

## **Telford & Wrekin Local Plan Examination in Public**

### **Matter 4 – Economy & Community**

#### **Response to question raised by Inspector during Matter 4.7 and further comment by the Inspector during the mop up session**

##### **EiP Reference K24/14a**

#### **Non-designated Heritage Assets**

1. During the hearing session on Matter 4, the Inspector asked the Council to state whether the Shrewsbury to Newport Canal is a non-designated heritage asset.
2. The Council referred to the Historic Environment Record (HER) kept by Shropshire Council on behalf of the borough.
3. The HER is a source of, and signpost to, information relating to landscapes, buildings, monuments, sites, places, areas and archaeological finds<sup>1</sup>. The HER provides a record of a range of historic and archaeological sites and incorporate published and unpublished material.
4. The Shrewsbury and Newport Canal is recorded as monuments in the Shropshire HER under HER reference numbers 03410 and 03412.
5. Shropshire Council Officers confirmed that not all HER records automatically represent heritage assets. Only those which can be demonstrated as having significance in relation to the heritage values outlined by Historic England in their Conservation Principles<sup>2</sup>.
6. The Council therefore concludes that the route of the canal is not a non-designated heritage asset. However, some of the features on the canal (locks etc) are designated heritage assets because they are listed buildings and scheduled ancient monuments (SAMs). These include collection of structures at Wappenshall junction including the Canal Bridge (Scheduled Ancient Monument) and the covered canal dock warehouse. The Newport Lock SAM and Longdon Aqueduct SAMs (which is also a Grade I listed structure) are also along the historic route.
7. Whilst there is no requirement for non-designated heritage assets to be identified in the Local Plan<sup>3</sup>, local authorities may identify non-designated heritage sites like buildings and monuments if they choose to. If an application were to come forward for something that might 'harm' the

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<sup>1</sup> <https://historicengland.org.uk/advice/hpg/heritage-assets/hers/>

<sup>2</sup> <https://www.historicengland.org.uk/advice/constructive-conservation/conservation-principles/>

<sup>3</sup> Planning Practice Guidance - Paragraph: 006 Reference ID: 18a-006-20140306

‘archaeological’ or ‘historical value’ of the canal as defined in the HER then the Council has an opportunity to carry out a detailed assessment against the Historic England Conservation Principles and, if the features are deemed to meet those principles, to recognise them as non-designated heritage assets. In addition Local Plan Policy BE 8 provides protection for areas of archaeological interest.

### **Further consideration of safeguarding**

8. During the mop-up session the Inspector clarified that he would like the Council to consider how it would wish to see the plan altered in the event that the Inspector was minded to support safeguarding.
9. The Council reiterates that it does not consider this issue to be one of soundness. That being said, if the Inspector is minded to improve the plan in this regard then the Council would request that the inspector take account of the route itself and the environmental issues that identifying the route could entail.
10. There are two aspects to the canal route itself, the main route from Shrewsbury to Newport and two branches extending roughly south from the main route known as the Humber Arm and the Trench Arm. If the Inspector were so minded, the Council would accept an instruction to display the main route on the Policies Map. However, it does not consider it appropriate to display the Humber Arm or the Trench Arm which both enter already developed areas of Telford and cannot be meaningfully safeguarded. These branches could be displayed up to the edge of the settlement boundary if desired. The Council has already explained the environmental constraints across the route of the canal.

### **A Potential Safeguarding Policy**

11. If the Inspector is minded to recommend the inclusion of a specific policy within the Local Plan then the Council respectfully suggests that the following be considered:

#### **Canal Safeguarding, Restoration and Canal side Development**

**Where development proposals would impact upon the historic Shrewsbury to Newport Canal (as indicated on the Policies Map) an assessment of the structures present on the site (including those below ground) will be required and a proposal for maintaining the potential of the canal route to be restored through, around or alongside the development shall be provided to the Council.**

**Proposals for the restoration of the Shrewsbury to Newport canal will only be supported where they can demonstrate that there will be no**

**adverse impacts upon the natural and historic environment including designated sites, heritage assets, habitats and species in accordance with Policies NE1, NE2, BE4, BE6 and BE8.**

**Proposals for canal side development will only be acceptable where they conserve and enhance the scenic, historic and wildlife value of the canal and where they can be demonstrated to enhance the recreational and tourism value of the Canal. Other forms of canal side or 'enabling' development will not be supported.**

**An indicative route for the Shrewsbury to Newport Canal is shown on the Policies Map.**

12. The Council would respectfully ask the Inspector to keep in mind that such a modification would require additional Sustainability Assessment and consultation with the Natural England as the Statutory Nature Conservation body due to the presence of a Site of Special Scientific Interest on the historic canal route at Newport.

