

Gazetteer I - Rural Cheshire East - Spillweir above Tilstone Lock (Bridge 106) to Basin End, Nantwich

Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
 <p>Fish pond</p>	SJ 5721 5936	Artificial pond used for private fishing; other outdoor recreational activities supported - clay pigeon shooting, horse gallops, etc.	21st century	Fair	Unknown	None	Some planned recreational development.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard) and 28 (consider wildlife).
 <p>Winding hole created by Anglo Welsh</p>	SJ 5751 5927	This winding hole has been created by Anglo Welsh turning their boats around here rather than at a proper winding hole. It will cause unnecessary erosion.	21st century	Poor	CRT	None	This should be discouraged.	Talk to CRT about it.
 <p>Bunbury Railway Bridge, 105a</p>	SJ 5765 5918	Refurbished and widened railway bridge labelled "Built Roodee Iron Foundry" (obscured by outer concrete beams). Cast iron rope rubbing strips. Very poor concrete towpath with collapsing copings.	1840; 2000	Fair	Network Rail	None	Rubbing strips in need of care and painting.	See Recommendation 17 (original towpath surface).
 <p>17th Century Cottages</p>	SJ 57695 59055	Block of three Cottages, early C17. Said to have been an Inn.	Early 17th Century	Good	Private	Grade II listed - 1136074, UID 56761	Attractive black and white cottages visible along this stretch of the canal. If it was an Inn it may have served the working boatmen.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief).
 <p>Lock Farm</p>	SJ 57605 58943	Attractive large farmhouse with many associated large farm buildings.	Unknown	Good	Private	None	This is an attractive farm built in the traditional estate style.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief).
 <p>Hillcrest</p>	SJ 57832 59140	This attractive red brick house is adjacent to the railway line and so was probably associated with it.	Unknown	Good	Private	None	Only the roof can be seen from the canal but it closes the view across the rough pasture opposite the Anglo Welsh moorings.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief).

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<b>Anglo Welsh Hire Base</b>								
	SJ 5771 5910	Moorings and facilities for the Anglo Welsh hire fleet at Bunbury.	Unknown	Fair	Anglo Welsh	None	This can become congested when there are lots of boats at the base. It is difficult to pass along the towpath when hirers are loading boats.	See Recommendation 1 (must enhance heritage), 2 (design to highest standard), 12 (appropriate boundaries) and 13 (sympathetic adjoining premises).
<b>Bunbury Lock Bridge, 105</b>								
	SJ 57767 59065	This bridge carries the road into Bunbury. It is a single arched, humpbacked, skew construction of whitewashed brick with stone copings on the parapets.	1775, Samuel Weston	Good	CRT	Grade II listed - 1275369, UID 351232. Scheduled Monument listing 1006766.	This bridge is typical for this length of canal. A pipe (water?) is fixed on to the eastern side. The horse bricks are still under the bridge.	See Recommendations 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
<b>Former SUC warehouse, Bunbury Locks</b>								
	SJ 5776 5905	This is a former SUR&CCo warehouse. It is brick built with a slate roof and writing on the end wall. It is much altered from the original.	Mid 19th century	Fair	Anglo Welsh	Not listed, although in the curtilage of an imposing collection of listed buildings.	It would be good if the writing on the end wall could be preserved.	This building should be listed. See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Bunbury boat building basin</b>								
	SJ 5779 5906	This is a small basin at the bottom of Bunbury Locks. It usually has plastic tunnels under which boat repairs and building take place.	Mid 19th century	Fair	Anglo Welsh	Not listed, although in the curtilage of an imposing collection of listed buildings.	It would look better without the plastic tunnels - perhaps a more permanent option could be considered.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Buildings north east of boat building basin</b>								
	SJ 57833 59082	These small cottages, stables and former bone mill relied on the canal for their trade. Records suggest that one of them served as a beer house in the 1850s.	18th Century?	Refurbished and rebuilt	Private	None	The only original part is the stables which have had an extension added. The other buildings fit well the location.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Bunbury Locks tail bridge</b>								
	N/A	This is typical for the locks on this section of canal. It consists of 2 concrete beams with a round rail fence on one side.	20th century	Fair	CRT	Not listed, although in the curtilage of an imposing collection of listed buildings.	This is intact and serviceable.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.

