



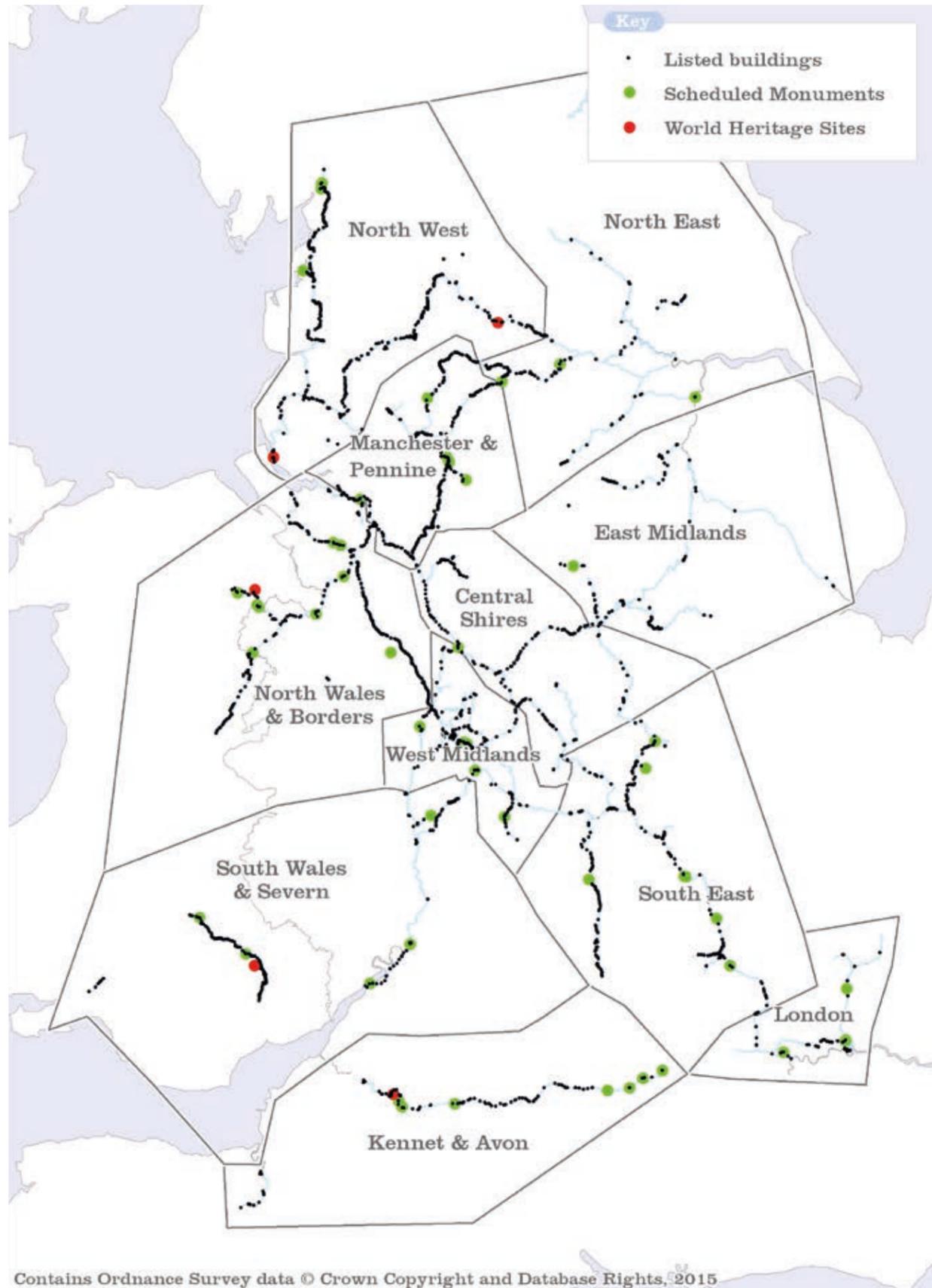
# Heritage Report

2014/2015



Canal &  
River Trust

September 2015



We are the third largest owner of listed buildings and care for 2,000 miles of historic waterways. An amazing environment that is free for everyone to enjoy.