# Shropshire Council HER: Monument Full Report

01/02/2017

Number of records: 2

HER Number	Site Name	Record Type
03410	Shrewsbury Canal	Monument

The 17 mile route of the canal was surveyed in 1792 and an Act of Parliament obtained in 1793. Josiah Clowes was originally appointed as engineer, but when Clowes died in 1795 he was replaced by Thomas Telford. Completed in 1797, it operated until 1922.

## Monument Types and Dates

CANAL (Late 18th century to 20th century (inter-war) - 1797 AD to 1922 AD)

Evidence	DOCUMENTARY EVIDENCE
Evidence	EARTHWORK
Evidence	STRUCTURE

## Description and Sources

### Description

Canal surveyed 1792..Act obtained 1793..promoters mainly locals..Canal ran from Shrewsbury, where it had no connection with the river, for 17 miles by way of Wappenshall and Trench to join Wombridge Canal (PRN 03406)..Intended for tub boats carrying 8 tons..Josiah Clowes was engineer under William Reynolds, who dies 1795 and was replaced by Thomas Telford. Opened 1797...Eleven locks..In the early 1830s the two Eyton locks were converted to 7ft 4in wide together with the bridge openings on Wappenshall/ Shrewsbury section to take standard narrow boats-as on Newport Branch (PRN 03412). Locks and bridges between Wappenshall and trench were not altered and special boats only 6ft 4ins wide were used on this section . ->

-> Connection with Newport Branch of the B & LJ Canal (PRN 03412) at Wappenshall opened 1835. became part of S.U.R. & CC 1846; in turn leased by LNWR 1847. Basin at Shrewsbury abandoned 1922. On 31 August 1921 Trench inclined plane had ceased operations, the canal above becoming disused and finally abandoned in 1931. A further section from the old basin entrance Shrewsbury to Comet Bridge (SJ 5012 1410) was abandoned in 1939. No traffic had passed to town since 1936 although some trade to Longdon until 1939. Finally abandoned 1944. (LMS Act) <1>

In 1978 and 1979 A & B Tyler took colour slides (subsequently numbered Tn) of various features along this canal. From W to E these included:- (T88) the Navigation Inn (aka Canal Tavern), Shrewsbury (SJ4967 1323), (T89) Pimley Bridge at SJ5210 1435, (T90) a culvert at SJ5248 1440, (T91 & T92 & T93) the Uffington Mill Pond overflow at SJ5276 1408, (T94) Brick Kiln Bridge at SJ5304 1392, (T4) the canal at SJ532 111, (T7) the canal at Berwick Wharf (SJ544 109), (T100) a bridge at Withington at SJ5754 1288, (T61) a tunnel under the canal embankment at Rodington (SJ58 14), (T99) the site of a lifting bridge at SJ5924 1420, (T60) Long lane bridge at SJ6365 1555 and (T59) buildings adjoining the canal near Eyton Lock at SJ6528 1502 <4>

The Shropshire Union Canal operated from 1796 to 1922. It was built to provide an easier route for the shipment of coal and iron from Donnington Wood to Shrewsbury, and to join the existing canal system from Coalport. Joseph Clowes was the Chief Engineer for the canal from the passing of the enabling canal act in 1793 until his death in 1795, after which he was replaced by Thomas Telford. The canal was completed in 1796.->

-> There were originally seven guillotine locks between Wappenshall Junction and Whittingham Bridge, most notably Hadley Park Lock [PRN 16952], Turnip Lock [PRN 16952] and Britton Lock [PRN 08669], Peaty Lock [PRN 08671] and Shucks Lock [PRN 08670]. Special narrow tub boats called 'Shroppies' were used on the Shrewsbury to Trench section. By the mid 1840s, Wappenshall junction was a complete canal associated community with a complex of both industrial and domestic buildings. In the 1850s, the construction of the Shrewsbury to Stafford railway severely affected trade on the canal and by 1870, the public house had closed. The canal remained open for transport until 1922 and was formerly abandoned in 1944. The North Telford Interceptor Drain has taken over the line of the canal from Britton Lock to Wappenshall Junction as its route. The North Telford Interceptor Drain also runs west from the Wappenshall junction towards Newport. <8>

