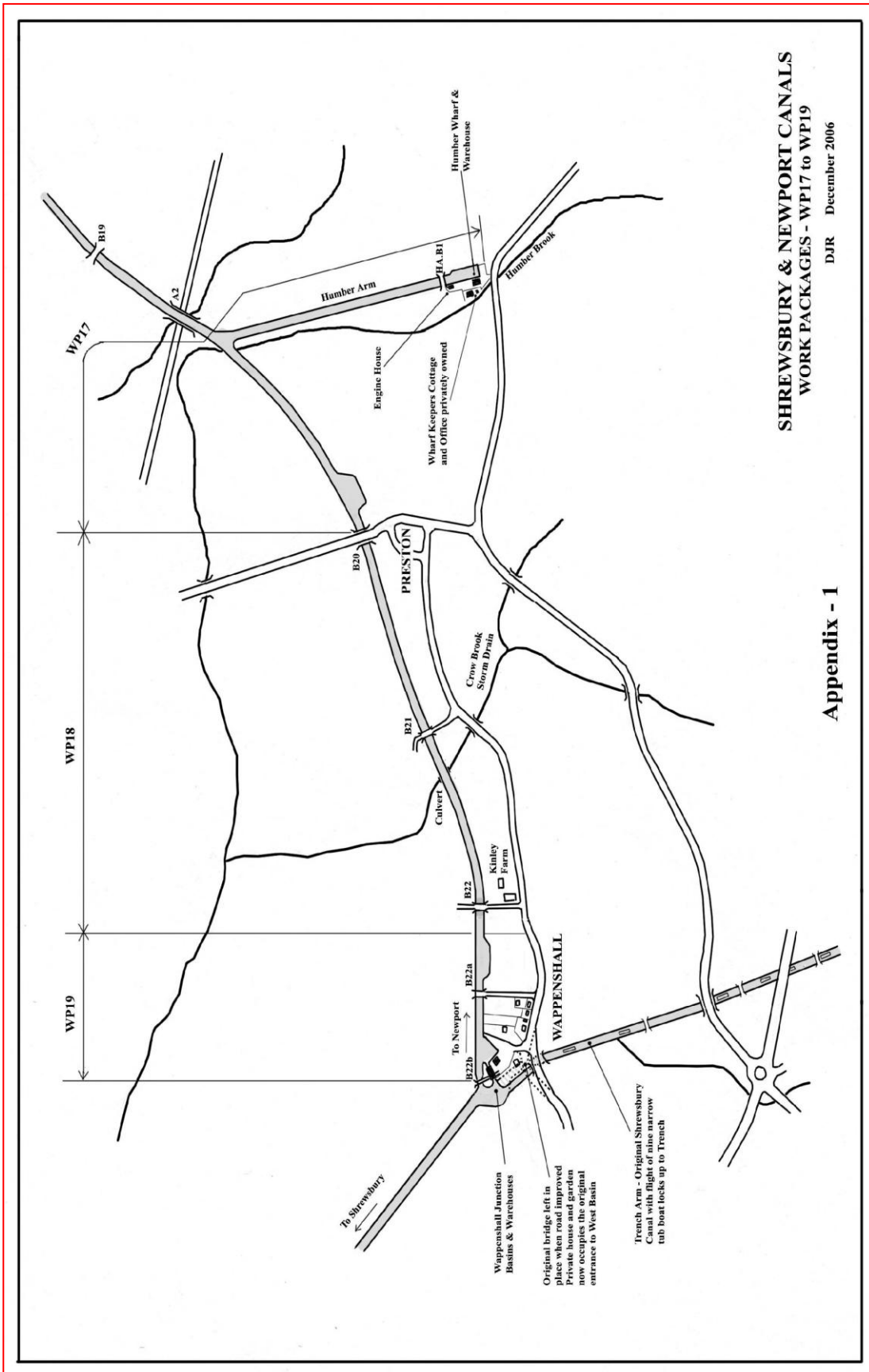


## **Appendix 1**

### **Location Plan of Work Packages 17, 18 & 19**



## **Appendix 2**

### **The Buildings at Lubstree Recent Photographs**



**TOP - Humber Arm late 1950's**

**Warehouse present condition**

**MIDDLE - Bridge HA-B1 and Engine House.**

**Engine House east side**

**BOTTOM - Engine House west side**

**Aerial view**

## **HUMBER ARM WHARF**

### **Appendix - 2**

## **Appendix 3**

### **Bed East of Preston Bridge B20 and Wappenshall Junction**





**TOP - Main line west of Humber Arm**

**Main line east of Preston**

**MIDDLE - Main line East of bridge B20**

**Bed west of Wappenshall Junction**

**BOTTOM - East side of small warehouse**

**West side of small warehouse**

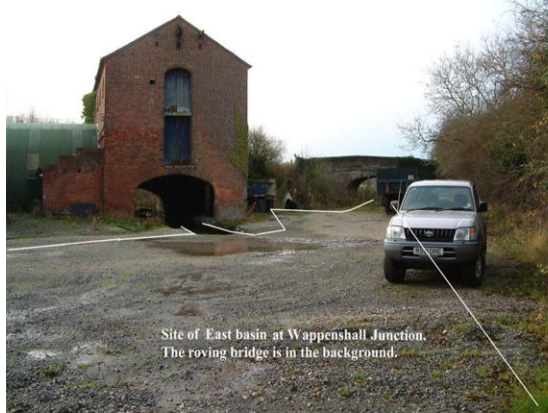
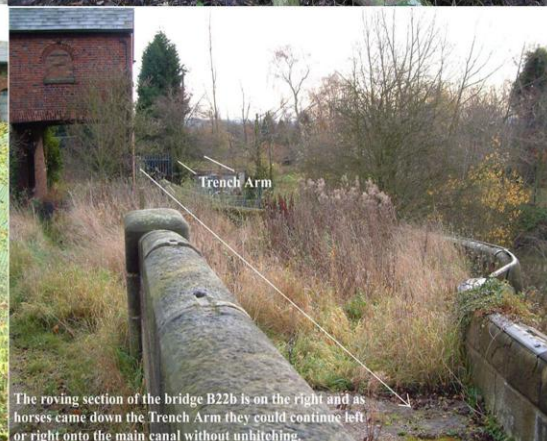
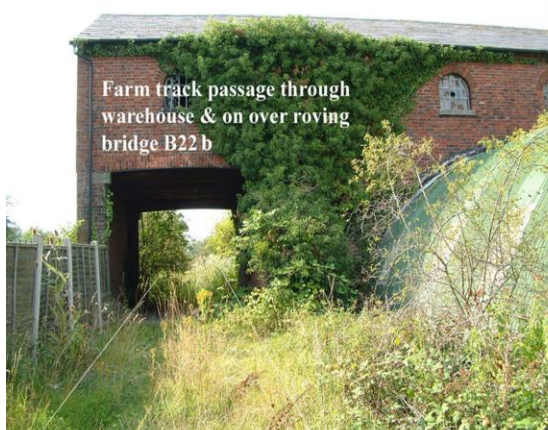
## **BED EAST OF PRESTON BRIDGE B20 & WAPPENSHALL JUNCTION**

**Appendix - 3**

## **Appendix 4**

### **Wappenshall Junction – Warehouses**





**TOP - View looking east late 1950's**

**Present view looking east**

**MIDDLE - View looking north**

**View looking south**

**BOTTOM - View looking west**

**Underside view looking west**

## **WAPPENSHALL JUNCTION LARGE WAREHOUSE**

**Appedix - 4**



### *The Wharf Buildings.*



The Wharf was built in 1836 to 1838 as a loading point for goods transported down the canal. It also acted as a "half way house" for barges travelling down the canal between Norbury Junction and Shrewsbury (no doubt the men called in the Sutherland Arms Inn for a pie and a pint). It was owned by the Duke of Sutherland until canal transportation became obsolete.

The Wharf is currently owned by a haulage firm, B J Waters Ltd, who took over the yard in the late 1960s as a depot for coal transportation. The "yard" is now virtually empty, as Waters have moved to more modern premises.

