

Heritage Statement - Lady Margaret's Campsite, Chirk



Plate 1. View across the application site from S to N

Hinchliffe Heritage for
Caravan and Motorhome Club
7th October 2021

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- 1. Introduction**

Heritage Statement. Lady Margaret's Campsite

1.1 Lady Margaret's Park Caravan Club Site at Chirk is an existing site for caravans and motorhomes and is managed by the Caravan and Motorhome Club (CMC). The CMC proposes to extend the existing operational site on to adding land.

1.2 The purpose of this Heritage Statement is to provide:

- i) a description of the site and its setting
- ii) an overview of the history and evolution of the site and its setting
- iii) an assessment of the heritage significance of the site and its setting and
- iv) an assessment of the impact of proposed extension of the site on the heritage significance of the site and its setting.

1.3 This Statement has been informed by a visit to the site on 15th September 2021 and desk-based research.

1.4 In preparing this heritage statement, special regard has been paid to:

A) the advice in S6.1 *The Historic Environment of Planning Policy Wales Edition 10* (2019), especially Para.6.1.6 (and subsequent para.s) which states:

The Welsh Government's specific objectives for the historic environment seek to:

- *protect the Outstanding Universal Value of the World Heritage Sites;*
- *conserve archaeological remains, both for their own sake and for their role in education, leisure and the economy;*
- *safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;*
- *preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous;*
- *preserve the special interest of sites on the register of historic parks and gardens; and*
- *protect areas on the register of historic landscapes in Wales.*

B) *Technical Advice Note 24 Historic Environment and associated guidance,*

C) *The Setting of Heritage Assets in Wales,*

D) *Managing Change in World Heritage Sites*

E) *The "Pontcysyllte World Heritage Site Management Plan 2019 – 29*

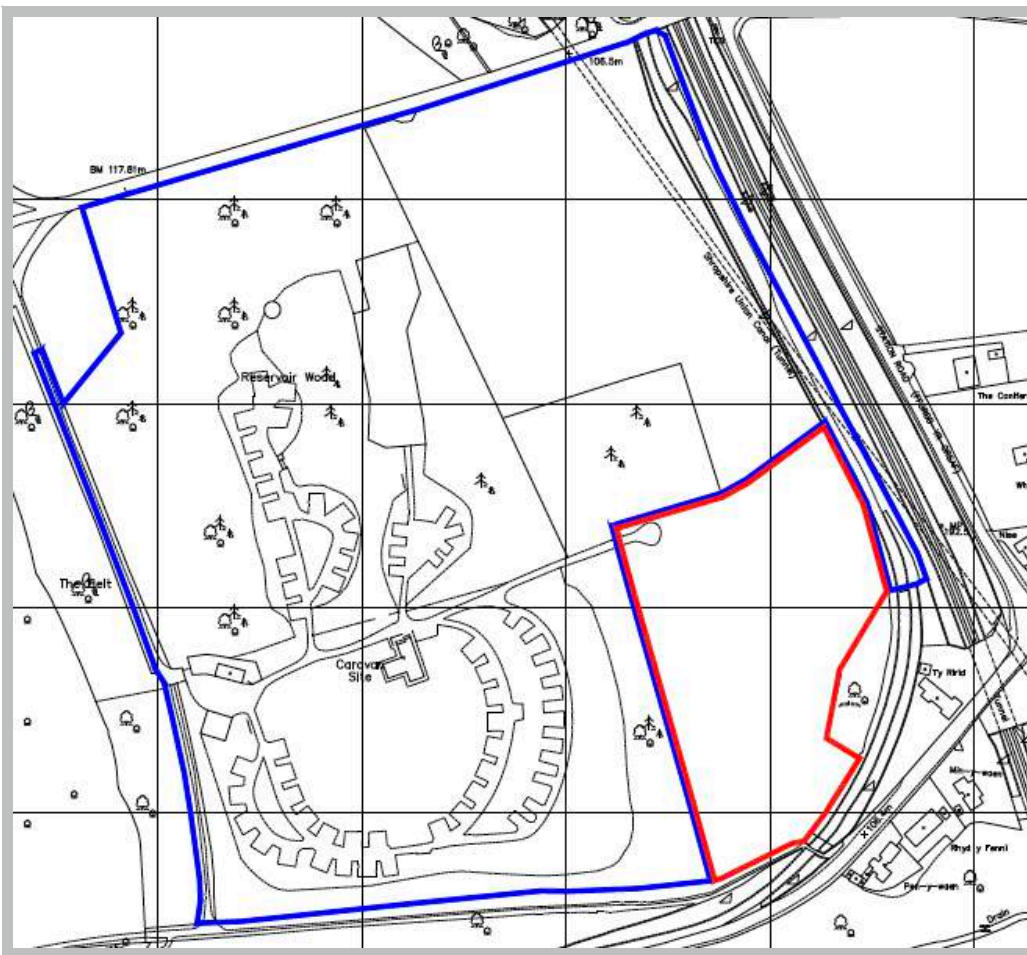
F) *Conservation Principles for the sustainable management of the historic environment in Wales*

1.6 There are no heritage assets on the site but there are several heritage assets within the vicinity of the site, including a World Heritage Site, some listed buildings, a Conservation Area, two Registered Historic Parks and some Scheduled Ancient Monuments. The proposal therefore has the potential to have an impact on the setting of these heritage assets.

1.7 A pre-application consultation (Enquiry ref: ENQ/2021/0225) has been undertaken with Wrexham Borough Council in respect of the proposal and a helpful, positive response dated 5th August 2021 was provided.

1.8 This statement has been prepared by John Hinchliffe BA (Hons), BPI, MSc (Blg Heritage & Conservation), IHBC, RTPI of Hinchliffe Heritage for the CMC

Heritage Statement. Lady Margaret's Campsite



Plan 1. Location Plan



Plate 2. Aerial Photograph

2. Description

2.1 Introduction

2.1.1 Lady Margaret's Campsite is an existing site for caravans and motorhomes and is managed by the Caravan and Motorhome Club (CMC). It lies within a bigger plot, which is immediately to the W of the village of Chirk but separated from it by Station Road, a railway line in a cutting, a former tramway and dense belts of woodland. The Llangollen Branch of the Shropshire Union Canal also runs approx along the plot's E boundary but just outside the application site and it is underground in a tunnel along the length of the wider plot. The canal emerges from the tunnel: just outside the SE corner of the application site and continues to the S across the River Ceiriog on the Chirk Aqueduct; and just outside the NE corner of the wider plot, from where it continues to the N to the Dee Valley, through a further tunnel and eventually on the remarkable Pontcysyllte Aqueduct, approx 4km away.

2.1.2 The campsite is immediately E of the extensive grounds of Chirk Castle. A spur of the Castle's woodland also extends along most of the S side of the campsite's S boundary, with a public footpath running through it, which also runs along the W side of the campsite. However, although some associated structures of the castle, including a lodge and an impressive entrance (now adjacent to the vehicular exit from the castle) with wrought iron gates and stone piers, are just outside the NW corner of the application site, the castle itself is approx 1.5km away to the W and separated from it by rolling land and some dense woodlands.

2.1.3 The access to the site is in the NW corner, via a tree-lined driveway. The campsite is an attractive, wooded parkland caravan site, with a range of pitches that are located in intimate tree-shaded glades and in open grassed areas.

2.1.4 The bigger plot is an approx square-shaped piece of land on ground which slopes down from N to S towards the River Ceiriog, steeply in parts and in gentle steps in places. Much of the plot is densely planted with mature deciduous and coniferous trees, especially in the NW quadrant, known as Reservoir Wood and around the boundaries. However, there are also many substantial clearings within the plot, and the clearings in the Western two thirds of the plot are occupied by pitches for caravans, motor homes and a few service buildings.

2.1.5 Due to the topography and the dense planting, the campsite itself is almost completely screened from view from outside the site, especially when the trees are in leaf.

2.1.6 The site is approx 7 km N of Oswestry. 7km SE of Llangollen and 9km SW of Wrexham.



Plate 3. Entrance to the Caravan Park



Plate 4. Site layout

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Plate 5. Low density pitches surrounded by trees



Plate 6. Pitches between trees



Plate 7. Track leading from existing site to application site



Plate 8. Reception building

2.2 The Application Site

2.2.1 The application site is in the SE corner of the bigger plot, immediately to the E of the S end of Lady Margaret's Campsite, although visually separated from it at a lower level by an embankment and a wide belt of trees.

2.2.2 The application site is mostly open flat grassland, although it is substantially surrounded by wide belts of trees.

2.2.3 The site is accessed via a tarmaced access driveway in the NE corner which only extends approx 20 metres into the site.

2.2.4 The N and W boundaries of the are straight and meet orthogonally but the trees soften the angular lines. The S and W boundaries are gently curved, around a bend along the inside line of a former tramway, which is in a cutting along the S boundary. Beyond the line of the tramway in the SE corner is the grounds of a house known as *Tyr Ririd*. The N portal of a tunnel for the railway is just outside the application site on the NE boundary of *Ty Ririd*. Beyond to the SW is the spur of woodland of the Chirk Castle's grounds (albeit outside the parkland). The land here drops down steeply to Castle Road (the B4500). Beyond the former tramway to the E is the railway in a cutting and then Station Road.

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2.2.5 The application site is surrounded by dense woodland at least 30m wide to the N, W and S and on much of its E boundary.



Plate 9. Entrance into application site from NW corner



Plate 10. View over application site from N to S



Plate 11. View over application site from E to W



Plate 12. View over application site from S to N



Plate 13. View out of S end of application site to pedestrian bridge over former tramway



Plate 14. View into S end of application site from pedestrian bridge over former tramway



Plate 15. N Portal of Railway Tunnels and Tyr Ririd



Plate 16. Public footpath to S of application site with steep slope on L (S)

2.3 Chirk

2.3.1 Chirk is a town which is just on the Welsh side of the Wales:England border. Historically, it was in the traditional County of Denbighshire, but it is now administered as part of the wider Wrexham County Borough. In the 2011 census, it had a population of 4,468.

2.3.2 Chirk is a settlement of multiple historic interest with a medieval castle to the W, internationally significant transport infrastructure and a small historic centre of vernacular and polite architecture, centred around the medieval parish church. However, the town grew massively during the 20th, mostly to the N with more suburban type housing and a huge factory to the NW.

2.3.3 Chirk Castle is a National Trust property standing in a huge landscaped park. Two principle families are associated with the town and its castle: the Trevor family of *Brynkinallt*, which also has a large landscaped park (to the SE of the town) and the Myddelton family. The Hughes of Gwerclas, a family descended from the ancient kings of Powys Fadog, also lived in the area for many years.

