Heritage Impact and Justification Statement

In support of a planning application for a new Education Centre to replace the existing 'grey shed' at Trevor Basin, North Wales.



Image courtesy of Buttress Architects ©

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1.0 Introduction

This Heritage Impact and Justification Statement has been prepared by Peter Chowns, *BA(Hons) DipArch PGDipAP MScCHE IHBC RIBA CA*, Accredited Conservation Architect at Glandŵr Cymru/The Canal & River Trust. It has been produced, in accordance with Section 6.1 of *Planning Policy Wales* (Ed. 12, 2024) and paragraph 1.15 of *Technical Advice Note 24* (2017), as well as relevant Cadw guidance, to support a planning/conservation area consent application, submitted by Glandŵr Cymru/The Canal & River Trust, to demolish the existing corrugated metal shed at Trevor Basin and construct a new, dedicated 'Education Centre' on the same site. The site is situated within the boundary of the Pontcysyllte Aqueduct and Canal World Heritage Site, inscribed in 2009, and the Pontcysyllte Aqueduct Conservation Area, (formerly the Trevor Basin Conservation Area) designated in 1998, and revised in 2009. It also lies in close proximity to the Pontcysyllte Aqueduct and Canal Scheduled Monument and several Grade II listed buildings, although the potential impacts on these assets is considered to be less, and more a matter of setting. Despite the proximity, It is not considered necessary to apply for either Scheduled Monument Consent or Listed Building Consent for the proposed works (fig 1).

The application proposals seek to create a new, dedicated facility for use as an educational centre for teaching local children about the history of the site, water safety and STEAM subjects (Science, Technology, Engineering, Arts, and Mathematics) encouraging creativity, problem-solving, and critical thinking. There is currently a lack of dedicated space for educational programmes at the site, limiting the charity's potential for outreach with local schools. The existing on-site Visitor Centre is unable to provide this important use, as it is too small and needs to cater for a wider range of visitors.

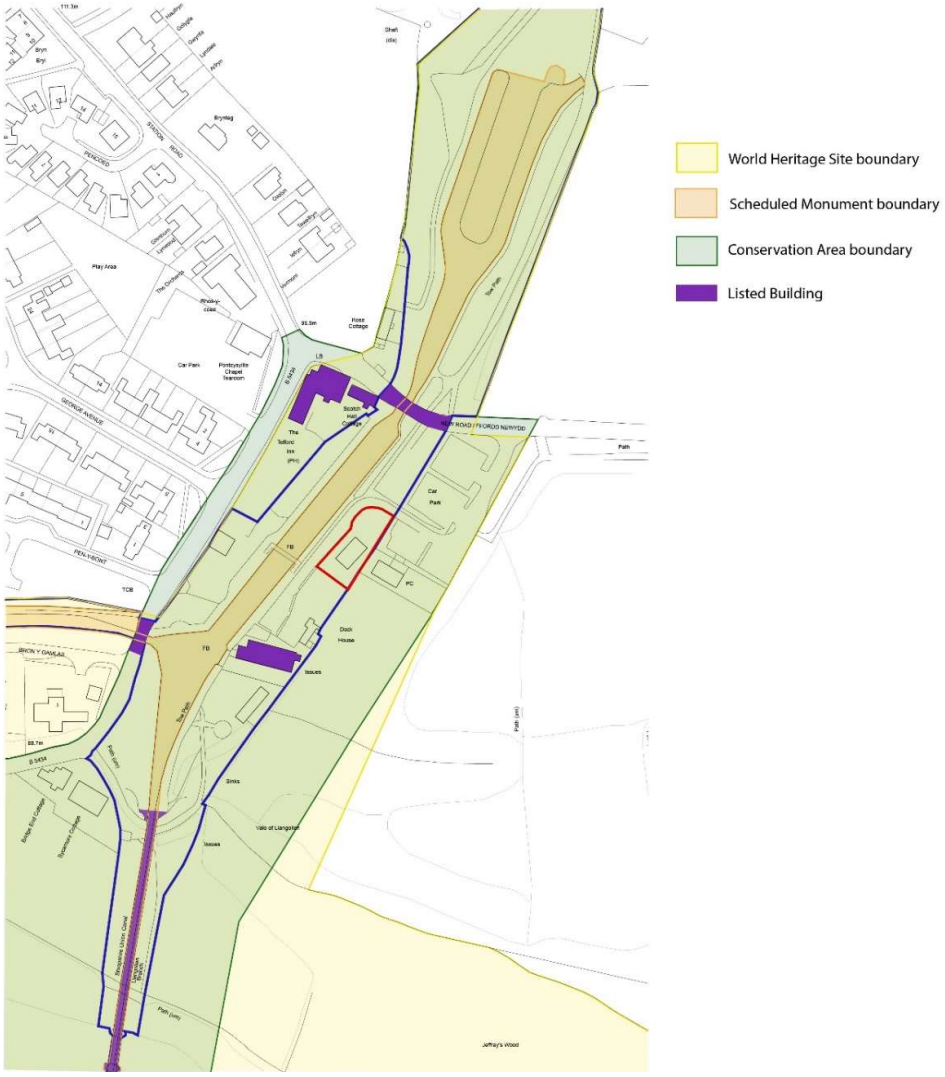


Fig. 1: Site plan with heritage designations shown (Not to Scale)
Ordnance Survey data © Crown copyright and database right 2024. OS AC00008237

2.0 Site description

The proposed development site lies at the heart of Trevor Basin, an area designated as the 'Trevor Wharf' character area within the *Conservation Area Assessment & Management Plan* (2009), fully owned and operated by Glandŵr Cymru (fig. 2).

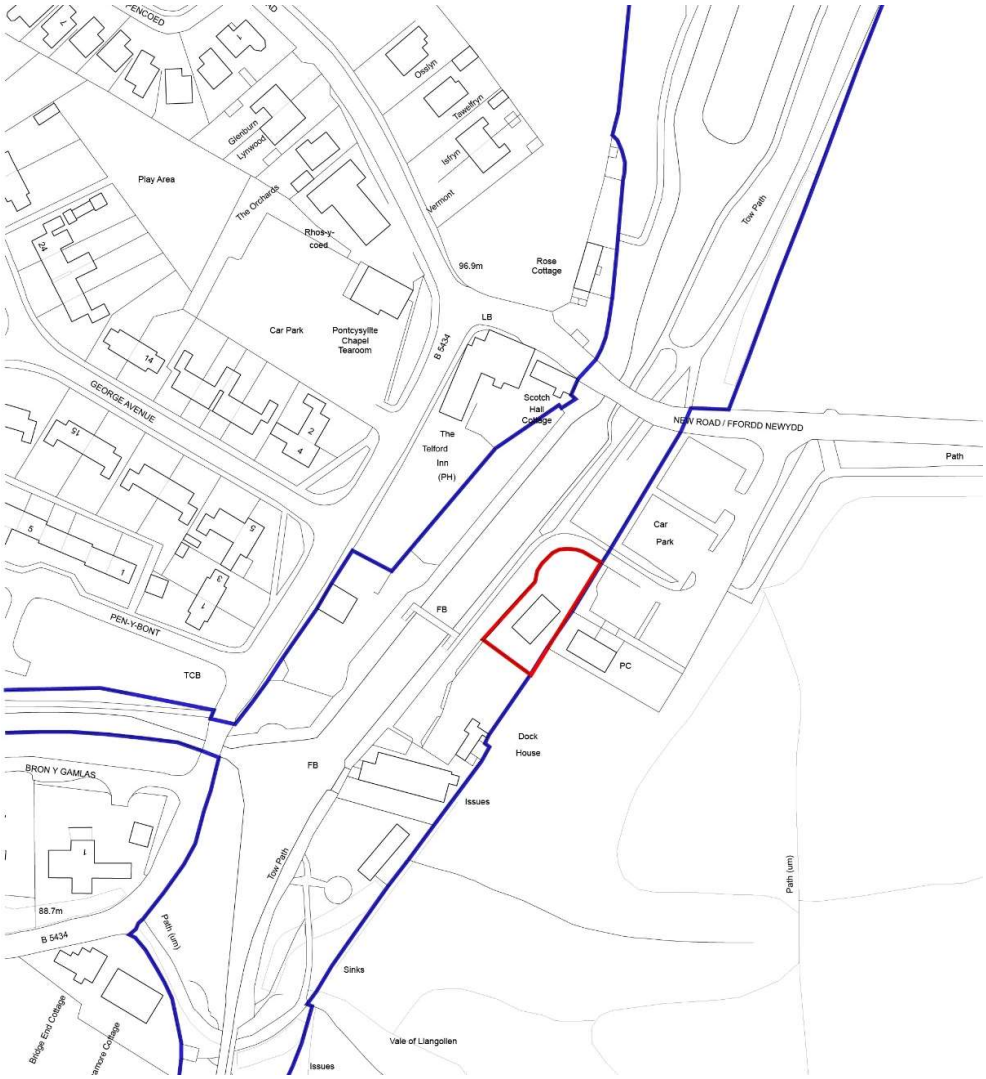


Fig. 2: Plan of Proposed Development Site (Not to Scale)
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The Conservation Area Assessment highlights the area as, "*a most attractive area characterised by ashlar and rubble yellow Cefn sandstone bridges, boundary walling, and buildings, all in sharp contrast to the rather ordinary red brick and render housing along the approach roads. To the west and north the attractive stone walls give a unity to the area as well as defining the space*". It is pertinent to note that the existing corrugated grey shed (fig 3) is not mentioned in the Conservation Area Assessment document at all, and it is therefore concluded that the building was not considered to make a positive contribution to the Conservation Area at the time of designation or reappraisal.



Fig. 3: View of the grey shed from the footbridge to the south-west

To the north of the site lies a large Ash tree and the paved access road to the eastern wharf. A little further beyond this lies the Grade II listed Scotch Hall Bridge, a composite structure of Cefn sandstone and cast iron which carries New Road/Ffordd Newedd over the canal basin and acts as a visual barrier to the northern basin (fig 4).



Fig. 4: Scotch Hall Bridge (Bridge 29W) from the south

To the immediate east of the site lies a tall hedge, of mixed native species, which forms a green backdrop to the basin and closes off views onto the modern toilet block and blue badge holder's car park.

To the south of the site lies a bank of mature trees, within a hedgerow, an attractive feature of the site that provides both a physical and visual separation between the grey shed and the garden of Dock House, creating a visual break between the two structures (fig 5). Again, this provides a green backdrop to the site, and also restricts views of the grey shed from the Grade II listed dry docks.



Fig. 5: View of grey shed across garden to Dock House from the south

To the immediate west of the site is the brick paved wharfside and the canal basin itself, which is formally designated as a Scheduled Monument. The basin is often filled with narrowboats operated by the Anglo Welsh holiday cruising company, who currently operate from a small stone building on the western side of the basin, but are soon to be relocated to a new purpose-built structure to the north of Scotch Hall Bridge. Currently, a modern stone and concrete footbridge provides a means of crossing the basin (fig 6). The Conservation Area Appraisal recognises the bridge as being, '*the central feature of this part of the Conservation Area*' and goes on to state that, "*it is unfortunate that the design and detail is rather crude, meaning that the bridge appears as an intrusive element*". Removal of the bridge to open up better views of the basin, and the provision of an alternative and a fully accessible means of crossing the basin is currently being considered by Glandŵr Cymru, with an application for the works due to be submitted imminently. The aesthetic improvements made to the basin area by the removal of the unattractive footbridge make the argument for the provision of an improved building at the grey shed site even more compelling.



Fig. 6: Existing Trevor Basin footbridge

3.0 Existing building description

The existing grey shed is a utilitarian single-storey metal framed structure, clad in grey-painted corrugated steel with a low-pitched roof and double doors to each gable end (fig 3). The western elevation, facing the canal, has a single, plain personnel door located towards the northern end and two boarded-up steel framed windows, currently covered with a large fabric banner providing information about the nearby aqueduct. Lighting of the interior is provided by a number of rooflights on each plane of the roof. According to the historic building recording report, undertaken in accordance with Planning Policy Wales Technical Advice Note 24 by Clwyd Powys Archaeological Trust (CPAT) in 2022, (**Appendix A**) the internal cast iron columns are the only elements that are considered to have any historic interest or significance, as it is considered possible that they were reused components *potentially* from the goods transfer shed at the northeastern end of the basin, (or another railway building in the nearby vicinity), however, this is purely conjecture and not based on any firm evidence. The floor is of local brick, and there is a concrete vehicle inspection pit in the north-western corner.