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<b>Bunbury Locks</b>								
	SJ 57802 59031	These are the last locks on the Chester Canal as it approaches Nantwich. They are a double staircase, with a flight of steps between and a by wash which exits into the basin at the bottom.	1779	Fair	CRT	Grade II* listed - 1115812, UID 351226. Scheduled Monument listing 1006766.	The gates often leak because people do not open both gates to get a single boat through. Education is needed. There are very few bollards at these locks and a fence between the top lock and the lock cottage.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Cottage at Bunbury Locks</b>								
	SJ 57822 59029	This has been much altered from the original lock cottage. It has a neglected appearance.	Mid 19th century with 20th century additions	Fair	Private	Grade II listed - 115813, UID 351227.	The windows have been replaced recently - perhaps a change of owner?	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Former stables, Bunbury Locks</b>								
	SJ 57806 59010	These stables used to have 22 stalls for the horses for the fly boats. They were used by a boat building company in the 1960s and are now the workshop for Anglo Welsh Boat Hire Company.	1779	Fair, roof poor	Anglo Welsh	Grade II listed - 1320252, UID 351228. Scheduled Monument listing 1006766.	The stable block generally looks in good condition, although the roof is need of repair.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Slipway at Bunbury Locks</b>								
	SJ 5784 5899	When the end of the stable block was modified, this slipway was built for putting boats in and out of the canal. It has rails near water level.	20th century	Fair	Anglo Welsh	Not listed, although in the curtilage of an imposing collection of listed buildings.	It is an underwater hazard for boats trying to get in to the locks.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief) and 25 (interpretation board) for the whole complex.
<b>Winding hole above Bunbury Locks</b>								
	SJ 5813 5888	This winding hole has soft banks and a bench opposite.	Unknown	Fair	CRT	None	It needs to be maintained so that it does not fill with reeds.	Monitor it.
<b>Former Brick Kilns, Alpraham</b>								
	SJ 5822 5887	This is the remains of a brick works, the vaults of the brick kilns can still be seen through the vegetation.	19th century	Poor	Unknown	None	This is an important site which should not be lost through neglect.	Do research to find out more and restore if possible. Interpretation board would be good. See Recommendation 25 (interpretation board).

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Calveley Dredgings Disposal Site								
	SJ 5849 5884	Dredgings disposal site, being extended to the east. Fenced off from towpath with sign giving details of disposal licence.	20th century	Fair	CRT	None	This area now has trees and other vegetation and so will be good for wildlife.	Keep as is.
Extension of dredging site								
	SJ 5869 5882	The hedge has been laid for ease of access for the digger. At the back of the site, there is a bund to hold the dredgings in.	2011	Fair	CRT	None	It is interesting to see how a dredging site is constructed and filled. It will mature as the adjacent one has.	None.
Calveley (Clay's Farm) Bridge, 104								
	SJ 59036 58492	Accommodation and turnover bridge, steeply humped, only one vehicle width. Red brick with stone coping, was whitewashed, with a separate arch for the stop planks. Rope marks. Public Footpath over.	c1779, J Clowes	Fair	CRT	Grade II listed - 1138652, UID 56729.	This bridge carries the towpath over the canal. It has been repaired in the past. The arch for the stop planks is interesting.	See Recommendation 19 (sympathetic repairs) and 20 (consider lime wash).
Access to the visitor moorings, Calveley Bridge, 104								
	N/A	This gravel slope is very slippery in wet weather, so is not really suitable as access to visitor moorings.	Unknown	Poor	CRT	None	This should be upgraded to make it safer.	See Recommendation 3 (heritage design brief).
Access to car park and Service Block, Calveley Bridge, 104								
	N/A	Gated access to the car park for long term moorers, CRT yard and Service Station.	Unknown	Fair	CRT	None	This is serviceable.	Maintain as is.
Slipway, Calveley								
	SJ 5913 5875	The slipway allows small boats to be launched into the canal. The fence has recently been painted by SUCS volunteers. BW boats are moored across it. (March 2011)	Unknown	Fair	CRT	None	This should be maintained and kept open ready for use. The bases of the transhipment cranes are visible beside the slipway.	Discuss with CRT.
CRT yard and former transhipment site								
	SJ 5911 5880	There was a railway station here and sidings used to run up to the warehouse which is now a CRT work yard and Service Station.	Unknown	Fair	CRT	None	Cheese, and other commodities, would have been transferred from the canal to the railway here. Also boats up to 5 tons could be transhipped here.	An interpretation board would be helpful. See Recommendation 25 (interpretation board).