2.3.4 Other attractions in and around the town include a section of Offa's Dyke and the Chirk Aqueduct, part of a larger World Heritage Site including Pontcysyllte aqueduct, on the Llangollen Canal, built in 1801 by Thomas Telford. The Glyn Valley Tramway also operated from Chirk.

2.3.3 The ancient parish church of St Mary's is a Grade I listed building and a key building within the town. The current church building was begun during the 11th century by the Normans, although it is believed that an older llan, dedicated to St Tysilio, had existed on the site. Indeed, the current church was dedicated to St Tysilio until the late 15th or early 16th century, after which it was re-dedicated to St Mary. Today, the church is a member of the Open Church Network and participates in the Sacred Space Project.

2.3.4 Chirk was formerly a coal mining community with coal being worked since the 17th century. The two largest collieries were Black Park (one of the oldest in the north of Wales) and Brynkinallt. These coal mines have now closed.

2.3.5 Chirk was a coaching stop on the old mail coach route along the A5 from London to Holyhead.

2.3.6 The Chester to Ruabon railway had been extended south to Shrewsbury by 1848, with stations at Llangollen Road (at Whitehurst) and Chirk. South of the town a railway viaduct was constructed by Henry Robertson to take the line over the Ceiriog Valley.

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2.3.7 The Llangollen branch of the Shropshire Union Canal runs through Chirk. The canal crosses the Ceiriog Valley (between England and Wales) along Thomas Telford's aqueduct. Telford's aqueduct runs alongside the railway viaduct before the canal enters the Chirk Tunnel.



Plate 17. Hand Hotel



Plate 18. Another Georgian House



Plate 19. St Mary's Parish Church



Plate 20. Catholic Church on Castle Road



Plate 21. Row of vernacular buildings



Plate 22. War Memorial

2.4 Chirk Castle

Chirk Castle was built in 1295 by Roger Mortimer de Chirk, uncle of Roger Mortimer, 1st Earl of March as part of King Edward I's chain of fortresses across the north of Wales. It guards the entrance to the Ceiriog Valley. It was the administrative centre for the Marcher Lordship of Chirkland.

The castle is remarkable as it retains much 13th C fabric and is still inhabited although it has been altered in parts. The castle is in the form of a hollow square, with bold round towers at each corner, and central to each side rising from a battered plinth. The barbican is on the N side, between the NE tower and the centre tower, approached by a ramped bridge, a pointed arch of 2 chamfered orders. C19 ashlar parapet with ridged copings. The barbican itself has a tall outer arch, and within, an inner arch of 2 orders behind the portcullis drop. The mantled and supported Myddleton Arms, by A W Pugin, are set in a recess over. It has two levels of small side arrow slits and studded framed doors. Within the entrance, there are C19 doors with pointed arches each side and a timber joisted ceiling. The inner doors are set in another arch of 2 chamfered orders, on one the inscribed date 1669 TM. The doors are framed and set inside the arch.

The property is also notable for its gardens, with clipped yew hedges in the form of castellations, herbaceous borders, rock gardens and terraces and surrounded by 18th century parkland. The surrounding parkland was originally laid out as a deer park in the 14th century. From the early 17th century there were both formal and kitchen gardens adjacent to the castle, probably on the eastern side. The gardens continued to develop after the Civil War, including the construction of an outer courtyard to the north, surrounded by stone walls with a wrought-iron gateway. By 1719 the courtyard had been turfed over and the gates replaced by a magnificent set of wrought-iron gates and gatescreen made by Robert and John Davies of Bersham.

A panoramic view of the park by Thomas Badeslade, published in 1742, shows the resulting grand baroque layout of formal gardens and avenues. This included formal gardens to the east of the castle, with a walled outer courtyard and kitchen gardens to the north. Most of this layout was swept away by extensive landscaping in the 1760s and 70s, undertaken by William Emes, on behalf of Richard Myddelton, including the construction of a ha-ha and the removal of the Davies gates to be re-erected at the New Hall entrance. These works were largely responsible for the present-day appearance of the park.

A prominent feature of the park is the earthwork of Offa's Dyke, which passes within 200 metres of the castle. This is shown on the Badeslade drawing, labelled as 'King Offa's Ditch', with the ornamental lake beyond. The earthwork was partly submerged by the creation of the lake. In 2018 and 2018 the Clwyd-Powys Archaeological Trust excavated a section across Offa's Dyke here, and found substantial remains of the ditch and bank. The parkland landscape had partly been responsible for preserving the remains of the Dyke.



Plate 23. Entrance to Chirk Castle



Plate 24. Views of Castle from SE

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Plate 25. Formal gardens with statues and castellated hedges



Plate 26. Extensive grounds to NW from castle



Plate 27. Formal gardens with statues and castellated hedges



Plate 28. Home Farm



Plate 29. Map of formal gardens



Plate 30. Tree-lined driveway (now exist) between castle and application site

2.5 Shropshire Union Canal and the Railway

The Main line

5.5.1 The Shropshire Union (SU) Canal is a navigable canal which is mostly in England but the Llangollen and Montgomery canals are branches which extend into Wales. It links the canal system of the West Midlands, at Wolverhampton, with the River Mersey and Manchester Ship Canal at Ellesmere Port, Cheshire, 66 miles (106 km) distant. The main line runs SE from Ellesmere Port on the River Mersey to the Staffordshire and Worcestershire Canal at Autherley Junction in Wolverhampton. Links are to the Llangollen Canal (at Hurleston Junction), the Middlewich Branch (at Barbridge Junction), which itself connects via the Wardle Canal with the Trent and Mersey Canal, and the River Dee (in Chester). With two connections to the Trent and Mersey (via the Middlewich Branch and the Staffordshire and Worcestershire Canal) the SU is part of an important circular and rural holiday route called the Four Counties Ring.

The SU main line was the last trunk narrow canal route to be built in England. It was not completed until 1835 and was the last major civil engineering accomplishment of Thomas Telford. The name "Shropshire Union" comes from the amalgamation of the various component companies (Ellesmere Canal, Birmingham and Liverpool Junction Canal, Montgomeryshire Canal) that came together to form the Shropshire Union Railways and Canal Company. The main line between Nantwich and Autherley Junction was almost built as a railway although eventually it was decided to construct it as a waterway.

The Llangollen Canal The Railway

2.5.2 The Llangollen Canal is a navigable canal crossing the border between England and Wales. In order to minimise the introduction of locks which slowed traffic down, the canal was engineered with aqueducts and tunnels, including the tunnel just outside the E boundary of the application site and the Chirk Aqueduct to the S of the application site, which carries the canal over the River Ceiriog.

The Chirk Tunnel has a portal at the N and S ends, just outside the application site. The canal is only wide enough for a single barge in the tunnels and over the aqueduct and so the canal has a widened "waiting area" between the tunnel and the aqueduct.

The canal emerges from the N portal into a wide tree-lined cutting immediately to the W of Chirk Railway Station and then continues to the N to the Pontcysyllte Aqueduct and Llangollen. The Pontcysyllte Aqueduct is a navigable aqueduct that carries the Llangollen Canal across the River Dee in the Vale of Llangollen in NE Wales. It is an 18-arched stone and cast iron structure for use by narrowboats and was completed in 1805, having taken ten years to design and build. It is 12 ft (3.7 metres) wide and is the longest aqueduct in Great Britain and the highest canal aqueduct in the world. A towpath runs alongside the canal on one side.

The Chirk Railway Viaduct runs a few metres to the W of the Chirk Aqueduct and higher than the aqueduct. It was built 1846-48 by the Scottish engineer Henry Robertson, stands approx 30 metres above the river and crosses the valley with ten round stone arches.

The engineering works of the canal and its cuttings, tunnels, aqueducts and viaduct have had a major impact on the landscape of Chirk, the Glyn Ceiriog valley and the wider area. Together the aqueduct and the viaduct create: an imposing sight, especially when viewed from the E and W and from the town, and; a dramatic experience for the canal and railway users and pedestrians.

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Plate 31. Pontcysyllte Aqueduct from the River Dee



Plate 32 Pontcysyllte Aqueduct from the River Dee



Plate 33. S Portal and "Waiting Area"



Plate 34. View S along Chirk Aqueduct



Plate 35. View N along Chirk Aqueduct



Plate 36. Aqueduct and Viaduct

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Plate 37. View E from valley bottom



Plate 38. View S from Chirk viewpoint

2.6 Glyn Ceiriog Tramway

The Glyn Valley Tramway was a narrow gauge railway that ran through the Ceiriog Valley, connecting Chirk with Glyn Ceiriog. The gauge of the line was 2 ft 4 1/2 in (724 mm). The total length of the line was 8 1/4 miles (13.3 km). Six and a half miles (10.5 km) were worked by passenger trains and the remainder served a large granite quarry and several minor slate quarries.

The company which ran it went into voluntary liquidation in 1935, the track was removed in 1936 and all the locomotives were scrapped. However, the route of the tramway has not been developed and a trust is hoping to restore the line. The tramway's terminal to the W of Chirk station has been cleared, exposing the foundations of its buildings.

The route runs around the outside of the S and E sides of the application site, where a public footpath runs over a cutting on a bridge and where there are some loose tram tracks.



Plate 39. Site of former tramway terminus



Plate 40. Stone embankment and loose tracks

3. History

3.1 The Application Site and the Campsite

3.1.1 The application site is a “Greenfield site” which has not previously been developed.

3.1.2 Around 1824, a small reservoir was constructed in the woodland in the NW corner of the campsite to the NW of the application site under the instruction of Lady Charlotte Myddleton, as an important element in her plan to improve the conditions of the inhabitants of Chirk, most of whom were tenants of Chirk Castle. However, it is not shown on any of the historic OS maps and no trace of it can be seen at ground level.