The building is included in the gazetteer of structures within the *World Heritage Site Management Plan 2019-2029* and recorded as item 79: "*Trevor Basin stores; NPRN406654 SJ 27150 42253; Wide corrugated-iron shed on the wharf, typical of twentieth-century canal-side stores*", its condition is recorded as 'fair'.

A full and detailed description of the existing grey shed, including images, is contained within Section 3.0 of the accompanying document, '*Trevor Basin Corrugated Shed, Historic Building Recording. Report No. 1934*' produced by CPAT, (**Appendix A**). It is therefore not considered necessary to recount this information in detail within this document.

4.0 Site History

A great deal has been documented about the historical development of the Ellesmere (now Llangollen) Canal, much of it at the time of the inscription of the canal as a World Heritage Site in 2009 https://whc.unesco.org/uploads/nominations/1303.pdf. It is therefore considered unnecessary to replicate this information in detail within this document, but to offer a relatively brief summary of the development of Trevor Basin and the associated canal system. It is acknowledged that there is less detail about the exact area in which the corrugated steel shed is situated than there is about some of the more significant structures within the World Heritage Site/conservation area. No historic photographs specifically covering the development site have been found as most early photographs, understandably, concentrate on the principal asset of the area, the Pontcysyllte Aqueduct.

The Ellesmere Canal was originally proposed and authorised through an Act of Parliament in 1793, intended as a means of linking the major river arteries of the Mersey, Dee and Severn and opening them up to the rich slate, coal and iron reserves of the Welsh uplands. Principally engineered by two of the most important canal engineers of the 'heroic age' of civil engineering in the 19th century, (William Jessop and Thomas Telford) the construction of the canal was commenced by the Ellesmere Canal Company in 1795 and was finally completed in 1805 with the opening of the Pontcysyllte Aqueduct and the adjoining trans-shipment wharf at Trevor Basin. However, only part of the original plan was eventually executed, with the stretch from Chester south to Ruabon being abandoned, along with the link south to the River Severn, meaning that the canal now terminated at Trevor Basin, where wharves and a tramway served the local iron and coal industries. Only small branch canals from the basin were ever cut, including the 10km Llangollen Branch, which was constructed under a separate Act of 1804 and provided a much-needed water source from the River Dee west of Llangollen at Horseshoe Falls. Originally, the canal from Gledrid Bridge to Trevor Basin was known as the Ellesmere Canal, and the section west to Horseshoe Falls was its Llangollen Branch, but in the late 20th Century both lengths were rebranded the Llangollen Canal.

The eastern section of the canal from Frankton to Chirk Bank was constructed fairly rapidly and was completed by 1802. Prior to completion of the Pontcysyllte Aqueduct the canal terminated at Chirk Bank, where a number of wharves serviced the nearby ironworks, collieries and quarries, whilst the

next, more challenging, section of canal to Trevor was completed. Whilst the canal route to Chirk Bank might have been recognisable to those who were conversant with earlier 18th Century canals in the UK, what followed was a testing ground for ideas that would prove to be ground-breaking and would change engineering practice internationally. It is the monumental scale of the engineering, and the innovative use of materials, most notably cast and wrought iron, in the next section of the canal that make Pontcysyllte Aqueduct and Canal World Heritage Site 'universally outstanding'. At the time of its completion, the length of canal was described as being, '*composed of works more difficult of execution than can perhaps be found anywhere within in an equal distance of canal navigation*' in part due to the desire of its engineers to overcome the difficult terrain of two major river valleys, and the ridge of ground between them, without wishing to follow the topography or create time-consuming and resource-hungry lock flights. The combination of tunnels, with integral towing paths, deep cuttings and high embankments, composite road bridges and the innovative aqueducts at Chirk and Pontcysyllte make the western section of the Ellesmere Canal unique in the inland waterway network. The canal finally opened to Trevor Basin in 1805, with the Llangollen feeder being completed in 1808 to provide a much needed water supply.

During 1813 the Ellesmere Canal Company merged with the Chester Canal Company and, with the connection to the Trent & Mersey Canal realised in 1833, and the construction of the Birmingham and Liverpool Junction Canal in 1835, transport on the canal flourished.

The Ellesmere & Chester and the Birmingham & Liverpool companies merged in 1845 to form the Shropshire Union Canal Company and, a year later, the Ellesmere Canal and Llangollen Feeder became part of the Shropshire Union Railways and Canal Company as railway interests in Shropshire sought to out compete and close the canals with a view to utilising their routes for new rail tracks. However, the following year the canals were leased to the London and North Western Railway Company (LNWR) who, rather than closing and developing the canals, developed the waterway interests, especially within the areas of competing rail companies.

Map regression shows that by the late 19th Century the area now occupied by the grey shed was still unoccupied, but for a number of trees, although Dock House and its garden are in existence, as are the dry docks further south. (fig 7). The series of tramways that served the western wharf are clearly visible, passing under Scotch Hall Bridge, but the village of Trevor has yet to really be established, comprising of a small number of properties on the road down to Cysylltau Bridge over the River Dee, and those associated with the canal terminus, including Scotch Hall and its associated out buildings.



Fig. 7: Ordnance Survey Denbighshire 6" to 1 mile Sheet XXXIV.5, surveyed 1872 - 73, published 1879. (Extract not to scale). Reproduced with the permission of the National Library of Scotland

Subsequent Ordnance Survey maps show little had changed at the site by the early 20th century although, by the turn of the century, the Methodist Chapel has been built at the road junction to the northwest, and a farm complex, (Bridge End Farm) has been constructed immediately to the northeast. A small collection of buildings, probably outhouses, has been built on the northern boundary of the

garden to Dock Cottage. The tramway south of Scotch Hall Bridge appears to have been removed, although those to the north, and the transhipment shed are still evident. (fig 8).



Fig. 8: Ordnance Survey Denbighshire 6" to 1 mile Sheet XXXV.SW, revised 1909 - 10, published 1912. (Extract not to scale). Reproduced with the permission of the National Library of Scotland

In 1922 the Shropshire Union Railways and Canal Company was fully bought out by LNWR and then, in turn, absorbed by the London Midland and Scottish Railway in 1923. As the rail network expanded and faster transit became possible, the canal network saw a drop in use and a gradual decline in the face of competition from first rail, and then road transport. The Ellesmere Canal remained commercially viable into the early 20th century, although at a much lower level, and a major breach at Llanymynech in 1936, just below Frankton Locks, led to the abandonment of the southern section and the Montgomeryshire Canal. By 1944 the carriage of goods on the Ellesmere canal had all but ceased and the London Midland and Scottish Railway Company gained legal abandonment of all of the Shropshire Union Canal west of Hurleston Junction, although the line through Llangollen and Trevor was kept open due to the need to maintain its water supply to the remaining sections of the canal network. The Ordnance Survey of this period still shows little change to the area of the grey shed, although the remaining tramway tracks and transhipment shed on the western wharf, that were still evident on the 1938 revision, have now been removed, indicative of the commercial decline of the canal (fig 9). From this edition of the Ordnance Survey map we can deduce that the existing grey shed post dates the end of the Second World War.

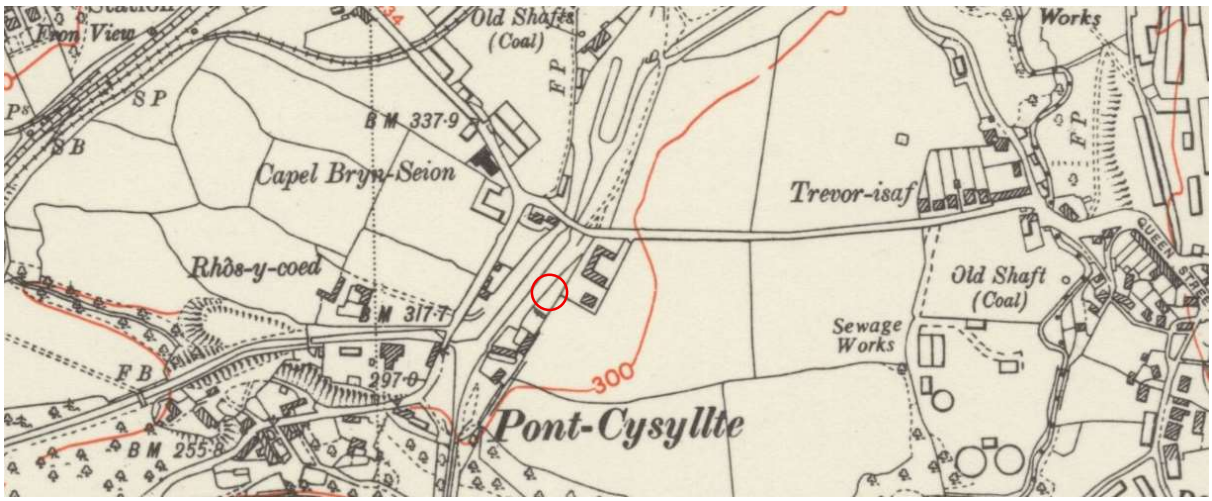


Fig. 9: Ordnance Survey Denbighshire 6" to 1 mile Sheet XXXV.SW, revised 1949, published 1954. (Extract not to scale). Reproduced with the permission of the National Library of Scotland

When the railways were nationalised in 1948 the canals they owned, including the Shropshire Union, were incorporated into the newly formed British Transport Commission. Although the Commission initially focussed on encouraging commercial traffic to use the waterways, continued improvement in

road and rail freight infrastructure in the 1950s, and legislation such as the 1956 Clean Air Act, which affected the remaining waterway coal carriers, meant that their efforts were in vain.

Under the 1962 Transport Act, the British Transport Commission was split into several new organisations, with the inland waterways of Britain becoming part of the new British Waterways Board. In the same year, an unusually harsh winter saw the canals frozen solid for thirteen weeks and many boats unable to move for the entire period. This was one of the reasons given for the decision by the British Waterways Board to formally cease most of its commercial narrow boat traffic on the canals. However, the use of the Llangollen Canal as a means of supplying water to the wider canal network, as well as to large areas of Southern Cheshire via Hurleston Reservoir, meant that, unlike some other Welsh canals it was saved from total closure, but the transportation of goods continued to dwindle across the canal network, to be replaced by a rise in leisure craft. The Ordnance Survey of 1961 finally shows the grey shed to be in existence, evidence that it was erected some time between 1949 and 1961 (fig 10).



Fig. 10: Ordnance Survey SJ2642-SJ2742AA 1:2500, revised 1961, published 1963.
(Extract not to scale). Reproduced with the permission of the National Library of Scotland

At this time expansion of the village of Trevor to the west of the canal basin is clearly evident, and Bridge End Farm still remains to the east, although this would later be demolished and the vacant site turned into visitor parking as the site became more popular with visiting tourists. As the rise in 'pleasure boating' increased in the second half of the 20th century the site became very popular with boaters wishing to cross the Pontcysyllte Aqueduct, and Anglo Welsh Narrowboat Holiday Company set up a base for hire boats at Trevor Basin. The Pontcysyllte Aqueduct now has close to 500,000 visits per year, arriving by both canal and road, and many of those visitors will pass the grey shed site as they pass between the present car park, north of Trevor Basin, and the aqueduct.

5.0 Heritage Significance

This Statement of Significance has been prepared to conform broadly with Cadw's *Heritage Impact Assessments in Wales* (2017) and ICOMOS' *Guidance on Heritage Impact Assessments for Cultural World Heritage properties* (2011). Significance is defined within Annex D of Planning Policy Wales Technical Advice Note 24: The Historic Environment (TAN24) as, "*the sum of the cultural and natural heritage values of a place, often set out in a statement of significance*". Setting is defined as, "*the surroundings in which it is understood, experienced and appreciated, embracing present and past relationships to the surrounding landscape. Its extent is not fixed and may change as the asset and its surroundings evolve. Setting is not itself a historic asset, though land within a setting may contain other historic assets*".

