch Lane crosses the canal at bridge 34, Butt Bridge. Offchurch Wharf, mainly used for stone, is on the offside below the lock. Radford Bottom Lock. There was stabling for 11 horses along with a lock house. The lock keeper is said to have sold sweets, vegetables and corn, whilst boating families would stop here sometimes to have babies with help from the local mid wife, despite both Warwick and Warneford Hospital being canalside.



BRIDGE 34 FROM THE WEST

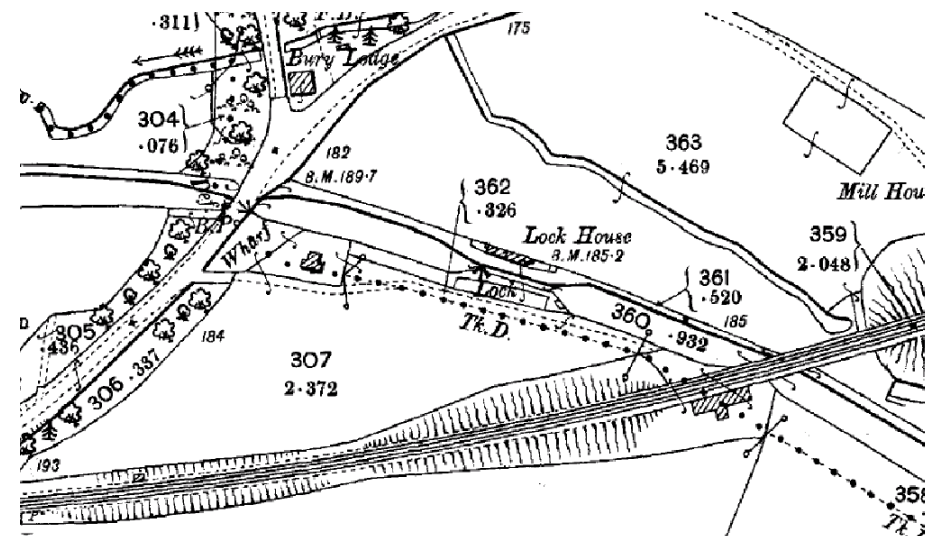
The locks allow the canal to climb the higher ground between Offchurch and Radford Semele. It follows the line of a stream that flows back west into the leam, and is fed from these hills.

This is the site of an ancient water mill, recorded as Quinton Mill on Yates Map of 1793, with the canal to the south of that. West and North of the canal is the entrance to Offchurch Bury. The Bury was remodelled in the mid 1790's by John Knightley following his marriage. He may also have had some influence on the alignment of the canal at this time. The lodge building is



LODGE TO OFFCHURCH BURS

suitable for local listing. Offchurch is the burial place of Offa, the Saxon king of Wessex.



1900

Radford, lock 23, is the first of twenty locks that lift the canal 146' to join the Oxford Canal at Napton. Back pumps were installed here in 1942 to return water from the bottom level.



100 metres east of the Lock is a magnificent skew viaduct also suitable for listing. It is what remains of the rail link from Leamington Avenue station that looped back to the mainline at Rugby. Leamington to Rugby took 22 minutes and less than two hours to London Euston on this route.

There was a structure on the south side of the viaduct in 1900, there is now a world war two pill box, suitable for local listing. It, along with concrete restrictions at Longhole Bridge, is a reminder of how the canal infrastructure was regarded as part of the defences against invasion. The Ministry of War Transport took control of the canals in 1942. It was a precursor to nationalisation in 1948, under the Docks and Inland Waterways executive- becoming British Transport Waterways in 1955 and British Waterways Board in 1963. The government had previously assumed control in 1917, when many canal staff had enlisted or gone to work in the munitions factories. Government control was phased out in 1920.



Charles Handley had revised the route from Offchurch to make it four miles shorter and to avoid an 800 yard tunnel at Leamington Hastings. Taking a more southerly route to Napton would save £50,000. The canal through Warwick and Leamington was largely finished apart from the Avon embankment by 1796 . It was 1799 before Handley started on the locks here near Offchurch yet they were opened for trade the following year in March 1800. An important contributor was John Tomes, providing £2900 to complete, as some of the shareholders had defaulted. John Tomes was a key figure in the development of Warwick and Leamington. He gave up his legal practice in 1815, but remained active on the canal committee and became MP for Warwick. He died in 1844, having been on the canal committees for fifty years and instrumental in facilitating the growth of Leamington through his advice to landowners and establishing consortia to develop.