A watching brief was carried out in 2000 on the excavation of a trench for a water pipe and an associated sand trap where it crossed the line of a the former Shrewsbury Canal at Uffington, Shropshire. Although the bed of the canal was seen, it had been much disturbed by the late 20th century activity at this point. The pipe trench also crossed the line of a post medieval (and possible medieval) mill leat which ran parallel to the canal. The remains of 20th century gravel extraction plant was also encountered. <9>

In the later part of the 18th century, the high price of coal in Shrewsbury (most of which was hauled by road from the east Shropshire coalfield), and the success of canals elsewhere in the region, led to proposals for a canal to be built between Shrewsbury and the east Shropshire coalfield. The promoters of the new canal included the Marquess of Stafford, Lord Berwick of Attingham Park, John Charlton of Apley Castle, and John Corbet of Sundorne Castle, and local ironmasters Richard and William Reynolds and John Wilkinson. The 17 mile route of the canal was surveyed in 1792 by George Young

of Worcester and an Act of Parliament obtained in 1793. Josiah Clowes was originally appointed as engineer, under William Reynolds. However, Clowes died in 1795 and was replaced by Thomas Telford, who had recently been appointed part-time Surveyor of Public Works for Shropshire. <11>

The canal was built at the same time as Ditherington Flaxmill, and was opened in 1797. It would have been used to transport fuel for the mill boilers, and would have provided a ready supply of cold water for steam-condensing plant. The canal was not connected to the national canal system until 1835, so would not have been used for the transportation of flax to the mill or the distribution finished products until after this date. The canal was closed in 1944, and was backfilled subsequently to allow for redevelopment. <12> <13>

During a 2010 archaeological evaluation at Ditherington Flax Mill, Trench 1 situated across the canal, revealed an asymmetric profile, with a steep western side contrasting with a gradually sloping eastern side. The depth of the canal, from the top of the coping stones to the flattened base of the canal, was approximately 1.3m. The canal had clearly become gradually silted, to a maximum depth of 0.8m, and, although this process had occurred naturally, these silts are very likely to have included residues of industrial and domestic waste that had washed into the canal as a result of run-off from the surrounding area. There was also evidence of purposeful deposition within this layer, with detritus, such as broken pottery and beer bottles, representing the casual disposal of waste into the canal. The only archaeological indications of a tow path on the east side consisted of a levelling deposit of crushed sandstone, over which the canal side coping stones had been laid. This deposit was 0.53m wider than the coping stones and was, therefore, visible as a linear strip that ran contiguously to the canal edge. The crushed sandstone sat approximately 0.24m lower than the upper surface of the coping stones and a conspicuous layer of brick rubble that directly overlay the deposit might represent back-filling following the removal of a surface, such as flagstones. <14>

A management plan was prepared in 2000, outlining the optimum management of the Old Shrewsbury Canal Site, between SJ 501141 (west) and SJ 529140 (east), over the next 5 years. Contains a very brief mention of cultural heritage, although its focus is on the Natural Environment. <15>

Parts of the canal were photographed during aerial photographic survey in 2009-2013. <16><17><18><19>

The line of the canal was cut in three places by the line of the new A5 bypass; at SJ 530 122, Preston Farm and at SJ 517 118, Upton Forge, Upton Magna, the old canal was simply filled with hardcore. At SJ 523 144, Pimley Manor, Shrewsbury, the roadworks involved the partial demolition and burying of a brick aqueduct which formerly carried the canal over a stream. <20>

## Sources

- (00) Card index: Site and Monuments Record (SMR) cards (SMR record cards) by Shropshire County Council SMR, SMR Card for PRN SA 03410. Location: SMR Card Drawers
- (01) Monograph: Canals of the West Midlands by Hadfield C (1969/1985), p160-161, p232, p251. Location: not given
- (02) Monograph: Inland Navigation by Philips (1809), p322-323. Location: not given
- (03) Monograph: Great Engineers and their Works by Bracegirdle B & Miles (1975), p20-22. Location: not given
- (04) Photograph: Slides (Colour) by Tyler Alan W (1978/ 1979). Location: SMR Slide Storage
- (05.1) Photograph: Shrewsbury Canal, Hadley Park (Black and white) by Tyler Alan W (1978-Aug). Location: SMR Film Negatives Files
 

SMR Film Collection Ref	015/08-09
SMR Film Collection Ref	015/14-16
- (05.2) Photograph: Shrewsbury Canal, Hadley Park (Black and white) by Tyler Alan W (1978-Aug). Location: SMR Film Negatives Files
 