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<b>Calveley service station, former cheese warehouse</b>								
	SJ 5921 5869	Most of the warehouse is now a Service Station for boaters, including a toilet, shower and elsan disposal point. Water and pump out facilities are available outside.	Unknown	Fair	CRT	None	The shower room needs some attention as the drain often blocks.	Discuss with CRT. See Recommendations 3 (heritage design brief) and 21 (paint in traditional colours).
<b>Modern cheese warehouse, Calveley</b>								
	SJ 5932 5862	These more modern warehouses are again being used for cheese. There are long term moorings adjacent to them.	20th century	Fair	Unknown	None	These are fairly unsightly, but could be improved if a hedge was planted to hide them.	See Recommendations 9 (keep towpath hedges) and 10 (suitable species).
<b>Calveley houses, old and more recent</b>								
	SJ 5946 5849	There is a collection of houses between the A51 and the canal. The older ones may have been associated with the railway, canal or cheese warehouses. The more modern ones face the canal and have attractive gardens.	Various	Fair	Private	None	Some of the houses have boats moored. The towpath is not used much here - there is barely a track in the grass.	See Recommendation 4 (simple design guide).
<b>Calveley land fill site</b>								
	SJ 5960 5819	On the offside is a former landfill site, there is some evidence of the weighbridge building still remaining it can be glimpsed through the trees, also methane vents.	20th century	Fair	Cheshire East	None	This site has been completed for a while, the only evidence for its existence is the building and the bridge. It was previously a clay quarry.	Leave as is.
<b>Tweedale Bridge, 103a</b>								
	SJ 5979 5816	This bridge has a flat span concrete deck with brick abutments and metal railing parapet, with crash barriers. A small pipe runs across it. It is the access road for the landfill site and is now fenced off at both ends.	20th century	Fair	Cheshire East?	None	This bridge is functional, although no longer used much.	Leave as is.
<b>Canal in small cutting next to the road (A51)</b>								
	N/A	Along this stretch from after the houses in Calveley, almost to Barbridge Junction, the canal is in a small cutting.	N/A	Fair	CRT	None	The cutting is about 1 mile in length and gives a closed in feel to the canal. The heavy traffic on the road can be heard rather than seen. There is an almost continuous hedge.	See Recommendations 9 (keep towpath hedges) and 10 (suitable species).

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<b>Boughey's rainwater runoff</b>								
	SJ 6003 5795	This rainwater runoff was built when Boughey's built some extra warehouses. It takes the rainwater and it leaves the canal again at the spillweir near Tilstone Lock.	2000s	Good	Boughey's?	None	This is unattractive, but functional. There seems to be something to catch any oil which may come from the lorries.	Maintain as is.
<b>Wardle Hall Bridge, 103</b>								
	SJ 6024 5779	Flat span concrete deck with exposed concrete abutment walls and a parapet of metal railings. This bridge carries very large lorries.	20th century	Good	Highways Agency	None	This bridge is functional.	Leave as is.
<b>Wardle Industrial Estate</b>								
	SJ 6041 5706	The industrial estate is on the offside on the site of former brickfields and a Second World War airfield.	20th century	Fair	Private?	None	The brickfields may have made use of the canal for transport.	Leave as is.
<b>Bus stop, near Boughey's</b>								
	SJ 6032 5775	The bus stop is supported on a large brick wall adjacent to the towpath. A lay by was created to relieve traffic on the road.	2010	Good	Cheshire East	None	This is presumably to encourage workers to use public transport.	Make sure that any graffiti is quickly removed.
<b>Concrete edging, collapsing</b>								
	SJ 6052 5780	Along most of this cutting, the concrete edging is collapsing into the canal.	Unknown	Poor	CRT	None	This is a safety hazard for towpath walkers and boaters who may want to moor up as there are large holes behind the collapsed edging.	Repair when money is available or when the situation worsens. See Recommendations 14 (maintain for horse boating) and 16 (suitable, heritage rural surface).
<b>Wardle Farm Bridge, 102</b>								
	SJ 6072 5748	Flat span reinforced concrete bridge with provincial Art Deco styling. Plaque on NW parapet pier records date and manufacturer, "The Reinforced Concrete Construction Company Ltd, Manchester". There are horse bricks under and discontinuous wooden buffers just above water level. It carries the A51 over the canal.	1932	Fair	Highways Agency	None	The parapet is starting to pull away from the side walls. This needs monitoring.	Discuss with CRT. Replace missing wooden buffers.