A spectacular railway viaduct skews across the canal above the lock and now forms part of a footpath and cycle network. This is a fine example of Victorian prowess and forms an important element in the landscape corridor.



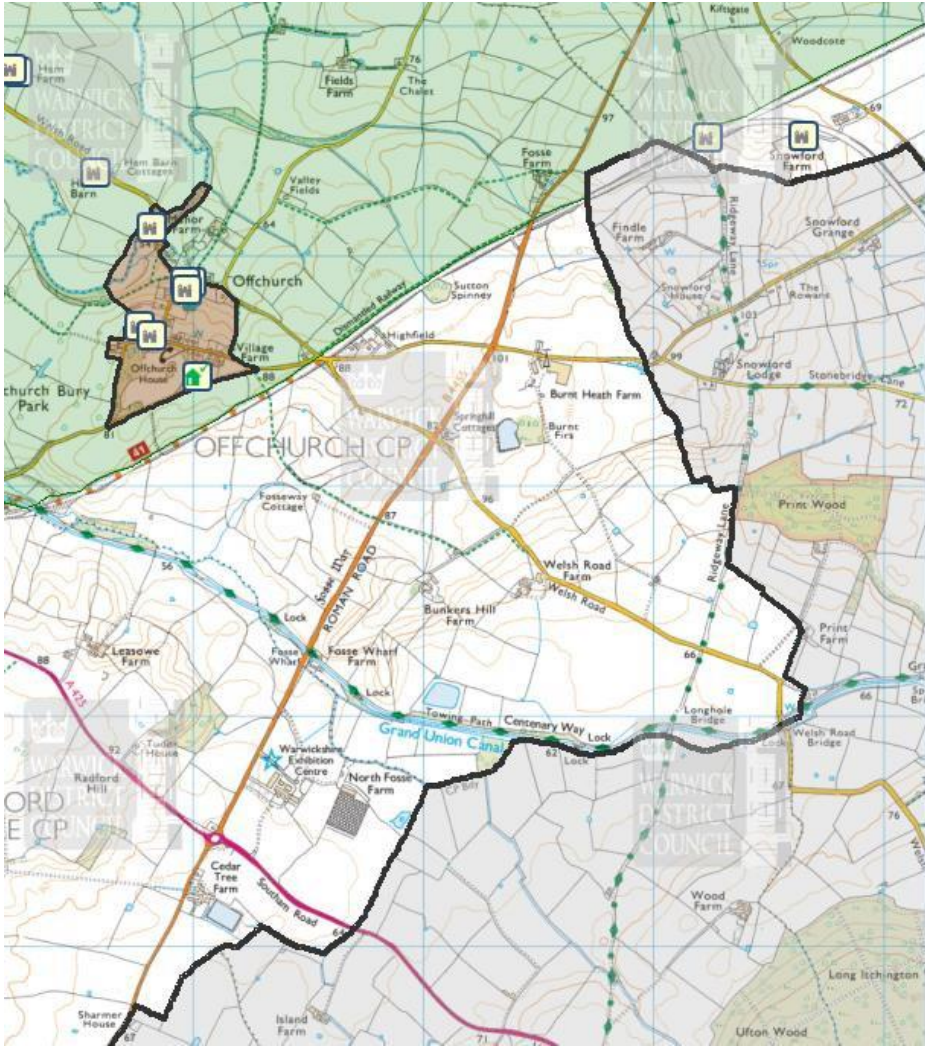
1844 was when the railway from Kenilworth arrived at Milverton, by 1851 the loop back to Rugby was open. It was a time of changing fortunes. Dividends on the Warwick and Napton in 1844 dropped to £3.50 from £7.50 the year before. By 1851 dividends ceased for the next twenty years. Pickfords the carriers, had made extensive use of canals with a regular service from Warwick Leamington to London and other cities on the extensive network of canals that had been put in place to link the navigable rivers. Pickfords had 116 boats and 400 horses before the railways came. By 1847 they had sold their boats. Some other carriers took over, such as Whitehouse and Crowley. The Grand Junction Company, fore runners to the Grand Union Company, also purchased boats and began carrying.