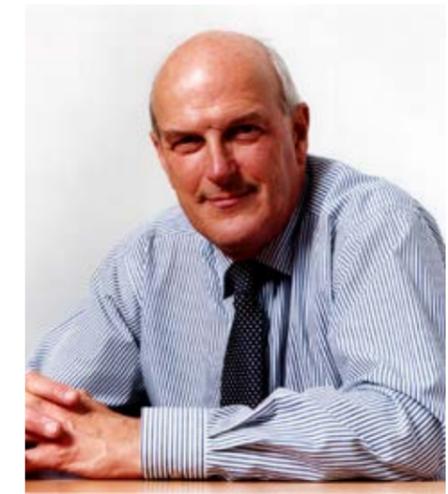


## Welcome

Championing and protecting the historic environment of the waterways is a key area of our work and I welcome this report that summarises our heritage activity over the past year. It is gratifying to read about the many historic sites and buildings we have worked on and improved, and of the contribution our volunteers have once again made to a variety of heritage works and projects. I would like also to thank our voluntary Heritage Advisory Group, which is ably chaired by Sir Neil Cossons, for their support and advice across a range of issues affecting the waterways and the setting of important heritage assets that are cherished by our customers, local communities and the wider public. The work of keeping our historic waterways operational and safe is on-going and it is a credit to our heritage team, our engineers and operators, our contractors, partners and volunteers that our standards for heritage conservation continue to improve. Indeed the reputation we have earned for this area of our work over many years is such that our work with the Government and Historic England to develop a bespoke National Listed Building Consent Order for our listed locks and bridges in England is well-advanced, the first of its kind. This will increase efficiency and consistency and will place the Trust at the forefront of good practice for heritage management.

We still have much to do to secure the waterways heritage, but we have achieved much to take heart from and be proud of.

**Richard Parry** – Chief executive



## Foreword

Britain's network of inland waterways is one of the largest and most important heritage resources in the country. The mainspring of Britain's emergence as the world's first industrial nation, today the care of this inspiring landscape is the prime responsibility of the Canal & River Trust who fulfil their obligations in an increasingly discerning and professional way.

It is three years since the Trust and its Heritage Advisory Group were established, so we can now reflect, with the benefit of experience, on the successes as well as the issues we still need to address. Training of waterways staff, based on a deepening understanding of the nature of the asset in their care, is ongoing. Success here is already reflected in the high standards of conservation and maintenance carried out across the network, as evidenced in this report.

The care of its designated heritage assets is a success story of which the Trust can be proud, but we are all increasingly aware that the network as a whole is a vulnerable asset needing the most sensitive of handling and management. It is also important to protect the setting of the waterways from inappropriate development outside the Trust's estate. Waterways do not stand in isolation; they are part of the wider landscape, and as such profoundly loved and appreciated. The task ahead for the Trust – and all of us – is to ensure that the value of this precious inheritance is understood and protected.

**Sir Neil Cossons** – Chair, Heritage Advisory Group

# Our Heritage

## Protected heritage assets

Our canals and river navigations were amongst the first major engineering projects to be built in this country since the Romans. Most of them were constructed in the 18th and 19th centuries by some of our most celebrated engineers and it is no surprise that they include so many important historic structures. Many of these structures have been given statutory protection, either as scheduled monuments or listed buildings, but those that don't enjoy such protection make an equally important contribution to the setting of our waterways.

**The Trust has the responsibility for looking after 2,000 miles of historic waterways, 2,663 listed buildings and 50 scheduled monuments.**

This makes us the third largest owner of listed buildings behind the Church of England and the National Trust.

Over the years the number of heritage assets has remained relatively stable. In 2005/2006 our predecessor, British Waterways cared for 2,627 listed structures in England and Wales. Today we manage 2,663, a change of 36 (1%) over almost a decade.

Our waterways also traverse and adjoin a host of other important cultural and historic areas, including five UNESCO World Heritage Sites (e.g. Saltaire, Blaenavon Industrial Landscape, and Pontcysyllte Aqueduct and Canal), 284 conservation areas, 52 historic parks & gardens and 9 historic battlefields.

**The heritage we care for is free to access and use; it provides an everyday, local connection to our past.**

Widening at Braunston Stop Lock in 1933, Waterways Archive



## Tackling our Heritage at Risk

**One of our main priorities continues to be the reduction of the number of Heritage at Risk assets we own.**

In 2004/05, the year of the first State of the Waterways Heritage report, 125 of our protected structures were on national or local Heritage at Risk registers. Ten years later this has reduced to only 24 listed or scheduled heritage structures at risk, or 1% of our protected structures. 21 of these are in England and three in Wales. This represents a reduction of 81% over the last ten years.

Those structures in the Trust's ownership that are new to the Heritage at Risk register are: Crane base and Quay Wall on the London Waterway, and Watton Lime Kilns and Llangydinr Lime Kilns on South Wales & Severn Waterway.

There are 28 conservation areas at risk affecting our waterways. It should be noted that conservation areas are assessed as being 'at risk' for reasons that reflect the condition of the wider historic canal corridor and this will include many third party owned properties.