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Old houses on Chester Road, Wardle, with boats moored								
	SJ 6101 5725	These attractive houses and garden have wharves with boats moored.	Unknown	Fair	Private	None	These houses are attractive and may have been associated with the canal.	See Recommendation 4 (simple design guide).
Goodwin Bridge, 101								
	SJ 6114 5711	Concrete rendered brick, single elliptical arch steep humpbacked bridge. Parapets replaced by concrete coping and metal railings. Poor concrete towpath.	Late 18th century with 20th century alterations	Poor	Highways Agency	None	This road accesses Wardle Old Hall, Barbridge Marina and the long term moorings around Barbridge Junction. It is so steep that there are gouges in the surface from vehicles.	See Recommendations 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Access to visitor moorings								
	N/A	A path (desire line) has been worn through hedge beside the visitor moorings.	N/A	Poor	CRT	None	This is very steep, but is a short cut to the bridge for access to the pub. This has been blocked with a plank of wood.	See Recommendation 3 (heritage design brief).
View from Goodwin Bridge, 101								
	N/A	This is an attractive view towards Barbridge Junction and the collection of historic buildings there.	N/A	N/A	N/A	N/A	Care needs to be taken when stopping on the bridge as there is not much space for traffic and people.	Retain.
Farm Buildings North of Wardle Old Hall								
	SJ 6116 5714	Attractive range of farm buildings by Goodwin Bridge, 101	Unknown	Fair	Private	None	Swallows nest in here.	See Recommendation 1 (must enhance heritage) and 2 (design to highest standard).
Wardle Old Hall								
	SJ 61183 57130	Originally a farmhouse, now a private house. Red brick in Flemish bond with slate roof. Ogee moulded stone plinth, giant Doric pilasters to Quoins and flanking the central entrance bay.	early 18th century	Good	Private	Grade II* listed - 1312857, UID 56838.	Grade II* listed for the high quality of the Baroque facade.	See Recommendation 1 (must enhance heritage) and 2 (design to highest standard).
Access at Barbridge Junction Bridge								
	N/A	Hard surfaced, sloped access to towpath, with gate and wooden railings.	late 20th century	Good	CRT	None	This is a well used access point. It is well maintained and functional, although not horse boating friendly.	See Recommendation 3 (heritage design brief).

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<b>Barbridge Junction Bridge</b>								
	SJ 61304 57005	Roving bridge at junction of Shropshire Union Canal and Middlewich Branch. Whitewashed red and blue brick single very humped elliptical arch.	c 1830, Thomas Telford	Good	CRT	Grade II listed - 1312853, UID 56834.	This is a very attractive bridge with many curved edges.	An interpretation board for the whole complex would be helpful. See recommendations 17 (original towpath surface), 19 (sympathetic repairs), 20 (consider lime wash) and 25 (interpretation board).
<b>Damaged bank opposite Barbridge Junction</b>								
	N/A	Directly opposite Barbridge Junction the concrete banking is damaged by repeated collisions from boats turning out of the Middlewich Branch onto the main line.	Unknown	Poor	CRT	None	This is very unsightly and could eventually collapse. May 2011, some improvements have been made.	Discuss installing fenders with CRT.
<b>Wooden post, Barbridge Junction</b>								
	SJ 6126 5700	This old mooring post is clearly visible in photos from 1957 (see book The Old Chester Canal, page 272).	19th century	Fair	CRT	None	It would benefit from having the vegetation cleared from round it and some preservative treatment.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
<b>Finger Post, Barbridge</b>								
	N/A	Wooden finger post indicating direction and mileages.	Unknown	Fair	CRT	None	Functional.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
<b>Jolly Tar</b>								
	SJ 6126 5693	The architectural style of this public house hides its distinguished history of serving the boating community and it is still popular with boaters today.	19th century	Fair	Private	None	This is a popular but unattractive pub.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
<b>Hut, remains of transhipment warehouse</b>								
	SJ 6131 5698	This is all that remains of the complex which once spanned the canal. Including a roof, covered walkway over the canal, used for storage and transhipment of cheese and other agricultural commodities. This was probably the office.	c1850s, most demolished 1958	Poor	CRT	None	Now used as a store shed for STTV. There is a water point here.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).