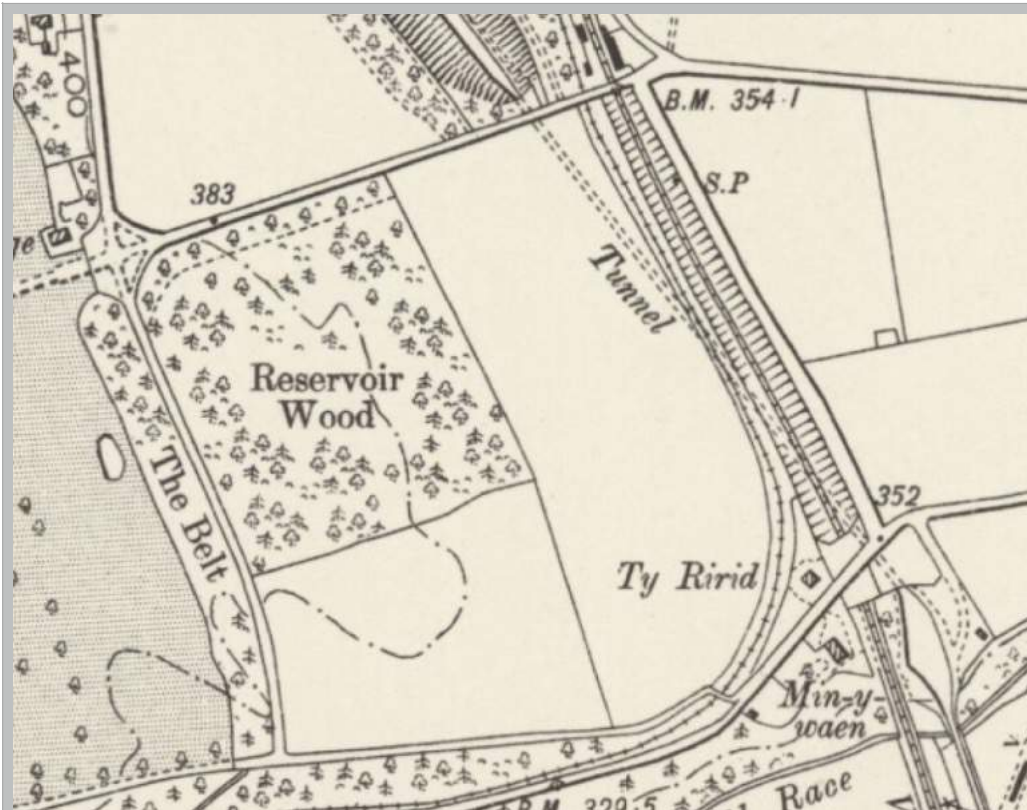
3.1.3 The 1879 OS Map (Map 1) shows the wider plot of the CMC, bounded by roads/tracks on all four sides, plus the railway track in a cutting on the E side and the Llangollen Canal passing under the E side. The NW corner is a woodland (later called Reservoir Wood) but the rest of the plot is open, with a few isolated trees.

3.1.4 By 1900, (Map 2) the majority of the site was unchanged but: a tramway had been built in a curve around the S and E boundaries; Reservoir Wood is named and; *Ty Ririd* had been built between it and Castle Road. Nothing further had changed by 1914 (Map 3) other than some paths are shown around Reservoir Wood, suggesting that it was used then as a recreational woodland, rather than a commercial woodland.

3.1.5 During the late 20th C: Lady Margaret from Chirk Castle transferred the wider site to the CMC; it was laid out informally with a variety of pitches and a few service buildings were erected; the SW corner of the site began to be used as a campsite for caravans and motor homes and; it was named Lady Margaret Campsite in her honour.



Map 1. Application site on 1879 OS Map



Map 2. Application site on 1900 OS Map



Map 3. Application site on 1914 (survey) OS Map

3.2 Chirk

3.2.1 Chirk has 12th Century origins, as evidenced by the remains of the earthwork castle set within the grounds of the Mount House above the Ceiriog Valley, and through the south wall of St Mary's Church, where a blocked round-headed window also suggests a 12th Century date. It has been suggested that Chirk originated as an English planned settlement around the earthwork castle and church. However it has also been argued that the village established as a nucleated 'maerdref' which would have been run by a bailiff for the local Welsh lord. Either theory may be possible given the position of the village on the Welsh/English border.

3.2.2 The inclusion of Chirk within the English Marcher lordships in the 13th Century led to more established growth with Chirk granted borough status in 1324 with 24 burgage plots laid out along the main street. This number had increased to 32 by 1391 and a weekly market, hall, court room and chapel were also recorded. However the Glyndwr rebellion in the early 15th Century reportedly devastated the village and there is no recorded evidence of buildings of this era. Growth appears to have been extremely limited after this period, despite the presence and continued occupation of Chirk Castle. The earliest vernacular buildings in the village date back to the 17th Century, evidenced in parts of Trevor House on Trevor Road and the row of cottages facing the church along Church Street, although their original construction is disguised by later re-fronting in brick.

3.2.3 The majority of buildings within the town originate from the late 18th Century onwards, with many dating from a small boom in building activity in the early 20th Century. It is likely however that the buildings along Church Street reflect earlier plot positions and have respected the historic pattern of settlement in the town centre.

3.2.4 The late 18th and early 19th Centuries represent an era of significant technological, economical and social advancements in Chirk, notably with increased exploitation of local minerals in the area including coal, slate, limestone and clay. Iron was already being produced near Chirk at Pont y Blew forge to the E of the village. The forge was established in the early 17th Century under a consortium of local gentry led by Sir Thomas Myddleton of Chirk Castle. The forge was sold by Myddleton in the early 18th Century and continued operating until 1870.

3.2.5 One of the most important developments to occur within Chirk during the Industrial Revolution was the construction of the Ellesmere to Llangollen Canal in the late 18th and early 19th Centuries. The canal was developed to improve transport and communication links between the mineral fields of North Wales and the industrial cities of the midlands and further afield. The canal formed part of a national network of inland navigation with over 1,180 miles of inland waterways built between 1790 and 1810.

3.2. 6 The foundation stone of the Chirk Aqueduct was laid in June 1796, but just before construction began Telford altered the design of the aqueduct and replaced the iron trough with stone arches. The aqueduct was for a short time the tallest navigable aqueduct ever built and its design was a breakthrough compared with conventional aqueducts through its reduced breadth and lighter foundation loading – essential qualities in an aqueduct of such height. Chirk Aqueduct was opened with complete success in 1801 and is an excellent example of pioneering industrial architecture of simple but pleasing functionality within a beautiful landscape setting.

3.2.7 Changes were also occurring in the town during this period and Chirk experienced an element of urbanisation fuelled by an influx of money into the area. By the middle of the 18th C the Georgian architectural style had gained influence amongst the local gentry and industrialists replacing the vernacular style of building. *The Mount*, at the head of Church Street is a fine example of early Georgian architecture with its classic symmetrical façade.

3.2.8 Also of importance to the development of the town was the creation of Thomas Telford's A5 road which improved travelling from London to Holyhead in the early 19th Century. The road went through the centre of the town and created business opportunities particularly in the form of hostelries and inns. The Hand Hotel, a Grade II listed building, is a good surviving example of one of the early hostelries. The smaller inns and public houses have largely disappeared or have been extensively remodelled concealing their earlier function.

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3.2.9 Further advances in transport and communication came in the mid 19th Century with the development of the Shrewsbury to Chester railway line. Henry Robertson was the chief engineer on the line and designed Chirk Viaduct to carry the railway across the Ceiriog River and Valley. Robertson recognised the need, not met by the canals, to transport materials to Wrexham and Chester. The viaduct, a Grade II* listed structure, comprises 16 arches which rise 30 metres above the valley and is an important example of early railway engineering. The viaduct has significant group value with the aqueduct and together impressively span the valley.

3.2.10 The 19th Century also introduced the Victorian code of moral and social responsibility to the town. This manifested itself in a number of purpose built buildings notably the picturesque Hand Terrace on Holyhead Road and Jebbs Row on Trevor Road. Hand Terrace was commissioned by Charlotte Myddleton-Biddulph of Chirk Castle to provide cottages for estate workers with Jebbs Row, built for workers on the *Brynkinalt* estate by Richard Jebb, an agent to the Trevor family and the estate. Charlotte Myddleton-Biddulph also commissioned the construction of the former National Girls School in 1843. The architect was Augustus Pugin, co-architect of the Houses of Parliament, who was overseeing alterations to Chirk Castle at the same time.

3.2.11 The 1879 OS Map (Map 4) shows that at that time the town of Chirk was still very small, centred around the church but that to its W is the railway line of the Great Western Railway and the Langollen Canal and that the two parklands of Chirk Castle and the Brynkinalt estate lie on each side of it. The subsequent OS Maps of 1900 (Map 5) and 1914 (Map 6) show that even by then the town itself had barely grown. However, a significant phase of expansion within the town came in the early 20th Century when the Chirk Castle Estate sold much of the land and properties in their ownership in the sale of 1911. As a result buildings began to appear along Station Avenue and Castle Road with some fine examples of Edwardian and revival style architecture. The later 20th Century has seen the expansion of Chirk northwards along Holyhead Road with the settlement at Chirk Green expanded and incorporated into the main settlement. Significant numbers of Local Authority housing were erected to the east of the A5 in the mid 20th Century which more than trebled the size of Chirk.

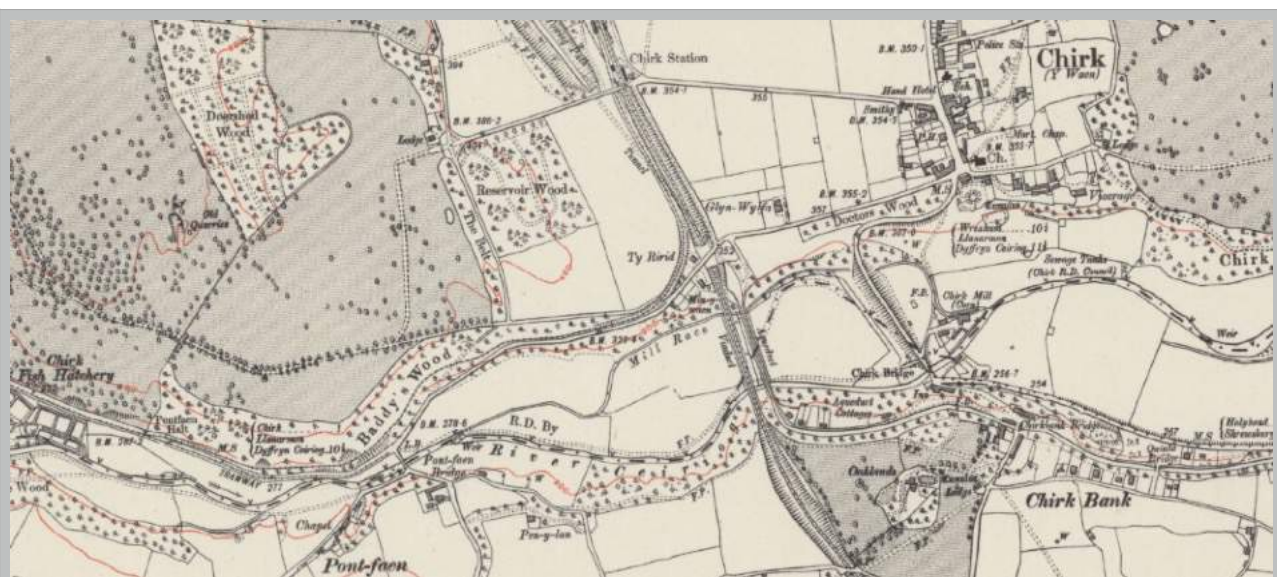


Map 4. Surrounding Area on 1879 (survey) OS Map

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Map 5 . Surrounding Area on 1900 (survey) OS Map



Map 6. Surrounding Area on 1914 (survey) OS Map



Plate 41. Historic street scene in Chirk



Plate 42. Mid 20th C housing in Chirk

3.3 Chirk Castle

3.3.1 The castle was built in 1295 by Roger Mortimer de Chirk, uncle of Roger Mortimer, 1st Earl of March as part of King Edward I's chain of fortresses across the north of Wales. It guards the

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entrance to the Ceiriog Valley. It was the administrative centre for the Marcher Lordship of Chirkland.