The site of the proposed development is covered by a number of statutory designations making it of local, national and international importance. The site is situated within the boundaries of both a designated World Heritage Site and a canal-focussed Conservation Area. It also lies adjacent to a

scheduled monument and a number of Grade II listed structures. As such it is necessary to have regard to the Cadw *Conservation Principles* (2011) which underline the importance of understanding the significance of a heritage asset, in order to understand the likely impacts development will have. The document states that "*Sustainable management of a site begins by gaining an understanding of its cultural and natural heritage values and then setting out its significance. It is essential then to communicate that significance to everyone concerned with that site, and who may be affected by any actions taken*." It also states that "*'Considered change' offers the potential to enhance historic assets, as well as generating the need to protect their established heritage values. It is the means by which each generation aspires to enrich the historic environment*" and, therefore, well considered and appropriate interventions within the historic environment, which improve the appearance of the historic assets and do not have negative impacts upon the understanding, values or special nature of the historic environment should not preclude modern development where it can be justified.

Conservation Principles (2011) goes on to state that, "*every conservation decision should be based on an understanding of its likely impact on the significance of the fabric and other aspects of the site concerned*" and that "*new work must respect the setting and significance of the historic assets affected. The quality of design and execution must add value to that site and its setting, both now and in the future*". Paragraph 30 reinforces this view by stating that, "*the public interest in conserving and sustaining heritage values is not in conflict with the building of new work. Innovative design and construction is important to sustaining cultural values, but should not be achieved at the expense of assets of established value. New work can also support the maintenance and enhancement of other historic assets through the regeneration of an area*".

Paragraph 2.3 gives greater clarity on the understanding of significance by stating that, "*in order to assess the significance of an historic asset, four component values need to be considered. These are:*

Evidential value

Historical value

Aesthetic value

Communal value

These are aligned with those within BS 7913:2013 – Guide to the Conservation of Historic Buildings and are reiterated within paragraph 1.12 of the Planning Policy Wales Technical Advice Note 24 – The Historic Environment (2017).

It goes on to state, "*briefly, they can encompass: the physical remains or surviving fabric of an historic asset (evidential); the contribution of documentary sources, pictorial records and museum collections to forming an understanding of an historic asset (evidential); how historic assets through illustrative or associative values can connect the past with the present (historical); the way in which people draw sensory and intellectual stimulation from an historic asset through its form, external appearance or setting (aesthetic); the social and economic values, and spiritual meanings, that an historic asset has for the people who relate to it (communal)*".

Clearly, the site being located within the boundary of the World Heritage Site and a designated Conservation Area, would indicate that the site is of **considerable heritage significance**. World Heritage Sites are formally designated assets of Outstanding Universal Value, whose importance transcend national boundaries. Significance is defined, to some extent, within the Statement of Outstanding Universal Value written at the time of inscription, (Appendix B) and the tangible and intangible attributes conferred upon it which, in the case of the Pontcysyllte Aqueduct and Canal include:

• ***Form and design*** *– for example … the form of wharves and warehouses at Llangollen and Trevor Basin,*

• ***Materials and substances*** *– use of traditional materials and conservation techniques in recent years.*

• ***Use and function*** *– the continued use of the canal for boating purposes follows a tradition that extends back to the early nineteenth century; the use of the Llangollen arm to the Horseshoe Falls as a water feeder as well as a navigation.*

• ***skills****, for example the canal 'lengthsman'; use of traditional maintenance, repair and conservation techniques which respect the qualities and integrity of original workmanship; continued boating activity on the canal.*

• ***Location and setting*** *– the striking relationship between the canal and the landscape, including the fact that the western half of the Buffer Zone has maintained a rural aspect similar to that of the area when the canal was built.*

Integrity and Authenticity

2.21 ***Integrity*** *is derived from the completeness of the attributes described that demonstrate the OUV. UNESCO has acknowledged that the integrity of this canal has been maintained in the hydraulic and civil-engineering structures that have survived in their original form… The integrity of the landscapes and the Buffer Zone contributes to the overall value of the World Heritage Site.*

2.22 UNESCO concluded at the time of inscription that 'the property has all the elements of integrity necessary for the expression of its value as a major historic canal of the Industrial Revolution'.

2.23 ***Authenticity*** *is derived from the link between the attributes and the Outstanding Universal Value. The buildings associated with the canal and its environment usually achieve a good degree of authenticity…"*

However, it is also recognised that some areas and assets within the wider, designated historic environment are of greater value than others. Following evaluation of the relative values of the corrugated iron shed, in terms of the value it adds to the legibility, integrity and significance of both the World Heritage Site and the conservation area, as well as upon the context and setting of the scheduled monument and the adjacent listed structures, it is clear that those values will be much less than some other, more significant structures within the designated areas.

As demonstrated in Sections 3 and 4 above, the existing building is relatively modest and of fairly late construction, possibly not directly related to the operation of the canal. The CPAT/Heneb report (Appendix A) reinforces the opinion that it is a structure of limited significance to the waterway.

The corrugated grey shed has been thoroughly investigated and is found to be of mid-20th century construction, possibly utilising sections of other redundant buildings. Considering the history of the canal, and its ownership by various railway companies, it is perhaps unsurprising that some elements of the internal frame share qualities similar to those of railway architecture, and these may have been imported from other railway structures as they became obsolete. Due to the modest, industrial nature of the building there is limited information or record of the past uses of the site, although it has been suggested that the building may originally have been used for covered storage and later converted for use as a vehicle repair workshop. It is considered unlikely to yield further information about the past historic uses of the building or the site. Its evidential value is **low**.

The historic value of the site lies within its past use as an area associated with a significant and unusual transhipment hub. As evidenced in Section 4 above, unlike the western side of the basin which developed into a bustling wharf complete with tramways and loading points, the eastern side, and this area between Dock House and Scotch Hall Bridge in particular, remained largely undeveloped until the Mid-20th century when the corrugated grey shed was erected. As such, the historical value of the current building, and the site it occupies, is considered to be **low**.

The existing building is a relatively low-key industrial building which does little to enhance the environs of the Trevor Basin or contribute to the Outstanding Universal value of the World Heritage Site. It has undergone little maintenance, and the fenestration that it did have has now been blocked and covered with a large banner. The current structure gets no mention within the Conservation Area Appraisal, nor the recent masterplan for Trevor Basin, and it is somewhat anomalous with the other structures within

this area of the basin which are of better quality and local materials. The aesthetic quality of the current building is considered to be **very low**.

The existing building has never, to our knowledge, been a public building so access to it has always been restricted. It occupies a site that has little communal value at present, and it is often seen as an eye-sore, having a negative impact on how Trevor basin is perceived. The picnic benches to the west of the building are well used in the summer, but the building is otherwise largely ignored by those moving between the car park and Pontcysyllte Aqueduct. Other than having some limited value to those who may have worked there in the past, the existing grey shed is considered to have **very low** communal value.

The existing corrugated grey shed does not contribute to the Outstanding Universal Value of the World Heritage Site, being of late construction and having limited association with the operation of the waterway. It is not linked in any way to the construction of the canal, or the associated personnel of significance, and does not improve understanding of the principal heritage assets.

Similarly, the structure is not considered to make a positive contribution to the appearance or understanding of the canal-focussed conservation area, its existence not being acknowledged within the most recent conservation area appraisal.

It is situated within the setting of both the scheduled monument and the Grade II listed buildings at Scotch Hall and Scotch Hall Bridge, but it does not make a positive contribution to either, being considered neutral at best.

Considering the relative values placed upon the current structure, and consideration of the value it makes to placemaking and the understanding of other historic assets in the area, the significance of the existing corrugated grey shed is considered to be **low**.

6.0 Scheme development and proposals

Replacement of the existing corrugated shed at Trevor Basin was first considered in 2013, following a masterplanning exercise by PleydellSmithymann, on behalf of Wrexham County Borough Council and Canal & River Trust. This document proposed the site of the corrugated iron shed be used for an 'Activity Hub'. The document presented the existing building as being of 'poor quality', underutilised and presenting a negative image on arrival at Trevor Basin, and therefore providing an opportunity for improved visitor facilities as well as potential revenue generation for the newly formed charitable trust. Draft proposals were prepared by Glandŵr Cymru for a new café and shop to service the many visitors the site was attracting; however, these proposals never got beyond the initial outline concept design stage (fig 11).

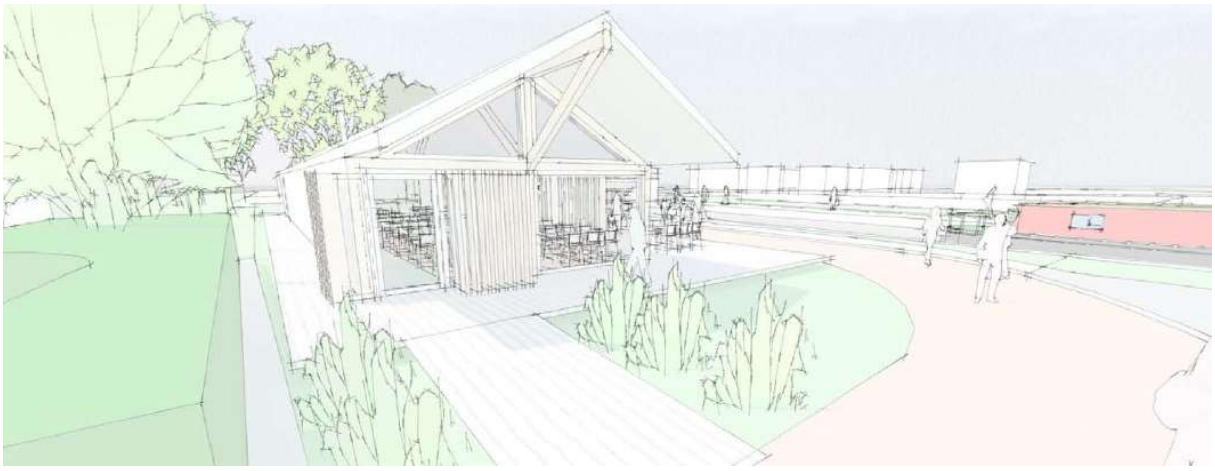
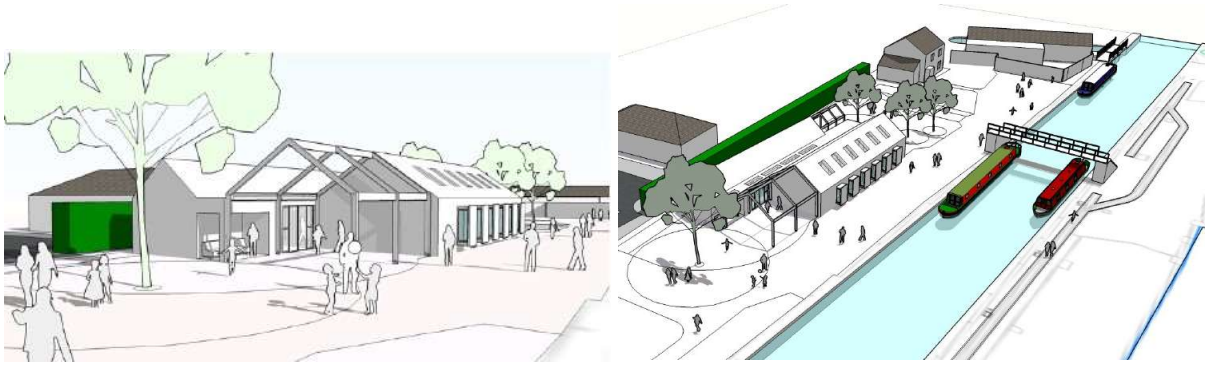


Fig. 11: Concept for retail/activity hub on the site of the existing corrugated shed (2013). © Glandwr Cymru

In 2017 Wrexham Borough Council, Canal & River Trust and Solutia Ltd procured a further masterplan from Arcadis Ltd, which was published in 2020, and although it didn't make any specific proposals for

the corrugated iron shed, amongst its aims were, the enhancement of the visitor attractions and increasing dwell time, maximising economic and community benefits, improving accessibility and promoting the health and wellbeing of communities and visitors, all whilst balancing the needs of the local community and visitor numbers and safeguarding the World Heritage Site. Amongst the recommendations within the masterplan was, "**Public realm improvements to the Basin Area** – developing a high-quality environment and experience fitting for the WHS" which saw the area becoming more of an attraction in its own right, rather than its current role as predominantly a transit area between the aqueduct and the car park.

A successful bid for UK Government Levelling Up Fund money has been the catalyst for reviewing many areas around Trevor Basin, and improvements to the corrugated grey shed is one element of a number of proposed improvement works around the basin area. In 2022 Glandŵr Cymru started considering the replacement of the shed with a new, bespoke education centre, that could also become a focal point for the local community. Early proposals, drawn up by conservation architects within Glandŵr Cymru, proposed a single storey building about twice the footprint of the existing building, large enough to accommodate two classrooms of children, plus ancillary space and facilities. A series of options were produced and the preferred design was shared in pre-application discussions with Cadw in 2023 for their consideration and initial opinion (figs 12 & 13).



Figs 12 & 13: Early development proposals discussed with Cadw 2023. © Glandŵr Cymru

Cadw received these initial proposals for an off-set, parallel-ridged building positively, considering it to the right approach with regard to form, massing and materiality and even going so far as to express the opinion that it was exactly what they were hoping for in terms of a replacement building. These proposals were then worked up to RIBA Stage 3, with a view to further consultation and a planning application submission, (fig 14) but it was never progressed further.

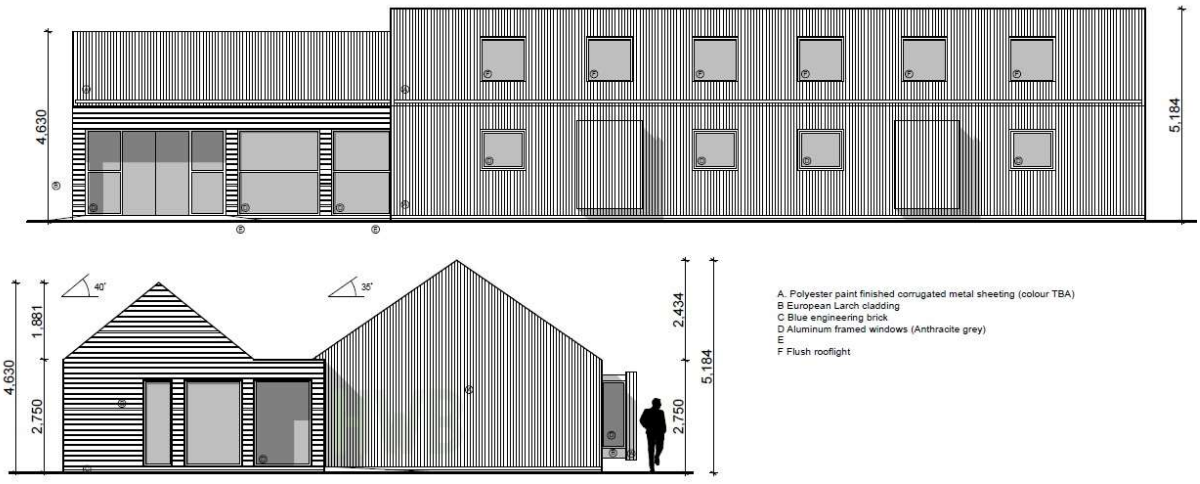


Fig. 14: initial proposals for replacement building (2023) © Glandwr Cymru

A review of the proposals in 2024, with a particular focus on rationalising the scheme requirements and reducing build and ongoing maintenance costs, saw the scheme reduce dramatically in scale, proposing a smaller building capable of accommodating only one classroom of children, and without

the ancillary space and facilities. Buttress Architects were appointed to draw up proposals based on the work they had previously, and successfully, undertaken to install new modular refreshment facilities in the internal courtyard of Caernarfon Castle, a similarly sensitive heritage location. The current proposals, prepared by Buttress (fig 15) are described in the accompanying Design & Access Statement and drawings. The current proposals are now for a building of the same size and scale as the existing building, but realigned slightly to lie parallel with the canal, and with more pronounced accesses and fenestration, to improve the appearance and provide visual links between the building and the basin. The proposed cladding is a sinusoidal profiled metal cladding similar to the existing, but a modern material that is more durable and of higher quality, making reference to the previous building, but in a more contemporary fashion. Being of modular SIPS construction, the building is relatively light and therefore requires very shallow foundations, limiting ground disturbance within the World Heritage Site. It is intended that the floor within the reception area will reuse some of the existing brick flooring to maintain a further connection with the original building, and the tramway rail recovered during archaeological investigations of the northern basin area will be displayed and interpreted within the integral storage units.

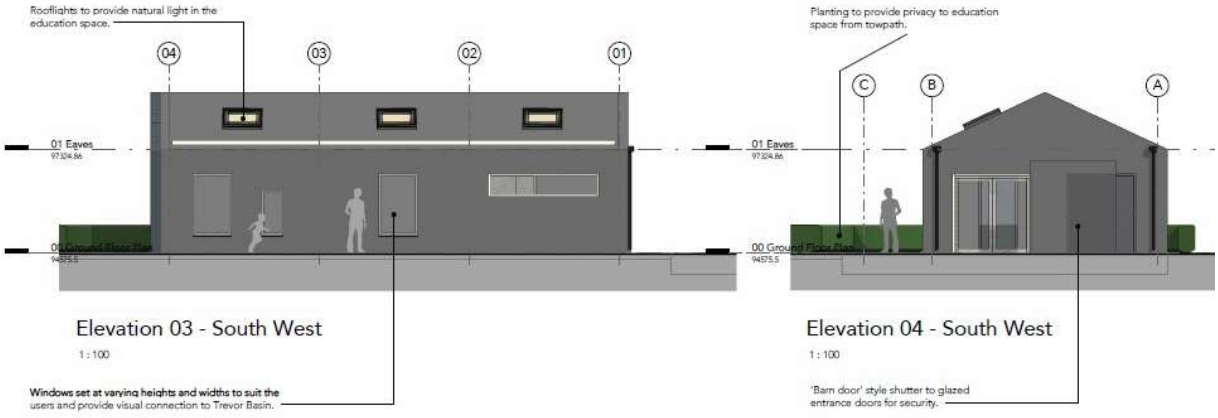


Fig. 15: Current proposals for replacement building (2025) © Buttress Architects

A new landscaping scheme is proposed to complement the new facility which seeks to rationalise the various surface treatments and provide a level of separation and security between the new child-focussed activity areas and the public space. Low native hedging along the western boundary will retain the sense of openness and avoid becoming too suburban in appearance.

7.0 Legislative Framework, Policies & Principles

7.1 Historic Environment (Wales) Act 2023

The primary statutory legislation relating to the historic environment in Wales and, in particular, scheduled monuments, listed buildings and conservation areas, is the Historic Environment (Wales) Act (2023) which repealed and replaced the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990. World Heritage Sites are also covered by the Act, but primarily with regard to record keeping in the local Heritage Environment Record.

Part 4 of the Act deals specifically with conservation areas, and states that, "*In exercising a planning function in relation to a building or other land in a conservation area, a person must have special regard to the desirability of preserving or enhancing the character or appearance of that area"* and, furthermore, that, " *a person must not carry out works for the demolition of a building to which this section applies, or cause such works to be carried out, unless the works are authorised….".*
In seeking planning permission of the demolition of the existing corrugated grey shed, and seeking its replacement with something of higher quality, whilst referencing the original building in form and

materials, we are seeking authorisation to undertake works that aim to preserve, if not enhance the appearance of the conservation area.

7.2 Planning Policy Wales (2024)

Planning Policy Wales (2024) provides the Welsh Government's National Planning Policy for the conservation of the historic environment, supplemented by guidance in Technical Advice Note 24: The Historic Environment (TAN 24). The historic environment is specifically covered by **Section 6** of Planning Policy Wales – *Distinctive and Natural Places*.

Planning Policy Wales recognises that, "*the historic environment comprises all the surviving physical elements of previous human activity and illustrates how past generations have shaped the world around us. It is central to Wales's culture and its character, whilst contributing to our sense of place and identity. It enhances our quality of life, adds to regional and local distinctiveness and is an important economic and social asset"*.

Through the application of Planning Policy Wales (2024), the Welsh Government seeks to maintain specific objectives for the protection of the historic environment including, as outlined within Section 6.1.6, to, "*protect the Outstanding Universal Value of the World Heritage Sites"* and to "*preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous*". It also states that, "*it is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include consideration of the setting of an historic asset which might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way*". Due to the numerous designations that affect the site, all of these issues needed to be carefully considered, and appropriately balanced in the development of designs for the replacement of the existing corrugated grey shed.

Section 6.1.14 states that, *"there should be a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings. Positive management of conservation areas is necessary if their character or appearance are to be preserved or enhanced and their heritage value is to be fully realised"*. The fact that the grey shed gets no mention within the Conservation Area Appraisal for Trevor Basin would suggest that the existing building is not seen as an asset of high aesthetic value or significance within the conservation area, and that it's removal and replacement would be seen as an enhancement of the wider historic environment. This is also in accordance with paragraph 6.1.16 which states that, "p*reservation or enhancement of a conservation area can be achieved by a development which either makes a positive contribution to an area's character or appearance or leaves them unharmed. Mitigation measures can also be considered which could result in an overall neutral or positive impact of a proposed development in a conservation area*".

With regard to World Heritage Sites, paragraph 6.1.22 of Planning Policy Wales states, *"…. The planning system recognises the need to protect the Outstanding Universal Value of World Heritage Sites in Wales. The impacts of proposed developments on a World Heritage Site and its setting and, where it exists, the World Heritage Site buffer zone and its essential setting, is a material consideration in the determination of any planning application."* As demonstrated, the removal and replacement of the existing corrugated grey shed has no significant impact upon the Outstanding Universal Value of the World Heritage Site, as declared within the inscription (https://whc.unesco.org/en/list/1303) or upon the attributes ascribed to it in the World Heritage Site Management Plan.

Paragraph 6.1.24 deals specifically with scheduled monuments, and states that, *"where nationally important archaeological remains and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical protection in situ. It will only be in exceptional circumstances that planning permission will be granted if development would result in an adverse impact on a scheduled monument (or an archaeological site shown to be of national importance) or has*

a demonstrably and unacceptably damaging effect upon its setting. The proposal is of sufficient distance from the boundary of the scheduled monument to not have a direct impact upon it, nor is it considered to have a 'demonstrably and unacceptably damaging effect' upon the setting of the scheduled monument, as has been demonstrated and discussed in principle with both Cadw and the World Heritage Site Planning, Landscape and Conservation Delivery Group.

7.3 Planning Policy Wales Technical Advice Note 24 – The Historic Environment (2017):

Technical Advice Note 24 (TAN24) is a supplementary document to Planning Policy Wales, the purpose of which is to provide guidance on how the planning system considers various aspects of the historic environment in decision making on planning applications, specifically including World Heritage Sites, scheduled monuments, listed buildings and conservation areas and their settings.

In respect of information requirements for planning applications, it states that: *'It is for the applicant to provide the local planning authority with sufficient information to allow the assessment of their proposals in respect of scheduled monuments, listed buildings, conservation areas, registered historic parks and gardens, World Heritage Sites, or other sites of national importance and their settings'*.

The issue of setting is defined within Paragraph 1.25 of TAN24, and is pertinent with regard to potential impacts upon both the scheduled monument and the Grade II listed structures to both the north and southwest of the site. It states that, "*the setting of an historic asset includes the surroundings in which it is understood, experienced, and appreciated embracing present and past relationships to the surrounding landscape. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. Setting is not a historic asset in its own right but has value derived from how different elements may contribute to the significance of a historic asset*". As described in Section 5, the existing corrugated grey shed is considered to have a neutral to low adverse impact on the setting of the designated heritage assets. The new building will be an improvement upon the existing structure, whilst not seeking to impose itself on the setting of any of the designated heritage assets, and as such is considered to have a neutral to low beneficial impact upon the setting of these important historic assets. As such, it is deemed to accord with Paragraph 1.28 of TAN 24, which states that, "*there will be cases where a proposed development will enhance the setting of a historic asset and this will be treated as a benefit resulting from the development. Mitigation of damaging effects could be achieved through good design and in some cases screening or landscaping*". A primary objective of the development proposal is to enhance the aesthetic qualities of Trevor Basin, and the conservation area in particular, and to have a positive impact upon the setting of the designated heritage assets.

Section 3 of TAN24 deals with World Heritage Sites, and states that, "*local planning authorities must preserve the Outstanding Universal Value of World Heritage Sites by carefully managing development within and adjacent to them*" and that, if the proposed development is considered likely to have a significant impact on the Outstanding Universal Value, then they are required to consult with Cadw. Paragraph 3.14 states that, " *the impacts of proposed development on the Outstanding Universal Value of a World Heritage Site and its setting and, where it exists, the World Heritage Site buffer zone, is a material consideration when determining planning applications*". The impacts of the proposals upon the OUV have been carefully considered, and are considered to be neutral, removing a poor quality and life expired building of little value to the World Heritage Site and replacing it with a structure of higher quality and with a defined and sustainable use, that will have no greater visual impact in terms of size, scale and appearance. The Outstanding Universal Value of the Pontcysyllte canal will remain unaltered by the construction of proposed education centre, although understanding of the World Heritage Site, and the importance of the canal to modern engineering will be increased by the educational programmes it will offer to local schools.

Section 6 of TAN24 deals specifically with conservation areas. Paragraph 6.4 states that, "*a conservation area appraisal is the foundation for any proposals for preservation and enhancement. It*

provides a detailed picture of the special interest of an area and identifies opportunities and priorities for action which can provide the basis for a more detailed management plan". As previously noted in Section 2, the existing corrugated grey shed is not specifically mentioned within the current conservation area appraisal and is therefore not considered to make a positive contribution to the character or appearance of the area. Paragraph 6.7 goes on to clarify that, "*many conservation areas include sites or buildings that make no positive contribution to, or indeed detract from the character or appearance of the area; their replacement should be a stimulus to imaginative, high-quality design and an opportunity to enhance the area*". Glandŵr Cymru believe that replacing a life-expired building that does not make a positive contribution to the conservation area, and replacing it with a new building of higher quality and which will make a positive contribution to the appearance and operation of the site, is maximising the opportunity to enhance the area. Paragraph 6.13 of TAN 24 states, "*there should be a general presumption in favour of retaining buildings, which make a positive contribution to the character or appearance of a conservation area… In cases where it is considered a building makes little or no contribution, the local planning authority will normally need to have full information about what is proposed for the site after demolition. Consent for demolition should not be given without acceptable and detailed plans for the reuse of the site unless redevelopment is itself undesirable*". Pre-application discussions with Cadw and the local authority, through the World Heritage Site Planning, Landscape and Conservation Delivery Group, have supported redevelopment of the site for the purposes of an education centre, and the replacement of the existing corrugated grey shed with something of higher quality, is fully detailed in the accompanying documentation.

7.4 The Local Plan

Following the recent unadoption of the Wrexham Local Development Plan 2023 – 2028, the Local Plan now comprises the previously adopted *Wrexham Unitary Development Plan 1996 – 2011* and *Future Wales – The National Plan 2040*.

7.4.1 Future Wales – The National Plan 2040.

Policy 22 of the National Plan is about managing growth and, although specifically about managing green belts in North Wales, it does include the following statement: "*Managing the North's outstanding historic and natural resources is a priority for the region. Outstanding places include … the Pontcysyllte Aqueduct and Canal … World Heritage Site. They should be protected for the enjoyment of future generations and help to provide economic benefits for the region's communities. The region's distinctive heritage should be preserved and enhanced by high quality development*".

7.4.2 Wrexham Unitary Development Plan 1996-2011

Policy GDP1 of the UDP states that, "*all new development should… ensure that built development in its scale, design and layout, and in its use of materials and landscaping, accords with the character of the site and makes a positive contribution to the appearance of the nearby locality*". A great deal of consideration went into the development of the proposals, and in particular the correct materials. In this instance it was considered appropriate to reference the existing corrugated grey shed in terms of retaining its modest sense of scale and industrial appearance, whilst making it of higher quality and fit for purpose. Although corrugated cladding is somewhat anomalous in the setting of Trevor Basin, where local Cefn stone is the dominant material, it was considered more appropriate in this location where precedent has been set by the existing building, an approach endorsed during pre-application discussions with the statutory authorities.

The primary UDP policies relating to heritage assets are contained within Section 5: Environment & Conservation. Policy EC7 relates to conservation areas, and states, "*within, and in close proximity to, conservation areas, the priority will be to preserve and/ or enhance those buildings, structures, streets, trees, open spaces, archeological remains, views, and other elements which contribute to the unique character of the area. New buildings and alterations or additions to existing buildings in conservation areas, whether listed as of special architectural or historic interest or not, must reflect the design and*

character of the area as a whole and the form, scale, detailing and materials of existing buildings". As stated above, the existing building is not one that is considered contribute positively to the unique character of the area, and replacement of the existing corrugated grey shed is seen as a positive outcome. Although corrugated steel cladding is not widespread within Trevor Basin, (although the roof of the listed dry dock to the south is clad in corrugated sheeting) it is considered appropriate for the proposed replacement building, which is replacing an existing industrial building of similar appearance. Using Cefn stone would likely make the building more dominant and visually intrusive, and introduce a sense of permanence that the existing building does not possess. This means that it is aligned with paragraph 5.9 which states that, "*within conservation areas, development should ensure design compatibility, and should respect the various elements which give them their unique character (e.g. the mix and grouping of buildings, variety of spaces, movement routes, materials, architectural detailing, patterns of land use, landscaping, etc.)"*

Policy EC8 states that "*demolition of any building in a conservation area will not be permitted unless, in exceptional circumstances:- a) the building or structure is beyond reasonable repair; or b) demolition would be a positive benefit to the conservation area's enhancement; and c) planning permission has been granted and a legal agreement entered into for the erection of an appropriate replacement building reflecting the design and character of the conservation area. d) the material generated from the demolition of the building will, where appropriate, be used for the construction of the replacement building or structure*". Paragraph 5.10 clarifies this point by stating that, "*there is a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area, but some buildings and structures represent discordant elements in the street scene and would be better removed and the site developed to higher quality design standards. Most works involving demolition require Conservation Area Consent, and this will not normally be granted unless there are acceptable and detailed plans for redevelopment".* In this instance, and in seeking planning permission for the replacement building, it is felt that the proposals meet criteria a, b and c. Due to the poor quality of the materials and the state of repair of the existing building, it is not considered possible to reuse the existing materials in the construction of the new building, although some elements, such as the brick floor, will be utilised within the new building and associated landscaping to further relate the new building to the old, and reduce waste. Where it is not to be reused, waste materials will be recycled where possible.

The site is located within sight of the Pontcysyllte Aqueduct and Canal scheduled monument as well as five listed buildings designated at Grade II, (The Telford Inn, House next to Telford Inn, Bridge next to Telford Inn, Pair of Dry Docks on east side of Trevor Basin and Bridge number 31). It is not visible from the Grade I listed Pontcysyllte Aqueduct due to a curve in the canal, and the position of the dry dock structures within the sight lines. Policies EC9 and EC11 relate to the impacts upon the setting of listed buildings and scheduled monument respectively. Policy EC9 states that, "*development or redevelopment within the curtilage of, buildings or structures listed as of special architectural or historic interest must respect the setting and character of the listed buildings or structures"* and policy EC11 states that "*development which would adversely affect the site or setting of a Scheduled [Ancient] Monument or archeological site of national significance will not be permitted… Development will also be carefully controlled to ensure that the setting of non-scheduled sites of archeological importance is not harmed where appropriate*". Paragraph 5.13 reiterates the point that archaeological remains, such as scheduled monuments are, "*a vital part of the County Borough's heritage and provide a key record of the history and culture of the local area. They are important both for the information they provide about the past, and for their role in education, leisure, and tourism; they are a finite asset, which must not be needlessly destroyed… the desirability of preserving an [ancient] monument and its setting is a material consideration in determining planning applications whether that monument is scheduled or unscheduled*". As discussed and demonstrated previously, the site of the existing corrugated grey shed is some distance from the scheduled monument and other Grade II listed buildings, however, it is acknowledged that it likely considered to lie within their setting. The existing building is not considered

to make a positive contribution to the setting of any of the designated assets, and its removal is therefore considered to be a positive intervention within the setting. The construction of a new structure, of higher aesthetic quality, but of no greater size and impact, is considered likely to have a neutral to positive impact on the setting of the designated heritage assets, whilst also performing a public benefit as a new education centre for local school children.

7.5 Managing Change in World Heritage Sites in Wales (2017)

The Pontcysyllte Aqueduct and Canal World Heritage Site was transcribed in 2009, and a major element in understanding the significance of the site is the Statement of Outstanding Universal Value:

"The Pontcysyllte Canal is a remarkable example of the construction of a human-engineered waterway in a difficult geographical environment, at the end of the 18th century and the start of the 19th century. It required extensive and boldly conceived civil engineering works. The Pontcysyllte Aqueduct is a pioneering masterpiece of engineering and monumental architecture by the famous civil engineer Thomas Telford. It was constructed using metal arches supported by tall, slender masonry piers. The Pontcysyllte Aqueduct and Canal are early and outstanding examples of the innovations brought about by the Industrial Revolution in Britain, where they made decisive development in transport capacities possible. They bear witness to very substantial international interchanges and influences in the fields of inland waterways, civil engineering, land-use planning, and the application of iron in structural design".

Cadw Guidance, *'Managing Change in World Heritage Sites in Wales' (*2017*)* sets out general principles for understanding and managing World Heritage Sites in Wales, including how they are protected through the planning system. It recognises that, *"change [within a World Heritage Site] is inevitable and needs to be managed carefully so it does not threaten the Outstanding Universal Value of a World Heritage Site. This does not mean that change is prevented; simply, that it is managed to allow the sustainable use of the landscape, while retaining what is important from the past and protecting the Outstanding Universal Value of the World Heritage Site". It goes on to state that, "the impact of change can be beneficial, neutral or detrimental in its effect on the Outstanding Universal Value of a World Heritage Site".* Glandŵr Cymru believe that the removal of the existing, life expired corrugated grey shed and its replacement with an improved structure, that reflects the nature of it's predecessor and provides a much needed educational function for the benefit of local residents, is a beneficial change that does not have a detrimental impact upon the Outstanding Universal Value of the World Heritage Site, or on the Conservation Area. It meets the stated aim that, "*World Heritage Sites are places to cherish and celebrate forever. We want to foster better understanding of their history and what makes them internationally significant so that people care about them and unlock the opportunities they offer through improved global recognition, tourism, regeneration and lifelong learning."*

7.6 The Setting of Historic Assets in Wales (2017)

Since the proposed removal and replacement of the corrugated grey shed will have an impact on the setting of both the scheduled monument and the five Grade II listed buildings listed in Section 6.4.2 above, as well as the World Heritage Site and conservation area, it is also worth considering the guidance set out in Cadw's document *Setting of Historic Assets in Wales*. This document provides a more detailed definition of setting:

"The setting of a historic asset includes the surroundings in which it is understood, experienced and appreciated, embracing present and past relationships to the surrounding landscape. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive, negative or neutral contribution to the significance of an asset.

Setting is not itself a historic asset, though land within a setting may contain other historic assets. The importance of setting lies in what it contributes to the significance of a historic asset.

Setting often extends beyond the property boundary of a historic asset and into the surrounding landscape or townscape. Although many historic assets are visible and their settings are obvious, those that are buried also have a setting.

The setting of a historic asset can include physical elements of its surroundings. These may be boundary walls, adjacent fields or functional and physical relationships with other historic assets or natural features... The setting of a historic asset can also include less tangible elements. These may include function, sensory perceptions or historical, artistic, literary and scenic associations".

The document acknowledges that whilst, "...*changes may have a negative impact on the significance of an asset; for example, the loss of the surrounding physical elements that allow an asset to be understood or the introduction of an adjacent new development that has a major visual impact"* it is entirely possible that*, "changes can also have a positive impact that may enhance the setting..."* and, as discussed earlier in this document, it is considered that the removal of the existing life-expired and unsightly corrugated grey shed, and its replacement with a higher quality building of equal proportion, will have a neutral to beneficial impact that will enhance the setting of the affected heritage assets.

7.7 Local Planning Guidance Note 33 (2012)

Wrexham, Denbighshire and Shropshire Council's joint Local Planning Guidance Note 33 is intended to amplify the development plan policies regarding development within the Pontcysyllte Aqueduct and Canal World heritage Site and is, "*a material consideration in the determination of planning applications that affect the World Heritage Site and its setting'. The aim of the SPD is to 'ensure the integrity of the Pontcysyllte Aqueduct and Canal World Heritage Site, its buildings, structures and landscape are maintained. New development should ensure no adverse impact*".

Section 6 provides general guidance on planning applications and paragraph 6.1 states that, "*all development proposals must demonstrate how they have considered the impact on the World Heritage Site, of particular importance will be:*

- *An understanding of the character of the area in which the development is located and how development effects the setting of the World Heritage Site and Buffer Zone;*
- *How the development impacts on views in and out of the World Heritage Site;*
- *How the development contributes or minimises the impacts on the integrity and authenticity of the World Heritage Site;*
- *How the development contributes to the visitors 'sense of arrival' to the World Heritage Site"*.

Paragraph 6.4 goes on to state that, "*each Council welcomes appropriate modern design that contributes positively to the character of the World Heritage Site and its Buffer Zone*" and therefore the proposals for the new education centre on the site of the existing corrugated grey shed is deemed to accord with the SPD providing a well-considered modern building which will improve visitor perception of Trevor Basin and make a more positive contribution to the character and appearance of the World Heritage Site in general.

7.8 Conservation Principles for the sustainable management of the historic environment in Wales

Cadw's Conservation Principles have already been discussed to some extent within Section 5 of this document, which considered the significance of the existing building and its site. The Conservation Principles document is explicit that, "*every conservation decision should be based on an understanding of its likely impact on the significance of the fabric and other aspects of the site concerned*" and it has been concluded that the existing corrugated grey shed, and the site in which it is located, is of low significance, especially when considered against the context of the World Heritage Site and the surrounding designated heritage assets. The Conservation Principles recognise that, "*[The] historic environment is ... a fragile resource. We have an obligation and duty to manage change in a sensitive and sustainable way and to ensure that what is significant is passed on to future generations"* but also recognises that, "*the historic environment is an asset, not a barrier to change*".

Conservation Principle 1 acknowledges that, "c*hanges in the historic environment are inevitable*" and that, "*conservation is the careful management of change. It is about revealing and sharing the significance of historic assets and ensuring that their special qualities are protected, enhanced, enjoyed and understood by present and future generations"*.

Principle 3 states that, "*each generation is … responsible for shaping and sustaining the historic environment to enable people to use, enjoy and benefit from it, without compromising the ability of future generations to do the same"*. Removing the existing corrugated shed, which is of low heritage and aesthetic value, has little association with the function of the World Heritage Site as a water-based transportation system and provides no public benefit would appear to have little impact on the current or future understanding of the significant heritage assets. Similarly, replacement with a modest new structure, that makes reference to the previous building but will improve the aesthetic qualities of Trevor Basin and encourage improved understanding of the historic environment through an accessible education programme, would appear wholly in accordance with this principle.

New work and alterations within the historic environment is covered with 'Conservation Principles in Action' Section, and paragraph 28 states that, "*new work or alteration to an historic asset will normally only be acceptable if:*

a. the need for the work is fully justified; and
b. there is sufficient information comprehensively to understand the impacts of the proposal on the significance of the asset; and
c. the proposal would not materially harm the values of that asset, which, where appropriate, would be reinforced or further revealed; and
d. the quality of design and execution must add value to the existing asset; and
e. the long-term consequences of the proposals can, from experience, be demonstrated to be benign, largely reversible or be designed not to prejudice alternative solutions in the future".

This document, and the accompanying documentation, is intended to demonstrate compliance with the above.

Paragraph 29 goes on to state that, "*the public interest in conserving and sustaining heritage values is not in conflict with the building of new work. Innovative design and construction is important to sustaining cultural values, but should not be achieved at the expense of assets of established value. New work can also support the maintenance and enhancement of other historic assets through the regeneration of an area*" It then goes on to state that, "*few sites are so sensitive that they, or their settings, present no opportunities for the addition of new work*" and it is the intention that the new education centre will help to regenerate Trevor Basin and help to make it an integral part of the wider tourist offer, whilst also providing an improved asset for the local community and having no negative impact upon the cultural values attributable to the site.

8.0 Pre-application advice

In accordance with best practice and the recommendations of Planning Policy Wales Technical Advice Note 24 and Local Planning Guidance Note 33, Glandŵr Cymru sought informal pre-application advice on the proposals directly from Cadw, and from the statutory authorities via the World Heritage Site Planning, Landscape and Conservation Delivery Group. Section 5 of the Cadw Conservation Principles also states that, "*Owners and managers of historic assets will be encouraged to seek advice … in preparing their proposals for change*" and, to this end, Glandŵr Cymru engaged with the statutory authorities throughout the development of the proposals to ensure that principal stakeholders were aware of the developing scheme and were given the opportunity to comment and periodically review the proposals prior to a formal planning application being submitted.

An initial site meeting was held with Cadw on 24th July 2023 to examine the existing building in light of the CPAT historic building report (Report No. 1934) and share the initial concept proposals which, at this stage, were for the larger building, as discussed in Section 6. The Inspector of Monuments, Ashley Batten, was supportive of the plan to replace the existing corrugated shed with something more appropriate and stated that the initial concept design, incorporating storage and interpretation of the

tramway rail uncovered during the archaeological investigations of the new boat hire base building, was, “exactly what I was hoping for”.

A further site meeting was held on the 14th September 2023 when the preliminary designs were presented to the World Heritage Site Planning, Landscape and Conservation Delivery Group. Again, the group were supportive of the plan to replace the corrugated grey shed, and welcomed the opportunity to improve the public offer to local schools and the wider community.

Following a revision to the scope of the project, and the subsequent reduction in the size of the building, revised proposals were tabled at a meeting of the World Heritage Site Planning, Landscape and Conservation Delivery Group, including the new Inspector of Monuments for Cadw, Guy Salkeld, on 29th February 2024. The group were positive about the revised scheme, and no adverse comments on the design were forthcoming.

Finally, the detailed proposals for the replacement building were presented to the World Heritage Site Planning, Landscape and Conservation Delivery Group on 10th April 2025. The attendees commented on the fact that the cladding had changed from corrugated steel to Abodo heat treated timber, (a change orchestrated by the architects for ease of maintenance, and already queried by Glandŵr Cymru) and this would therefore require further justification. As a result, the cladding was changed back to corrugated steel, reflecting the materiality and appearance of the original, industrial building.

9.0 Impact Statement

As detailed in Section 4.0 of this report, the site for the proposed replacement building is highly significant in that it sits within a World Heritage Site, and a Conservation Area. However, the existing building is of very limited significance, and is not considered to make a positive contribution to the understanding or appreciation of the designated areas.

When considering the impact of development upon the significance of a heritage asset it is helpful to attribute specific values to the level of perceived harm resulting from those impacts, these can be considered as:

High Adverse – the development substantially affects the identified heritage values or the ability to appreciate those values

Moderate adverse – the development erodes, to a clearly discernible extent, the identified heritage values or the ability to appreciate those values

Low adverse – the development erodes to a minor extent the identified heritage values or the ability to appreciate those values

Neutral – the development does not change the identified heritage values or ability to appreciate these values

Beneficial – The development enhances identified heritage values or ability to appreciate these values

When assessing the heritage impacts of the proposed replacement building it is perhaps best to assess the impacts on each of the various designated assets, those being the World Heritage Site, the scheduled monument, the conservation area and the Grade II listed buildings of The Trevor Inn, (Scotch Hall) House next to Trevor Inn, (Scotch Hall Cottage) Bridge next to Trevor Inn, (Scotch Hall Bridge 29) Bridge number 31 and Pair of Docks on E side of Trevor Basin.

9.1 World Heritage Site

The World Heritage Site holds Outstanding Universal Value (OUV) as a masterpiece of historic transport development and as the greatest work of two outstanding figures in the history of civil engineering

The direct impacts of the proposed development upon the World Heritage Site as a whole are considered negligible, as it will be located some distance from any of the principal constituent parts that contribute to the designation of the canal network as a heritage asset of Outstanding Universal Value. The removal of the existing structure would not affect the authenticity of the World Heritage Site,

as the building is of relatively recent construction with limited operational connection with the canal. By utilising the same footprint as the existing building, and utilising similar materials, the impact of the new structure is considered to be **neutral**.

As discussed, the canal and Trevor Basin are heritage assets of **very high significance** and the impacts upon it must therefore be very carefully considered. However, the impacts are largely indirect and affect matters of setting, rather than direct impacts on the fabric and understanding of the canal itself, and the proposed building is therefore considered to have low impact upon its key values. As such, the proposed building is considered to a have **neutral** impact upon the Outstanding Universal Value of the World Heritage Site, and any harm resulting from that is considered to be less than substantial, outweighed by the public benefits that can be accorded to a new, higher quality education facility that operates effectively and attracts greater numbers of school children and secures a more sustainable future for the site.

9.2 Conservation Area

The local authority has a requirement under Section 6 of the Planning Policy Wales Technical Advice Note 24 to pay special attention to the desirability of preserving or enhancing the character or appearance of a conservation area.

The existing building is considered to have, at best, a neutral impact on the Conservation Area, with the proposed replacement building seeking to improve upon it by creating a higher quality building that makes reference to the original building through form, mass and the careful selection of materials. Taking the apparent visual impacts of the proposal into account, along with the current impacts of the existing building, the proposed extension is considered to have a **neutral to beneficial** impact on the aesthetic qualities and significance of the Conservation Area and is therefore considered to preserve and enhance the character and appearance of the Conservation Area in accordance with Planning Policy Wales and the Local Plan.

9.3 Scheduled Monument

There will be no direct impacts of the proposed redevelopment upon the fabric of the scheduled monument itself, the existing building being located approximately 15 metres from the waterway wall which marks the boundary of the designated monument. Map regression reveals that the site was undeveloped until construction of the existing building in the mid-20th century and the likelihood of finding below ground archaeology in the location, that has not already been disturbed by the construction of the existing building, is therefore considered to be very low. The impacts are therefore indirect, and confined to impacts upon the setting of the scheduled monument. As discussed earlier, the existing corrugated grey shed does not have high aesthetic value nor is it considered to make a beneficial impact on the setting of the scheduled monument. The replacement of the existing building with something of equal size, in the same location, but of higher quality is therefore considered to have a **beneficial** impact on the setting of the scheduled monument and, through it's educational use, will increase understanding of the wider site. It has been agreed with Cadw that the proposed building will house and interpret a section of tramway rail recovered during the archaeological investigations for the new boat hire base at the northern end of Trevor Basin, (planning application *P/2021/0560*) ensuring that this is kept in suitable conditions for its conservation and that it is kept within the confines of the basin.

9.4 Grade II Listed Buildings (Dry Dock, Scotch Hall Bridge 29, Bridge 29, Telford Inn and Scotch Hall Cottage)

As with the scheduled monument, there will be no direct impacts on any of the listed buildings, the closest being the dry docks, situated 44 metres to the south. The existing corrugated grey shed does not really impact on the setting of the dry docks, or Bridge 29 to the south west, due to the presence of the mature hedge and trees along the southern boundary of the site. This forms a visual barrier to the southern end of the site, and reduces the visual impact of the existing building within the setting of these designated heritage asset. Although it is proposed that a pedestrian link be created through the hedge between the proposed education centre and the garden of Dock Cottage, this will not impact greatly upon the impact of the hedge as a visual barrier between the site and the designated heritage assets to

the south, and the visual context and setting will remain largely unaffected by the redevelopment. Accordingly, the impact upon the dry docks and Bridge 29 will be **neutral**.

Although the existing corrugated grey shed is located further from the collection of listed buildings to the north, these do feel more associated with Trevor Basin, and the area in which the existing building is located. However, the existing building does not really impose itself upon the setting of the listed buildings, and there is no functional connection between the current or historic uses of the listed buildings and the corrugated shed which would need to be preserved. A mature Cherry and Yew tree situated in front of Scotch Hall Cottage forms something of a visual barrier between the site and Telford Inn and Scotch Hall Cottage. Similarly, the mature Ash tree that is situated at the northern end of the site, (and is to be retained) creates a further disconnect between the site and the listed buildings (fig 16). As discussed above, the existing building does not make a positive contribution to the setting of Trevor Basin, and therefore the impact of its removal and replacement with something of higher quality, but equal proportion, would be viewed as **low beneficial**.

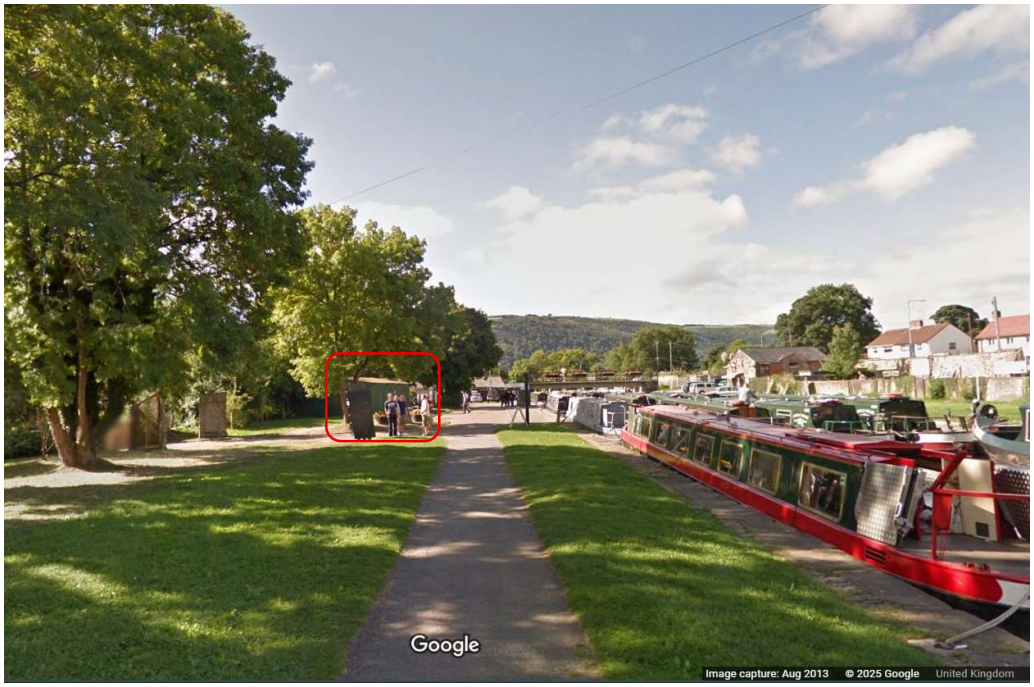


Fig. 16: View towards existing corrugated shed from Scoth Hall Bridge. ©Google (Image capture August 2013).

10.0 Justification Statement

An investigation of the existing corrugated grey shed, undertaken in 2022 by a Building Surveyor and Principal Conservation Architect from Glandŵr Cymru, concluded that the structural elements of the building are seriously compromised by corrosion, and that there is no realistic chance of the building being able to be converted into any use other than low-grade storage of goods that are not reliant on being kept dry. The poor state of the building was also considered to have a negative impact on the perception of Trevor Basin, which is contrary to the aims of the recently prepared masterplan, which sees the area becoming more of a centrepiece to the experience of visiting Pontcysyllte Aqueduct. The quality of the cladding and lack of fenestration make what is already a low-key industrial building appear even more unsightly and at odds with the other structures within the Trevor Basin.

Glandŵr Cymru have long recognised the need for improved indoor facilities for visiting school groups, which currently do not have dedicated assembly and workspace. Redevelopment of the existing corrugated grey shed would appear to provide the ideal opportunity for this by providing an opportunity to create good quality indoor space for groups of up to 30 individuals in a building that makes reference

to the previous industrial use, but also improves the visual connections between it the surrounding historic environment.

The proposed building will be on a similar footprint as the existing building, although slightly realigned to lie fully parallel with the canal. It will be of similar dimensions to the existing structure, in terms of mass and scale, and will reference the existing industrial building through the use of corrugated cladding materials. As such, it is considered to have no greater visual impact than the existing building, but will be of higher aesthetic quality. Its proximity to the coach drop off in the adjacent car park, and the existing WC services, make it the optimum location for such a facility in a location where it will have minimal impact upon the significance and values of the surrounding heritage assets.

11.0 Conclusion

Glandŵr Cymru aims to inspire children's learning by connecting them to our canals and rivers though a range of education programmes. 'Explorers' is for younger children aged 5-11, with activities often exploring the benefits of spending time outside in nature by the canal through discovery, reading, creativity and wellbeing. STEAM (Science, Technology, Engineering, Arts and Maths) offers more advanced learning, such as understanding of canal and river habitats or the physics of water management. However, there is currently no interior space available within the Trevor Basin site to provide opportunities for learning.

Occupying a fairly prominent location on the east side of Trevor Basin, redevelopment of the existing life-expired corrugated grey shed, and landscaping of the surrounding land, is seen as an opportunity to improve the visitor experience within Trevor Basin, and the nearby Pontcysyllte Aqueduct, which attracts over 350,000 visitors a year.

The World Heritage inscription recognises, "p*ressure from tourism exists close to the canal and in the buffer zone. Only projects that are in keeping with the expression of the canal's values are authorised by the regulatory and management system, as regards both the property and the buffer zone"* and it is hoped that the current proposal meets the necessarily high expectations placed upon any development within the World Heritage Site.

Being located within both a World Heritage Site and a conservation area, the site of the grey shed is located in an area of international importance, and very high significance, which should be retained, protected and appropriately managed for the benefit of future generations. The Heritage Impact Assessment, which has formed the basis of this Heritage Impact Statement, has highlighted the significance of the development site, and the component heritage assets affected by it. It then considers the impact that the proposed development would have on the fabric, setting and significance of the site wider environs. Some of those impacts are direct, such as the potential impact of the proposed foundations upon any likely below ground remains whilst others are more indirect, such as the impacts upon the setting and views of the scheduled monument or listed structures such as Scotch Hall Bridge and the Trevor Inn.

The Conservation Area appraisal recognises that there are not many buildings or structures within the Trevor Wharf character area and those that there are, are generally constructed of local Cefn sandstone, making the existing corrugated grey shed somewhat anomalous with regard to appearance and quality. However, in designing a suitable replacement it is felt appropriate to make reference to the modest industrial appearance and scale of the existing building, and this has resulted in the final proposals submitted for consideration for planning permission.

ICOMOS Guidance on Heritage Impact Assessments for Cultural World Heritage properties states that *"every reasonable effort should be made to eliminate or minimize adverse impacts on historic assets. Ultimately, however, it may be necessary to balance the benefit of the proposed change against the harm to the asset. If so, the weight given to heritage values should be proportionate to the importance of the assets and the impact of the change upon them".* It is considered that the removal of the existing

corrugated grey shed, and its replacement with a building of improved appearance and similar proportion will inflict limited, if any, harm upon the significance of the heritage assets and their values. Any perceived harm is considered to be 'less than substantial' and outweighed by the public benefits of providing a dedicated education space for local school groups to learn about the significance of the canal network in shaping UK history and the Outstanding Universal Value placed on this particular section of canal.

Some assets and areas within the designated area, by their very nature, have greater significance than others, with the site of the existing grey shed being of low significance in comparison to the nearby Pontcysyllte Aqueduct or the canal itself. However, this is not to diminish the relative significance of the site or that of the adjacent Grade II listed buildings that are an integral part of its immediate setting. It is recognised that the Trevor Basin site of high significance, as reflected in the various formal heritage designations. However, the relative impacts of the proposal are considered to be neutral to beneficial. In the case of the proposals to replace the existing corrugated grey shed, the principal public benefit to take into consideration is the desirability of removing a life expired asset of limited historic significance, which has a negative visual impact upon the aesthetic qualities of the World Heritage Site and the conservation area, and its replacement with a high quality, purpose built facility which makes reference to the original structure through proportion and materiality and will support the development of local school children.

The lightweight nature of the proposed building, which is to be constructed of lightweight SIPS panels, and therefore requires less in the way of foundations, could be removed quite easily in the future should it become redundant, in theory making the impacts of the structure fully reversible.

Conservation philosophy in the 21st Century has seen a shift away from preventing change to heritage assets towards a recognition that heritage assets need to adapt to modern uses, and to managing such changes in an appropriate way that does not damage the significance or special interest of the site. The proposals for the replacement of the existing corrugated grey shed have been carefully considered with the primary objective of safeguarding the heritage significance and values of the site. Care has been taken to ensure that any features of significance within the location remain undisturbed, with the opportunity for the wider historic environment to be better interpreted and enable visitors to better understand the historic development of this historically significant transhipment site.

Overall, it is considered that the new education centre on the site of the existing grey shed will bring substantial benefits to the site, and the surrounding area, and that the potential impacts of the development on the high significance of the site will be neutral to beneficial with any perceived harm outweighed by the public benefits. As such, the proposals would appear to accord with both national and local planning policy.

12.0 Sources:

Arcadis; Pontcysyllte Aqueduct and Canal World Heritage Site Conservation Management Plan 2019-2029

BSI 7913:2013 - Guide to the conservation of historic buildings, 2013

Cadw: Conservation Principles for the sustainable management of the historic environment in Wales, 2011

Cadw: Heritage Impact Assessment in Wales, 2017

Cadw; Managing Change in World Heritage Sites in Wales, 2017

Cadw; Managing Conservation Areas in Wales, 2017

Cadw: Managing Scheduled Monuments in Wales, 2018

Cadw: Setting of Historic Assets in Wales, 2017

CPAT: Report No. 1934 - Trevor Basin Corrugated Shed; Historic Building Recording, 2023

Cumberlidge, J; Inland Waterways of Great Britain, 8th Ed., 2009

Department for Digital, Culture, Media & Sport; Scheduled Monuments & nationally important but non-scheduled monuments, 2013

ICOMOS: Guidance on Heritage Impact Assessments for Cultural World Heritage properties, 2011

Senedd Cymru: Historic Environment (Wales) Act 2023 (rev. November 2024)

Welsh Government: Planning Policy Wales, 12th Ed. 2024

Welsh Government: Planning Policy Wales Technical Advice Note 24 – Historic Environment, 2017

Wrexham, Denbighshire & Shropshire Councils; Local Planning Guidance Note 33 (June 2012)

Wrexham Conservation Area Assessment & Management Plan (2009)

Appendix A:
Clwyd-Powys Archaeological Trust Report

Trevor Basin Corrugated Shed, Historic Building Recording.
Unpublished report. CPAT Report No. 1934.

Appendix B:
Statement of Outstanding Universal Value

Brief synthesis:
The Pontcysyllte Canal is a remarkable example of the construction of a human-engineered waterway in a difficult geographical environment, at the end of the 18th century and the start of the 19th century. It required extensive and boldly conceived civil engineering works. The Pontcysyllte Aqueduct is a pioneering masterpiece of engineering and monumental architecture by the famous civil engineer Thomas Telford. It was constructed using metal arches supported by tall, slender masonry piers. The Pontcysyllte Aqueduct and Canal are early and outstanding examples of the innovations brought about by the Industrial Revolution in Britain, where they made decisive development in transport capacities possible. They bear witness to very substantial international interchanges and influences in the fields of inland waterways, civil engineering, land-use planning, and the application of iron in structural design.
Criterion (i): The Pontcysyllte Aqueduct is a highly innovative monumental civil engineering structure, made using metal arches supported by high, slender masonry piers. It is the first great masterpiece of the civil engineer Thomas Telford and formed the basis of his outstanding international reputation. It bears witness to the production capacities of the British ironmaking industry, which were unique at that time.
Criterion (ii): The intensive construction of canals in Great Britain, from the second half of the 18th century onwards, and that of the Pontcysyllte Canal in particular in a difficult region, bear witness to considerable technical interchanges and decisive progress in the design and construction of artificial waterways.
Criterion (iv): The Pontcysyllte Canal and its civil engineering structures bear witness to a crucial stage in the development of heavy cargo transport in order to further the Industrial Revolution. They are outstanding representatives of its new technical and monumental possibilities.

Integrity and authenticity
The integrity of the waterway has been maintained in hydraulic and civil-engineering structures that have remained in their original form. However, the historic embankments, made of rubble, have raised significant problems of stability and waterproofing, particularly in the second half of the 20th century. The repairs have involved the use of technical solutions that are different from the simple initial backfills, both for structural resistance and waterproofing: concrete, steel pilings, geotextiles, etc. From the point of view of integrity, these works have made it possible to maintain the hydraulic operation of the waterway and to conserve its overall morphological characteristics. The integrity of the landscapes and the buffer zone of the property contributes to the expression of the value of the property. The property has all the elements of integrity necessary for the expression of its value, as a major historic canal of the Industrial Revolution. The few structural changes that have been made to the two large aqueducts have remained secondary, contributing to maintaining the property in use. Changes in materials have remained restricted over the history of the property. During the 20th century repairs to masonry did not always use the original types of mortar or stone. The buildings associated with the canal and its immediate environment usually achieve a good degree of authenticity.

Protection and management requirements
The technical and monumental management by British Waterways is satisfactory. The management plan is acceptable; it clearly defines the objectives of conservation, but it would be improved by a unified approach to the preservation of the buffer zone and the drafting of a plan for tourism development and site interpretation.

Appendix C:

Summary Description of a Scheduled Monument (Full Report)

Reference Number:
DE175
Name:
Pontcysyllte Aqueduct and Canal
Date of Designation:

Status:
Designated

Location
Unitary Authority:
Wrexham
Community:
Llangollen Rural
Easting:
326355
Northing:
340746
Broad Class:
Water Supply and Drainage
Site Type:
Aqueduct
Period:
Post Medieval/Modern

Description
Summary Description and Reason for Designation:

Built between 1795 and 1808, the Pontcysyllte Aqueduct and Canal comprise an exemplary group of civil engineering features from the heroic phase of transport improvement that accompanied the Industrial Revolution. The Principal Engineer for the canal was William Jessop (1745-1814), one of the most important canal and dock engineers of the day. The General Agent was Thomas Telford (1757-1834), then a little known county surveyor, but to become the most prolific civil engineer of the early nineteenth century. Owing to its particular daring and elegance, the Pontcysyllte Aqueduct is regarded as a spectacular masterpiece of waterways engineering and an influential pioneer of iron construction. The sections of canal that extend c.10 km to the west (to Llantysilio) and c. 6 km to the south (to Chirk) from the aqueduct exemplify the new approaches to engineering developed in Britain during the Industrial Revolution and taken up in subsequent waterway, railway and road construction throughout the world. All of the features that were to become characteristic of heavily-engineered transport routes can be seen along the canal: features such as tunnels, cuttings, aqueducts and embankments, many of them technically innovative or of monumental scale, together with associated bridges, culverts and weirs. Pontcysyllte Aqueduct and Canal are part of the Ellesmere Canal scheme that was promoted by Act of Parliament in 1793. The primary purpose of the scheme was to permit industrial development in the Denbighshire coalfield by linking it to external markets. The canal carried boats hauled by horse from a parallel towing-path. The main line of the canal ends at Trevor Basin, on the north side of

Pontcysyllte Aqueduct. The Llangollen Branch of the canal extends to the west from Trevor Basin, along the north bank of the steep-sided Vale of Llangollen. Although proposed as early as 1791 it was begun under an Act of Parliament of 1804 and completed in 1808. Its purposes were to serve the town of Llangollen and adjacent industries and to bring a large and reliable supply of water into the main canal system from a new weir on the River Dee at Llantysilio. This section of canal was narrower than the main line, but achieved a similarly direct and level route by way of considerable engineering works. The canal is at its narrowest in its last section, from Llangollen to Llantysilio, where its primary function is as a water feeder. The extraction point is the Horseshoe Falls, an elegant, curved cast-iron and masonry weir on the River Dee that was built to supply the canal. The monument is of national importance as the masterpiece of two exceptional figures from the heroic phase of civil engineering in the late eighteenth and early nineteenth centuries, reflecting the crucial developments within inland navigation, civil engineering and the use of iron. It is an outstanding example of the pivotal importance of transport improvement to the Industrial Revolution. As the largest civil engineering projects of their day, canal construction projects were responsible for numerous organisational and technical innovations. Pontcysyllte Aqueduct and Canal is an exemplary manifestation of the innovations which produced the British canals system and were carried forward into the development of later railways, roads and industrial projects. In organisation, innovations included principles of contract management, delegation of duties within engineering teams and the professional independence of engineers. In technology, innovations included hollow masonry and new waterproofing methods to reduce weight, composite use of cast iron and stone, earthwork calculations, construction railways, barrow inclines and cut-and-cover tunnels. The outstanding feature of the Scheduled Ancient Monument is the Pontcysyllte Aqueduct, originally scheduled in 1958. However, the original designation did not reflect the sophistication of the engineering of the canal or the importance of the earlier Chirk Aqueduct (where Thomas Telford and William Jessop experimented with the use of cast iron) and the Schedule entry has been revised to include the entire length of the Llangollen Branch (including the weir at the Horseshoe Falls and the Pentrefellin Aqueduct), Trevor Basin and the heavily engineered canal section south of Pontcysyllte (including the Froncysyllte Embankment; the Chirk Tunnel and Whitehouse Tunnel; the Canal Wood Cutting and Irish Bridge Cutting; and the Chirk Basin and Aqueduct). The scheduled area comprises the remains described and an area around them within which related evidence may be expected to survive. The scheduled area includes the canal, its towpath and immediate banks, cuttings and embankments. Where the canal comprises an architectural structure (such as an aqueduct or tunnel), that architectural structure is included in its entirety. Where the canal comprises an earthwork structure (such as an embankment or cutting), that earthwork structure is included in its entirety. Excluded from the schedule are the Llangollen Marina, the Chirk Marina and the many over bridges and associated buildings that line the canal and its wharves and basins (most of which are more appropriately protected under the Planning [Listed Buildings and Conservation Areas] Act 1990).

Appendix D:

Full Report for Listed Buildings: Telford Inn

Summary Description:

Reference Number
1306

Grade
II
Status
Designated
Date of Designation
24/11/1983
Date of Amendment
11/06/1998
Name of Property
Telford Inn

Location:

Unitary Authority
Wrexham
Community
Llangollen Rural
Town
Llangollen
Locality
Trevor
Easting
327141
Northing
342328

Location
Situated at the junction of Station Road and New Road, set back from, and at right angles to the Ellesmere Canal.

Description:

Broad Class
Domestic

History
Late C18 house. Thought to have been built by the Ellesmere Canal Company as a residence for Telford's supervising engineer for the construction of the canal (renamed Llangollen Canal in 1963) and in particular the nearby Pontcysyllte Aqueduct (1795-1805). Formerly known as Scotch Hall. Shown on 1838 Tithe Map as Scotch Hall, Garden and Offices occupied by William Jones.

Exterior

Two storey, three bay house, rendered with stone quoins. Hipped slate roof of lowish pitch and with overhanging eaves and pair of rendered chimneys at ridge. Tall 12-pane sash windows with stone surrounds. Centre gabled entrance porch with panelled door and overlight. Nearly full width rear extension with catslide slate roof added late C19 or early C20.

Interior
Ground floor retains layout of central hall (with later stairs) and roughly square rooms with simple interiors (and later fireplaces) on either side.

Reason for designation
Listed as a good turn-of-C18 house in late Georgian style and for its group value with other items on the Llangollen Canal.

Appendix E:

Full Report for Listed Buildings: Scotch Hall Cottage

Summary Description:

Reference Number
19967

Grade
II
Status
Designated
Date of Designation
11/06/1998
Date of Amendment
11/06/1998
Name of Property
New Road (House next to Telford Inn)

Location:

Unitary Authority
Wrexham
Community
Llangollen Rural
Town
Llangollen
Locality
Trevor
Easting
327155
Northing
342322
Street Side

Location
Situated next to Telford Inn.

Description:

Broad Class
Domestic

History
Probably originally an outbuilding for Scotch Hall (now Telford Inn) and shown on 1838 Tithe Map as within curtilage of Scotch Hall. Now a house.

Exterior

Rendered single storey rectangular building with dentilled eaves and half-hipped roof, now tiled with concrete tiles. Rendered chimney-stack at rear. 6-light sash window with horns to main front. Other windows altered later. Porch with arched doorway probably added later.

Reason for designation
Listed as a distinctive canal-side building which forms a group with Telford Inn and other listed items on the Llangollen Canal.

Appendix F:

Full Report for Listed Buildings: Bridge 29, Scotch Hall Bridge

Summary Description:

Reference Number
19966

Grade
II
Status
Designated
Date of Designation
11/06/1998
Date of Amendment
11/06/1998
Name of Property
Bridge next to Telford Inn

Location:

Unitary Authority
Wrexham
Community
Llangollen Rural
Town
Llangollen
Locality
Trevor
Easting
327176
Northing
342317

Location
Situated near the terminus of the Ellesmere Canal (renamed Llangollen Canal, 1963) where it bifurcates into two dock areas.

Description:

Broad Class
Transport

History
Multi-arched canal bridge of c1795-1801 carrying New Road over canal. An Act to construct the Ellesmere Canal, linking the Dee, Mersey and Severn Rivers, was passed in 1793. In 1801, during construction, it was decided not to continue the canal northwards to Wrexham. Instead a 9.656km long feeder canal was constructed in 1804-08 to supply water to the main canal, which it joined just below the bridge, and twin docks were built at Pontcysyllte to provide wharfage. The docks became the

terminus of the main canal. The bridge was built in three adjoining sections, the central arch being the original bridge over the canal. The E arch was added later to bridge access to E wharfs. A gateway in the parapet W of the central arch which led to steps down to the House next to Telford Inn appears to have been destroyed during construction of W arch to provide access to W wharfs. In 1846 the canal became part of the Shropshire Union Railways and Canal Company, but in the following year was taken over by the London & North Western Railway. Transport on the canal diminished in later C19 with arrival of the railways and ceased by World War II. The canal was only kept open because of its importance as a supplier of water and has now become a major tourist asset.

Exterior

Seven cambered wrought-iron girders support ashlared-stone voussoirs of central bridge to form flattened arch carrying ashlared-stone parapets with sloping sills and capping. Parapet walls terminate in piers with pyramidal caps; twin piers with wrought-iron trellised arch on SW side to former gateway. Ashlared stone voussoirs to arch of E bridge with roughly coursed and snecked rubble stone parapet, ashlared-stone sills, capping and terminating piers. Double row of brick voussoirs to near semi-circular arch of W bridge with roughly coursed and snecked rubble stone parapets with ashlared-stone capping. Abutments to each bridge in rubble stone with ashlared quoins.

Reason for designation

Listed as a distinctive feature of canal engineering and for its group value with other listed items on the Llangollen Canal.

Appendix G:

Full Report for Listed Buildings: Bridge 31, Rhos-y-Coed Bridge

Summary Description:

Reference Number
19969

Grade
II
Status
Designated
Date of Designation
11/06/1998
Date of Amendment
11/06/1998
Name of Property
Bridge No 31

Location:

Unitary Authority
Wrexham
Community
Llangollen Rural
Town
Llangollen
Locality
Trevor
Easting
327058
Northing
342215

Location
Situated at a point where the Llangollen feeder branches off from the Ellesmere Canal (renamed Llangollen Canal, 1963) near centre of village.

Description:

Broad Class
Transport

History
Canal bridge of c1804-08 carrying road over Llangollen feeder. An Act to construct the Ellesmere Canal, linking the Dee, Mersey and Severn Rivers, was passed in 1793. When, however, it was decided in 1801 not to continue the canal beyond Pontcysyllte a 9.656km long feeder canal (taking water from the Dee at the Horseshoe Falls) was proposed in order to supply water to the main canal. The feeder canal was constructed under the direction of William Jessop (engineer) and Thomas Telford (general agent); work was begun in 1804 and completed in 1808. In addition the canal provided transport to the slate quarries and limestone works. In 1846 it became part of the Shropshire Union Railways and Canal Company, but

the following year was taken over by the London & North Western Railway. Transport on the canal diminished in later C19 with arrival of the railways and ceased by World War II. The canal was only kept open because of its importance as a supplier of water and has now became a major tourist asset.

Exterior

Cambered wrought iron girders support ashlared stone voussoirs to form flattened arch carrying ashlared parapets with stone sills and capping. Parapet wings curve downwards and outwards on both sides, terminating in piers with pyramidical caps. Abutments in rubble sandstone with ashlared quoins. Rubble walls (probably later) continue beyond at both ends on E side.

Reason for designation

Listed as a distinctive feature of canal engineering and for its group value with other listed items on the Llangollen Canal.

Appendix H:

Full Report for Listed Buildings: Dry Docks on East side of Trevor Basin

Summary Description:

Reference Number
87547

Grade
II
Status
Designated
Date of Designation
01/10/2007
Date of Amendment
01/10/2007
Name of Property
Pair of Docks on E side of Trevor Basin, excluding modern workshop superstructure and swing bridge.

Location:

Unitary Authority
Wrexham
Community
Llangollen Rural
Town

Locality
Trevor Basin
Easting
327111
Northing
342207

Location
On E side of Trevor Basin, opposite Rhos-y-Coed Bridge.

Description:

History
Probably early-to-mid C19. On OS Map of 1879. Workshop superstructure is mainly late C20. The docks were originally used for boat-building.

Exterior
Pair of docks. Stone; approximately 28 metres long by 3 metres wide. Kerbs are of alternating stone and sections of brick. Stone steps descend into S dock at E end. The northern dock is covered by a modern workshop superstructure which is not of special interest.

Reason for designation

Listed as distinctive features of canal engineering and for Group Value with other listed items on the Llangollen Canal.