SMR Film Collection Ref	015/10-13
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- (05.3) Photograph: Shrewsbury Canal, Hadley Park (Black and white) by Tyler Alan W (1978-Aug). Location: SMR Film Negatives Files
 

SMR Film Collection Ref	015/17
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- (06) Oblique aerial photograph: Barret Gill, Oblique View, 1990: 90/01/A/26 (Colour slide) (Colour) by Barret Gill (1990). Location: not given
 

G Barret Film Ref	90/01/A/26
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- (07) Oblique aerial photograph: Barret Gill, Oblique View, 1990: 90/04/I/24 (Colour slide) (Colour) by Barret Gill (1990). Location: not given
 

G Barret Film Ref	90/04/I/24
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- (08) Deskbased survey report: Feasibility Study into the Development of the Trench Branch Canal as an Amenity Feature by Wrekin District Council (1995). Location: ESA white
- (09) Watching brief report: A Watching Brief on the Shrewsbury Canal at Uffington, Shropshire (SCCAS Rep) by Hannaford Hugh R (2000). Location: ESA white

- (10) Oblique aerial photograph: CPAT 96/MB/0498 to 0500 (3 photos) (Black and white) by Musson Chris R (1996-Jul-27). Location: HER AP Storage SJ6415/C&D&E
- |                               |              |
|-------------------------------|--------------|
| SMR Oblique AP Collection Ref | SJ6415/C&D&E |
| CPAT Film Ref                 | 96/MB/0498   |
| CPAT Film Ref                 | 96/MB/0499   |
| CPAT Film Ref                 | 96/MB/0500   |
- (11) Deskbased survey report: The Shrewsbury North West Relief Road: a desk-based archaeological assessment (SCCAS Rep) by Hannaford Hugh R (2002). Location: ESA white
- (12) Deskbased survey report: Ditherington Flax Mill, Shrewsbury, Shropshire: archaeological deskbased assessment (Oxford Archaeol North Rep) by Blythe K (2009), p22-23; Site 10. Location: ESA white
- (13) Field survey report: Ditherington Flax Mill, Shrewsbury: a survey and historical evaluation (Ironbridge Inst Res Pap) by Macleod M, Trinder B & Worthington M (1988), Site 11. Location: ESA white
- (14) Excavation report: Ditherington Flax Mill, Shrewsbury, Shropshire: Archaeological Evaluation (First Draft) (Oxford Archaeol North Rep) by Vannan A (2010). Location: ESA white
- (15) Management report: Old Shrewsbury Canal: Management Plan 2000-2005 (Shrewsbury Countryside Unit Rep) by Thornton M (2000). Location: ESA white
- (16) Oblique aerial photograph: SA0908\_55 to SA0908\_56 (2 photos) Flight: 09\_SA\_08 (Colour) by Shropshire Council (2009-Apr-5). Location: SC Network and CD Storage
- |                   |           |
|-------------------|-----------|
| SC Digital AP Ref | SA0908_55 |
| SC Digital AP Ref | SA0908_56 |
- (17) Oblique aerial photograph: SA0908\_57 to SA0908\_58 (2 photos) Flight: 09\_SA\_08 (Colour) by Shropshire Council (2009-Apr-5). Location: SC Network and CD Storage
- |                   |           |
|-------------------|-----------|
| SC Digital AP Ref | SA0908_57 |
| SC Digital AP Ref | SA0908_58 |
- (18) Oblique aerial photograph: SA1008\_193 (1 photo) Flight: 10\_SA\_08 (Colour) by Shropshire Council (2010-Jul-5). Location: SC Network and CD Storage
- |                   |            |
|-------------------|------------|
| SC Digital AP Ref | SA1008_193 |
|-------------------|------------|
- (19) Oblique aerial photograph: SA1303-037 to SA1303-038 (2 photos) Flight: 13\_SA\_03 (Colour) by Shropshire Council (2013-Aug-06). Location: SC Network and CD Storage
- |                   |            |
|-------------------|------------|
| SC Digital AP Ref | SA1303_037 |
| SC Digital AP Ref | SA1303_038 |
- (20) Archaeological fieldwork report: Salvage recording during the construction of the A5 Shrewsbury Bypass (SCCAS Rep) by Hannaford Hugh R (1996), p.11. Location: ESA white
- (21) Oblique aerial photograph: CPAT 96/C/1541 (Colour) by Musson Chris R (1996-Jul-27). Location: Clwyd Powys Archaeological Trust
- (22) Oblique aerial photograph: CPAT 96/C/1543 to 96/C/1546 (4 Photos) (Colour) by Musson Chris R (1996-Jul-27). Location: Clwyd Powys Archaeological Trust