### Seeking re-use – Transhipment Warehouse, Whaley Bridge, Peak Forest Canal

The Grade II\* listed Transhipment Warehouse was built in 1801 with extensions in 1832 and 1915. It was added to the Historic England National Heritage at Risk register, due to problems with the roof and because it lacks a sustainable use.

The roof has been repaired and now the Trust is seeking a longer term use for the building.

A conservation management plan and feasibility study have been produced along with drawings showing a range of possible community uses. These include a café, bike hire, film and gallery space, office and meeting rooms.

The drawings were displayed in June 2014 at the Whaley Water Weekend and a public consultation carried out. Over 300 questionnaires were completed with the most popular idea being a café, a heritage centre, and a venue for live music. Armed with this information, the Trust is currently looking at how it can find an effective and sustainable long term use for this unique building.



# Managing the Waterways Historic Environment

Waterways heritage is for everyone and the Trust has its preservation as one of its core objectives. To help manage the special historic environment, the Trust has a dedicated team of heritage advisers. Their main duty is to provide the expertise to understand, appreciate and conserve the very diverse and significant heritage of the waterways.

**The Trust benefits from its own specialist Heritage Advisory Group, chaired by Sir Neil Cossons. The group acts as a sounding board and provides advice and support to the Trust on a wide range of matters affecting the historic environment of the waterways.**

In 2014/15 the group met three times and members have also been consulted in between meetings on a number of planning applications affecting the waterways. There has been a particular focus on:

- **Third party and other developments that could potentially affect the waterways**
- **Historic structures requiring modification on health & safety grounds**
- **The setting of the Trust's historic waterways and how that can be safeguarded and enhanced**

More specific examples of the Heritage Advisory Group's involvement in 2014/15 included:

- **Looking at hydro-power schemes for a number of sites**
- **Identifying potential sites for HLF funding**
- **Design issues relating to handrails for footbridges and aqueducts and in particular a non-intrusive solution for improving visitor safety on Pontcysyllte Aqueduct**
- **Development proposals for the Roundhouse in Birmingham**
- **Public art and interpretation on the waterways**

In 2014/15 the Heritage Advisory Group was three years old and it continues to make a positive contribution to the Trust's work and its objective of securing the heritage of the waterways for people to understand and enjoy – now and in the future.

The Roundhouse, Birmingham



## Caring for our assets

Caring for a historic and fragile infrastructure requires considerable maintenance and attention which is the responsibility of all of us in the Trust. Monitoring and recording the condition of our historic structures and understanding how they are affected by common incidents is an essential part of developing programmes and plans for caring for and improving our heritage. Our engineers regularly monitor the condition of operational structures such as locks, bridges and aqueducts to help prioritise works. At the end of 2014/15 85% of listed structures were assessed to be in Good condition or better.



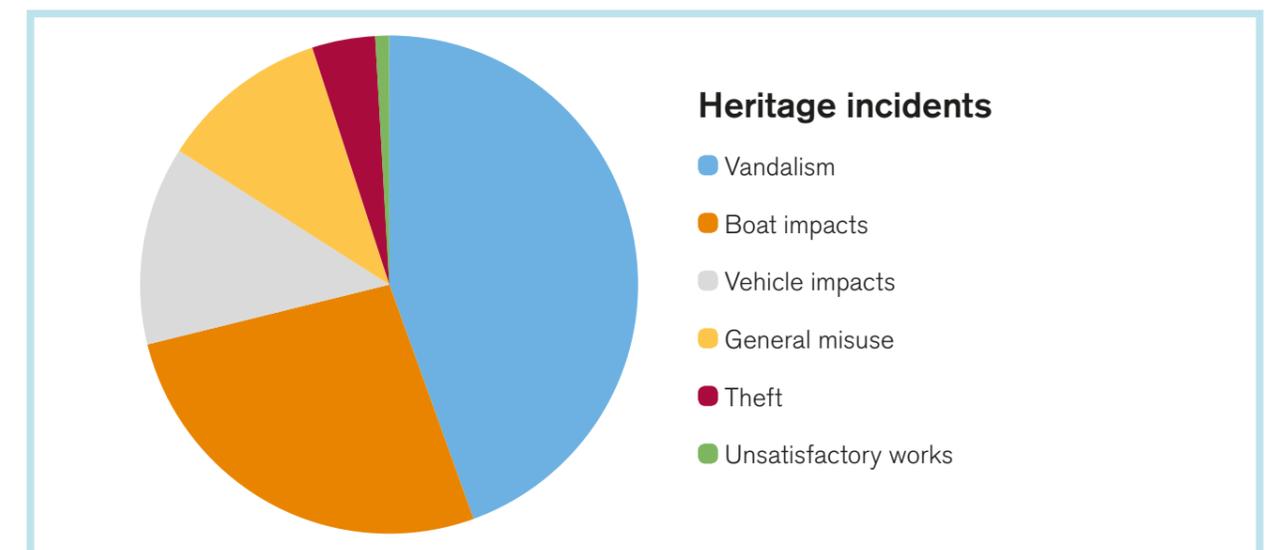
### Revealing Oldknow – Marple Aqueduct, Peak Forest Canal