3.3.2 The castle was bought by Sir Thomas Myddelton in 1593 for £5,000 (approx. £11 million as of 2008). His son, Thomas Myddelton of Chirk Castle was a Parliamentarian during the English Civil War, but became a Royalist during the 'Cheshire rising' of 1659 led by George Booth, 1st Baron Delamer. Mullioned and transomed windows were inserted in the 16th and 17th centuries; the castle was partly demolished in the English Civil War and then rebuilt. Following the Restoration, his son became Sir Thomas Myddelton, 1st Baronet of Chirke. The castle passed down in the Myddelton family to Charlotte Myddelton (on the death of her father in 1796). Charlotte had married Robert Biddulph, who changed his name to Robert Myddelton-Biddulph, leaving the castle on his death to their son Robert. It then passed down in the Myddelton-Biddulph family.

3.3.3 From before WWI until after WW2 the castle was leased by Thomas Scott-Ellis, 8th Baron Howard de Walden, a prominent patron of the arts and champion of Welsh culture. In 1918 Chirk Castle was used as film location for *Victory and Peace*, directed by Herbert Brenon. The Baron opened up parts of the castle to evacuees during the later part of the Second World War. The Myddelton family returned to live at Chirk Castle until 2004. Lieutenant-Colonel Ririd Myddleton was an extra equerry to Queen Elizabeth II from 1952 until his death in 1988.

3.3.4 Chirk remained in the Myddelton family until it was transferred to the National Trust in 1981. The castle and gardens are open to the public between March and October, with limited opening dates in November and December.



Plate 43. Chirk Castle



Plate 44. E Gateway and lodge

3.4 Langollen Canal

3.4.1 The name, which was coined in the 1980s, is a modern designation for parts of the historic Ellesmere Canal and the Llangollen navigable feeder, both of which became part of the Shropshire Union Canals in 1846. The Ellesmere Canal was proposed by industrialists at Ruabon and Brymbo, and two disconnected sections were built. The northern section ran from Ellesmere Port on the River Mersey to Chester, where it joined the Chester Canal, and opened in 1795.

3.4.2 Work on the southern section began at Frankton, with a line southwards to Llanymynech, and subsequently, a second section was built westwards towards Trevor. This involved crossing the Afon Ceiriog and the River Dee, which was achieved by building two vast aqueducts, using iron troughs to contain the water.

3.4.3 The promoters needed an engineer with a track record to advise them, and engaged the services of William Jessop, to be assisted by Duncombe and William Turner. Plans for joining the southern sections the canal to the northern one were revisited by Telford in 1795, and after approval by Jessop, were authorised by Act of Parliament in 1796.

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3.4.5 The Ceiriog was crossed at Chirk by the Chirk Aqueduct, which opened in 1801, to exploit local supplies of iron and coal. The canal then passed through Chirk Tunnel, and reached the southern end of Pontcysyllte Aqueduct in 1802, which was not completed until 1805. To join the two halves up, a heavily engineered route from Trevor Basin via Ruabon and Brymbo to the River Dee at Chester was planned, but very little of it was built. Instead, the present route from Frankton to Hurleston Junction on the Chester Canal was constructed, and opened in 1805. As the route never reached the water reservoir at Moss Valley, a navigable feeder was built to Llantisilio where the Horseshoe Falls weir was constructed on the River Dee to supply the canal.

3.4.6 As part of the Shropshire Union system, the canal from Hurleston to Llangollen thrived until the end of the First World War, after which it saw very little traffic. Navigation was formally abandoned under the terms of an Act of Abandonment obtained by the owners, the London Midland and Scottish Railway, in 1944, but the channel was retained as it still supplied water to the main line of the Shropshire Union, and subsequently to the Mid & South East Cheshire Water Board. This arrangement was due to end in 1954, but as there was no alternative supply of water, the powers were extended.

3.4.7 Early pioneering leisure cruises of the waterway were made by Tom Rolt in 1947 and 1949, and despite it being officially closed, a number of boats started to use it. There was a growing campaign to reopen it, but it was still designated as one of the 'waterways having insufficient commercial prospects to justify their retention for navigation' under government papers published in 1955 and 1958. It was not until the passing of the Transport Act 1968 that the route was finally designated as a cruiseway, and its future was secured. As leisure use of the canals grew, the route was rebranded as "The Llangollen Canal" in the 1980s, and it has become one of the most popular routes for holidaymakers.



Plate 45. Aquaduct and Viaduct

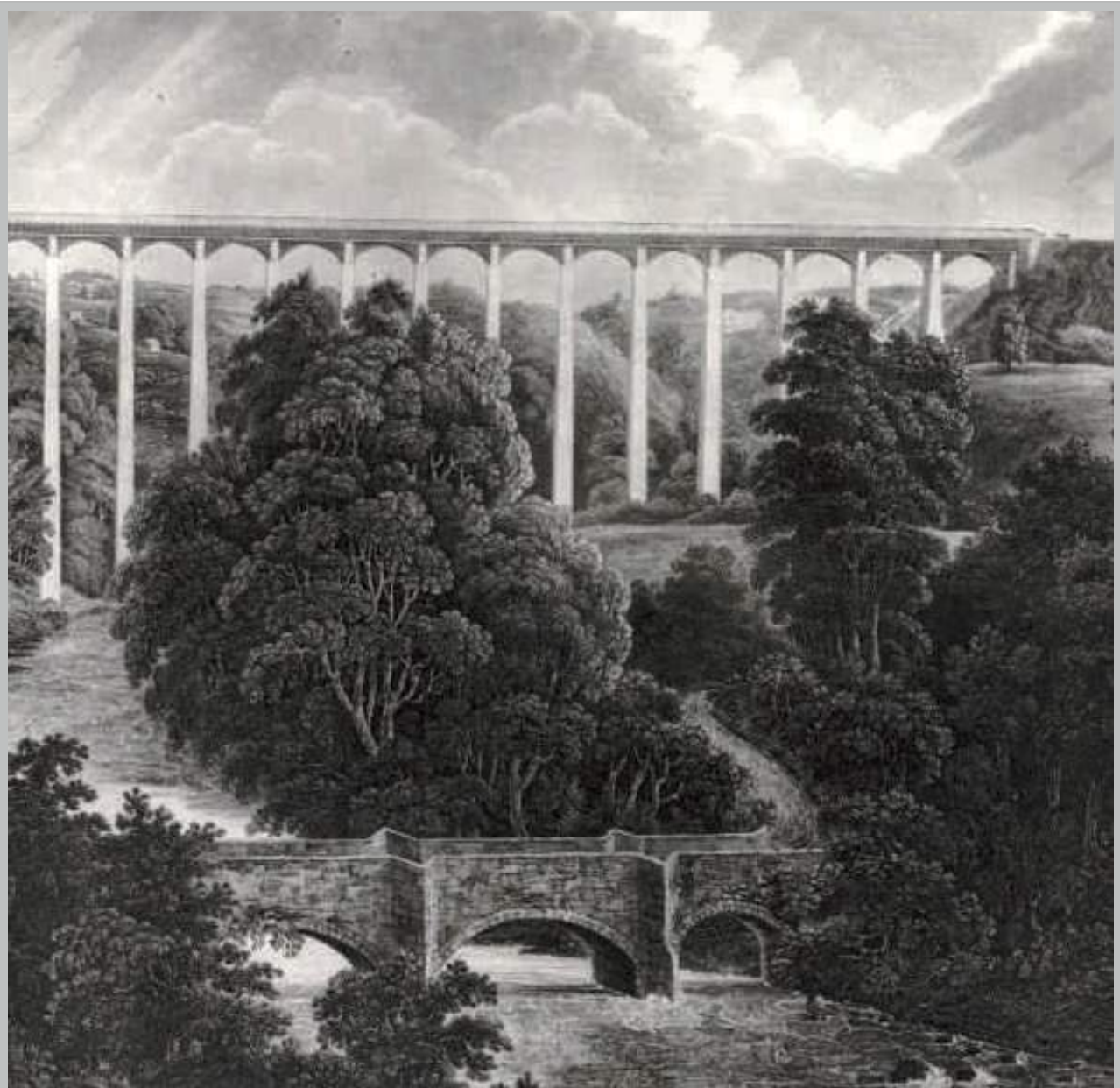


Plate 46. Pontcysyllte Aqueduct. 1805 drawing by George Yates

3.5 Chirk Viaduct

3.5.1 The North Wales Mineral Railway was formed to carry coal and ironstone from the mineral-bearing area around Wrexham to the River Dee wharves. It was extended to run from Shrewsbury and formed part of a main line trunk route, under the title The Shrewsbury and Chester Railway. It opened in 1846 from Chester to Ruabon, and in 1848 from Ruabon to Shrewsbury. It later merged with the Great Western Railway.

3.5.2 Much of its main line ran through rural areas, but the important mineral area west of Wrexham, and also near Ruabon, led to considerable development of mineral business. A dense network of branches to access pits and ironworks built up, although the hilly terrain made railway construction difficult. The Chirk Viaduct was built 1846-8 by the engineer Henry Robertson for the Shrewsbury and Chester Railway as an essential civil engineering component of this route, although it was partially rebuilt 1858-9. The company was amalgamated with the Great Western Railway in 1854 and then became part of that company's lines.

3.5.3 At the end of the nineteenth century passenger services were put on for the mining communities.

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3.5.4 The main line business developed too, enabling the GWR to access the Mersey, from London and from South Wales, and a heavy long-distance mineral flow built up. That traffic dwindled steeply in the 1930s; the main line suffered from the handicap of reaching the west bank of the Mersey, and later it was reduced to the status of a secondary route. However, the original main line including the line over the viaduct to Chirk and beyond remains open.