## Location

### National Grid Reference

Centred SJ 5915 1328 (19299m by 4805m)

SJ51SE

Dispersed

### Administrative Areas

Civil Parish	Atcham, Shrewsbury and Atcham, Shropshire
Civil Parish	Eyton upon the Weald Moors, Telford and Wrekin
Civil Parish	Hadley & Leegomery, Telford and Wrekin
Civil Parish	Preston upon the Weald Moors, Telford and Wrekin
Civil Parish	Rodington, Telford and Wrekin
Civil Parish	Shrewsbury, Shrewsbury and Atcham, Shropshire
Civil Parish	Uffington, Shrewsbury and Atcham, Shropshire
Civil Parish	Upton Magna, Shrewsbury and Atcham, Shropshire
Civil Parish	Withington, Shrewsbury and Atcham, Shropshire

Civil Parish (historic) Longdon upon Tern, Wrekin, Shropshire

**Address/Historic Names - None recorded****Designations, Statuses and Scorings****Associated Legal Designations**

SHINE	Above ground remains, and possible associated structural remains, of a section of the disused Shrewsbury Canal at Longdon upon Tern	Active	DSA11926
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**Other Statuses and Cross-References**

SHINE Candidate (Yes)	Active
Sites & Monuments Record - 03410	Active

**Ratings and Scorings - None recorded****Land Use****Associated Historic Landscape Character Records - None recorded****Other Land Classes - None recorded****Related Monuments**

20155	Canal Tavern Public House and attached outbuilding range, New Park Road, Shrewsbury	Functional Association (P/C)
01105	Canal aqueduct over River Tern (Longdon Aqueduct)	General X-Ref*
01107	Wappenshall Canal Bridge, Shropshire Union Canal	General X-Ref*
03404	Trench Inclined Plane	General X-Ref*
03406	Wombridge Canal	General X-Ref*
03411	Birmingham and Liverpool Junction Canal (Shropshire Union Canal)	General X-Ref*
03412	Newport Branch of Birmingham and Liverpool Junction Canal	General X-Ref*
03416	Berwick Tunnel. SHROPSHIRE UNION CANAL (Shrewsbury Branch) including NW and SE entrances	General X-Ref*
03465	Site of Rodington [Canal] Aqueduct	General X-Ref*
03824	Linear earthwork, possibly a canal, in Attingham Park	General X-Ref*
06731	Ditherington Flax Mill complex, Shrewsbury	General X-Ref*
06735	St Michaels Street Gas Works, Shrewsbury	Functional Association (P/P)
06754	Corn Mill on the Shrewsbury Canal Terminus Wharf.	General X-Ref*
06755	Castle Mills Corn mill, later the Castle Maltings, Shrewsbury	General X-Ref*
06781	Brick and Tile Works c.180m N of The Manse	General X-Ref*
07204	Wire Drawing Works, Trench	General X-Ref*
07205	Trench Pool, Trench	General X-Ref*
07275	Chemical Works, Trench	General X-Ref*

**Finds - None recorded****Associated Events/Activities**

ESA4744	1989-91 WBs/ Small Excavations, A5 Shrewsbury Bypass by SCCAS (Event - Intervention)
ESA5634	1995 Assessment and feasibility study for the development of the Trench Branch of Shropshire Union Canal (Event - Survey)
ESA7255	2000 Management plan for Old Shrewsbury Canal (Land Management)
ESA4819	2000 WB on Environment Agency Works at Uffington by SCCAS (Event - Intervention)
ESA6796	2009 DBA and site visit at Ditherington Flax Mill, Shrewsbury of Oxford Archaeology North (Event - Interpretation)
ESA6797	2010 trial trenching at Ditherington Flax Mill, Shrewsbury by Oxford Archaeology North (Event - Intervention)

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***Associated Individuals/Organisations - None recorded***

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HER Number	Site Name	Record Type
03412	Newport Branch of Birmingham and Liverpool Junction Canal	Monument

Authorised by an Act of 1827, a canal from the main line of Birmingham & Liverpool Junction Canal (PRN 03411) at Norbury, Staffs to join the Shrewsbury Canal (PRN 03410) at Wappenshall.