Over the last year Marple Aqueduct, our only Grade I listed structure considered to be in poor condition has been repaired and enhanced. The work included repointing, repainting of pattress plates, replacement of coping straps and resurfacing of the towpath and offside. We also cleared vegetation and trees to open up views and vistas. The work has been funded jointly by the Trust and the Heritage Lottery Fund as part of the Revealing Oldknow's Legacy – Mellor Mill and the Peak Forest Canal in Marple project.

We also monitor incidents that affect our heritage assets. This helps us to map trends and report heritage crime when it occurs. In 2014/15 we recorded just over 1000 incidents. These incidents are recorded by length inspectors and other colleagues, and include misuse, damage and heritage crime.

Other incidents included the removal of timbers from the Severn Collier, one of the Purton Hulks assemblage and a number of bridges being painted by third parties. Boat impacts led to damage to several heritage assets. Vehicle strikes on bridge parapets remain a common cause of damage and over the year 134 such incidents were recorded.

Vandalism, especially graffiti is most common on those canals that pass through urban areas, with the West Midlands and London reporting 38% of such incidents.



## Getting it right

The Trust aims for impeccable legal compliance for works to heritage assets. In 2014/15 our compliance record for 177 works scattered across England and Wales was over 98%; an excellent result and one that we report on to Government as part of our National Stewardship Score. Our record for legal compliance and high quality conservation work is such that we are now developing with Historic England and DCLG a National Listed Building Consent Order for locks and bridges in England.

All of the 177 works involving listed buildings and scheduled monuments were discussed with the relevant authority. Only 45 of those were deemed to require consent. Six of those were for the installation of bollards. No applications for works to listed buildings or scheduled monuments were refused.

For many years, the Trust and its predecessor British Waterways has been pioneering the use of management agreements. We also have eight of our 50 scheduled monuments covered by Scheduled Monument Management Agreements. We have three Heritage Partnership Agreements in place, the most ambitious of which covers the waterways of Greater Manchester.



### Refurbishment – Canal House, Middlewich

As part of the Trust's ongoing cottage refurbishment programme, in 2014/15 extensive works were completed at Canal House, Middlewich, a Grade II listed building from the first half of the 19th century, situated on the Middlewich Branch of the Shropshire Union Canal. The works included re-plastering in lime, repairing original lath and plaster ceilings, re-roofing with Welsh slate and carpentry repairs to doors and casement windows. Further work included infilling a rear undercroft to create additional living space and improve the thermal performance of the house. The works received listed building consent and met all required conditions. The refurbishment has been a great success with the property once again occupied, and the canalside setting enhanced.



Before and after. Canal House, Middlewich



Divers carrying out temporary holding repairs below water, Oxford Canal



### Practical approach – Oxford Canal lift bridges

A good working relationship with the local conservation officer is often important when managing industrial heritage assets. This was recently demonstrated when two lift bridges on the Oxford Canal failed dramatically. Working with Cherwell District's conservation officer, the Trust was able to act swiftly to preserve the historic bridges, make them safe and reopen the navigation.

As part of the repair works the Trust commissioned an underwater survey that revealed some large and deep holes within the abutments' masonry. Our engineers developed a programme of emergency holding repairs in consultation with the Trust's local heritage adviser and the local conservation officer. It was agreed that the works, which are temporary, reversible and designed for five year lifespan, could be undertaken by means of an agreement signed by the Trust and Cherwell District. This practical approach allowed the Trust to act rapidly and in the best interest of the waterway. Such a way of working, cutting out administrative processes, is effective and is very much in the spirit of the heritage provisions contained in the Enterprise & Regulatory Reform Act (2013).