The Rugby & Leamington Railway was purchased by the London North Western Railway (LNWR) soon after its incorporation and built the line itself. The line from Rugby's LNWR station to Leamington (Avenue) was first opened on 1st March 1851 and was originally built as a single line throughout. Birdingbury and Marton were the initial intermediate stations opening with the line and provided both passenger and goods services from the outset. Dunchurch was opened for passenger services on 2nd October 1871 and its goods yard from 1st February 1872.

Ralph Rawlinson wrote in LNWR Yahoo Groups, 'In 1863 there were six passenger trains on weekdays and one on Sundays the journey taking 40 minutes'. Ralph continued 'Most of the line was doubled by 1884 and traffic slowly increased until by 1922 eleven trains were run. In 1949 it was down to six trains on weekdays but these ran to and from Warwick. The passenger service was withdrawn in 1959 but the line remained open as far as Marton Junction until 1985 to serve the Portland Cement Quarry at Southam on the line to Weedon.'

Ref warwickshirerailways.com



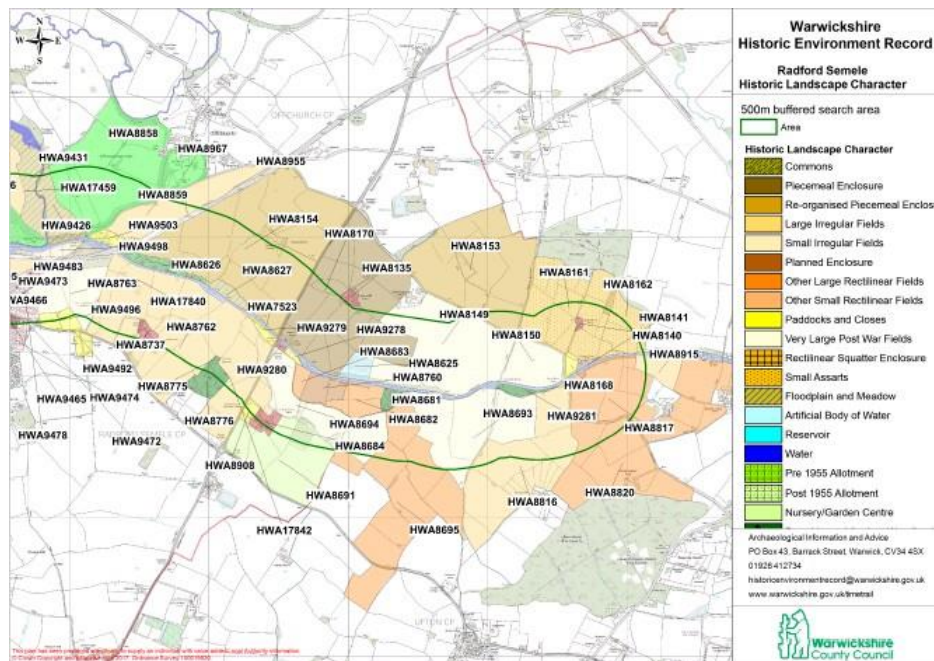
In 2018 New housing is being developed on the urban fringe towards the viaduct , on the south side of Offchurch Lane. The landscape beside the canal is not part of the green belt, however it is part of the setting of the canal as a local and national asset, accessible on foot , cycle or boat and valued both for cultural and natural heritage significance..