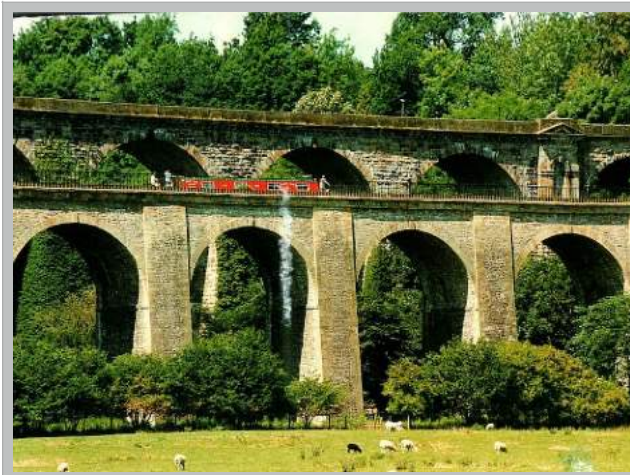


Plate 47. Aquaduct and Viaduct

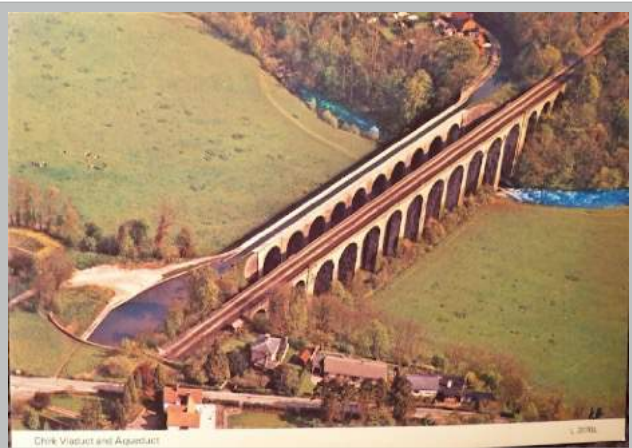


Plate 48. Aquaduct and Viaduct

3.6 Glyn Ceiriog Tramway

3.6.1 The railway was authorised by an Act of 1866 to run from Cambrian Railway at Ellesmere to the GWR at Chirk and thence to follow the Glyn Ceiriog road to the quarries. No construction took place and by Act of 1869, the Ellesmere to Chirk portion was abandoned. The company was reincorporated by an Act of Parliament in 1870 as the Glyn Valley Tramway, which allowed the company to build a narrow gauge tramway from the canal at Chirk Bank to the Cambrian Slate Quarries. This initial line was opened in 1873, and was worked by horse and gravity traction. Both passenger and freight traffic was carried from that year.

3.6.2 In 1885 additional parliamentary powers were obtained to abandon the Quinta Tramway section between Pontfaen and Chirk Bank, replacing it with a new line from Pontfaen to the Great Western Railway's Chirk Station. A two-mile extension was also authorised from Glyn to the quarries around Pandy. Rebuilding of the line was undertaken with steam locomotives borrowed from the Snailbeach District Railways. The new line was opened for freight traffic in 1888 and to passengers in 1891. The new line was operated by steam locomotives purchased from Beyer Peacock in Manchester.

3.6.3 The two original locomotives, Sir Theodore and Dennis were joined by a third, Glyn in 1892. These tram locomotives worked the line until 1921 when an ex-War Department Light Railways locomotive was purchased. This locomotive was regauged by Beyer Peacock from its original gauge.

3.6.4 After the First World War costs started to rise significantly, while revenues did not. The railway's financial situation declined steadily during the 1920s. The railway needed to carry approximately 45,000 tons of traffic per year to break even. In 1929 it carried 64,857 tons, but by 1932 this had dropped to 21,400 tons. Increased use of road haulage and a change in the ownership of the remaining quarries was the cause of this downturn in traffic.

3.6.5 In 1932 a bus service was started in the valley, for the first time offering passengers a serious competition to travelling on the tramway. Passenger receipts declined steeply that year, and passenger services were abandoned at the beginning of 1933. Freight traffic continued to decline and the losses to mount on the railway and all services ceased in July 1935 as the company went into voluntary liquidation. In 1936 the track was removed and all the locomotives were scrapped.



Plate 49. Postcard of Glyn Ceiriog Tramway

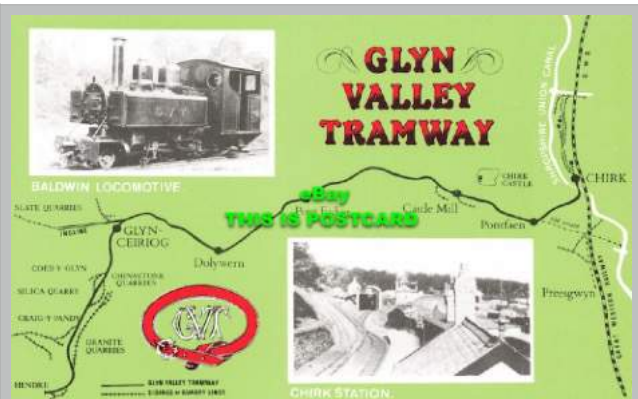


Plate 50. Route of tramway

3.7 Telford's A5 Historic Road Route

3.7.1 The Act of Union 1800, which unified Great Britain and Ireland, gave rise to a need to improve communication links between London and Dublin. A parliamentary committee led to an Act of Parliament of 1815 that authorised the purchase of existing turnpike road interests and, where necessary, the construction of new road, to complete the route between the two capitals, via Holyhead on Anglesey. This made it the first major civilian state-funded road building project in Britain since Roman times.

3.7.2 Responsibility for establishing the new route was awarded to the famous engineer, Thomas Telford. Through England, the road largely took over existing turnpike roads and mainly following the route of the Anglo-Saxon Wæcelinga Stræt (Watling Street), much of which had been historically the Roman road.

3.7.3 From Shrewsbury and through Wales, Telford's work was more extensive. In places he followed existing roads, but he also built new links, including the Menai Suspension Bridge to connect the mainland with Anglesey and the Stanley Embankment to Holy Island. He also had to undertaken major civil nengineering works to create the road in places, including those earthworks at Chirk. Although the current A5 by-passes Chirk town centre, the historic route passed through the town and was instrumental in its development as a coaching stop. Telford's road was complete with the opening of the Menai Suspension Bridge in 1826.

4. Heritage Assets

4.1 Introduction

4.1.1 There are no heritage assets above ground at the application site but the Chirk Tunnel of the Llangollen Canal passes approx 10m below the E edge of the application site and it is a structure of multiple heritage designations.

4.1.2 Several other designated heritage assets and an undesignated heritage assets are around the application site. Some of the designated heritage assets are shown together on Plate 51) which has been extracted from the www.archillo.org.uk.

4.1.3 All of the designated heritage assets are also provided in tabular form in Table 1, together with their reference numbers (where relevant) and their grades (where relevant).



Plate 51. Designated Heritage assets from www.archillo.org.uk.

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Table 1. Heritage Assets

World Heritage Site		
	Pontcysyllte Aqueduct and Canal	
Scheduled Ancient Monuments		
DE175	Pontcysyllte Aqueduct and Canal	
DE288	The Holyhead Road: the Chirk Embankment and earlier trackways	
DE 117	Castell y Waun Castle Mound , Chirk	
Listed Buildings		Grades
598	1. Chirk Castle (and Group)	I (II* and II)
1315	2. Chirk Castle Gates, Screen and Piers at E entrance to Park.	I
20211	3. Llwyn-y-cil Lodge at E entrance to Park.	
20254	4. Town Reservoir, Reservoir Wood. Ref 20254 - Grade II	II
20209	5. Chirk Tunnel, including the N and S Portals, and Chirk Basin	II*
20210	6. Railway Viaduct over River Ceiriog.	II*
20259	7. Whitewalls, Off Station Road, Chirk.	II
Conservation Area		
	Chirk Conservation Area	
Registered Historic Park/ Garden		
C63	Chirk Castle Grounds	I
C15	Brynkinault Historic Park/Garden	II*

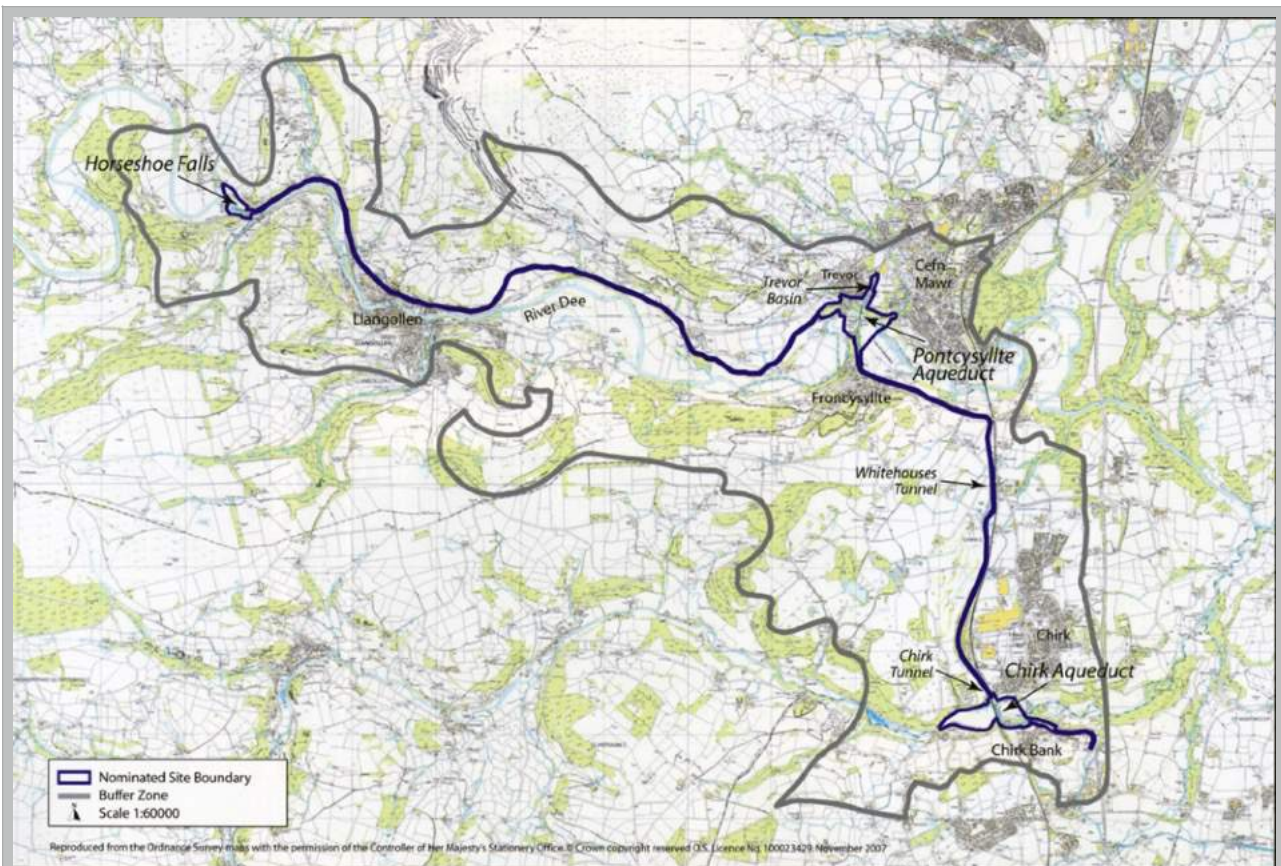
4.2 Pontcysyllte World Heritage Site

4.2.1 The Chirk Canal tunnel, its portals and 11 miles of the Llangollen Canal are within the canal Pontcysyllte Aqueduct & Canal World Heritage Site (WHS) which was inscribed on to UNESCO's World Heritage list in 2009. A Buffer Zone around the WHS was also agreed at that time.