## World Heritage Site – The Mon & Brecon and the Blaenavon Industrial Landscape

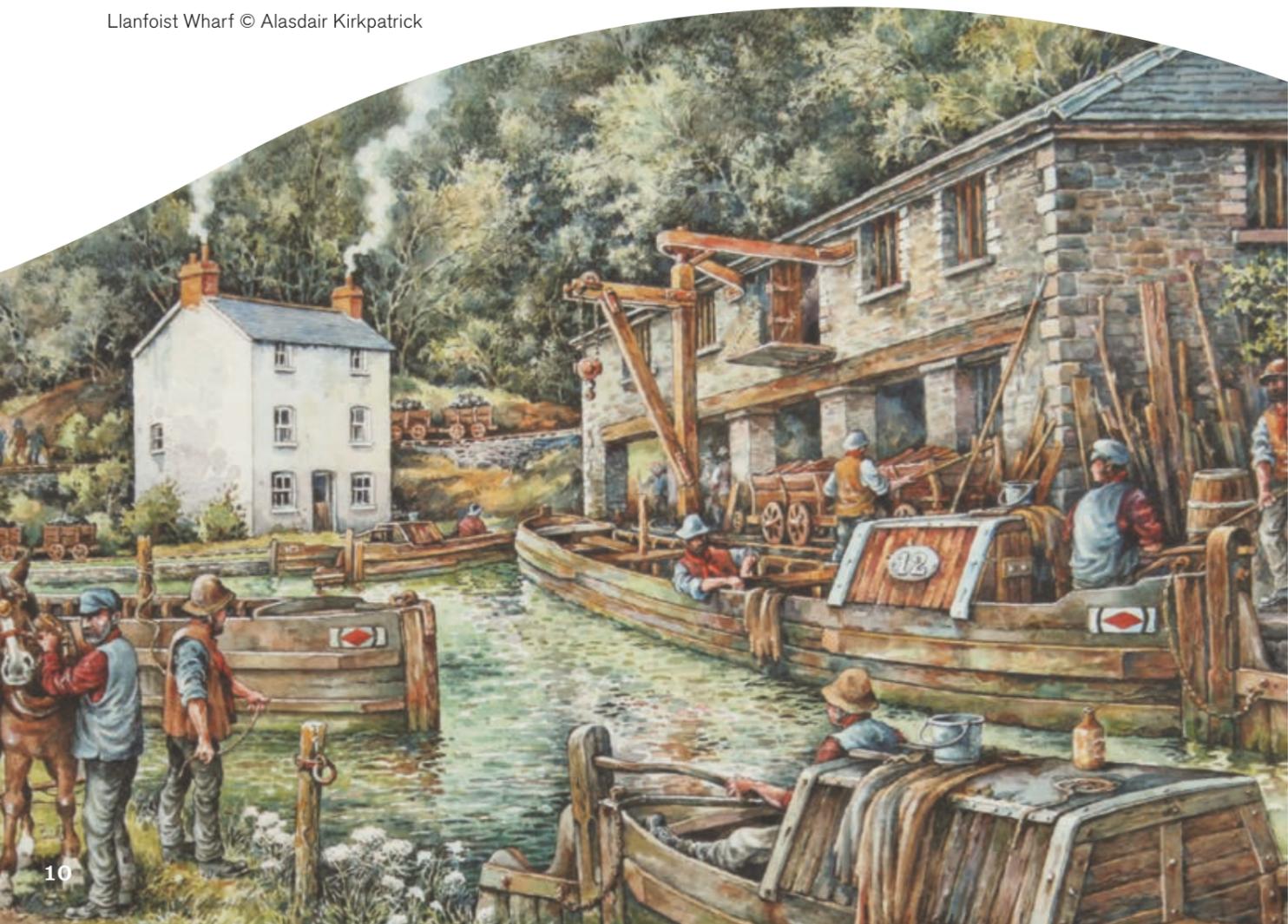
In the 19th century the Monmouthshire & Brecon Canal (Mon & Brecon) played a critical role in the export of Welsh coal, iron and steel from the nearby industrial centre of Blaenavon. The Blaenavon furnaces were linked to canal wharfs at Gilwern and Llanfoist by horse drawn tramways. Here cast iron pigs and manufactured products including armaments were transhipped on to barges for conveying down to Newport. Canal works such as dredging and towpath improvements have yielded interesting archaeological remains, including pigs stamped with the individual furnace names, and several sizes of cannon ball.

Recognition of the area's former industrial importance was confirmed in 2000 by its inscription as the Blaenavon Industrial Landscape World Heritage Site (WHS). Included within the WHS is 3.8 kms of canal containing over thirty historic structures.

The Canal & River Trust in Wales (Glandŵr Cymru) is a member of the partnership responsible for management of the Blaenavon WHS. Recent discussion has focused on proposals for a WHS buffer zone providing additional protection around the principal area. The wider envelope will include another eight kilometres of the canal.

An important contribution to improving records of the historic structures has been a resurvey of the original 1995 Architectural Heritage Survey of the Mon & Brecon Canal. This resurvey was completed at the end of 2014 and was undertaken by a retired conservation officer who is now a keen volunteer. It has provided precise locations and good quality images of a large number of previously unrecorded structures. All the data has now been added, again with volunteer support, to the Trust's archives and will be used to support the role the canal plays in the WHS.