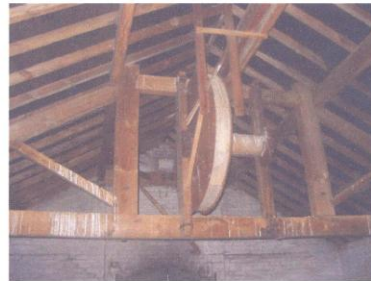
The Wharf is in a poor state of repair, with most of the buildings in advanced states of decay. The intention of the S&N Trust is to purchase the yard and renovate it as a visitor centre. More details are shown on the S&N site. Waters keep the yard clean and tidy but, for obvious commercial reasons, have not attempted to renovate the site themselves.

#### *Inside the top floor of the Wharf*

BJ Waters are looking to convert the existing buildings into three properties, and the immediate residents support Mr Waters plans in this regard.

Although there is a right of way down one side of the Wharf, please would visitors to the yard remember that the Wharf remains **private property**.

The area under the Wharf is where barges used to be loaded / unloaded; you can see the trap doors in the ceiling (see photos). Access to the inside of the Wharf is not possible (or recommended, as the floors are rotten!). The following photographs show some of the detail of the Wharf buildings.



View showing where the canal passes under the Wharf (from left to right). In 1830, you would be standing in the canal from where the photo was taken.



The canal as it passes under the Wharf, joining the "widehole" at the far end. The canal also passes to the right of the Wharf (as shown) passing under the skew bridge (and again into the widehole).



The warehouse (or office) building, on the right. Note the iron pulley arm.

Original Pulley Wheel on the second floor of the Wharf building. The new roof (and slating) was installed some time in the early 1990s.



First floor pulley wheel. Note the wooden hand operated brake.

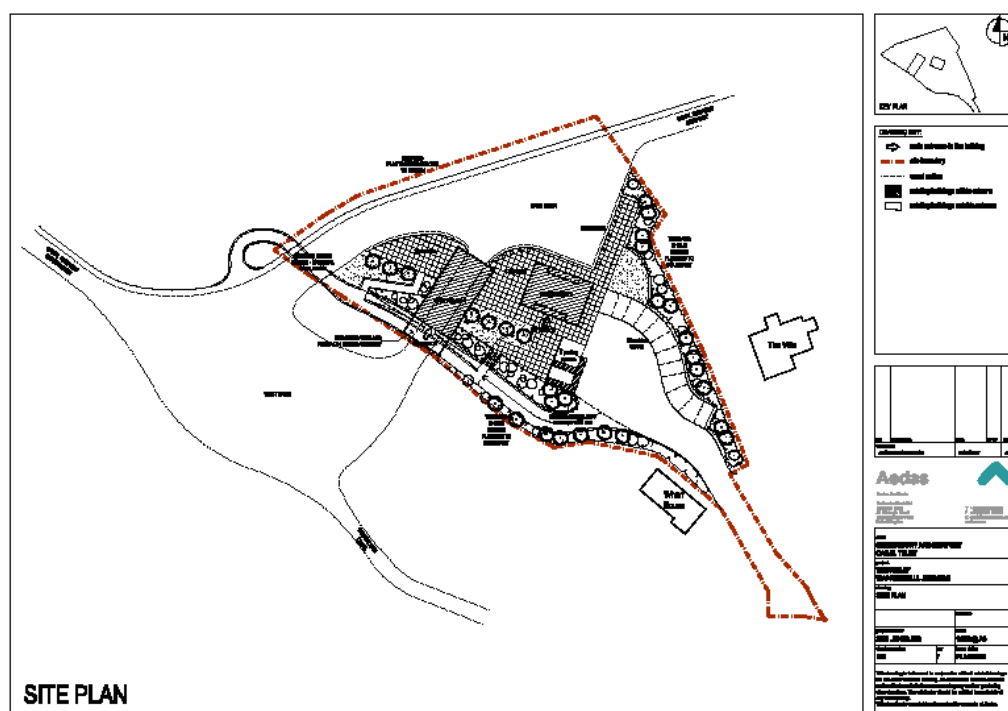
View down the first floor of the Wharf.