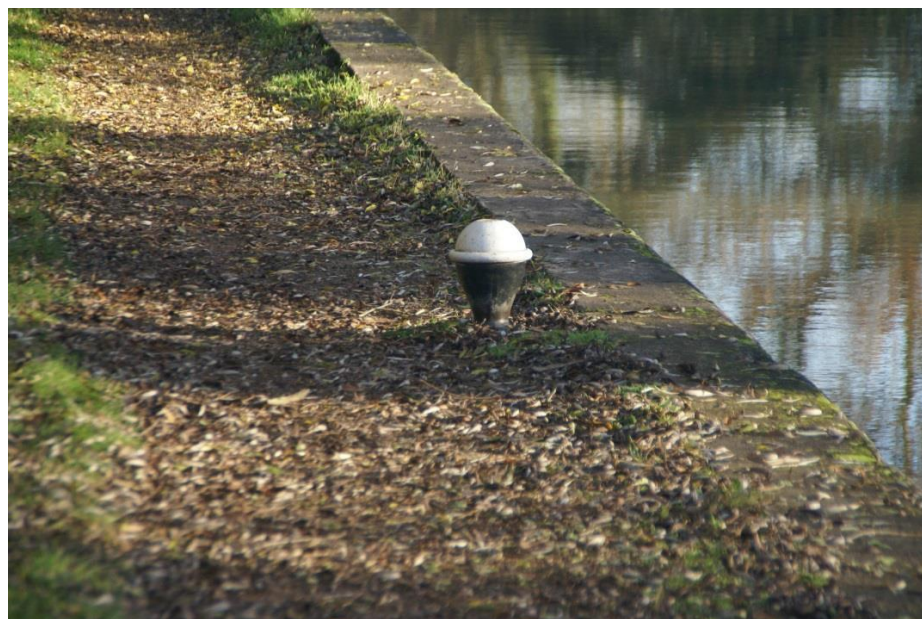
Bridge 33 Popes bridge is a little over 600 metres east of the viaduct, and connected the pump house and stream at the rear of the towpath to Leasowes farm.



A further 200 metres is the bottom of the three Fosse locks. The bottom Lock, 22, originally had a house and stabling until demolished.

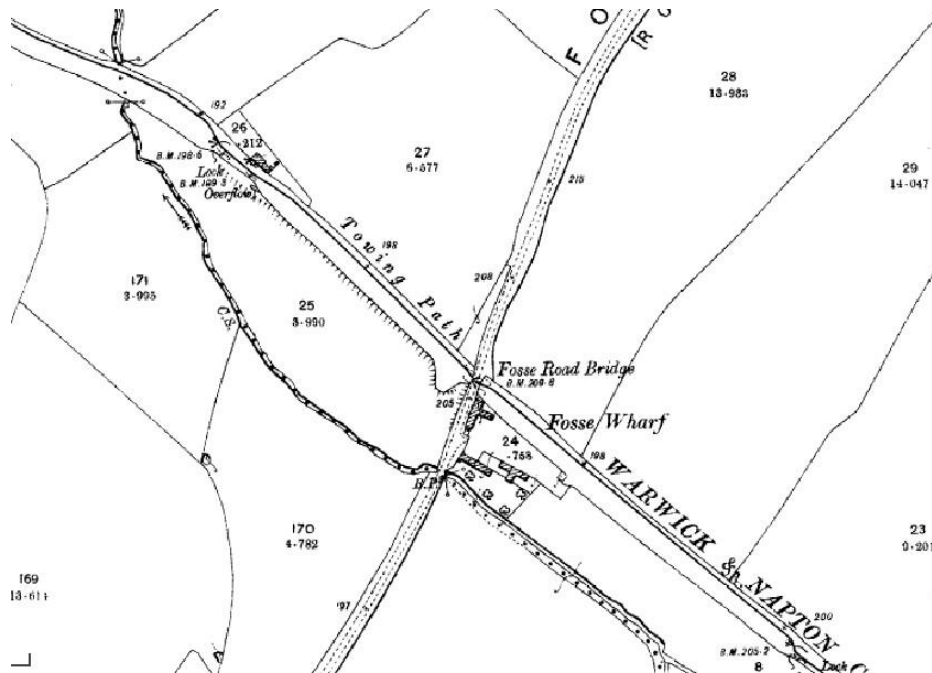


The historic landscape character is mapped as part of the Historic Environment Record. It is available from WCC along with archaeology.



30'S META MOORINGL BOLLARDS WITH THAT MICHELIN STYLE LOOK

The middle lock is 320 metres further, followed by the wharf at the Fosse. The Fosse is part of the roman infrastructure going north to join the Watling Street. The wharf here had sheep pens for washing sheep at the east end. Stone and sand were loaded here and there was a granary for corn. Wheat was loaded here by local farmers Staites and others, to be taken to Kenches Mill at Emscote for Milling. The Navigation Water Mills was another Tomes and Handley project shortly after the canal opened