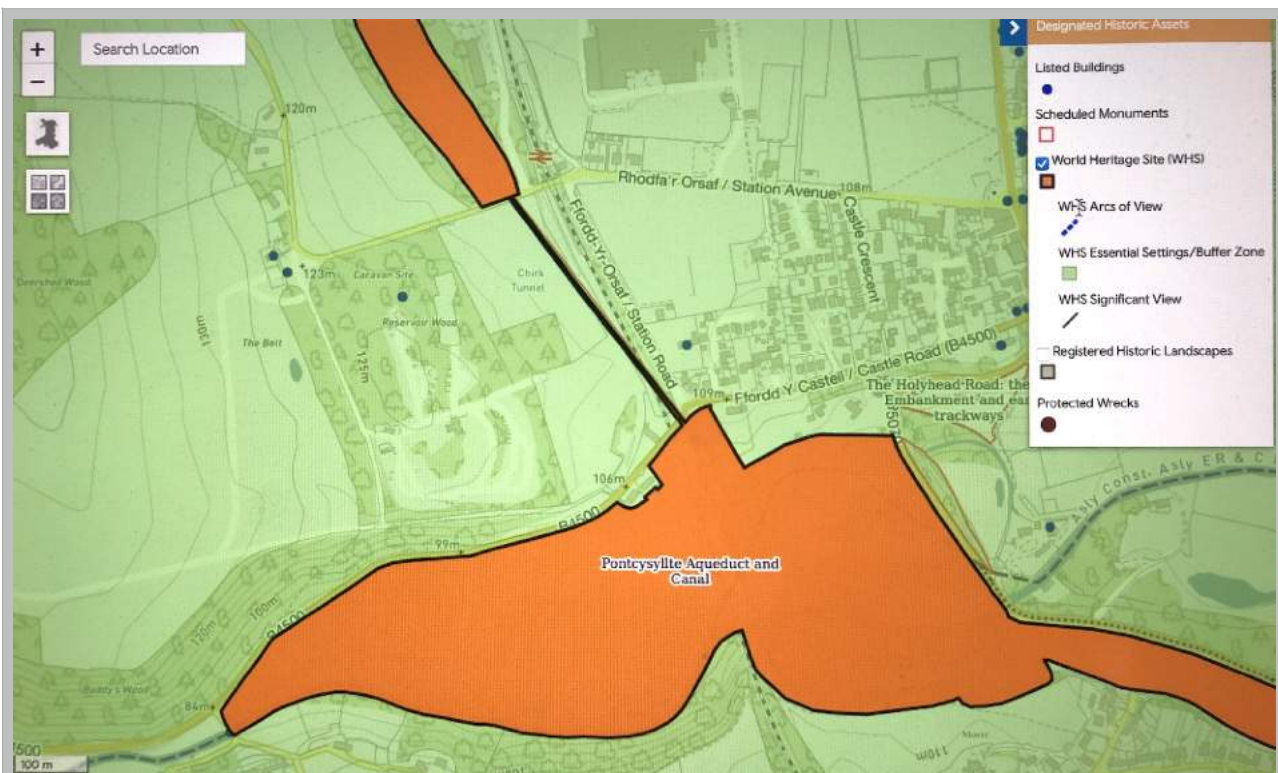
4.2.2 As the tunnel passes underneath just outside the E edge of the application site, the application site is not within the WHS but the whole of the site is within the Buffer Zone of the WHS (Plan 2).

4.2.3 The WHS in the vicinity of the application site is shown more clearly on Plan 3.

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Plan 2. WHS and Buffer Zone

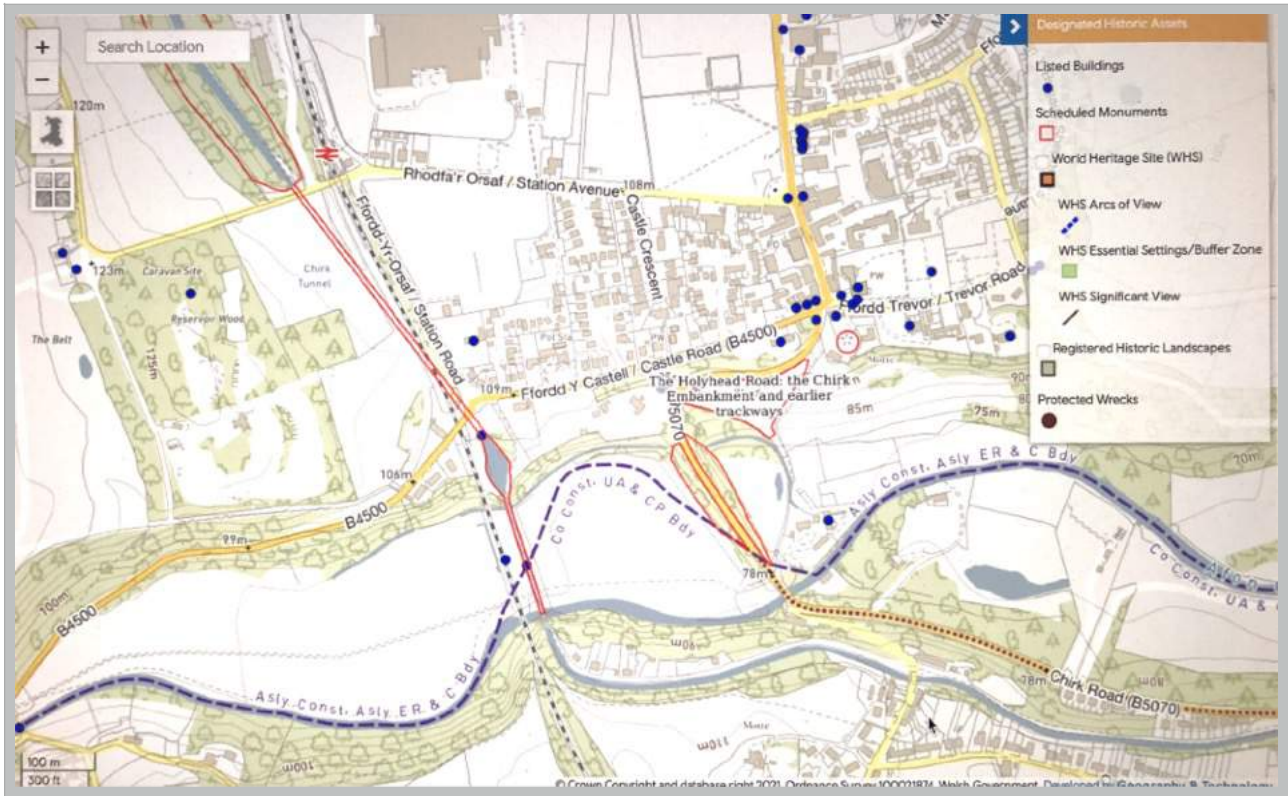


Plan 3. Detail of WHS around application site.

4.3 Listed Buildings

4.3.1 Several listed buildings around the outside of the application site are shown on Plan 3 and Plan 4.

4.3.2 The listed buildings nearest to the application site are identified in Table 2, together with their Grades and approx distances from the application site. There are other listed buildings much further away, notably a group in the historic centre of Chirk around the church and around Chirk Castle.



Plan 4. Listed Buildings and Scheduled Ancient Monuments

Table 2. Listed Buildings, their grades and approx distances from the application site