### Monument Types and Dates

CANAL (Early 19th century to Early 20th century (pre-war) - 1827 AD to 1913 AD)

Evidence	DOCUMENTARY EVIDENCE
Evidence	EARTHWORK
Evidence	STRUCTURE

### Description and Sources

#### Description

From main line of B & L Junc Canal (PRN 03411) at Norbury, Staffs to join the Shrewsbury Canal (PRN 03410) at Wappenshall. Authorised by Act of 1827. Ten 3/4 miles long, with 23 falling locks from main line, 17 of them in Norbury flight. Two branches were authorised-one to Edgmond was never built, and one to be cut to Lilleshall. This became the Humber Arm 3/4 mile long, leading to the Marquess of Stafford's Lubstree Wharf, which opened for business in 1844. It appears to have been connected with Lilleshall by road till later locomotive line was built. Contract to WA provis in 1830. Branch opened 1835 from Newport to Wappenshall. Became part of S.U.R &CC 1846, in turn to LNWR in 1847. In 1922 Duke of Sutherland closed Lubstree Wharf and the rail line to Lilleshall, thus ending traffic on the Humber Arm. By 1943, 100 ton per year from Newport only traffic on the branch. Finally abandoned 1944. (LMS Act) <1>

In 1978 and 1979 A & B Tyler took colour slides (subsequently numbered Tn) of various features along this canal. From S to N these included:- (T52) a canal cottage at Preston (SJ6802 1555), (T101) the canal from Newport Bridge at SJ7433 1935, (T104) a canal cottage at SJ7388 1939, (T102) the aqueduct over Strine Brook at SJ7517 1997 and (T24) Moss Pool Bridge at SJ7537 2028 <2>

#### Sources

- (00) Card index: Site and Monuments Record (SMR) cards (SMR record cards) by Shropshire County Council SMR, SMR Card for PRN SA 03412. Location: SMR Card Drawers
- (01) Monograph: Canals of the West Midlands by Hadfield C (1969/1985), p185, p232-233, p251. Location: not given
- (02) Photograph: Slides (Colour) by Tyler Alan W (1978/ 1979). Location: SMR Slide Storage
- (03) Photograph: Moss Pool Bridge (Colour) by Tyler Alan W (1990). Location: SMR Slide Storage
- (04) Photograph: Canal Cottage (Colour) by Tyler Alan W (1990). Location: SMR Slide Storage
- (05) Photograph: Newport Bridge (Colour) by Tyler Alan W (1990). Location: SMR Slide Storage
- (06) Photograph: Aqueduct, Strine Brook (Colour) by Tyler Alan W (1990). Location: SMR Slide Storage
- (07) Photograph: Canal Cottage (Colour) by Tyler Alan W (1990). Location: SMR Slide Storage

### Location

#### National Grid Reference

Centred SJ 7092 1773 (9363m by 6300m) SJ71NW Line

#### Administrative Areas

Civil Parish	Edgmond, Telford and Wrekin
Civil Parish	Eyton upon the Weald Moors, Telford and Wrekin
Civil Parish	Newport, Telford and Wrekin
Civil Parish	Preston upon the Weald Moors, Telford and Wrekin

#### Address/Historic Names - None recorded

**Designations, Statutes and Scorings****Associated Legal Designations**

Conservation Area	Newport	Active	DSA8447
SHINE	Earthwork remains of a section of the Newport Branch of Birmingham and Liverpool Junction Canal	Active	DSA11478

**Other Statutes and Cross-References**

SHINE Candidate (Yes)	Active
Sites & Monuments Record - 03412	Active

**Ratings and Scorings - None recorded****Land Use****Associated Historic Landscape Character Records - None recorded****Other Land Classes - None recorded****Related Monuments**

00814	Newport Pool or the Vivarium	General X-Ref*
01107	Wappenshall Canal Bridge, Shropshire Union Canal	General X-Ref*
01109	Roving bridge and lock Shropshire Union Canal	General X-Ref*
03410	Shrewsbury Canal	General X-Ref*
03411	Birmingham and Liverpool Junction Canal (Shropshire Union Canal)	General X-Ref*
15919	Summer House Canal Bridge, Maynards Croft	General X-Ref*
00807	Mill to West of Bridge Terrace, Newport	General X-Ref*
17274	The site of a Canal Bridge at Preston upon the Weald Moors	General X-Ref*

**Finds - None recorded****Associated Events/Activities - None recorded****Associated Individuals/Organisations - None recorded**