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	SJ 61336 56990	Chequered brick with overhanging slate roof with central chimney stack. A typical Telford's design canal house.	early 19th century, Thomas Telford.	Good	Private	Grade II listed - 1320254, UID 351236.	A very attractive house, a good example of Telford's design, although the sash windows have been removed.	Reinstate the sash windows. An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
	SJ 6135 5694	This was formerly a gauging lock, used to measure the cargo in a boat for toll purposes. The spaces where the gates once were can still be seen.	early 19th century, Thomas Telford.	Good	CRT	None	This causes congestion when there are a lot of boats moving.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
	SJ 6134 5694	This was possibly the toll office from the complex of buildings that used to be here. It has also been a stable block and chapel. It is now used for storage.	Probably early 19th century, Thomas Telford.	Good	CRT	None	This look fairly modern, although parts are presumably old.	An interpretation board for the whole complex would be helpful. See Recommendation 25 (interpretation board).
	SJ 6154 5677	These former canal cottages have been greatly altered. Most have attractive gardens facing the canal.	Early 19th century.	Fair	Private	None	Some of the features in the garden are unattractive in this setting.	See Recommendation 4 (simple design guide).
	SJ 6157 5672	Formerly the Kings Arms, this is another popular canal side pub. It has visitor moorings for patrons.	Unknown	Fair	Private	None	There is a canal side terrace and beer garden. It is generally attractive, although a change of ownership may lead to further developments.	See Recommendation 13 (sympathetic adjoining premises).
	SJ 61632 56613	Public road bridge, engineering brick, with some blue brick repairs. Was whitewashed, most of the parapet has been replaced in sections. Humpback single arch.	1779	Fair	CRT	Grade II listed - 1330145, UID 57000.	This road bridge has been much repaired.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
	N/A	Stepped access to the towpath from the road. These are long, shallow steps, so not too difficult for wheelchairs and buggies.	Unknown	Fair	CRT	None	This access is acceptable, and has recently been improved with the addition of a hand rail.	See Recommendation 3 (heritage design brief).

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Houses south of Bremilow's Bridge, 100								
	SJ 61645 56550	Two attractive canalside houses which often have boats moored.	Unknown	Good	Private	None	These houses have attractive gardens and are generally well kept. Boats are often moored here and between the houses and the bridge.	See Recommendation 4 (simple design guide).
Stoke Hall Bridge, 99								
	SJ 6193 5641	Brick, whitewashed bridge, single elliptical arch with keystone. Parapet rebuilt in blue brick. Raised horse bricks on towpath, footpath over. Large cracks in south face. There is an arch for the stop planks. Public Footpath over.	1779	Fair	CRT	None	This is a typical bridge and should probably be listed, especially as it has an arch for storing stop planks.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash), and investigate listing.
Access at Stoke Hall Bridge, 99								
	N/A	Aluminium kissing gate access from Public Footpath to towpath.	20th century	Fair	CRT	None	This style of kissing gate is extremely unattractive in this context.	See Recommendation 3 (heritage design brief).
Spillweir, south of Stoke Hall Bridge, 99								
	SJ 6198 5637	A 20 yard concrete bridge takes the towpath over this spillweir. Excess water goes over it into a steam below. Railings are functional and appropriate for horse boating.	Unknown	Fair	CRT	None	This is functional but not attractive.	Possibly paint the railings. See Recommendation 21 (paint in traditional colours).
Vicker's Bridge, 98								
	SJ 6219 5596	Accommodation bridge for Stoke Hall development. Whitewashed brick bridge with metal railings. Many structural ties through it. Public Footpath over.	1779, with 20th century alterations.	Fair	CRT	None	This is probably too altered to be able to be listed.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Stoke Manor development								
	SJ 6214 5594	This is a mixture of new build and conversion of farm buildings associated with Stoke Manor.	2000s	Fair	Private	None	This is an attractive development by the canal.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 4 (simple design guide) and 13 (sympathetic adjoining premises).
View of Hurlston reservoir								
	N/A	The view of the reservoir and waterworks. Some trees have been planted to hide the works buildings.	N/A	N/A	N/A	N/A	This is an attractive view which shows how massive the reservoir is.	Keep as is.