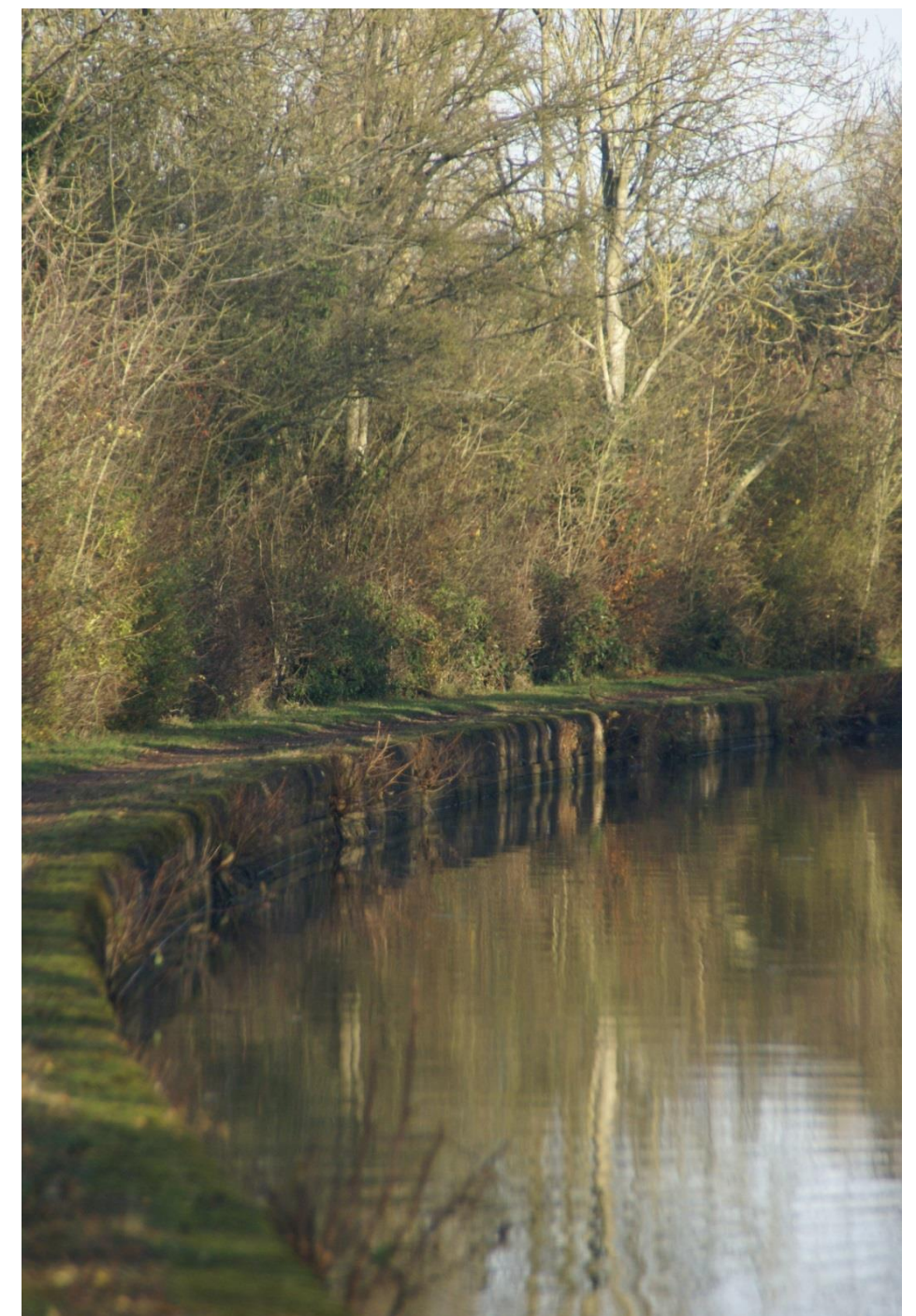


The original narrow locks also function as weirs between the locks, which regulate the level, there is also back pumping up the flight to ensure water supply. Electric pumps were installed at Fosse, Woods and Welsh Road Locks. Small pump houses with barrel tops remain. In addition to the wharf buildings,

On the north side are a pair of cottages built in the 30's by the canal company. The cluster of buildings at these locations is something that recurs throughout the canal system.



Fosse top lock is 250 metres north of the bridge crossing, which has been rebuilt as a concrete slab structure. The impact of vehicles is audible and visible. The lock by contrast is well enclosed by trees and hedgerows. This is also true of Wood lock, lock 19, that is well screened.