## Appendix 5

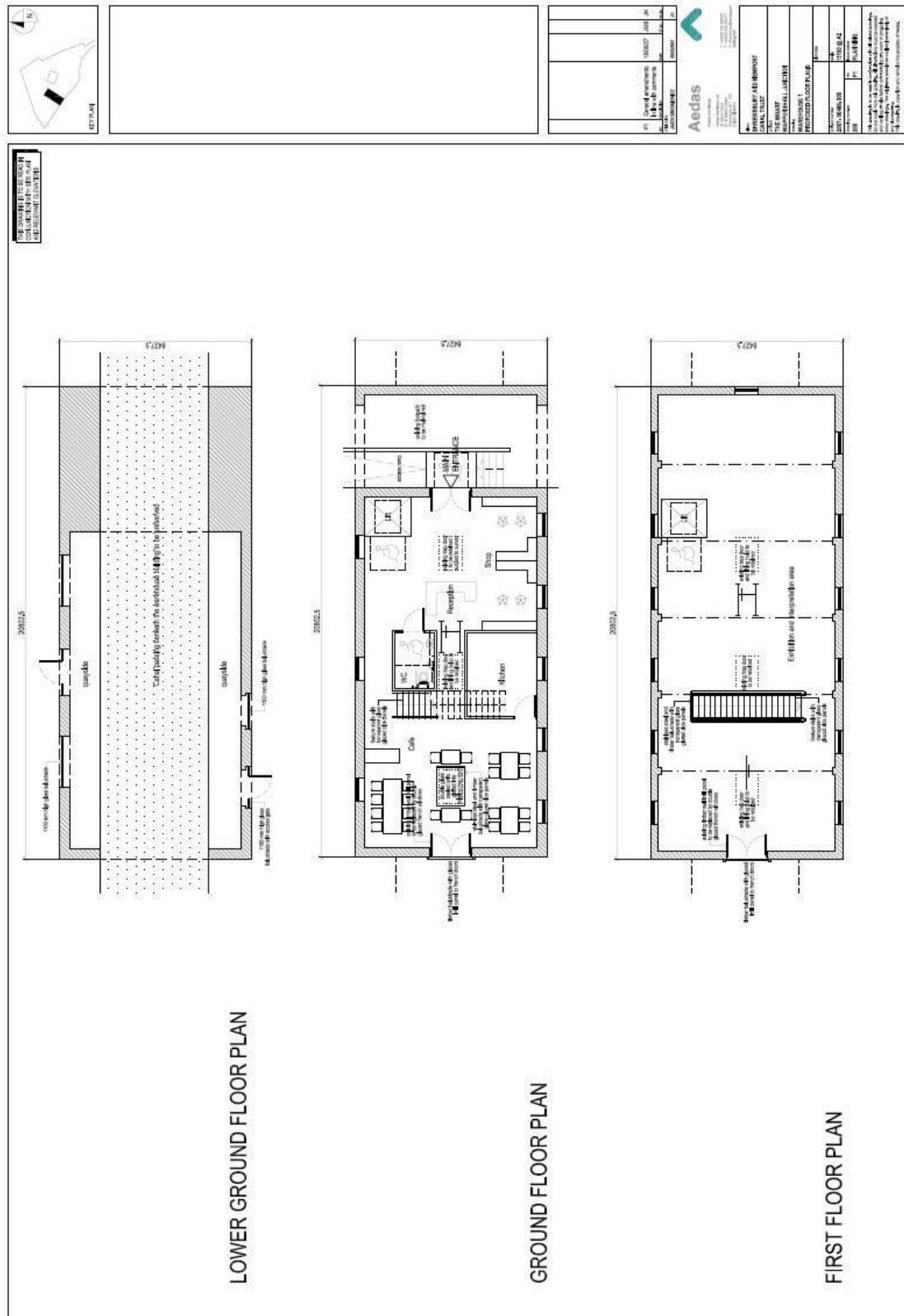
## Detailed Plans of the Development Proposals at Wappenshall