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Hurleston Water Works								
	SJ 6228 5573	This stream is the overflow from the reservoir.	Unknown	Fair	United Utilities?	None	This needs to be kept weed free.	Maintain as is.
Hurleston Reservoir Pipe Bridge								
	SJ 6229 5573	This pipe bridge presumably carries the water from the reservoir to Crewe and Nantwich.	Unknown	Fair	United Utilities?	None	This is a well maintained pipe bridge.	Maintain as is.
Hurleston Reservoir and bank								
	SJ 6228 5541	The bank supports the reservoir. The water is carried down the Llangollen Canal from near Horseshoe Falls. This purpose kept the Llangollen Canal open when others were closing.	Unknown	Fair	United Utilities?	None	There are yellow topped canes inserted at intervals into the bank - presumably to measure slippage.	Maintain as is.
Hurleston finger post								
	SJ 6261 5534	This is an attractive finger post, painted black and white. The metal fence is all that remains of the Junction House. SUCS have installed a bench here.	Unknown	Good	CRT	None	This is a good place to sit and watch boats negotiating the junction.	An information board would be good here. See Recommendation 25 (interpretation board).
Hurleston Junction								
	SJ 6260 5533	The four locks taking the canal on its journey to Llangollen are all listed. These are the narrowest of narrow locks, as not all boats can pass through. A sign instructs boaters to lift all fenders.	1805 for the Ellesmere Canal Company	Good	CRT	Locks are individually Grade II listed.	The building of this canal saved the Chester Canal from closure by increasing the trade up to Ellesmere Port.	An information board would be good here. See Recommendation 25 (interpretation board).
Hurleston Roving Bridge, 97								
	SJ 626205531	Concrete rendered brick, single elliptical arch. Parapets replaced by stone coping and metal railings. Poor towpath. The towpath goes over this bridge onto the Llangollen Canal.	1805 with 20th century alterations.	Good	CRT	None	This bridge was built at the same time as the Ellesmere Canal joined up to the Chester Canal. They merged in 1813, and then also merged into the Shropshire Union Canal Company.	See Recommendation 17 (original towpath surface), 19 ( sympathetic repairs) and 20 (consider lime wash).
View of Hurleston Locks, the Lock Cottage and water works								
	N/A	It is possible to see if boats are travelling through Hurleston Locks from here.	N/A	N/A	N/A	N/A	This is useful when boating as it is possible to gauge the traffic and potential queues.	Maintain as is.