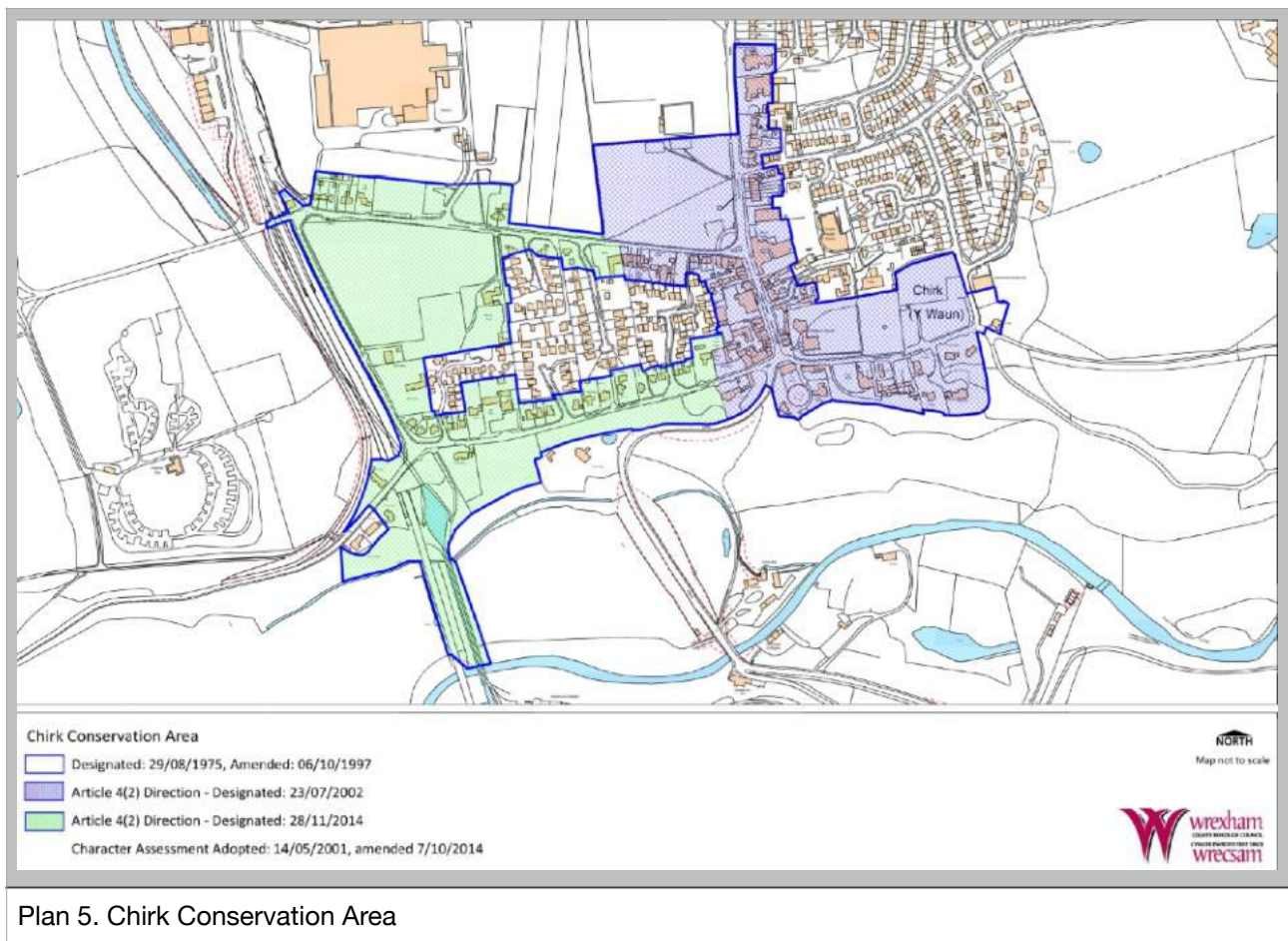
Listed Buildings	Approx distance from Application site
Chirk Castle Gates, Screen and Piers at E entrance to Park. Grade I	400m
3. Llwyn-y-cil Lodge at E entrance to Park. Grade II	420m
4. Town Reservoir, Reservoir Wood. Ref 20254 - Grade II	250m
5. Chirk Tunnel, including the N and S Portals, and Chirk Basin. Grade II*	N Portal - 200m S Portal - 30m Tunnel - 10m below

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6. Railway Viaduct over River Ceiriog. Grade II	50m
7. Whitewalls, Off Station Road, Chirk. Grade II	150m

4.4 Chirk Conservation Area

4.4.1 The Chirk Conservation Area (Plan 5) extends from the historic centre of Chirk westwards to Station Road, partly along Castle Road and up to the SE outer edge of the route of the former Glyn Ceiriog Tramway. It is therefore separated from the application site by the width of the former tramway at this nearest point.



4.5 Scheduled Ancient Monuments

4.5.1 The nearest scheduled ancient monuments (SAMs) to the application site are shown on Plan 4. Pontcysyllte Aqueduct and Canal is a SAM (DE175) as well as being in the WHS, and being partly listed.

4.5.2 The other SAMs shown on Plan 4 are:

- two parts of *The Holyhead Road: the Chirk Embankment and earlier trackways* (DE 288)
- Castell y Waun Castle Mound , Chirk (DE 117)

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In a pre-application consultation letter dated 5th August 2021, CADW also identified several other SAM along Offa's Dyke but these are much further away (at least 1 mile) and any proposal on the application site could not realistically affect them or their setting.

4.6 Registered Historic Parks and Garden

4.6.1 The extensive landscaped grounds of Chirk Castle (Grade I) and Brynkinault Hall (Grade II*) are on CADW's Register of Historic Parks and Gardens. Their locations and boundaries are shown on Plan 6.

4.6.2 The spur of woodland at the SE corner of Chirk Castle's grounds extends immediately along the S boundary of the application site, although that part of the grounds is not within the parkland which is enclosed by the park's boundary wall.

4.6.3 The nearest part of Brynkinault Hall's parkland is approx 650m to the E of the application site.



Plan 6. Chirk Castle and Brynkinault Hall Registered Historic Parks/Gardens

5. Heritage Values and Significance

5.1 Introduction

5.1.1 The Welsh Government's *Technical Advice Note 24 Historic Environment and associated guidance* provides guidance on how the planning system considers the historic environment during development plan preparation and decision making on planning and Listed Building (LBC) applications. It re-affirms the conservation principles established *Conservation Principles for the Sustainable Management of the Historic Environment in Wales (Conservation Principles)*(2011).

It repeats the six Conservation Principles

1. *Historic assets will be managed to sustain their values.*
2. ***Understanding the significance of historic assets is vital.***
3. *The historic environment is a shared resource.*
4. *Everyone will be able to participate in sustaining the historic environment.*
5. *Decisions about change must be reasonable, transparent and consistent.*
6. *Documenting and learning from decisions is essential.*

It states:

It is important for those responsible to understand the heritage values and assess the significance of the historic assets that will be affected. There are four heritage values which need to be understood before the significance of the asset can be assessed.

- *Evidential value*
- *Historical value*
- *Aesthetic value*
- *Communal value*

An understanding of these values forms the basis of a statement of significance prepared as part of a heritage impact statement.

5.1.2 Important considerations when assessing levels of significance are the authenticity and integrity of the heritage assets. These are defined as:

Authenticity is a measure of truthfulness. Understanding of the concept of authenticity is guided by ICOMOS's *Nara Document on Authenticity* (1994)

Integrity is a measure of the wholeness and intactness of cultural heritage and its attributes

5.1.3 Australia ICOMOS's *The Burra Charter (The Charter for Places of Cultural Significance, Updated 2013)* provides guidance for the conservation and management of places of cultural significance and is widely regarded as an exemplar in understanding and conserving heritage significance. In Article 1, it states:

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

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5.1.4 It is important to recognise that levels of significance are not permanently fixed and a current low designation of significance does not necessarily imply that a feature is expendable. Future research and improved understanding of heritage assets could result in raising or lowering the ascribed level of significance, especially where there is a lack of information or understanding at the moment.

5.2 Levels of Significance

5.2.1 There is no definitive grading system or methodology for assessing the levels of significance or values but the most reliable methodologies have clearly defined criteria for grading, based upon the designations and other values of the heritage assets.

5.2.2 The assessment of heritage significance of the heritage assets at Lady Margaret's Campsite have been undertaken using the general methodology recommended in International Council on Monuments and Sites (ICOMOS) prepared its *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties in 2011* and included defined criteria (provided below) for assessing levels of heritage significance which are relevant to this site. It recommends that heritage assets should be assessed into one of 5 levels of significance:

Very High

- *Sites, structures or landscapes of acknowledged international importance inscribed as WHS Assets that contribute significantly to acknowledged international research objectives*
- *Urban landscapes of recognised international importance*
- *Associations with particular innovations or developments of global significance*
- *Associations with individuals of global importance*

High

- *Scheduled monuments and undesignated assets of such importance to be scheduled*
- *Grade I and II* listed buildings, and Grade II buildings with exceptional qualities*
- *Conservation Areas containing very important buildings*
- *Undesignated structures of clear national importance*
- *Urban/Rural landscapes of exceptional importance*
- *Associations with particular innovations or developments of national significance*
- *Associations with individuals of national importance*

Medium

- *Designated or undesignated assets that contribute to regional research objectives*
- *Grade II listed buildings and undesignated buildings that have exceptional qualities or historical associations*
- *Conservation Areas that contain buildings that contribute significantly to its historic character*
- *Historic townscapes with important integrity in their buildings or built settings*
- *Associations with particular innovations or developments of regional or local significance*
- *Associations with individuals of regional importance*

Low

- *Designated or undesignated assets of local importance*
- *Assets compromised by poor preservation and/or poor survival of contextual associations*
- *Assets of limited value, but with potential to contribute to local research objectives*
- *Locally listed buildings*
- *Assets of modest quality in their fabric or historical associations*
- *Historic townscapes with limited integrity in their buildings or built settings*
- *Associations with individuals of local importance*
- *Poor survival of physical areas in which activities occur or are associated*
- *Assets with little or no surviving archaeological interest*

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- *Buildings or urban landscapes of no architectural or historical merit and buildings of an intrusive character*

Negligible

- *Assets with little or no surviving archaeological interest*
- *Buildings or urban landscapes of no architectural or historical merit and buildings of an intrusive character*

5.2.3 The heritage significance of the various heritage assets under and within the surroundings of the application site and their level of heritage significance are set out briefly below and are summarised in Table 3.

5.3 Significance of the Application Site and its Surroundings

The Application Site

5.3.1 There are no heritage assets within the application site.

The Surroundings

5.3.2 The application site is surrounded by heritage assets which have a range of heritage designations and significance:

A) The Llangollen Canal, including the Chirk Tunnel, the Chirk Aqueduct, the Chirk Viaduct and the Chirk Viaduct

All of these structures are within the Pontcysyllte World Heritage Site. The fundamental significance of the Pontcysyllte World Heritage Site is summarised in the *Statement of Outstanding Universal Value* for the WHS which was agreed at the time of its inscription. The full *Statement of OUV* is provided at Appendix 1 but the relevant part is:

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

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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.

As such the canal related structures within the WHS have **Very High** Heritage Significance.

B) The Holyhead Road: the Chirk Embankment and earlier trackways

The embankment and earlier trackways are a scheduled ancient monument and within the WHS. The fundamental archaeological significance of the embankment and trackways is summarised in the formal description (Appendix 3) but the relevant part is:

The monument is of national importance for its potential to enhance our knowledge of post-medieval/early industrial transport systems. The monument forms an important element within the wider context of the post-medieval development of Wales and the structure may contain well preserved archaeological evidence concerning chronology, layout and building techniques.

As such, the Scheduled Ancient Monuments has archaeological interest and **High** Heritage Significance, as part of an example of a historic national transport infrastructure.



Plate 52. Telford's embankments on both sides of the road



Plate 53. Castle Mound

C). Castell y Waun Castle Mound , Chirk.

The Castle Mound is a scheduled ancient monument and is within the WHS and the Chirk Conservation Area. The fundamental archaeological significance of the Castle Mound is summarised in the formal description (Appendix 3) but the relevant part is:

The monument is of national importance for its potential to enhance our knowledge of medieval defensive practices. The monument is well-preserved and an important relic of the medieval landscape. It retains significant archaeological potential, with a strong probability of the presence of both structural evidence and intact associated deposits.

The mound is substantially encroached upon by more recent developments and so, as such, it has archaeological interest and **High** Heritage Significance, as a partly altered example of a medieval defensive structure.