Llanfoist Wharf © Alasdair Kirkpatrick



## Maintaining and conserving historic structures

**We care passionately about our canals and rivers and want to preserve their historic significance for future generations to enjoy far into the future, and for the waterways to be special places that are loved and valued today by local residents and visitors alike.**

In 2014/15, the Trust spent about £120m on waterway infrastructure maintenance, repair and restoration.



### Tunnel vision – Repair works to Chirk and Whitehouses tunnels, Llangollen Canal

In late 2014 a series of repairs to the value of £676,000 were undertaken by our partnered contractor, Kier at Chirk and Whitehouses Tunnels. Both tunnels are key features within the boundary of the Pontcysyllte Aqueduct and Canal scheduled area and WHS.

The tunnels and canal channel form part of the main line of the original Ellesmere Canal (1795–1805), and were designed by two of Britain's most important canal engineers, William Jessop and Thomas Telford. They were amongst the earliest tunnels to have towpaths.

In both tunnels, extensive areas of missing brickwork below water level needed repair. Damage is thought to have been caused by a combination of propeller wash and boats hitting the masonry abutments. Repairs were also required to the stone approach walls to the portals and the stone columns supporting the towpath in Chirk Tunnel.

The works required scheduled monument consent, and brickwork sample panels were produced for approval by Cadw (the Welsh Government historic environment service), while a photographic survey recording all areas for repair was carried out and samples of the original mortar were given to Cadw for their own records.

The project provided an excellent opportunity to see parts of the tunnels usually below water; the last time they were drained was around thirty years ago. Some interesting features were revealed, including masons marks on each of the stone columns in Chirk tunnel.



Chirk tunnel drained to undertake repairs



### Quality work – Salwick Hall Bridge Repairs, Lancaster Canal

This Grade II bridge was built in the late 1790s to a John Rennie specification. Over 200 years of use, the earth saddle over the bridge had become compressed pushing one of its wing walls outwards and raising the possibility of collapse.

Listed building consent was given for repairs that included dismantling one wing wall to ground level, replacing the earth saddle with concrete and rebuilding the wing wall with lime mortar using the original stone. Our contractors discovered that the parapet wall had previously been repaired using a hard cement mortar but through careful work they were able to dismantle the wall without damage to the masonry.

The whole bridge was then repointed, leaving discreet crevices in the arch as habitat for bats.

These repairs are a testament to the care and skill shown by the Trust's contractors and have given the bridge another 200 years of life whilst maintaining its special historic character and significance.



Salwick Hall bridge



Lock 11 Grantham Canal, 1955, Arthur Watts Collection, Waterways Archive



### Towards restoration – Lock 11, Grantham Canal

Conceived during the Canal Mania years of the 1790s the Grantham Canal operated for almost 150 years before abandonment by the London & North Eastern Railway in 1936.

Today the Grantham Canal Society is working on ways to restore the canal for navigation while preserving its nature and heritage and an HLF bid has been approved to restore Locks 14 & 15.

In 2014/15 a team of multi skilled craft people from the Trust including carpenters, bricklayers and plant operators repaired lock 11. As part of these works, the drop shafts were returned to a fully functioning condition before being sealed with straight jointed contrasting brickwork until the time comes to open them up for the eventual canal restoration.

Various test mixes were tried before selecting a suitable lime mortar and great care was taken in salvaging existing material and selecting matching bricks. The lockside copings were numbered for accurate reuse. The lock is not listed but the Trust's approach was to treat it no differently from those that are.

### Training

**Understanding and appreciating the waterways heritage is important to everyone employed by the Canal & River Trust and we are constantly working to improve our knowledge and expertise.**

In 2014/15 the Trust's heritage advisers delivered 14 practical training sessions and 16 heritage awareness talks.

The Trust has also developed two bespoke NOCN Level 2 waterway heritage qualifications with the help of Heritage Craft Alliance. In September 2014, the first cohort of 14 Heritage Trainees was recruited to work for 12 months as part of the Trust's regional waterway teams and to undertake the training required for these qualifications.

*Richard Parry, the Trust's chief executive visited the works at Lock 11 when they were ongoing and commented, "this was a great example of skilled heritage conservation – even though this is a disused lock with little immediate prospect of being restored to full use, the standard of workmanship was of the highest quality. The experienced team members took particular enjoyment from giving the apprentice with the team the opportunity to develop his skills on a heritage project on this scale. Although the canal is disused for boats, the towpath is a very popular walking route for local people who clearly appreciated the work being done."*

The trainees work on a day to day basis alongside the Trust's own skilled craftsmen, but also receive practical and classroom based teaching at the Bedale training centre in North Yorkshire. This covers all core heritage skills, from joinery to working with lime mortar. The trainees work on conservation projects and are taught to fully plan and document their work. This is combined with a two week placement with our partner Kier and a one week block at Bradley lock gate workshop.

The skills being taught are designed to concentrate on the very particular challenges of our canal's industrial heritage. Trainees learn a lot about the range of construction techniques of the early canal engineers and the materials they used.

During the year site visits to the Pocklington Canal and to Apperley Bridge office and workshops proved both useful and popular. Pocklington gave the trainees an insight into the challenges of conserving listed locks and bridges on a derelict section of the canal, whilst being aware of the constraints of SSSI designations.

Apperley Bridge, with its various listed assets gave the trainees the opportunity to survey and record the former warehouse, workshop and workers' cottages.

The Heritage Trainees scheme is partially funded through HLF's Skills for the Future and a further two cohorts will be recruited over the next two years.



Lucy with Hayley at Apperley Bridge open day demonstrating learnt bricklaying skills

# Engaging

## Heritage volunteers

Volunteers play an important part in supporting the Trust's heritage activity. Last year over 1500 hours were given by 40 volunteers who offered to help the Trust's heritage team. This is a marked increase of 78% compared to the 841 hours in 2013/14.

The Trust offers volunteers wide ranging and rewarding experiences and our heritage volunteers have undertaken the following types of activity:

- **Historical research**
- **Heritage assessments**
- **Conservation management plans**
- **Practical works to historic structures**
- **Recording historic structures**



### Learning opportunity – Engaging with BCU

As part of a new partnership with Birmingham City University (BCU), the Trust's Heritage Team offered students following an MA in Conservation of the Historic Environment the opportunity to contribute to the conservation of waterways heritage assets.

Four of BCU's post-graduate students chose to base their academic research on waterways and the Trust's heritage team provided advice and access to in-house resources. Catherine Kemp whose family have operated a boat building business chose to study Dadford's Wharf on the main line of the Stourbridge Wharf. The paucity of historic information about the site at the Trust and local archives led Catherine to undertake a significant piece of primary research. Catherine believes the research partnership between BCU and the Trust provides a great learning opportunity as it relates to real projects.

Trust heritage adviser and four Roundhouse research and photography volunteers, Birmingham.

## Working in partnership

**The Trust works in partnership with a wide range of organisations that support our aspiration to make the waterways living waterways that transform places and enrich lives.**

The HLF remains a very important partner and source of funding for the preservation of the waterways historic environment with £571,205 raised by the Trust in 2014/15. In addition to HLF in Wales the Northern Marches Rural Development Programme

(ERDF), Cadw and Visit Wales have all contributed towards various aspects of managing the Pontcysyllte World Heritage Site, including the refurbishment of the dry dock at Trevor Basin.

The following case studies provide examples of partnership projects which have taken place during 2014/15.



Llangattock kilns (Grade II\*) - the largest range on the Mon & Brec Canal



Goytre kilns – the most southerly example, like Llangattock it has a loading shaft still visible



### HLF support – Finsley Gate Wharf, Leeds & Liverpool Canal

Finsley Gate Wharf, (listed Grade II) on the Leeds & Liverpool Canal includes a forge, carpenters shop, warehouse, dry dock and an engineer's house. It functioned as a boatyard with warehouses before being used as a maintenance yard by British Waterways until it became vacant.

The Trust is now working in partnership with Burnley Council, Historic England, the Leeds & Liverpool Canal Society and other stakeholders to ensure the site's future. In 2014/15 the Trust was successful in securing a phase one Heritage Lottery Grant for £250,000 to cover emergency repairs and temporary works to the roof of the house.

This will hopefully lead to a £2.4 million grant for the repair and restoration of the site. Plans include the engineer's house becoming a short-term B&B, the dry dock being used for boat maintenance, the carpenters' shop becoming a micro-brewery and the warehouse a community cafe and function room. Educational and learning facilities are proposed for the forge.



### Our Heritage grant – Mon & Brec Limekiln Trail

Iron, coal and lime were major Welsh industries closely associated with the Mon & Brec Canal in the 19th century.

The legacy of the lime industry in particular along the Mon & Brec Canal is impressive. Seven large sets of listed kilns remain, as well as a number of smaller ones. Their construction dates to around 1812. But by the mid-20th century all had gone out of use and today lime making is an almost forgotten industry.

In partnership with HLF and the Beacon Trust the aim of the Limekiln Trail Project is to create a walking and cycling trail with interpretation boards at each of the main lime kiln locations to inform people of the historic lime industry. Volunteers will be heavily involved in masonry repairs, access improvements, vegetation management and erection of interpretation boards.

An application for an HLF Our Heritage grant was awarded the full amount of £60,000 in April 2015 with a further match funding of £30,000 anticipated from the Beacon Trust and the project is due to be completed by October 2016.

# Appendices

## Distribution of designated sites and structures per regional waterways

	Scheduled Monuments	Grade I	Grade II*	Grade II	Total
North West	3	2	4	408	414
North East	3	2	3	163	168
Manchester & Pennine	3	1	3	478	482
North Wales & Borders (England)	7	0	12	280	292
North Wales & Borders (Wales)	1	1	2	83	86
West Midlands	7	1	7	243	251
Central Shires	0	0	0	174	174
East Midlands	1	0	3	82	85
South Wales & Severn (England)	3	0	1	111	112
South Wales & Severn (Wales)	4	0	3	143	146
South East	7	0	2	266	268
Kennet & Avon	7	2	9	130	141
London	4	2	2	40	44
<b>Total</b>	<b>50</b>	<b>11</b>	<b>51</b>	<b>2,601</b>	<b>2,663</b>

	Conservation areas	Historic Parks & Gardens	Historic battlefields	World Heritage sites
North West	29	7	0	2
North East	21	5	2	0
Manchester & Pennine	39	2	0	0
North Wales & Borders (England)	18	2	1	0.5
North Wales & Borders (Wales)	5	7	0	0.5
West Midlands	26	0	0	0
Central Shires	26	6	1	0
East Midlands	25	4	1	0
South Wales & Severn (England)	17	0	2	0
South Wales & Severn (Wales)	3	1	0	1
South East	31	3	1	0
Kennet & Avon	25	2	1	1
London	48	3	0	0
<b>Total</b>	<b>284</b>	<b>52</b>	<b>9</b>	<b>5</b>

## Listed buildings and scheduled monuments on the Heritage at Risk registers

### North West

- Eastern & Western lock No 91 of pair on northern by-pass channel, Appley Locks (Parbold) (Grade II)
- Morton Aqueduct (Grade II)
- Aqueduct Over Hainsworth Road And Silsden Beck (Grade II)
- Lydiat Hill Bridge No 18 (Grade II)
- Blue Anchor Bridge (Grade II)

### North East

- None

### Manchester & Pennine

- Wharf Shed Canal Basin, Whaley Bridge. 1832 Coursed rubble sandstone warehouse straddling the canal (Grade II\*)

### North Wales & Borders

- Frodsham Lock, Frodsham Cut (Grade II)
- Roundthorn Bridge (No.44), Llangollen Canal (Grade II)
- Greaves Bridge (No.52), Llangollen Canal (Grade II)
- Stanks Bridge (No.60), Llangollen Canal (Grade II)
- Pryce's Bridge (No. 68), Llangollen Canal (Grade II)
- Aberbechan Aqueduct, Montgomery Canal (Grade II) – Wales

### West Midlands

- Roundhouse (Grade II\*)
- James Bridge Aqueduct (Grade II)
- Engine Arm Aqueduct (scheduled monument)

### Central Shires

- Hawkesbury Engine House (Grade II)

### East Midlands

- None

### South Wales & Severn

- Saul Junction Lock, Gloucester & Sharpness Canal (Grade II)
- Fox's Kiln, Gloucester Docks (Grade II)
- Watton limekilns, Mon & Brec, (Grade II) – Wales
- Llangydir limekilns, Mon & Brec (Grade II) – Wales

### South East

- Pumping Station Soulbury, Grand Union Canal (Grade II)

### Kennet & Avon

- Semington Aqueduct (Grade II)

### London

- Sawbridgeworth Crane (Grade II)
- Hanwell flight of locks and brick boundary wall of St Bernard's Hospital (scheduled monument)



Hawkesbury Engine House c1970, Herbert Dunkley Collection, Waterways Archive



## Get involved

Above: Blacksmith Rowan Taylor  
and a visitor at Ellesmere Yard,  
Llangollen Canal

Image: © Stewart MacKellar

Our historic waterways have something for everyone.  
You can play a part in supporting our work by  
becoming a friend, donating, volunteering, or joining  
a community group and adopting a stretch of canal.  
Whatever you do will help preserve this amazing  
heritage for future generations.

## Canal & River Trust

First Floor North  
Station House  
500 Elder Gate  
Milton Keynes  
MK9 1BB

T: 030 040 4040

E: [customer.services@canalrivertrust.org.uk](mailto:customer.services@canalrivertrust.org.uk)

W: [canalrivertrust.org.uk](http://canalrivertrust.org.uk)

🐦: @CRTHeritage

The Canal & River Trust is a charitable company limited by guarantee registered in  
England & Wales with company number 7807276 and charity number 1146792

All information correct at the time of printing.

September 2015