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View of Car Transplants								
	N/A	This view of the skyline with cars on shelves is quite bizarre.	N/A	N/A	N/A	N/A	Snugbury's Ice Cream Farm is near here.	Maintain as is.
Towpath above field - canal on embankment								
	N/A	The canal is again on a small embankment here. The hedge is below the towpath so allows a good view across the fields.	N/A	N/A	N/A	N/A	The hedge needs to be kept trimmed/laid to maintain the view.	Maintain as is.
View of New Farm								
	N/A	This is another view across the fields to the higher ground.	N/A	N/A	N/A	N/A	The views in this area show the open aspect of the canal.	Maintain as is.
Corne's Bridge, 96								
	SJ 6289 5492	Brick abutments, flat span concrete deck and parapet of metal railings. Brick towpath surface with stone coping. Some rope marks. Farm accommodation bridge.	19th century origins, substantially 20th century	Fair	CRT	None	This bridge needs some attention.	See Recommendation 17 (original towpath surface), 19 ( sympathetic repairs) and 20 (consider lime wash).
View of Poolehill								
	N/A	This is a view across the fields down to the Weaver valley.	N/A	N/A	N/A	N/A	The views in this area show the open aspect of the canal.	Maintain as is.
Winding hole, north of Henhull Long Term Moorings								
	SJ 6306 5466	This winding hole is full size and lined with modern piling. There are some trees which have been cut recently and are regrowing which make the area attractive.	Unknown	Good	CRT	None	Boats have been abandoned here in the past. It is important that this does not happen again and that the winding hole is maintained.	Maintain as is.
Pipe bridge, Henhull Long Term Moorings								
	SJ 6311 5457	Black painted pipe with blue brick piers.	Unknown	Fair	Unknown	None	This seems to be well maintained.	Maintain as is.

Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
	SJ 6315 5451	Former canal cottage that has been greatly extended and altered.	Originally 19th century, 21st century alterations?	Good	Private	None	This was still a BW (CRT) property in 1989, but is now presumably privately owned. There is a large hedge between it and the towpath.	Do nothing.
Long term moorers' towpath access								
	N/A	This is a single gate between the car park and towpath for access for the long term moorers at Henhull.	Unknown	Good	CRT	None	The moorers here need small boats to access their narrow boats, and bring them over to load up ready for cruising.	Maintain as is.
Henhull Long Term Moorings and winding hole								
	SJ 6316 5433	The canal widens here and allows space for moored boats and also for turning of boats. It narrows quickly towards the next bridge.	Unknown	Good	CRT	None	Most of the boats are well looked after.	Do nothing.
Towpath access near Henhull Bridge, 95								
	N/A	The gated access leads between the lay-by on the road and the towpath. It is used by walkers, fishermen and boaters.	Unknown	Good	CRT	None	Boats sometimes moor here for more than the allowed 14 days as there is easy access to the road and cars.	See Recommendation 3 (heritage design brief).
Henhull Bridge, 95								
	SJ 6326 5409	Flat span reinforced concrete bridge with provincial Art Deco styling. Brick towpath surface with concrete coping. Wooden buffers at water level. Carries the A51 over the canal.	c1930	Good	CRT	None	The wooden buffers are needed as there is a blind bend to the south of the bridge which catches the inexperienced boater unawares.	See Recommendation 17 (original towpath surface), 19 ( sympathetic repairs) and 20 (consider lime wash).
View of Acton Church and Acton village								
	N/A	Acton Church is visible along a stretch of the canal as the ground rises up to the west of the canal.	N/A	N/A	N/A	N/A	The views in this area show the open aspect of the canal.	Maintain as is.
Bridge hole for Bridge 94 (Bluestone Bridge)								
	SJ 6330 5373	This narrows in the canal is the bridge hole for bridge 94 which no longer exists. There is some evidence of the piers.	N/A	N/A	N/A	N/A	If not marked on the Canal Guides these narrows can cause problems for inexperienced boaters.	Retain narrows as historically authentic.
Bluestone Farm								
	SJ 6313 5368	Bridge 94 was presumably an accommodation bridge for Bluestone farm. Perhaps they have sold their land over the canal to another farm.	Unknown	Fair	Private	None	There are usually horses in these fields.	Do nothing.

Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Acton Bridge, 93								
	SJ 6351 5334	Brick abutments. Flat span metal girder bridge with metal railing parapets. Concrete towpath surface with stone coping. Public Footpath over.	19th century origins, substantially 20th century	Fair	CRT	None	The parapets were brick in 1989, but these metal railings echo the design of those on Nantwich Aqueduct. Crewe and Nantwich Circular Walk passes over this bridge.	See Recommendation 17 (original towpath surface), 19 (sympathetic repairs) and 20 (consider lime wash).
Access at Acton Bridge, 93								
	N/A	The blue brick of the bridge has been carried on into the construction of the access steps. The public footpath is well used, and perhaps forms a circular route through Acton to Nantwich.	Late 20th century?	Good	CRT	None	The towpath is hard surfaced from here to Nantwich. The access is reasonable and functional.	See Recommendation 3 (heritage design brief).
Nantwich and Border Counties Yacht Club and basin								
	SJ 6382 5301	NBCYC was founded by Raymond Slack, Stan Offley and Cyril Bickley on the Acton side of Nantwich Basin. In 1974 a new basin was formed as part of the linear moorings.	1953	Good	NBCYC	None	This is a thriving boat club.	Maintain as is.
Narrows at NBCYC								
	SJ 6384 5302	It looks as if there should have been a bridge here, but there does not seem to be any record of it.	N/A	N/A	N/A	N/A	Perhaps it is something to do with NBCYC?	Research?
Basin End, Nantwich								
	SJ 6396 5283	This is the last section of the Chester Canal, completed in 1774 and finished at Basin End. It is now an important boating centre.	1779	Good	CRT	None	The basin houses a boat builders and repairers, chandlery and brokerage as well as a cafe and launderette. Recently an antique shop moved into the old warehouse.	See Recommendations 1 (must enhance heritage), 2 (design to highest standard), 3 (heritage design brief), 6 (retain heritage features), 21 (paint in traditional colours) and 25 (interpretation board).
Avenue Cottage, now 1 Basin End								
	SJ 6393 5275	Brick with slate roof and 2 ridge stacks. T shaped plan. Possibly Wharf Manager's Cottage.	Unknown	Good	Private?	None	Should this be listed?	Investigate listing or locally listing. Also see Recommendation 2 (design to highest standard).

Photograph	Approximate grid reference	Description	Date and designers	Condition	Ownership	Protection	Comments	Recommendations
Shed, east of Avenue Cottage								
	SJ 6395 5274	Corrugated iron shed with curved roof. Now part of Nantwich Canal Centre.	Unknown	Fair	Nantwich Canal Centre	None	This is now used as a store and work shed.	Try to stop it being demolished. Possible candidate for local listing. Also see Recommendations 2 (design to highest standard) and 3 (heritage design brief).
2 Basin End, Canal Cottage								
	SJ 63919 52874	Former canal workers cottage now a private cottage. Brick with slate roof.	Early 19th century	Good	Private	Grade II listed - 1330140, UID 56978.	The pointing work done on this building is very poor. It does not seem to be a holiday cottage anymore.	See Recommendation 3 (heritage design brief).
Former boat shed								
	SJ 6394 5278	Painted brick with slate roof. Large 20th century sliding door at one end. Large circular ventilator, now blocked.	Early 19th century	Fair	Nantwich Canal Centre	None	This building seems to still be in use for boat building activities.	Try to stop it being demolished. Possible candidate for local listing. Also see Recommendations 2 (design to highest standard) and 3 (heritage design brief).
Former warehouse and stable block								
	SJ 6400 5277	Rendered brick with slate roof. Much altered and added to.	Early 19th and 20th centuries.	Fair	Antique shop	This is now an antique shop, Nantwich Canal Centre has moved its wharf onto the canal main line.	The warehouse is now an antique shop.	See Recommendation 2 (design to highest standard).
Start of Nantwich Aqueduct Sculpture Trail								
	SJ 6392 5295	This marks the start of Nantwich Embankment Sculpture Trail, including the horse, and smaller sculptures created by schoolchildren. The trail is the culmination of a collaborative Community Arts Project, initiated to celebrate the restoration of the Nantwich Embankment.	Unknown	Good	Cheshire East	None	The sculptures are interesting to look at while walking along the embankment and aqueduct.	Maintain as is.
Horse Sculpture								
	SJ 6393 5294	This is the renowned Nantwich wooden horse which stands by the side of the Shropshire Union Canal, near Bridge 92. It used to be lock gates until two artists, John Merrill (who recycled the wood) and Julian Taylor (who did the iron work) came along and produced the very solid sculpture at an open studio at Reaseheath College.	John Merrill and Julian Taylor	Fair	Cheshire East	None	This is a very attractive sculpture, but it has already been vandalised.	Maintain as is.