## Site, Floor and Elevation Plans

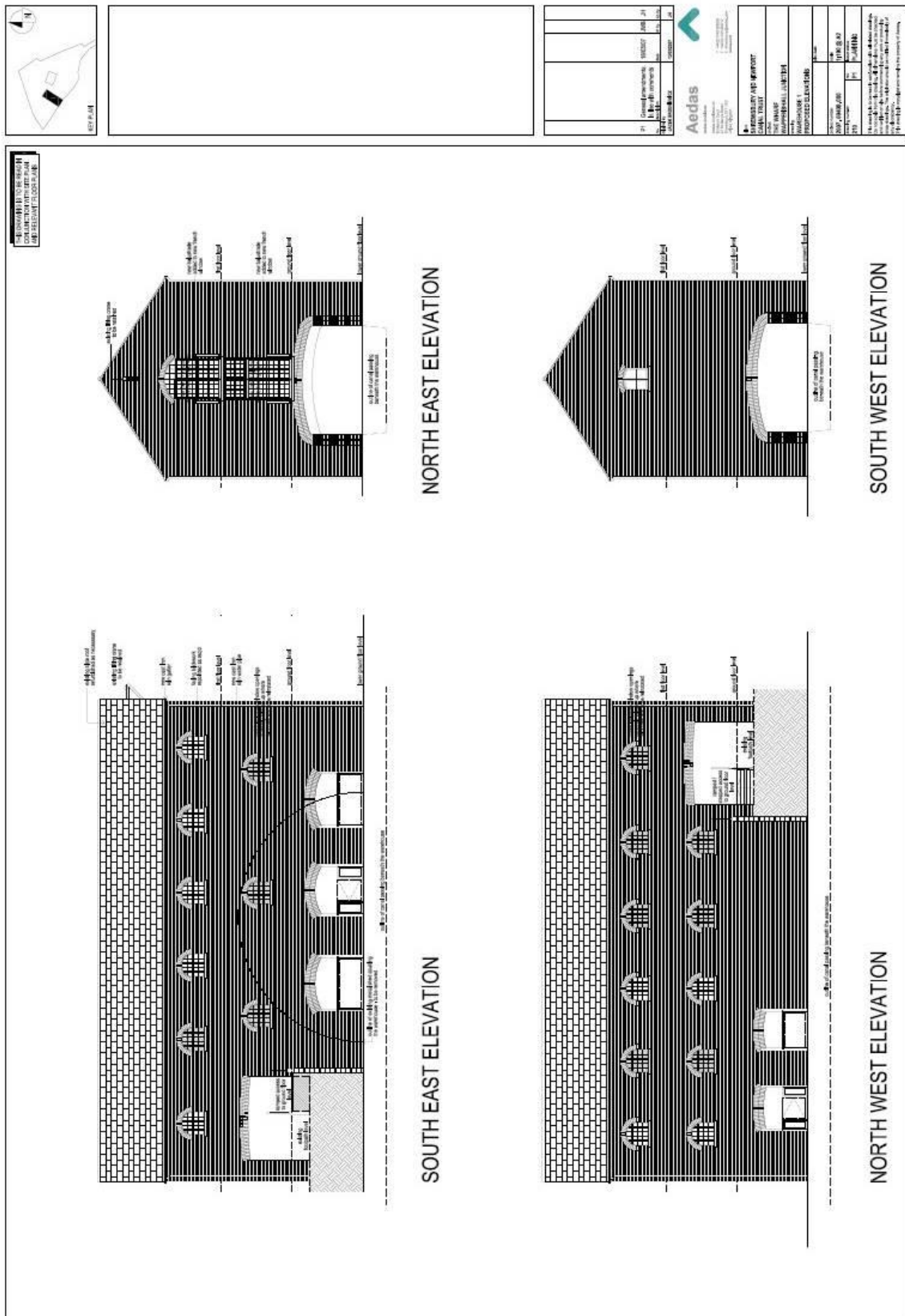




# Large Warehouse – Floor Plan (as proposed)

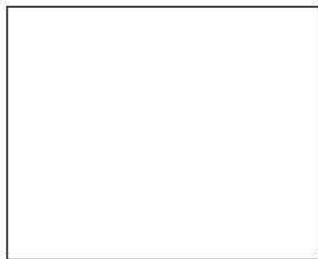


## Large Warehouse – Elevations (as proposed)







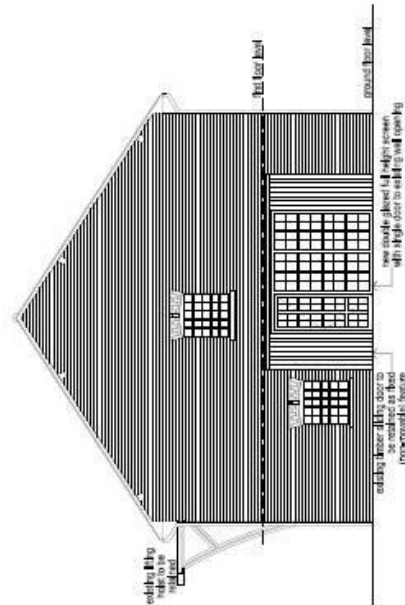


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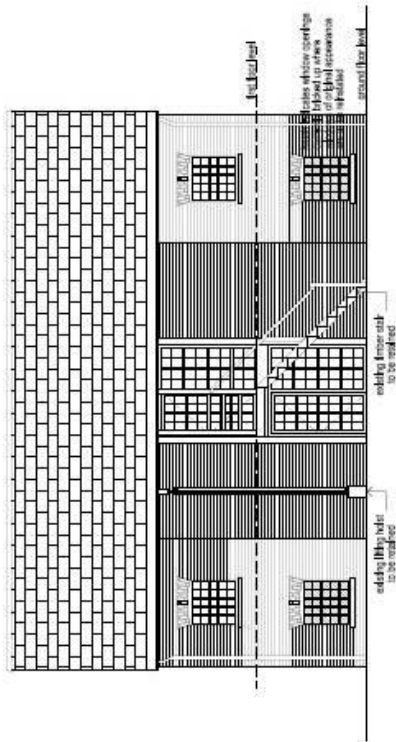
<p><b>SPRINGBURY AND NEWPORT MATERIAL TRUST</b></p> <p><b>THE WARE WAREHOUSE 2</b></p> <p><b>PROPOSED ELEVATIONS</b></p>	<p>DATE: 11/10/2013</p> <p>PROJECT NUMBER: 2007-0040-000</p> <p>PROJECT LOCATION: 11100 S. 43</p> <p>PROJECT OWNER: [REDACTED]</p> <p>PROJECT NUMBER: [REDACTED]</p> <p>PROJECT NAME: PLANNING</p>	<p>THE STUDY IS TO BE USED TO CONDUCT AN ENVIRONMENTAL IMPACT STUDY FOR THE PROPOSED CONSTRUCTION AND OPERATION OF THE WAREHOUSE 2. THE STUDY IS TO