At the back of the length along this towpath is a large water storage facility, that has been screened by trees. A reminder perhaps of how changes need to be well considered if they are not too intrude on the character and appearance of the corridor.



The Ridgeway Lane currently crosses the canal at Longhole bridge, bridge 31. There was a wharf here too. The canal carried lime which was used by farmers as well as builders.



1831

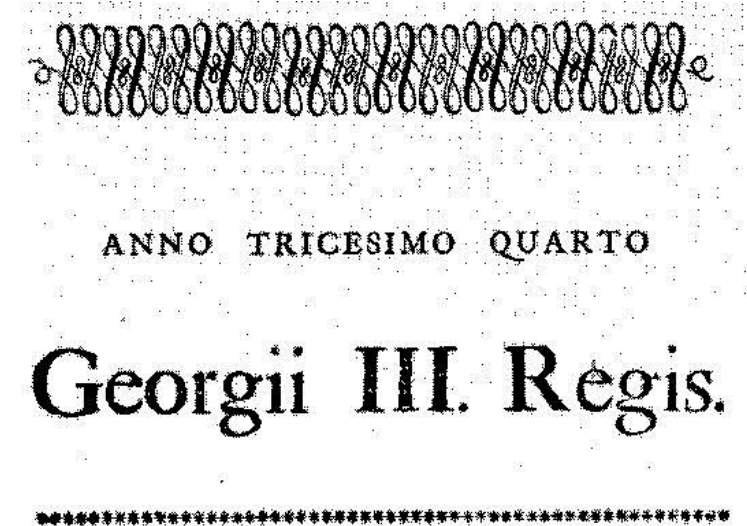


HS2 will enter Warwick District from Stratford-on-Avon District to the south, crossing over the Grand Union Canal. The proposed Longhole Viaduct will be approximately 140m in length, followed by an embankment up to 9.5m in height that will run for approximately 825m up to Welsh Road to the north-west. As a result Ridgeway Lane will be diverted under the viaduct to allow for the viaduct and embankment construction and then to provide access to agricultural land and a public right of way. To the north, Welsh Road will be realigned over a length of around 750m to pass under the railway line to the south of its current alignment. A drainage balancing pond will be constructed to the east of the route off Ridgeway Lane. The HS2 Act disapplies the normal controls requiring conservation area consent and listed building consent under the Planning (Listed Building and Conservation Areas) Act 1990, for the demolition, alteration or extension of listed buildings and unlisted buildings.



Bridge 30 at Welsh road overlooks lock 18 and the cottage one of six constructed by LG Speight the 1930's contractors for the Locks and three bridges, two at Hatton and this one at Welsh Road.

The work of rebuilding bridges including Hatton Middle and Hatton Hill was done by AE Farr. Over 1000 men were employed, many previously unemployed on the project. Grand Union Staff did the works on the length including bank protection. The concrete piles are sometimes dated. A formal ceremony in 1934 by George the duke of Kent, younger brother of Edward VIII and George VI, followed by a six course lunch at Shire Hall marked the opening. Whereas originally the men employed on the Warwick and Napton canal were treated to dinner and beer at the Black Swan, George and Kings Head Inns in Warwick at the company's cost of 3 shillings(15p) per head.



C A P. XXXVIII.
An Act for making and maintaining a Navigable Canal out of and from the *Warwick and Birmingham* Canal, now cutting, or intended to be cut, in the Parish of *Budbrooke*, in the County of *Warwick*, into the *Oxford* Canal, in the Parish of *Braunston*, in the County of *Northampton*.
[28th March 1794.]

HEREAS the making and maintaining of a Canal navigable for Boats, and other Vessels of heavy Burthen, out of and from the *Warwick and Birmingham* Canal, now cutting, or intended to be cut, in the Parish of *Budbrooke*, in the County of *Warwick*, into the *Oxford* Canal, in the Parish of *Braunston*, in the County of *Northampton* will be a Means of opening a very near Communication between the Town of *Birmingham* and the *Oxford* Canal and Grand Junction Canal at *Braunston* aforesaid, and of increasing the Trade and Commerce of the Towns of *Warwick* and *Birmingham*, and the County of *Warwick*, and will also afford an easy and advantageous Conveyance of Iron and other Goods between the City of *London* and the Town of *Birmingham* aforesaid, as well as the intermediate Parts of the Country, and be of great publick Utility: