

Pontcysyllte Aqueduct Conservation Area Assessment and Management Plan



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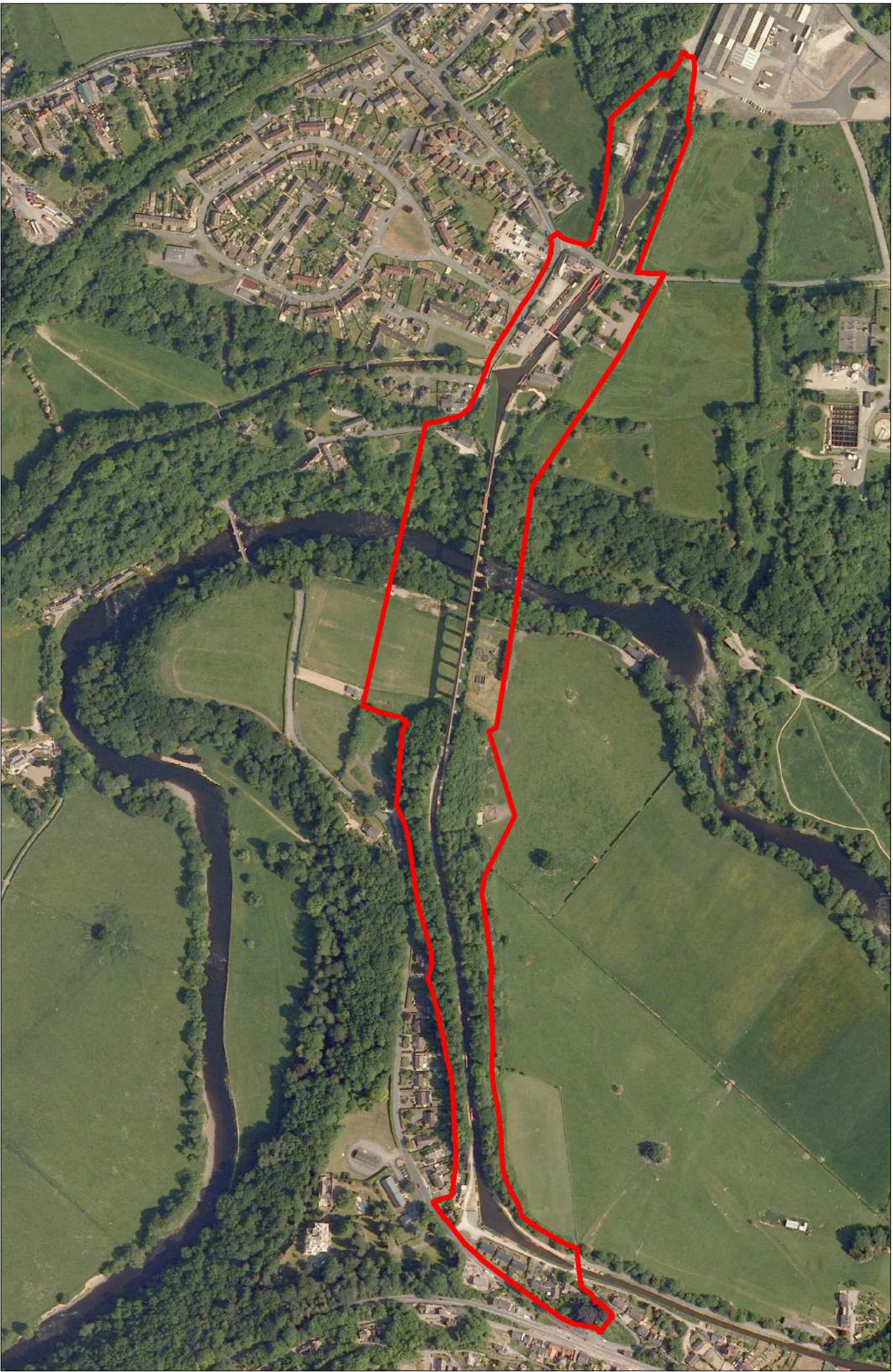
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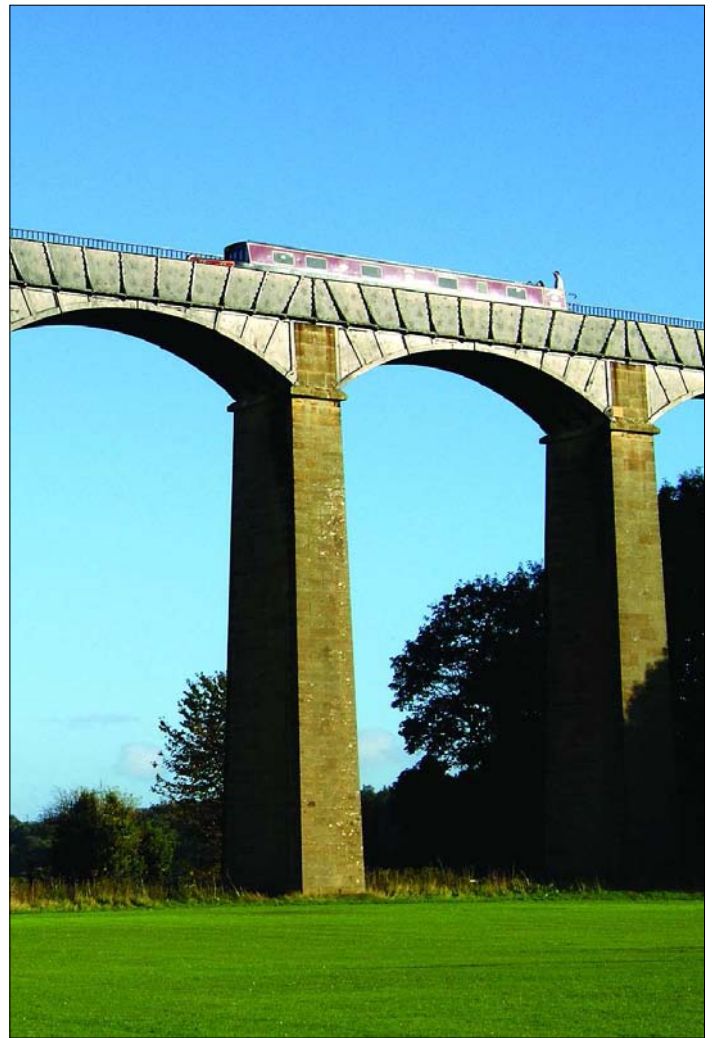
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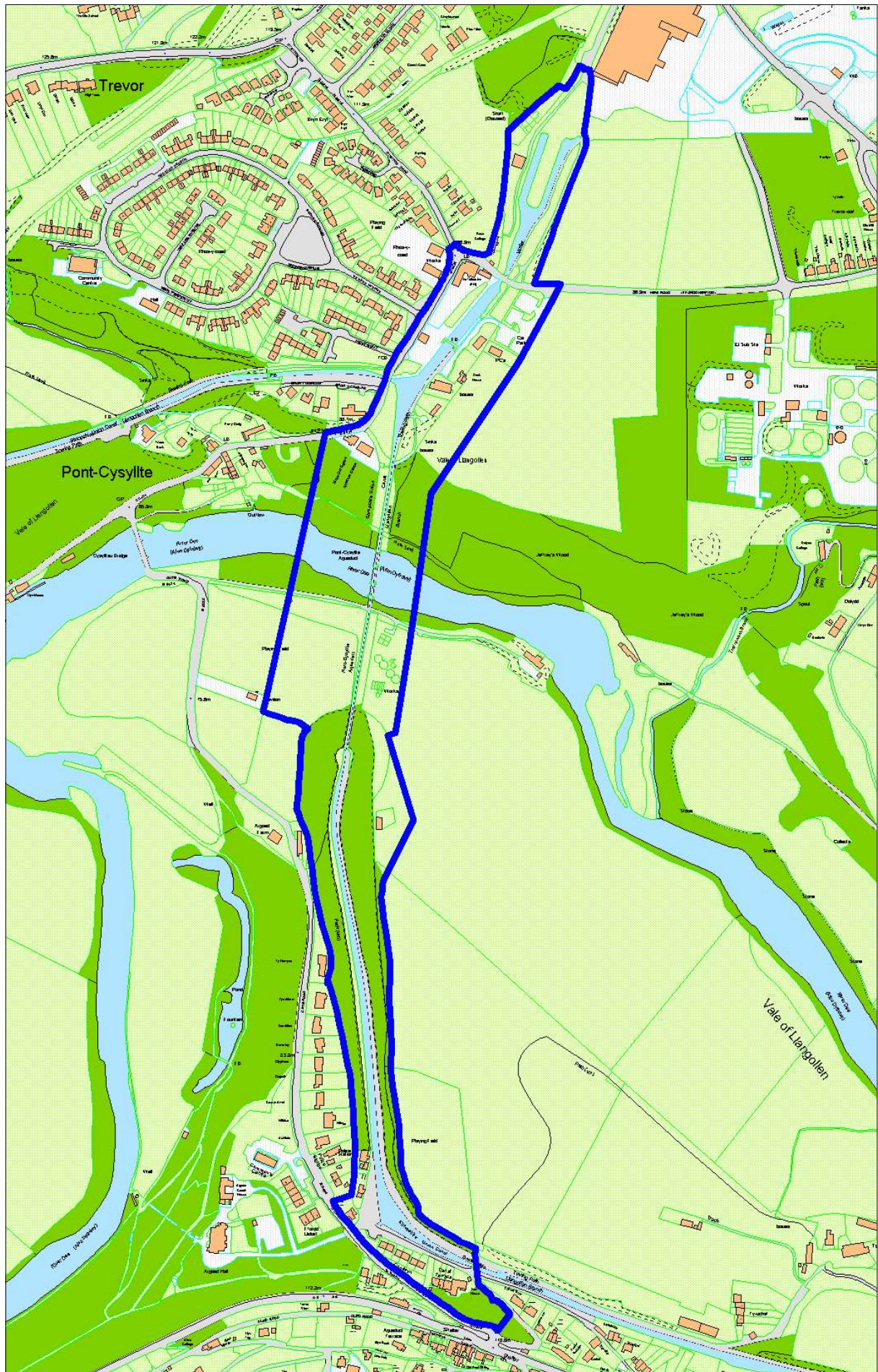
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Part I

Character Assessment



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Figure 1 - Pontcysyllte Aqueduct Conservation Area



1 Introduction

Conservation Area Designation

1.1 Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Authorities to identify "areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance" for designation as conservation areas.

Purpose

1.2 The purpose of the Conservation Area Assessment and Management Plan is:

- To provide a clear definition of an area's special architectural or historic interest
- To identify ways in which their unique characteristics can be preserved and enhanced through the Enhancement Plan
- To strengthen the justification for designation
- To create a clear context for future development in accordance with conservation area policies in the development plan
- To provide a vehicle for engagement and awareness raising

Pontcysyllte Aqueduct Conservation Area

1.3 The Assessment and Management Plan aims to promote and support developments that are in keeping with, or enhance, the character of the Pontcysyllte Aqueduct Conservation Area. It is not an attempt to stifle change. The aim is to strike a balance so that the interests of conservation are given their full weight against the needs for change and development. The Trevor Basin Conservation Area was designated on the 6th July 1998 and extended and renamed the Pontcysyllte Aqueduct Conservation Area on 14th July

2009. This document is concerned with the reasons for designation, defining the qualities that make up its special architectural and historic interest, character and appearance. The omission of any building, feature or space should not be taken to imply that it is of no interest.

Pontcysyllte Aqueduct and Canal World Heritage Site

1.4 The Pontcysyllte Aqueduct and Canal was designated a UNESCO World Heritage Site in June 2009. It is recognised for its outstanding universal value as a masterpiece of canal engineering and an outstanding representation of the improvement of transport during the Industrial Revolution.

The World Heritage Site is 11 miles long from the Gledrid Bridge in Shropshire to the Horseshoe falls in Denbighshire.

Planning Context

1.5 This document should be read in conjunction with the adopted Wrexham Unitary Development Plan 2005, and national planning policy guidance, in particular Welsh Office Circular 61/96 Planning and the Historic Environment: Historic Buildings and Conservation Areas.

Trevor Basin Conservation Area Character Appraisal

1.6 The Pontcysyllte Conservation Area Character Assessment and Management Plan will replace this document. Since published in April 2001 the Conservation Area has experienced significant improvement, in particular through a conservation programme run during 2003-04, which saw the refurbishment of the Pontcysyllte Aqueduct.

Location

1.7 The Pontcysyllte Aqueduct Conservation Area extends from the Llangollen canal Trevor Basin terminus in the

introduction

settlement of Pontcysyllte, southwards as far as the settlement of Froncysyllte. It is located to the south west of Trevor, 6 miles south of Wrexham and 3 miles east of Llangollen. The historic A5 route from London to Holyhead, constructed by Thomas Telford, runs to the south, through the village of Froncysyllte. To the north is the A539 road to Ruabon, and the settlement of Trevor. The most prominent structure is the Pontcysyllte Aqueduct.

1.8 The Conservation Area is linear in form with its axis aligned approximately North - South. It incorporates key structures important in the canal development of the Basin and is clearly different from the areas of 20th Century housing adjacent to the North and South ends. It includes the essential setting of the Aqueduct, the approach embankment and buildings associated with them.





2 Origins and Development

2.1 Pontcysyllte Aqueduct was constructed to carry the Ellesmere (now Llangollen) canal. The canal was cut in response to the 'Canal Mania' years of the early 1790's; it was promoted as a necessary requirement for the expansion of the ironworks, collieries and associated industries within the Ruabon and Wrexham district. Development within Trevor Basin, was largely confined to the period between 1795 to the early 1880's.

2.2 The initial Ellesmere Canal Scheme promoted in the Act of Parliament in 1793 was one of the most ambitious ever devised. It planned to link the Mersey (at what was to become Ellesmere Port) with the Dee at Chester, Wrexham, and the North Wales Coalfield, the Shropshire town of Ellesmere, and eventually with the Severn at Shrewsbury. This followed considerable debate as to the most suitable route. One party favoured a Mersey-Dee line, while the other a Dee-Severn line. Pontcysyllte Aqueduct was a vital feature in both schemes as a strategic crossing point in the valley of the Dee.

2.3 Following the 1793 Act, Thomas Telford was appointed General Agent to the Ellesmere Canal Company, with William Jessop as Engineer, assisted by John Duncombe, Thomas Densom and William Turner. Jessop was one of the most important canal and dock engineers of the day. Telford was then a little known county surveyor, who was to become one of the most prolific engineers of the early 19th Century.

2.4 The 'main line' of the Ellesmere Canal ran from Trevor to Welsh Frankton where it was split into different branches. The Trevor Section was begun in 1793-4 with Jessop and Telford designing the aqueducts at Pontcysyllte in 1795 (completed in 1805) and at Chirk (opened in 1801).

The construction of the aqueduct was well under way when the intended main line from Trevor to the Dee was abandoned in 1800. The original purpose of the aqueduct on a through route was replaced simply by that of giving access to the terminus and to a branch and water feeder from Llangollen.

2.5 A fragment of the canal, the Ffrwd branch was also constructed, and the industrial district around Trevor became the effective terminus of a southerly route from Chester via Nantwich and Whitchurch. It was linked to local industries by tramroads and by a short canal (opened in 1830) to the Plas Kynaston ironworks. In the years between 1801 and 1808 Bridge 31 was built. Plans were prepared in 1803 for the feeder canal from Llantysilio to the West of Pontcysyllte. In 1808 a navigable feeder canal was cut from Trevor to the Dee at Llantysilio. This supplied the system with water abstracted from the River Dee at the Horseshoe Falls, a weir constructed for that purpose.

2.6 Prior to this, the site was undeveloped. Canal Company maps of 1793 and 1795 show no houses on the north side of the Dee at Trevor, although New Road is shown to be existing at this time. The origins of Trevor Basin thus owe its origin to the canal.

2.7 An 1803 plan shows the New Road Bridge and a building thought to have been built by the Ellesmere Canal Company as a residence for Telford's supervising engineer for the construction of the canal and aqueduct. It was later called Scotch Hall and is now called Telford's Inn, and "erected at the north end of the aqueduct in a corner of a field of stone, lime and sand, as well as timber". The tramway linking Trevor Basin with the Plas Kynaston industries was gradually extended northwards to Ruabon

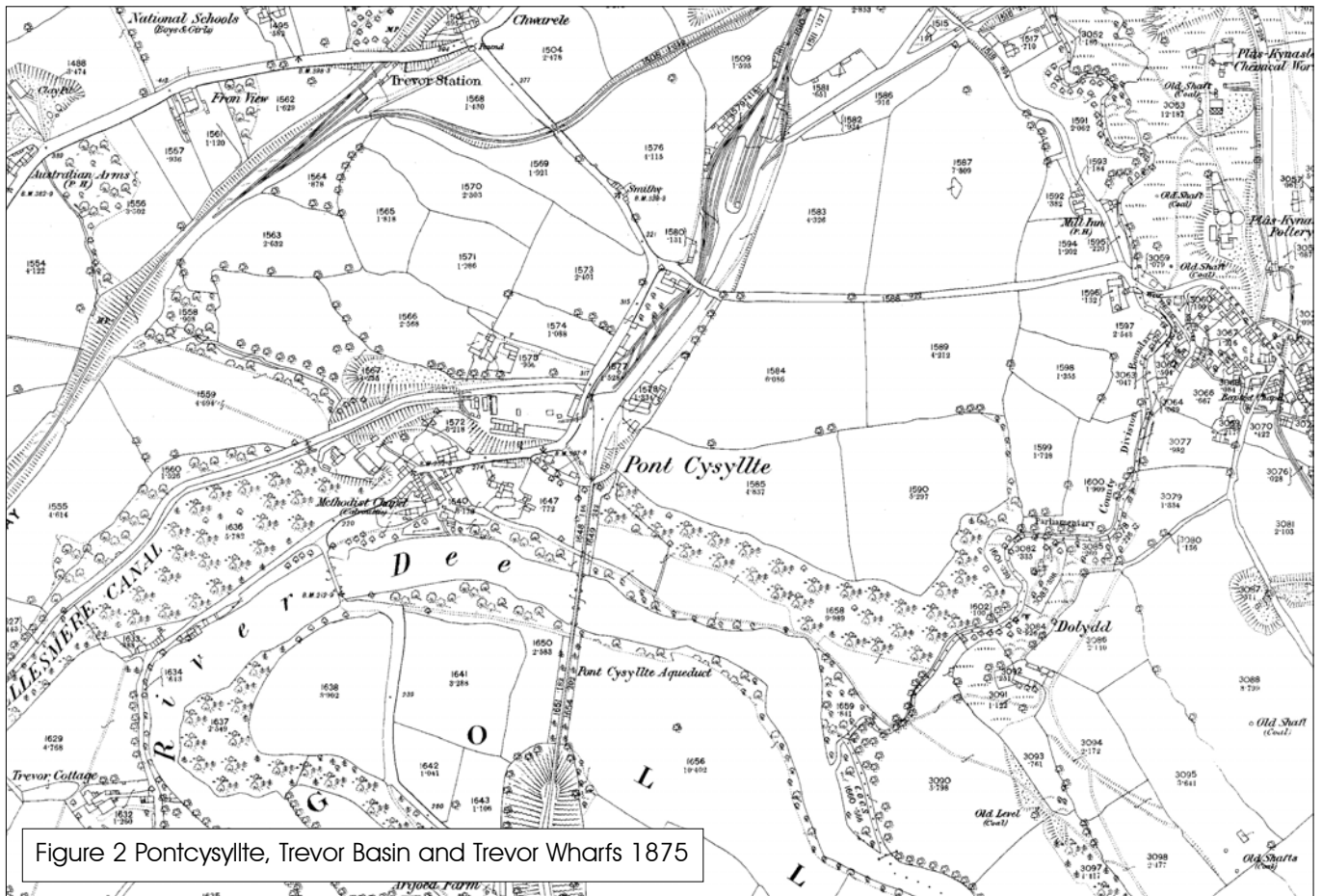


Figure 2 Pontcysyllte, Trevor Basin and Trevor Wharfs 1875

Brook. The canal provided transport to the slate quarries and limestone works. Plas Kynaston ironworks provided material for the construction of the aqueduct. Meanwhile at Froncysyllte, the basin provided a terminus for the canal whilst the Aqueduct was being completed, with trading from the adjacent canal wharf. At this time no buildings are shown to exist in this area.

2.8 By the time of the 1838 Tithe Survey, Trevor Basin had taken on some of its present appearance. The survey shows the twin dry docks, constructed some time between 1803 - 1838, on the east-side of the canal. These became the termini of the main canal. Dock Cottage dates from the same period, as does the single storey building immediately east of Telford Inn, which was probably an outbuilding for Scotch Hall.

2.9 The 1st Edition Ordnance Survey 1:2500 Map of 1875 shows a single-storey, brick workshop at the south of the dry docks had been constructed and the northernmost dry dock covered. The western side of the Basin on both sides of the New Road Bridge is indicated by a network of rails that ran the length of the pier to the northern end of the Basin. At Froncysyllte, Fron House, Argoed Lodge and Froncysyllte Institute were developed. By the 2nd edition OS Map of 1899 a covered transshipment shed in the north east corner of the rail / canal area at Trevor Basin and at Froncysyllte, Canal House, a lengthmans cottage and Canal Terrace had been constructed. The 3rd edition OS Map of 1912 shows a large C-plan building close to the New Road Bridge at Trevor.

2.10 Later 20th Century development was minor and included the demolition of extensions to Dock Cottage and the erection of the Anglo-Welsh shop and the construction of the Basin footbridge at Trevor Basin whilst at Froncysyllte, a row of bungalows were built alongside the basin, Coedfryn. The Fron Lifting Bridge, dated early 19th Century, was replaced in a similar form to the original.



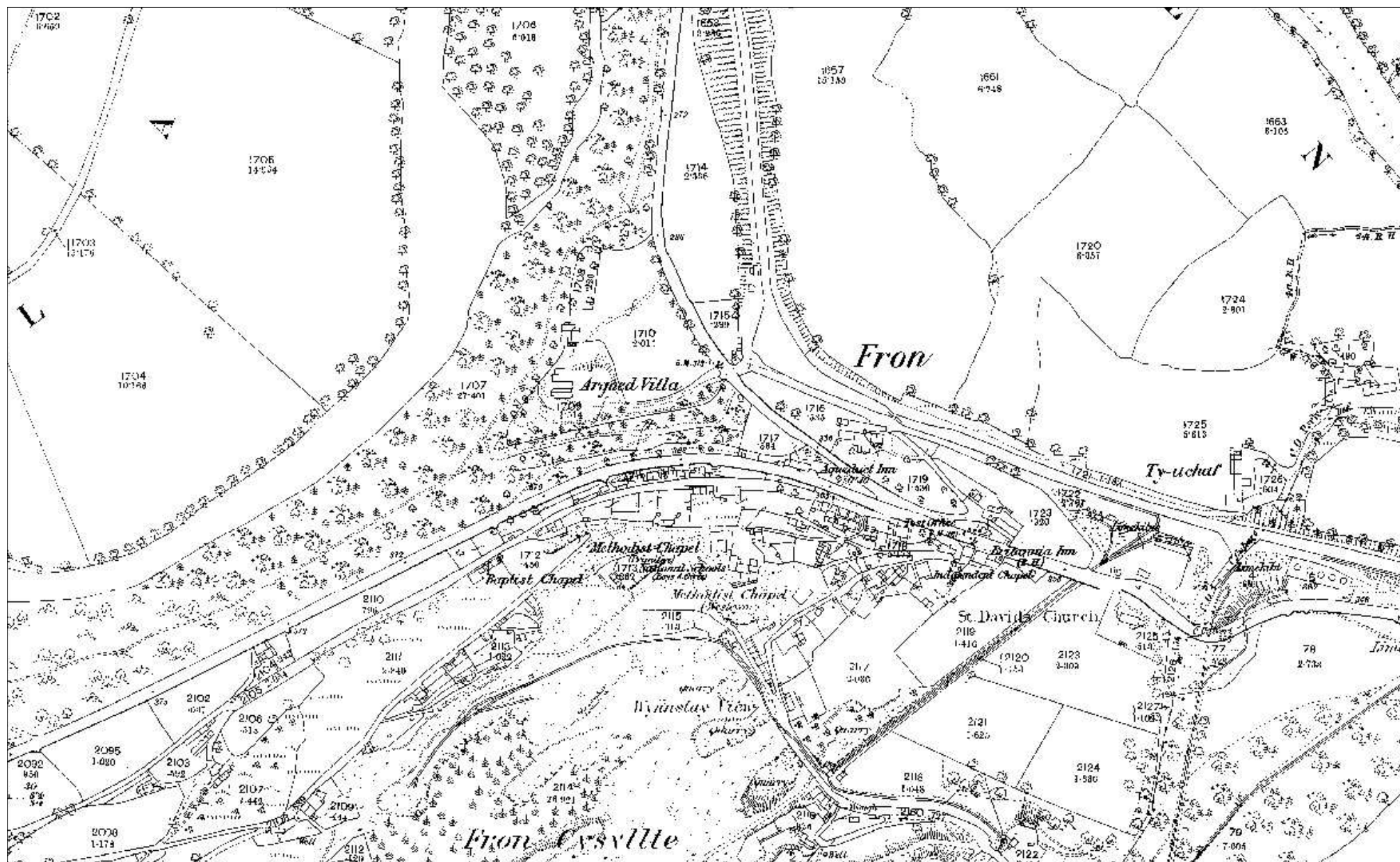
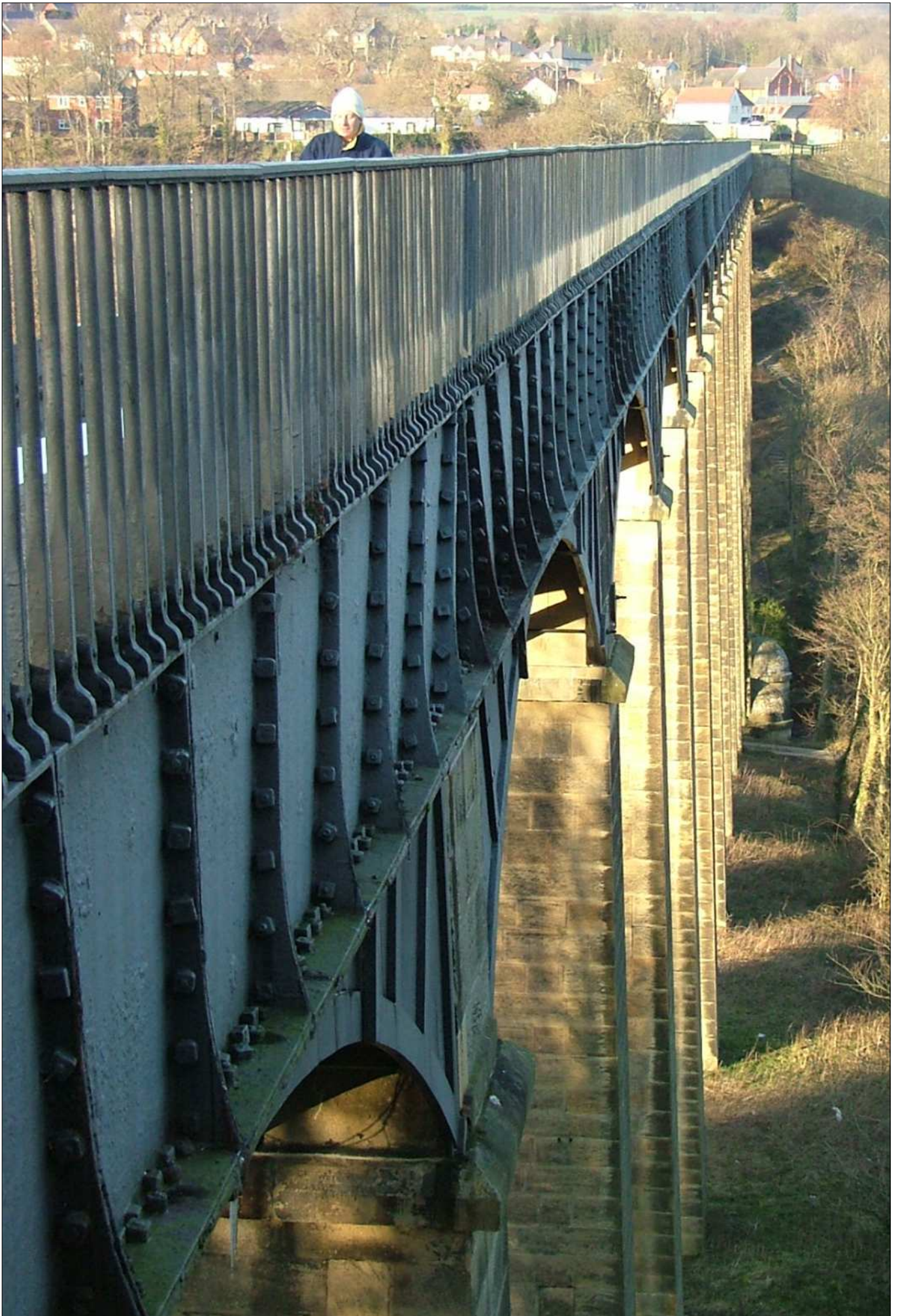


Figure 3 Froncysyllte Basin 1877





3 Summary of Special Character

3.1 The special character of the Pontcysyllte Aqueduct Conservation Area is derived from the following:

Pontcysyllte Aqueduct and its Landscape Setting

3.2 The aqueduct is the dominant, physical, architectural and historic element of the Conservation Area. A remarkable example of working industrial heritage; its size, scale and structural daring through a picturesque landscape have been a source of wonder since the 1790's.

Contribution Made by Trees

3.3 A strong sense of enclosure is afforded by the wooded embankments adjacent to the Aqueduct and alongside the linear route from the Froncysyllte Basin to the Aqueduct. These woodlands provide a backdrop to the Conservation



Area and form a buffer between the Conservation Area and the adjacent areas of urban housing and industry.



Contrast Between Open and Enclosed Spaces

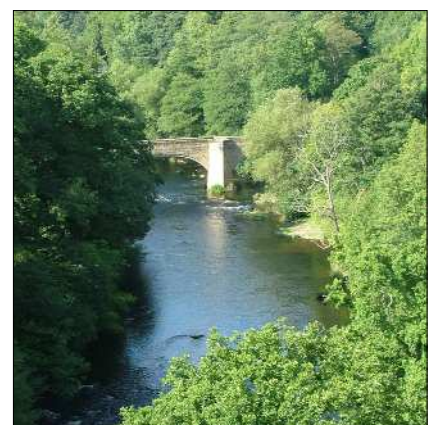
3.4 The open aspect from the Aqueduct and Dee Valley floor is in direct contrast with the tree-enclosed pathways on its approach to the most dominant feature of the Conservation



Area. From the open fields of the Valley floor the sheer scale of the Aqueduct can be appreciated. Further contrast is made between the unplanned and open landscape of the Dee Valley with the strong linear form of the Aqueduct and its enclosure of water and pathways.

Important Views

3.5 Significant views of the Aqueduct are obtained from the Valley floor as well as along its length from Trevor Basin. From Froncysyllte Basin, magnificent views can be obtained up the Vale of Llangollen whilst from the Aqueduct itself, panoramic views of the Dee Valley can be appreciated.



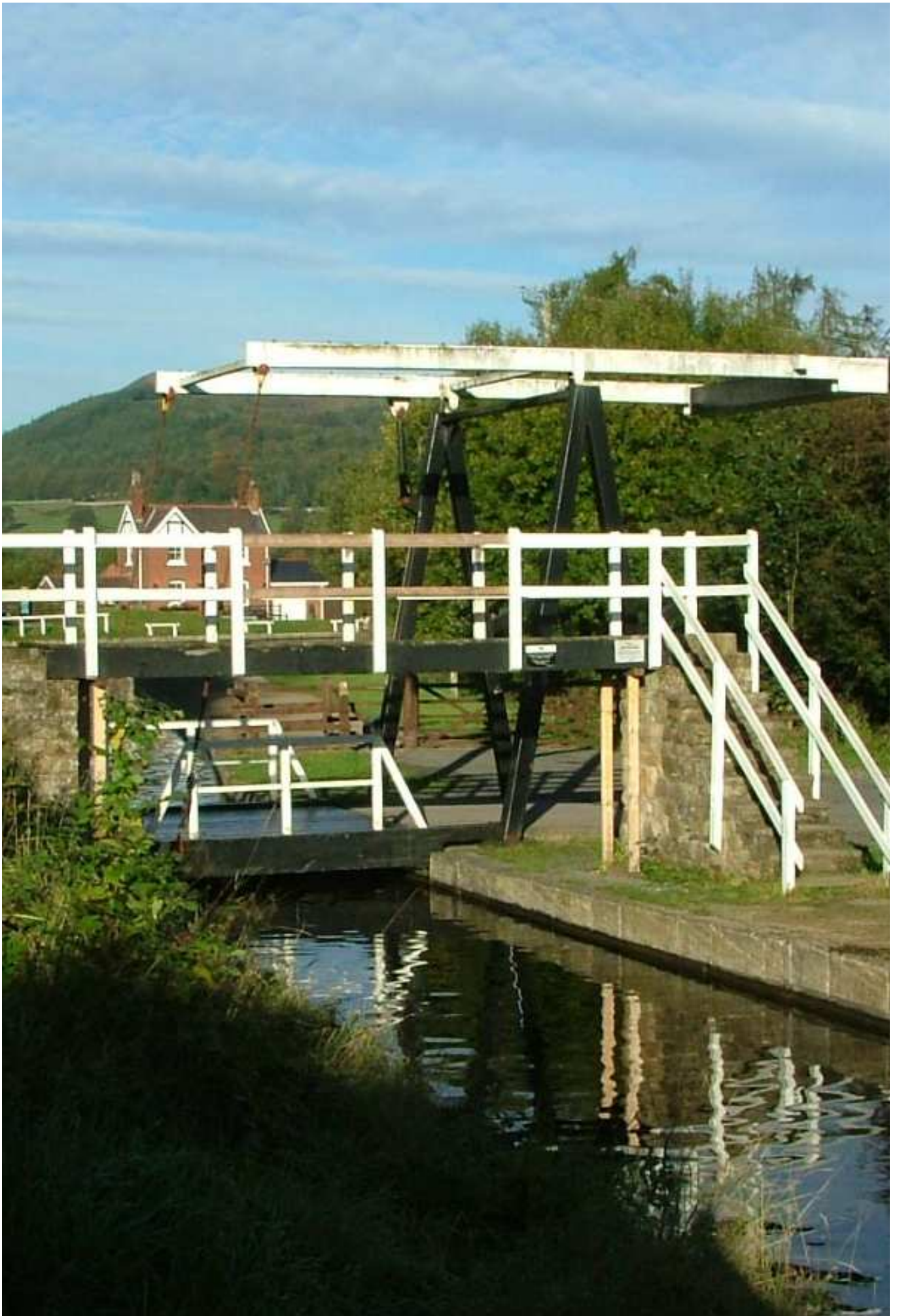
Cefn Stone

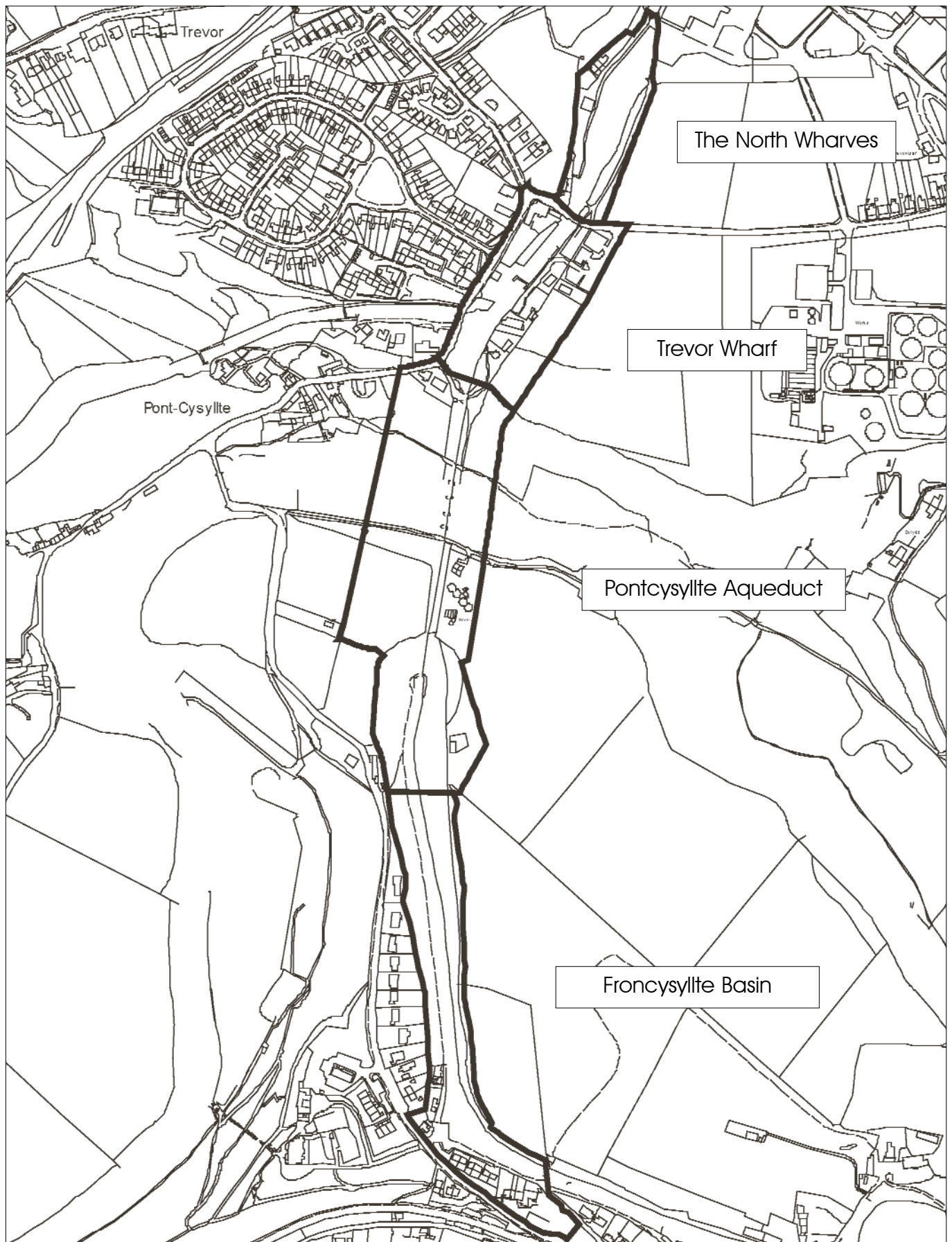
3.6 The yellow Cefn sandstone is the predominant material within the Conservation Area, used in the construction of the Aqueduct itself as well as associated canal bridges, buildings and boundary walls.

Canal Structures

3.7 The structures and associated buildings create focal points along the length of the canal and within the Conservation Area. In particular the Trevor Basin Dry Docks swivel bridge, Scotch Hall Bridge and the Froncysyllte Lifting Bridge link the network of footpaths and spaces throughout the area.







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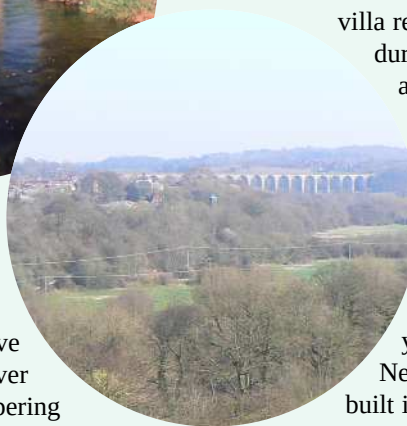
Figure 4 Conservation Area Character Areas



4.1 The Conservation Area can be divided into 4 distinct areas of character as identified on figure 4 and now described below:

4.2 The aqueduct, a Grade I Listed Building, dominates the Conservation Area. LTC Rolt refers to Pontcysyllte as 'one of the great engineering achievements of all time'. The landscape of the valley and the River Dee is largely unspoilt by development and from here the true grandeur and achievement of the aqueduct can be appreciated. An icon of the Canal Age and the Industrial Revolution, a trough constructed of pre-cast iron flanged and bolted plates carries the canal 38.4m/126ft above the valley floor. The towpath is cantilevered over the trough and the aqueduct is carried on 18 tapering stone piers. The embankments afford awe-inspiring views of the Aqueduct including the cast iron supporting ribs and fine curved ashlar stone abutment walls. Sir Walter Scott described it as the "stream in the sky". It was the subject of numerous engravings in the 19th Century and a source of wonder to travellers.

4.3 The aspect along the aqueduct is awe-inspiring, and the realisation of the slenderness of the structure at this height leads to an understanding of the construction skills and craftsmanship of the time. Looking down to the River Dee below enables the magnitude of this structure to be appreciated. There are also fine views of the Dee valley, enclosed by glacial ridges. To the west, is an historic road bridge over the River Dee, Pont Cysylltau - a Grade I



4 Character Areas

Pontcysyllte Aqueduct

Listed Building and Scheduled Ancient Monument dating from 1697, built of ashlar, yellow sandstone. Glimpses of fine Georgian and Victorian properties within the tree-scape complement this view. One such building is Wood Bank, the Grade II listed, late 18th Century Georgian villa reputed to be Telford's drawing office during the construction of the canal and aqueduct.

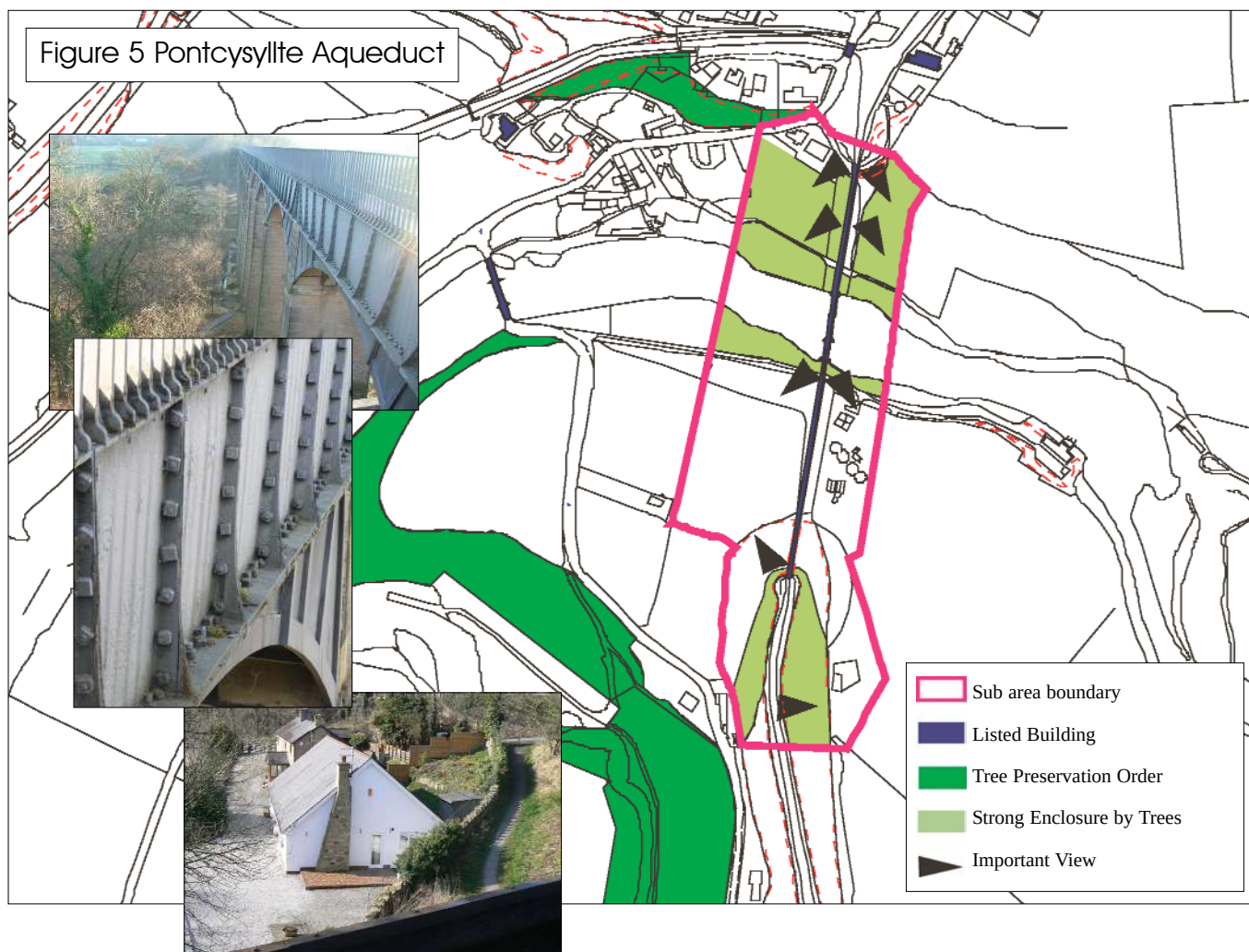
4.4 At the North end, development immediately below the aqueduct to the west is of two detached houses. They can be viewed easily from its vantage point.

4.5 The view to the east includes the yellow sandstone viaduct at Newbridge, a Grade II* Listed structure built in 1848 - 9 for the Shrewsbury and Chester railway.

4.6 Trees provide a vitally important component to the character of the area.



Figure 5 Pontcysyllte Aqueduct





Trevor Wharf

4.7 This is 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.



4.8 There are few buildings in this area. The Telford Inn and the adjacent cottage in the north west corner of the area comprise a strong group in a key position. Very visible when approaching the site by road, the buildings contrast with their immediate surroundings. Prominent on the roadside above the stone walls are the shallow roofs with large overhanging eaves and gables characteristic of late 18th Century buildings. The buildings



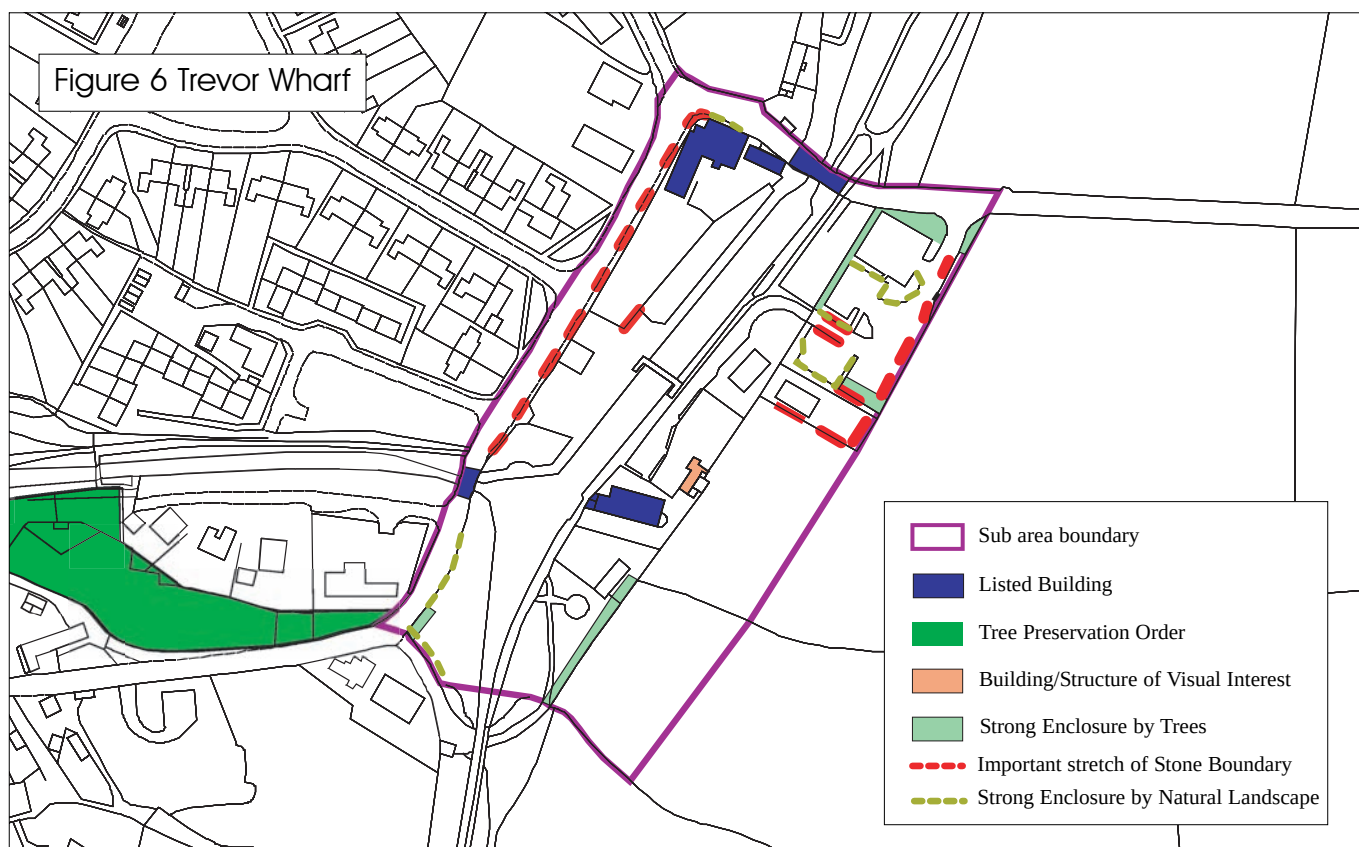
are of good proportion and simply detailed, finished in white painted stucco with details picked out in black.

4.9 With the Telford Inn flanked on one side by the cottage and on the other side by outbuildings finished in a similar manner, the group forms an attractive backdrop when viewed from the canal wharf. They are also prominent when viewed from the aqueduct's towpath. This is a valuable asset, as to the northeast and east the views from the centre of this area are of industrial development.

4.10 The Telford Inn is the only building to be constructed at Trevor Basin before 1803. It has been altered in the 19th and 20th Centuries. The symmetrical proportions and overhanging hipped roof are typical of buildings belonging to the canal age.

4.11 The single storey cottage to the south east of Telford Inn appears to date from the period 1803-38. It was associated with Scotch Hall (Telford Inn) and was modified in 1897 at which date it was referred to as the Agent's Office, presumably of the Ellesmere Canal Company. It may have been used as a counting house to pay wages to the workers building the aqueduct.

4.12 At the west side of the canal, further south of the Inn is The Anglo Welsh shop owned by the Turnpike Trust. The origin of this may be a former canal warehouse. By 1903 it had been converted into a stable, which was likely to have served Scotch Hall, now Telford Inn. The building has been much altered over the years and is a mixture of building materials, ranging from the original, roughly dressed, yellow sandstone to include some red and blue



brick, with a pitched, grey felt roof and modern wooden casement windows. The building is of two storeys and the upper storey has one opening to the north

west, where the gable is built into the Basin's perimeter wall, and another to the north east. The former opening functioned as a 'taking in' door and would have given onto a hayloft or storage area for goods.

4.13 Further south is Bridge 31, a public road bridge, built in c1803 - 8, which carries Station Road. It is built of sandstone, with ashlar parapets and is a similar design to Bridge 28. The adjoining perimeter wall of the Basin area may be at least contemporary to that date.

4.14 Almost directly opposite on the east side of the canal are the Dry Docks, built sometime between 1803 and 1838. They may well be part of the original concept for the wharf. Both docks may have been originally built of either stone or timber but now appear to be largely built of concrete blocks with brick patching, with stone access steps in their rounded land-ward ends.

4.15 The northern dock was covered at some date between 1838 and 1880 and its wooden roof system largely survives, supported by cast iron compound columns each consisting of two iron "I" sections bolted together and mounted on base plates set in concrete. Small-scale hand painted timber



signage lifts its appearance. An attractive, centrally pivoting wooden swing bridge carries the towpath across the dock entrances.

4.16 The single storey bridge workshop adjacent to the south is a brick structure of mid 19th Century date, altered in the 20th Century. The earliest part is of Ruabon red brick with a slate roof, with a later extension to the south east end of Staffordshire blue brick. The building was constructed in connection with the dry docks. The site has a large front curtilage, with an attractive wrought iron vertical-railing fence lining the back of the site up to the dry dock.

4.17 Adjacent to and north of Dry Docks is Dock Cottage, probably contemporary with them. In the 1838 Tithe Assessment the cottage was described as a 'Beer Shop' and 'Smithy'. In the early 20th Century it was the Dock Foreman's' residence. This attractive cottage was originally a stone built 1½ storey



building. It was extended on its south-east side before 1880 and in 1902 the roofline of the original cottage was raised approximately 1.1m. Four horned sash windows were inserted in the south-west wall and a two-storey extension was built on the north east-side. The alteration is visible today, where the earlier sandstone gives way to brickwork in the upper part of the cottage.

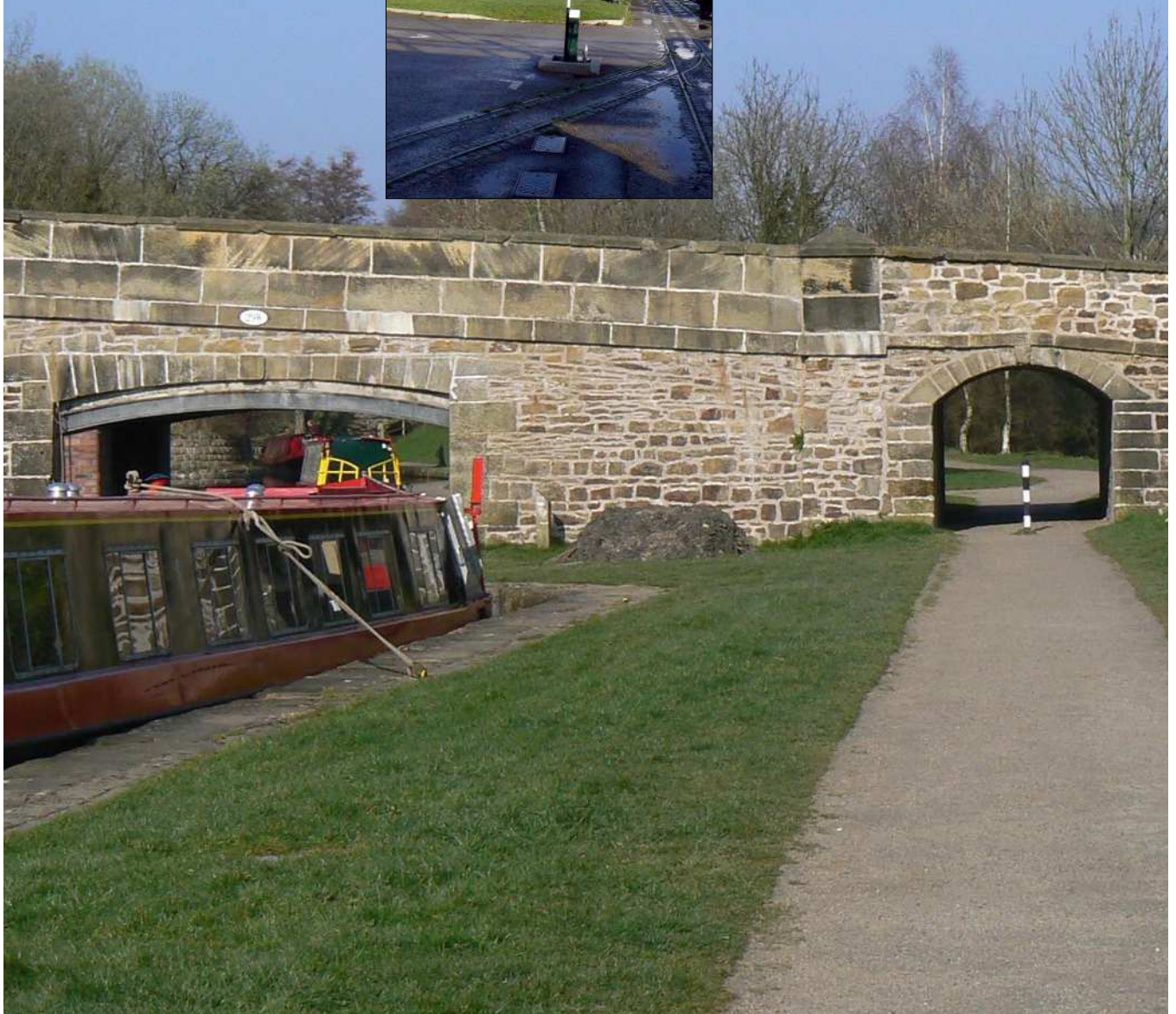
4.18 Adjacent to Telford Inn to the north of the site, straddling the canal is the New Road Bridge. It was probably built before 1803 as it was carrying an existing road over the canal. It is a triple-arched stone structure, with its western arch 3m/9.9ft in height and 3.67m/12.1ft wide at the base. The arches are brick lined. The western arch took a rail and tramway in 1875. The canal arch is 4.9m/16.1ft wide at the base and 2.26m/7.4ft high. A smaller eastern arch takes the towpath and this is 2.15m/7.1ft wide and 2.05m/6.7ft high. It provides a dominant stop-view from the south looking north.

4.19 The central feature of this part of the Conservation Area is the late 20th Century footbridge crossing the canal. This links the Dock area with the Anglo-Welsh shop and Telford's Inn. It is unfortunate that the design and detail is rather crude, meaning that the bridge appears as an intrusive element.



4.20 The general landscape, particularly around the canal, is pleasantly open with a variety of hard paved and neat grassed spaces. Much of the walling which links and defines the external spaces that could enhance the area is not very attractive.

4.21 On the other side of the canal the car park, predominantly of red macadam, is reasonably well landscaped.





The North Wharves

4.22 This area is potentially of great industrial archaeological interest. The canal divides to the north of New Road Bridge into a terminal arm to the north west and a parallel arm to the north east which served the Plas Kynaston industrial complex.

4.23 The 1899 map also shows a number of wharfside and jetty railway sidings, which are assumed to be narrow-gauge tramways. A trans-shipment dock, where goods could be transferred from tramway wagons and vice versa, dominates the north east corner of the jetty site.

Immediately east of this building a single tramway is shown crossing a bridge over the canal arm. This bridge still exists, although it has been patch repaired in the late 20th Century.

4.24 Other surviving elements of archaeological interest include the stone retaining walls of the jetty, the store and concrete canal walls of the two arms. Most of the area is grassed over and trees recently planted. The two canal arms remain in water and the north-eastern is used for visitor moorings. A footpath along the eastern edge of the area picks up the line of the tramway that crossed the bridge and this footpath continues along the western edge of the modern industrial complex that dominates the Dee valley at this point.



Figure 7 The North Wharves





Froncysyllte Basin

4.26 The approach to the Froncysyllte Basin from the Aqueduct is linear, with a strong sense of enclosure afforded by the tree-lined embankments. The basin itself contrasts with the canal widening out to provide a waiting place for boats and significant views opening up beyond Canal House and along the Vale of Llangollen to the West. Yet a sense of enclosure is still maintained to the North-East and South by the trees and the buildings lining the canal.



4.27 Canal House retains much of its charm as a length-man's cottage. It is of 2 storeys and 3 bays, one of which is projecting, with slate roof and 4 paned horned, sliding sash windows. It has later extensions to each gable. Adjacent is the Froncysyllte Institute, a simple, single storey building predominantly rendered with a mixture of stone and brick evident beneath.



4.28 Viewed from this approach, the settlement of Froncysyllte rises up forming a backdrop to the southern boundary of the Conservation Area, which is strongly defined by the existing boundary line between the rear of the properties of Coedfryn, Canal Terrace and Fron House and Gate Road, predominantly of

stone. Fron House, believed to date from the early 19th Century and the later Canal Terrace are building's of visual interest.

4.29 Fron House is a substantial building set within fairly large grounds. It has a slate roof and rendered façade and is of 2 storeys with a gabled bay and a lower range with dormers set within the eaves with decorative bargeboards. The windows are hornless 4 paned sliding sashes. The house is largely obscured by trees, but appears to retain much of its original character and features. Canal Terrace forms an extension of Fron House and is in a similar style also with dormers set within the eaves and decorative bargeboards. It is 2 storeys and 4 bays and is constructed from painted stone with a slate roof. Later replacement of windows and alterations to frontages detract from the original building form.

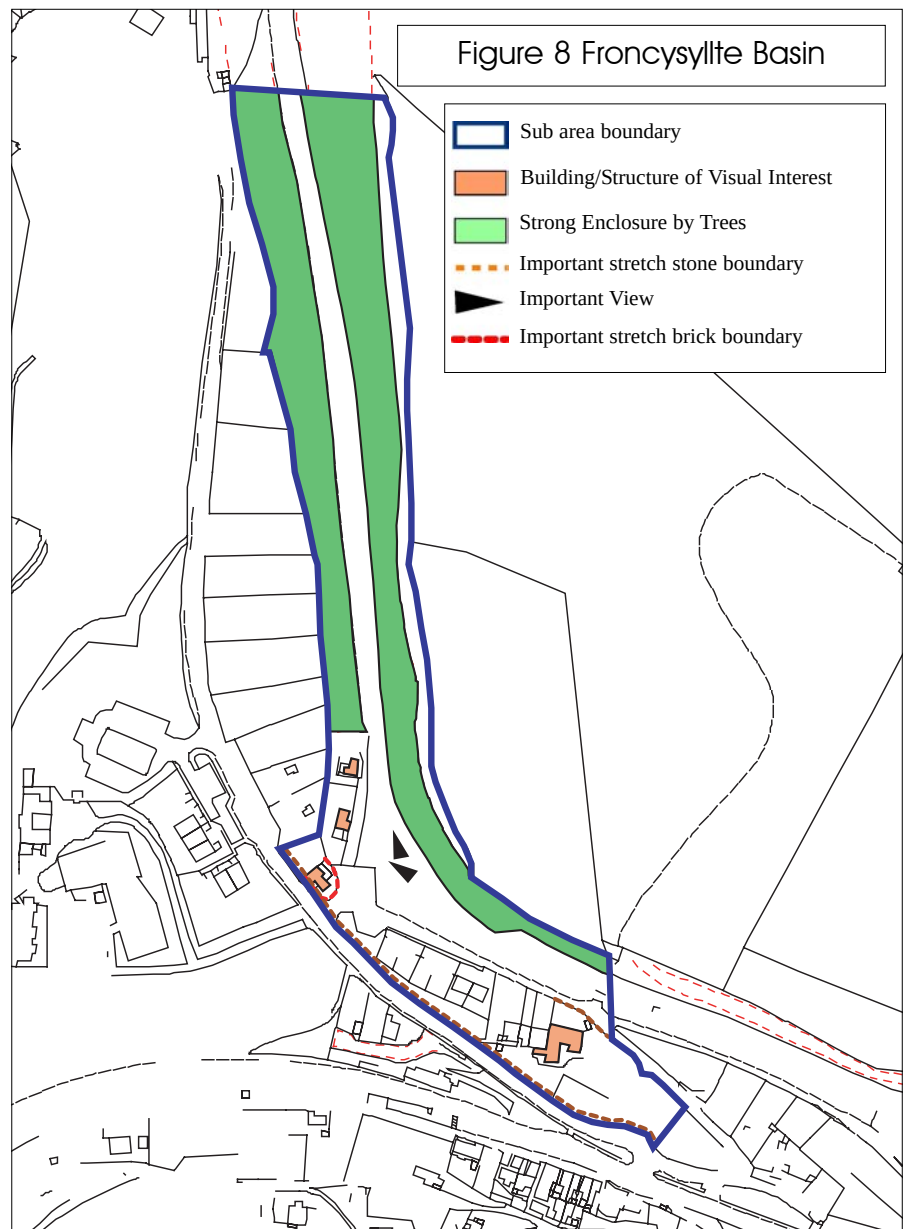


4.30 Next to Canal Terrace, ridge heights step down to the bungalows of Coedfryn, 3 brick built bungalows with steeply pitched roofs. Argoed Lodge, a brick-built, 2-storey Lodge of much character marks the entranceway to the Conservation Area on the west. It has a canted



bay and open slated porch to the front and sliding sash windows, those to the top in a lancet form with sandstone dressings. As a building of visual interest, Argoed Lodge forms an appropriate marker at the gateway into the Conservation Area.

4.31 The lifting bridge, a replacement similar to the original except for the introduction of hydraulic power, forms a physical marker of the boundary of the Conservation Area to the East where the canal straightens following its curved exit from the aqueduct approach. Beyond this point the towpath widens out and is carried on only on one side of the Canal with private gardens to the opposite side.





5 Summary of negative features

5.1 A number of factors have been identified as causing detriment to the visual quality and character of the area. These include:

Inappropriate Structures

5.2 There are a number of structures within the Conservation Area or close to its boundaries that detract from its character and appearance. To the south west of the Aqueduct is an old timber pavilion which appears to be boarded up and which somewhat detracts from the magnificent views from the aqueduct. Immediately to the east of the south end of the aqueduct is a small sewage treatment works.

5.3 Other structures include a mobile building to the upper arm of the Trevor Wharf. This detracts visually and is out of keeping with the character of the area whilst the toilet block by the carpark at Trevor Basin is bland in design and does little to enhance



the entrance to the wharf. The nearby 20th Century footbridge is constructed in reinforced concrete with mild steel railings supported on heavy end piers clad in badly laid and pointed stonework. The bridge visually compares unfavourably with the neighbouring road bridges.

5.4 The long linking garden wall on the canal side of Telford Inn, prominent to visitors approaching from the main carpark, is finished in drab hard render. The grassed area in front of the wall provides a welcome relief to the hardness of the wall and paved area. Unfortunately, it is used for car parking, which is visually unattractive.



Views Compromised by Development

5.5 Although many of the nearby housing and industrial developments are well screened by woodland and trees there are some locations from where views are compromised. From the aqueduct looking towards Newbridge, prominent,



red brick, box-type modern housing development compromises the view and the setting of the railway viaduct. From Trevor Wharf views to the North east and east are compromised by industrial development.

Unappropriate Alterations

5.6 Alterations or repairs to buildings have been carried out which ultimately are damaging to the character and appearance of both the buildings and the Conservation Area. Poor examples of modern windows, particularly those with PVCu frames fail to achieve the quality of design and appearance met by the original features. The alterations to the Anglo-Welsh shop, the barren forecourt and the rash of signage to its walls also detract from the setting of the canal, as does timber fencing and gates to its curtilage. However, the building has the potential to become a feature of significant interest if sympathetically restored. The excessive use of signage and addition of a retractable awning to the Anglo-Welsh Shop also compromise the building's appearance.

Parking, Surfacing and Sinage

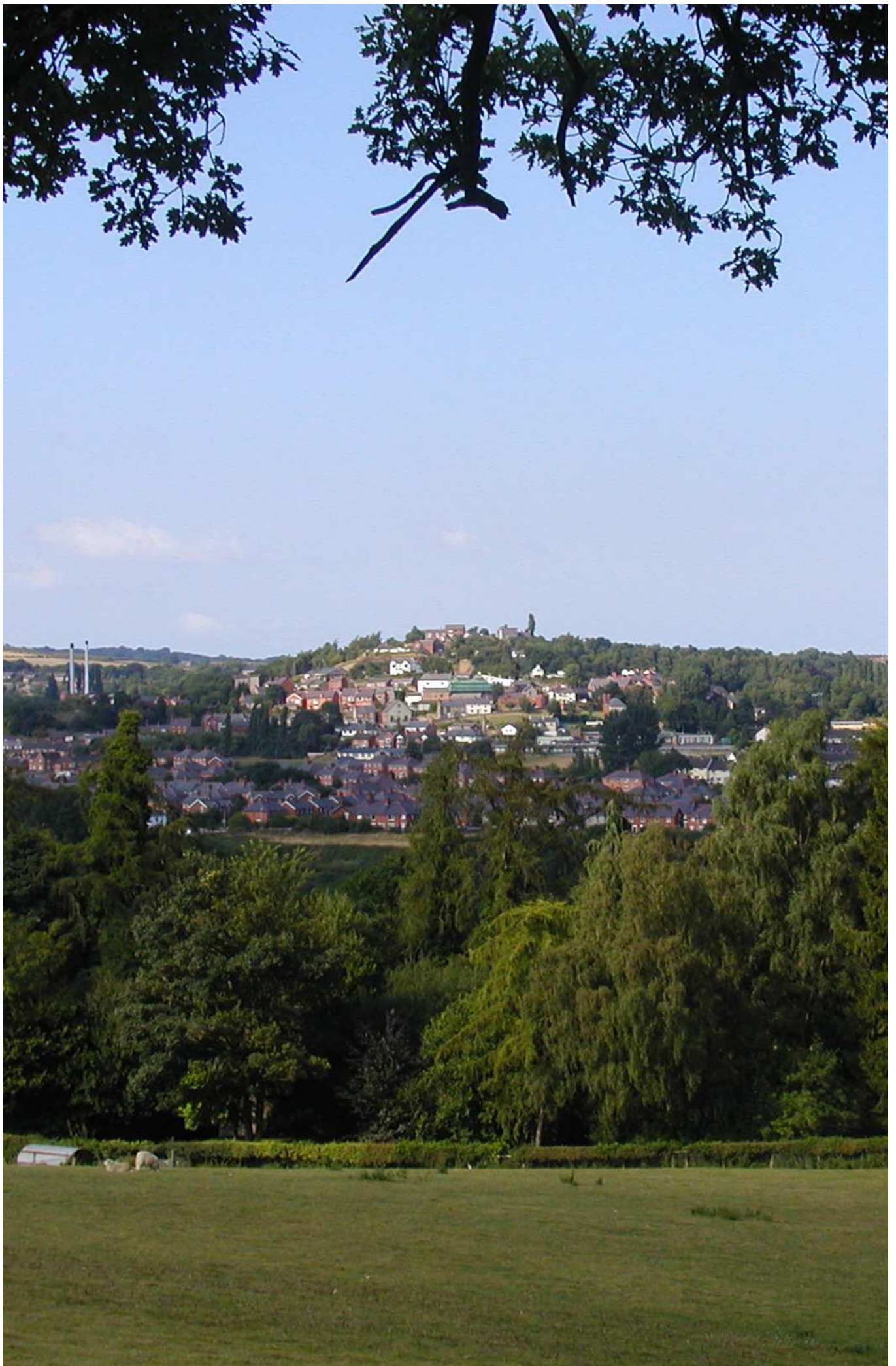
5.7 Parking and traffic congestion are increasing problems within the Conservation Area particularly at weekends and during holiday periods. This is causing both inconvenience for residents and at the same time detracts from the appearance of the area. Unauthorised parking also has the potential to erode the special fabric of the site and its peaceful ambience. The extension of existing or creation of additional parking facilities is essential in order to ease this situation.

5.8 The immediate surroundings of the Conservation Area, particularly at Trevor Basin, could be improved by removing the overhead wires and cables, replacing the bland and cluttered road signs and by a landscaping scheme in front of the adjacent yards and houses. surfaces to parking areas both at the Trevor Inn and at the Froncysllte Basin would benefit from being upgraded.

Dry Docks

5.9 Overall, the dock area requires refurbishment, and has great potential to be enhanced.







Part 2

Management Plan

6.1

PROPOSALS FOR PRESERVATION AND ENHANCEMENT

Enhancing the setting	1. Additional screening of the sewage works and eventual removal/relocation. 2. Encourage repair/replacement of pavilion.
Maintaining and Enhancing Views	Protect views and wider setting through considered development and careful management of trees and woodlands.
Suggested Boundary Extension	Investigate possibility of extending the existing Conservation Area boundary, to include properties and woodland along and adjacent Gate Road as far as and including Cysylltau Bridge.

6.2

PROPOSALS FOR PRESERVATION AND ENHANCEMENT

Enhancing the setting of key buildings	Collaborate with British Waterways to achieve sensitive re-surfacing of parking areas at both Trevor and Froncysyllte Basins.
Enhancing the immediate setting of the Conservation Area	1. In discussion with highways, seek removal of redundant signs and other offending items. A landscape scheme to the front of neighbouring housing development would enhance the entranceway into the Conservation Area.
Screening industrial complexes	A semi-mature tree screen to the north and north east of the site should be nurtured, not only to screen the industrial sites but also the adjacent car park and toilet block.
Improving hard and soft landscaping	Parking adjacent to the canal on the grassed areas should be discouraged and provision made in a more acceptable position that does not compromise the canal setting.
Improving boundaries	The wall between the Trevor Inn and canal should be rebuilt in sandstone, the predominant material of the area.
Repairing neglected fabric	British Waterways maintains a Conservation Management Plan for buildings in its ownership. In privately owned properties encourage sensitive repair and maintenance through distribution of guidance notes and general advice through the Development Control process.
Removal/replacement of inappropriate structures	Substitution of the steel railings with intricate iron or simple timber replacements would respect and enhance the surroundings. Alternatively, a new bridge more in keeping with the area could be constructed.
Improving Parking Facilities	The provision of additional parking facilities to be investigated as a matter of urgency.
Removing inappropriate details	Encourage improvements through general advice and the Development Control process including reinstatement of lost architectural features.

6.3

The North Wharves

PROPOSALS FOR PRESERVATION AND ENHANCEMENT

Removal/relocation of inappropriate structures	Additional screening of mobile building or eventual removal
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6.4

Froncysyllte Basin

PROPOSALS FOR PRESERVATION AND ENHANCEMENT

Enhancing the setting of key buildings	Collaborate with British Waterways to achieve sensitive re-surfacing of parking areas at both Trevor and Froncysyllte Basin.
Maintaining and enhancing views	Protect views and wider setting through considered development and careful management of trees and woodlands.
Enhancing the immediate setting of Conservation Area	The sandstone wall along Gate Road forming the boundary to the area, requires repair and rebuilding to further strengthen and improve the appearance of the Conservation Area boundary. A more defined entrance to the wharf also needs consideration.
Re-introducing traditional building elements and materials	The Article 4(2) Direction seeks to protect existing features and materials and ensure their sensitive replacement in the future.
Improving Parking Facilities	The provision of additional parking facilities to be investigated as a matter of urgency.
Removing modern, inappropriate details	Encourage improvements through general advice and the Development Control process including reinstatement of lost architectural features.
Repairing neglected fabric	British Waterways maintain a Conservation Management Plan for buildings in its ownership. In privately owned properties encourage sensitive repair and maintenance through distribution of guidance notes and general advice through the Development Control process.



7 Design Guidance

7.1 The character of the individual buildings, which contribute to the special interest of the Conservation Area, derives from a number of factors to which the following design guidance relates. Within these parameters there is scope for high quality architectural invention, provided that this is sympathetic to the existing character.

The Site

7.2 The form of any potential development or re-development site and its impact in relation to viewpoints and the setting of the adjacent Scheduled Ancient Monument, will affect the appropriate size and bulk of the proposed building works. The renovation of an existing building or the development of a new building must complement its surroundings in terms of the following:

Proportion

7.3 Older building styles followed traditional systems of proportion. In most of the buildings within the Conservation Area the relationship between windows, doors, floor heights and the relationship of solid to void (the extent of wall area in relation to the number and size of window or door openings), in the design of elevations is crucial. Traditional proportions must be emulated in new development.

Extensions

7.4 Extensions should reflect, the scale and proportions of the existing building and not over-dominate them. In many instances this can be achieved by



stepping the face of the extension back from that of the existing building and creating a step down in the ridge line to allow the original building form to remain prominent.

Roofs

7.5 The roof-line is nearly always a dominant feature of a building and retention of the original shape, pitch, verge and eaves detail and



ornamentation is essential. Heights and shapes of roofs are important; flat roofs are alien to local tradition and are unacceptable. Chimney-stacks are important features of the roof-scape and must be retained even if no longer required. Where roofing materials are to be replaced they must match the colour, size and texture of the original. Dormers set within the eaves are common within the conservation area.

External Walls

7.6 Any alteration or repair to external walls must respect the existing building materials and match them in texture, quality and colour. Every effort should be made to retain or re-use facing brickwork or stonework, which must not be rendered, pebble-dashed or



painted. Re-pointing must be carried out with a mortar to match the existing in colour, type and texture and historically would have consisted of lime and sand. Hard, modern cement mortars prevent the evaporation of moisture through the joints, which is instead drawn through the next softest material, the masonry itself thus damaging both the appearance and the structure of the building. Original render must not be stripped off to expose rubble stone, brick or timber-framed walls, which were not intended to be exposed. Traditionally, render finishes were lime-based. More modern, hard cement renders prevent the evaporation of moisture, which can accumulate between the wall and the render causing damp internally. When appropriate, hard cement renders should be replaced with a lime alternative. Rainwater goods must be repaired if original or reinstated in original materials.

Windows

7.7 These are important features and must be correctly proportioned, well related to each other and adjoining



buildings and should respect the existing openings. Any repair or replacement must always match the original, however, retention must always be the first consideration. This includes not only structural elements of the window but also historic glass and original window furniture. Particularly important is the method of opening, the recessed depth within the reveal and the sections of glazing bars. Sash and casement windows predominate in the Conservation Area and windows almost always have a vertical emphasis. Replacement of timber or iron windows in a uPVC alternative, no matter what the pattern is unacceptable. Original dormers must be repaired and retained. All windows must have a traditional painted finish rather than a modern stained alternative.



Doors

7.8 Original door-cases, doors and door furniture must be retained wherever possible. Replacements must match the original in proportion, style and materials and must have a painted finish.

Ornamental Features

7.9 Features such as terracotta mouldings, figures, inscriptions, railings, entablature features etc. must be retained as character features of the building and the Conservation Area in general.

Boundary Details

7.10 Sandstone walls with 'cock and hen' or plain sandstone capping's are the common and traditional form of enclosure to dwellings within the conservation area. Red brick walls with sandstone capping's are also common boundary treatments to later properties. Repair should be carried out



using identical materials and in the same style or bond and missing copings replaced to match the existing.

Micro Energy Generation

7.11 Whilst the use of micro energy generation systems is to be encouraged, they will not be accepted where equipment is fixed to building frontages or main or visible elevations where they would have a negative visual impact upon the Conservation Area or where the fabric or setting of a Listed Building is detrimentally affected.



8 Conservation Area Controls

Special Controls

8.1 In order to protect the special environment, stricter controls exist within the Conservation Area. These are not intended as a hindrance to change, but as positive management to safeguard the character of the area as a whole. These include:

- Additional powers of control to dwelling houses for extensions, roof extensions and alterations, cladding, garages and satellite dish location.
- Most works involving total demolition require Conservation Area Consent. Consent for demolition will not normally be granted until it is known what form redevelopment will take.
- Work to trees requires six weeks notice to be given to the Council.

With all proposals for development and the display of advertisements in a Conservation Area, greater care is necessary to ensure that schemes enhance and preserve the area's special character. Design and choice of materials are of particular importance in this respect.

Article 4(2) Direction

8.2 Small-scale and piecemeal change can cause the greatest damage to the character and appearance of a conservation area. The replacement of traditional materials with inappropriate alternatives or the removal of original features may seem to have insignificant effect but it is the cumulative effect of these small alterations that gradually erodes the special character of an area. Such changes are normally not controlled as they are considered 'Permitted Development' under the Planning (General Permitted Development) Order 1995.

As a result of the Article 4(2) Direction, additional controls apply, as such Planning Permission is also required for the following alterations:

- The enlargement of dwelling houses including the erection of structures or laying of hard surfaces within their curtilages
- Change of materials to external walls of dwelling houses including external doors, windows, window frames, rainwater goods and other external items and painting of those items (other than re-painting in the same colour)
- Any other alterations to the fenestration and external doors of dwelling houses
- Any other alterations to the roofs including chimneys of dwelling houses (including provision of rooflights)
- Installation of satellite antennae on dwelling houses or within their curtilages
- Alterations to, or the demolition of, boundary walls or other means of enclosure, insofar as the development would front onto a highway, waterway or open space.

Making an Application for Works Controlled under an Article 4(2) Direction

8.3 It is always advisable to discuss your proposals with the Council's Planning Department prior to submitting an application. In planning alterations to your dwelling every effort should be made to retain original features and materials. Where possible features such as original windows should be repaired and only where this is no longer possible should they be replaced and then on a like for like basis only. The re-instatement of lost features is to be encouraged based on accurate historical evidence. The replacement of

traditional materials with modern is unlikely to be acceptable, in particular the replacement of traditional timber windows with a PVCu alternative.

There is no fee for applications required solely as a result of the Article 4(2) Direction.

Listed Buildings

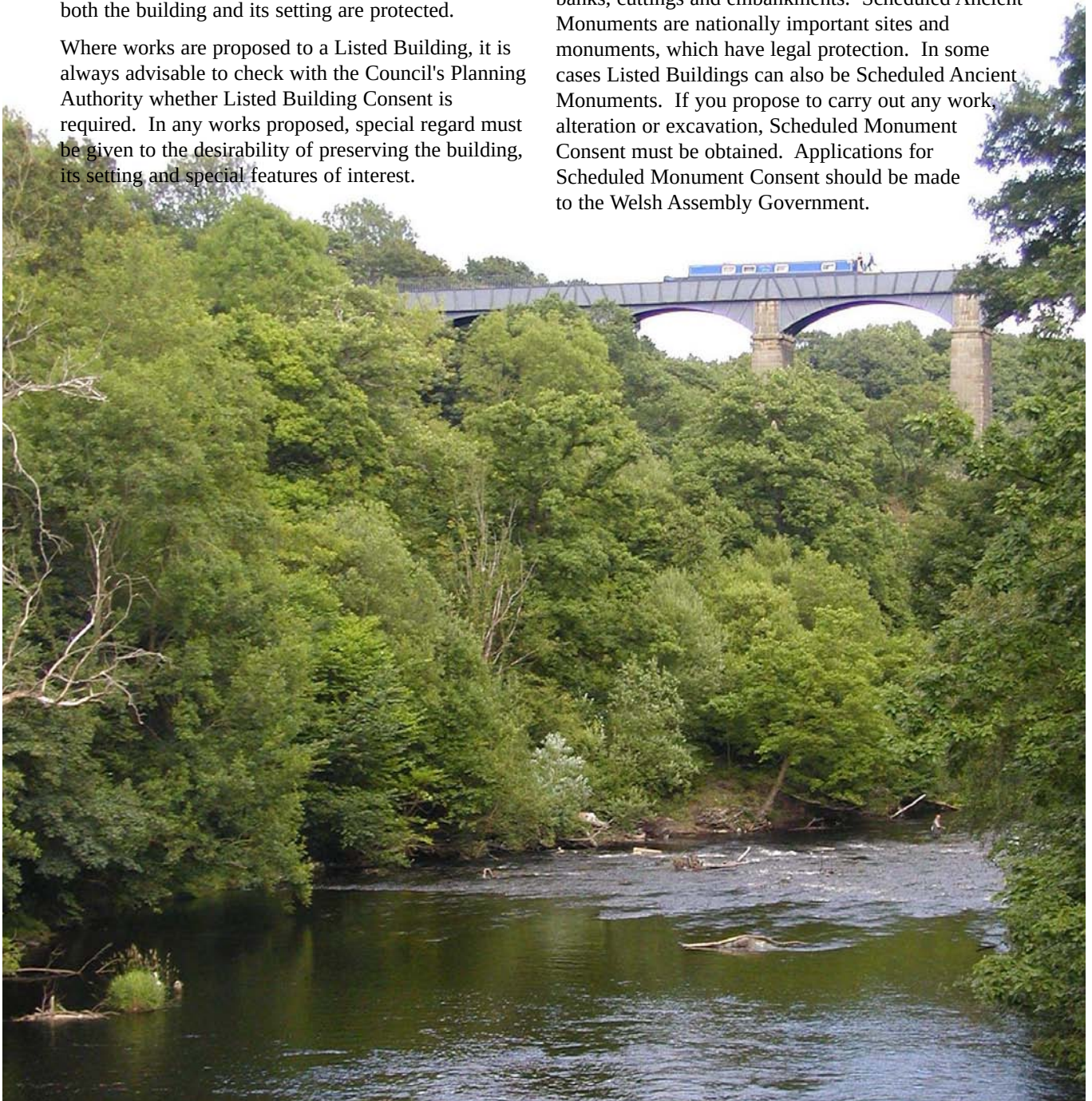
8.4 A Listed Building is a building that is considered to be of 'special architectural or historic interest' and as such requires special protection. Once listed, a building is protected under the Planning (Listed Buildings and Conservation Areas) Act 1990. The Listing protects the building both externally and internally irrespective of the reason for listing as well as any object or structure fixed to the building or any object or structure within the 'curtilage' of the building, which has existed since before 1st July 1948. This is to ensure that the special character of both the building and its setting are protected.

Where works are proposed to a Listed Building, it is always advisable to check with the Council's Planning Authority whether Listed Building Consent is required. In any works proposed, special regard must be given to the desirability of preserving the building, its setting and special features of interest.

In considering any works to a Listed Building the principle objective must be to retain all original features and fabric of the building wherever possible. Listed Building Consent is required for the demolition of a listed building or for alteration, which would affect the building's character, integrity or special interest. This could include changing windows and doors, changing roofing materials, painting brickwork, moving or removing internal walls or plasterwork, fireplaces, floorboards or staircases. Like for like repairs may not need consent but it is always advisable to check prior to undertaking any works.

Scheduled Ancient Monuments

8.5 Within the Conservation Area, the Pontcysyllte Aqueduct and Canal are a Scheduled Ancient Monument. The Scheduled area comprises the Aqueduct and Canal, its towpath and immediate banks, cuttings and embankments. Scheduled Ancient Monuments are nationally important sites and monuments, which have legal protection. In some cases Listed Buildings can also be Scheduled Ancient Monuments. If you propose to carry out any work, alteration or excavation, Scheduled Monument Consent must be obtained. Applications for Scheduled Monument Consent should be made to the Welsh Assembly Government.





9 Sources of Funding

Cadw: Welsh Historic Monuments

Cadw is the principal public agency offering grant aid for historic buildings in Wales. The key grant schemes are now outlined in detail:

● Historic Buildings Grant

For the repair and restoration of historic fabric of building's of 'outstanding' architectural or historic interest. Grants are normally paid in instalments or on completion of the work. The percentage of the total repair cost payable through grant aid is dependent on the building type, for example:

Religious	50%
Trusts and Charities	40%
Domestic/Private	30%
Commercial/Industrial	30%
Public	30%

Conditions of the grant may require a specialist to undertake and oversee the works and allow a degree of public access to the property once works are completed. The owner must also ensure that the property is kept in good condition and take out and maintain adequate insurance cover for the property.

● Conservation Areas Grant

For works to the external structure or appearance of historic buildings, which significantly enhance a Conservation Area. Grants are again paid by instalments or on completion of the work based on the following rates:

Religious	40%
Trusts and Charities	30%
Domestic/Private	25%
Commercial/Industrial	25%
Public	25%

Similar to the Historic Building Grant, conditions may require a specialist to undertake and oversee the works. The owner must also ensure that the property is kept in good condition and take out and maintain adequate insurance cover for the property.

Appendix 1

Listed Buildings

Building	Grade
Telford Inn, Station Road	II
House next to Telford Inn, Station Road	II
Bridge Next to Telford inn	II
Bridge No.31, B5434	II
Pair of Docks on E side Trevor Basin, Excluding Modern Workshop	II
Superstructure and Swing Bridge	
Pontcysyllte Aqueduct	I

Scheduled Ancient Monuments

Pontcysyllte Aqueduct and Canal

Associated Listed Buildings Bordering the Conservation Area

Cysylltau Bridge, Pontcysyllte (Also Scheduled Ancient Monument)	I
Wood Bank, off B5434	II
Viaduct Cefn (Newbridge)	II
Railway Viaduct over River Ceiriog (Chirk)	II*
Chirk Aqueduct	II*
Chirk Tunnel Including N and S Portals and Chirk Basin	II*

Appendix 2

Conservation Policy Guidance

Main Legislation	National Policy Guidance	Local Policy
Town and Country Planning Act 1990	Planning Policy Wales	Wrexham Unitary Development Plan
Planning (Listed Buildings and Conservation Areas) Act 1990	Welsh Office Circular 61/96: Planning and the Historic Environment: Historic Buildings and Conservation Areas	Local Planning Guidance Note 4: Conservation Areas
Ancient Monuments and Archaeological Areas Act 1979	Welsh Office Circular 1/98: Planning and the Historic Environment: Directions by the Secretary of State for Wales	
Town and Country Planning (General Permitted Development) Order 1995	Technical Advice Note 12: Design	
	Welsh Office Circular 60/96: Planning and the Historic Environment: Archaeology	

Appendix 3

Glossary of Architectural Terms

Abutments	Solid part of a pier from which an arch springs, or the extremities of a bridge
Ashlar	The best grade of masonry comprised of blocks of accurately dressed stone with extremely fine bed and end joints
Camber	Slight rise or upward curve in place of a horizontal line or plane
Casement	A window where the opening lights are hung on hinges
Cast Iron	Hard and brittle iron, poured when hot and molten into a mould and solidified on cooling
Catslide	Long sloping roof, where the main roof slope on a two storey building is continued to cover a single storey
Cornice	Any horizontal projection with a moulded or otherwise decorated underside which crowns or finishes the part to which it is affixed; frequently at high level on the outside of buildings
Cutwater	V-shaped projection on plan of the pier of a bridge
Dormer	A window set in a sloping roof often with its own sloping or pitched roof
Dentilled Eaves	Small cubic projections at the top of the wall under the roof line
Earthwork	Bank of work in fortification
Flange	A projection around a pipe or other article of metal to allow its fixing
Girders	A main beam carrying e.g. the joists of a floor or any main structural beam
Hipped roof	A roof sloping up on all sides to hips, rather than with gables
Keystones	Central stone in an arch or vault
Lancet Window	A narrow, arched and pointed window
Overlight	A glazed opening above a door
Parapet	Feature wall used to conceal a roof
Piers	An isolated mass of construction
Quoins	Dressed stones which are bonded to the corners of buildings
Render	The plastering of a surface with plaster, stucco or another finish
Sash windows	A window with opening parts (sashes) moving vertically in grooves, either with one frame fixed (single hung) or both moving (double hung).
Sneck	Small stone in squared 'snecked' rubble
String Course	Horizontal stone or brick course or moulding projecting from the surface of the wall
Stucco	A fine lime plaster external finish, sometimes lined to resemble ashlar
UNESCO	United Nations Education, Scientific and Cultural Organisation
Voisoirs	Wedge shaped stones forming an arch
Wall plates	Horizontal timbers laid on walls or posts in order to support other timbers
Wharf	Platform on river for loading and unloading maritime vehicles
Wrought iron	Malleable iron, forged or rolled, and hammered into shape whilst still hot
World Heritage Site	Heritage site of global significance, designated by UNESCO.