BE USED TO CONDUCT AN ENVIRONMENTAL IMPACT STUDY FOR THE PROPOSED CONSTRUCTION AND OPERATION OF THE WAREHOUSE 2. THE STUDY IS TO BE USED TO CONDUCT AN ENVIRONMENTAL IMPACT STUDY FOR THE PROPOSED CONSTRUCTION AND OPERATION OF THE WAREHOUSE 2.</p>
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The diagram shows a cross-section of a house with a gabled roof. The roof is labeled 'Pitch' and the walls are labeled 'Pitch'. The roof pitch is indicated by a vertical line and a horizontal line, with the angle between them labeled 'Pitch'. The wall pitch is indicated by a vertical line and a horizontal line, with the angle between them labeled 'Pitch'.

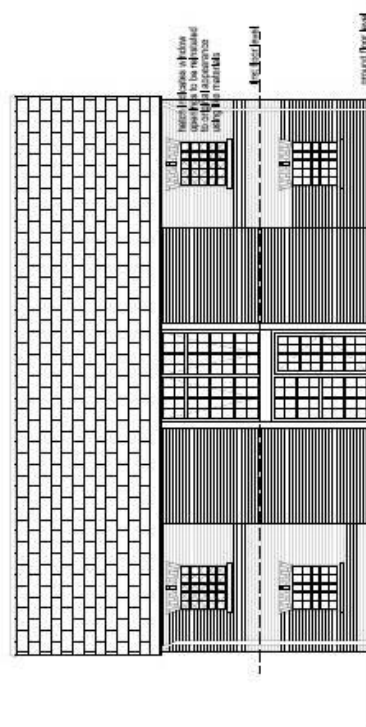
## WEST ELEVATION



## EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

### Small Warehouse – Elevations (as proposed)