D) Chirk Castle Gates, Screen and Piers at E entrance to Park. (See Appendix 2 for listing description)

The gates, screen and piers are Grade I listed buildings, have exceptional aesthetic, artistic and technological interest as highly decorative landscape features of the 18th C. They have additional design interest as they were designed by Robert and John Davies, ironsmiths of Croes Foel, Bersham. They have great historic interest as they were commissioned by Sir Richard Myddleton, 3rd baronet, initially erected at Chirk Castle by the Davies brothers for the forecourt screen to the Castle but the centrepiece (with gates lengthened) and short lengths of side screen were moved in 1770-1 and are regarded as the finest of all the Davies brothers ironwork, and comparable to Jean Tijou's work at Hampton Court.

Accordingly, the gates, screen and piers have **High** Heritage Significance,



Plate 54. Gates, Piers and screen



Plate 55. Lodge and gates

E) Llwyn-y-cil Lodge at E entrance to Park. (See Appendix 2 for listing description)

The Llwyn-y-cil Lodge at E entrance to Park is a Grade II listed Building. It has architectural and aesthetic value as a good example of the Tudor Domestic Revival style of the late 19th C, adapted for a park lodge, and placed in the highly picturesque context of the main entrance to the park. It also has group value with the main gates to Chirk Castle.

Accordingly, the lodge has **High** Heritage Significance,

F) Town Reservoir, Reservoir Wood. (See Appendix 2 for listing description)

The Town Reservoir is a Grade II listed building. The reservoir has historic interest and evidential value as it was constructed for Lady Charlotte Myddleton in c1824, as an important element in her plan to improve the conditions of the inhabitants of Chirk, most of whom were tenants of Chirk Castle. Although listing description states that "...the reservoir consists of a circular pit, approximately 2.0m deep, sunk into the hilltop outside the park gate, providing a gravity fall of approximately 18m to the centre of the town. It is constructed with stone walls approximately 1m thick, set in puddled clay. The diameter is c10m. There is no surviving evidence for the intake or draw off pipework, nor of any possible cover.", an extensive search for the physical evidence of the reservoir during the site visit was unsuccessful and found the the site is over-grown with trees and shrubs. The reservoir thus has negligible aesthetic value but historically had high communal value.

Accordingly, the reservoir has has **Low/Medium** Heritage Significance,



Plate 56. Dense trees and shrubs where Town Reservoir is supposed to be

G) Railway Viaduct over River Ceiriog. (See Appendix 2 for listing description)

The Railway Viaduct is a Grade II* listed building and is a major work of transport infrastructure which is complementary to the Chirk Aqueduct (and within the WHS and within the Chirk Conservation Area).

The viaduct has historic value as it was built to the design of Henry Robinson, chief engineer to the Shrewsbury to Chester Railway, in 1846-1848, Thomas Brassey being the general contractor. The Shrewsbury Chester line was initiated by 'King' Robinson, who had received his training under George Stephenson, and who recognised the need, not met by the canals, to transport materials to Wrexham and Chester. The line became part of the Great Western Railway system in 1854.

It has architectural value with classical design elements, with its 16 arches, ten forming the major span, rising 30m (100ft) above the river, and 3 each end, initially built in wood, and the replaced in stone in 1858. The main piers are tapered upwards to the an ashlar fascia and torus moulding on the springing line, above which there are decorative arched niches with architraves, keystones and pediments. The arches between piers have ashlar voussoirs backed to course, with a dropped keystone and it has a modillion cornice below the ashlar parapet.

It also has great aesthetic value due to its height, length and prominent location in the landscape and its group value with Chirk Aqueduct.

Accordingly, the viaduct has **Very High** Heritage Significance,

H. Whitewalls, Off Station Road, Chirk. (See Appendix 2 for listing description)

Whitewalls is a Grade II listed building within the Chirk Conservation Area. It has historic interest as it was erected in 1924 for the Edmundson family of Chirk,. Although the architect of the building is not recorded, it has architectural value as an early 20th C example of a free vernacular revival style. It is a well-designed building, reminiscent of the work of C F A Voysey of an earlier generation, and notable for retaining its original carefully considered detailing and fenestration and an important survival from this period of innovation in domestic architecture. It is substantially screened from public views by surrounding trees, later residential developments and high fences but the upper parts can be glimpsed in restricted views.

NB. Although Chirk Castle is a Grade I listed building, of **Very High** heritage significance, it has been excluded from this brief assessment, as it is visually separated from the application site by distance (approx 1.25 miles), topography (intervening hills) and substantial woodlands.

I) Chirk Conservation Area

The Chirk Conservation was formally designated by Wrexham Borough Council in 1975 and has since been extended and given further protection through Article 4 Directions. Part of it at the W end is within the WHS. The *Chirk Conservation Area Assessment and Management Plan* was adopted in 2014. It provides a summary of the special architectural and historic interest of the area which help to create its special character and appearance. The architectural, aesthetic, historic, evidential and communal special interest of the conservation area derives from a combination of:

- Historical Development, architectural fashions, ownership and building use
- Land Uses, both commercial and residential uses which have typically respected the earlier historic pattern of land use.
- Settlement Pattern and building line, with a planned, linear form predominates throughout the Conservation Area with Church Street and Holyhead Road running north to south with the other roads radiating outwards on a roughly east to west axis. This planned form is reflective of the historic medieval street pattern of the town with Church Street at the historic core, where the building positions and plots likely predate the buildings that exist today.
- Building Materials, with both brick and yellow sandstone being common building materials and historically sandstone
- Building Detail, both vernacular and polite architecture
- Topography, the position of Chirk, located on a flat plain nestled between two ridges, creates a strong sense of enclosure for the village and contributes significantly to views from the Conservation Area and of its outlying landscape setting. The undulating, hills to the west, which form part of the Clywdian Range and Dee Valley Area of Outstanding Natural Beauty and host the Chirk Castle estate, are characterised by fields and clusters of trees which form an attractive backdrop. To the south, the village is bounded by the picturesque Ceiriog Valley.
- Trees and Open Space
- Influence of the Chirk Castle and Brynkinallt Estates
-
- Influence of transport infrastructure

Accordingly, the Chirk Conservation Area has **Medium** Heritage Significance

J) Chirk Castle Park and Garden.

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Chirk Castle Park and Garden is a Grade 1 Registered Park/Garden. Its special interest is summarised:

Outstanding park, partly designed by William Emes, and terraced and informal garden, with remains of medieval period onwards. In fine elevated position Outstanding features within the layout include the early 18th C entrance

It has landscape architecture and aesthetic interest and historic value for its association with Chirk Castle and the Myddleton family. As it is now managed by the National Trust and much of it is accessible to the public, it also has communal value.

Accordingly, Chirk Castle Park and Garden has **High** Heritage Significance

K) Brynkinault Historic Park/Garden

Brynkinault Historic Park/Garden is a Grade II*. Registered Park/Garden. Its special interest is summarised:

Picturesque landscape park in very fine setting, laid out in the early 19th C with Gothic features and an unusual tunnel to the kitchen garden

It has landscape architecture and aesthetic interest and historic value for its association with the Trevor family. As the gardens are open occasionally as part of the National Garden Scheme, they have some communal value.

Accordingly, Brynkinault Historic Park/Garden has **Medium/High** Heritage Significance



Plate 57. Brynkinault Gardens



Plate 58. Brynkinault Lodge

L) Glyn Ceiriog Tramway

The Glyn Ceiriog Tramway has no statutory heritage designations, although at ground level it passes over the Chirk Tunnel and thus the WHS for a short distance. Only limited physical evidence of the tramway survives. The W boundary of the Chirk Conservation Area was drawn to follow the outside boundary of the tramway. Even so, the tramway could be regarded as a non-designated heritage asset as, it has archaeological and historic interest as the route of a late 19th C transport infrastructure built to transport locally quarried stone and people between Glyn Ceiriog and Chirk.

Accordingly, Glyn Ceiriog Tramway has **Low** Heritage Significance

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Table 3. Heritage Assets under and within the surroundings of the application site and their level of heritage significance

Heritage Asset	Level of Heritage Significance
A. Pontcysyllte Aqueduct and Canal including: - the N and S Portals and tunnel, - Chirk Basin - Chirk Aqueduct	Very High
B. The Holyhead Road: the Chirk Embankment and earlier trackways	High
C. Castell y Waun Castle Mound , Chirk	High
D. Chirk Castle Gates, Screen and Piers at E entrance to Park.	High
E. Llwyn-y-cil Lodge at E entrance to Park.	Medium
F. Town Reservoir, Reservoir Wood.	Low/Medium
G. Railway Viaduct over River Ceiriog.	Medium
H. Whitewalls, Off Station Road, Chirk	
I. Chirk Conservation Area	Medium
J. Chirk Castle Grounds	High
K. Brynkinault Historic Park/Garden	Medium/High
L. Former Glyn Ceiriog Tramway	Low

6. Relevant Planning Policies and Guidance

6.1 Local Policies and Guidance

6.1.1 The following policies of the *Wrexham Unitary Development Plan* are relevant:

- GDP1 General Development Principles
- EC7 Conservation Areas
- EC9 Listed Buildings (one in the northern part of main site)
- EC11 Archaeology,

6.1.2 The following Local Planning Guidance Notes are relevant:

- 7 landscape,
- 33 World heritage Site.

6.2 National Policies and Guidance

6.2.1 *The Historic Environment of Planning Policy Wales Edition 10* (2019), especially Para.6.1.6 (and subsequent para.s) which states:

The Welsh Government's specific objectives for the historic environment seek to:

- *protect the Outstanding Universal Value of the World Heritage Sites;*
- *conserve archaeological remains, both for their own sake and for their role in education, leisure and the economy;*
- *safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;*
- *preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous;*
- *preserve the special interest of sites on the register of historic parks and gardens; and*
- *protect areas on the register of historic landscapes in Wales.*

6.2.2 *Technical Advice Note 24 Historic Environment and associated guidance,*

6.2.3 *The Setting of Heritage Assets in Wales,*

6.2.4 *Managing Change in World Heritage Sites*

6.2.5 *The "Pontcysyllte World Heritage Site Management Plan 2019 – 29*

6.2.6 *Pontcysyllte Aqueduct & Canal World Heritage Site Supplementary Planning Document*

6.2.7 *Conservation Principles for the sustainable management of the historic environment in Wales*

7. The Proposal

7.1 The proposal, which is the subject of this application, is the extension of the Lady Margaret Campsite into the area immediately too the E of the existing campsite, comprising:

- 1) The creation of new pitches: 10 for *Modpod* cabins (Plan 9) with decking areas; 2 for accessible omnipod cabins (Plate 10) with decking areas ; 3 for Clearsky luxury safari tents (Plate 11) with decking areas and; 15 all-weather touring caravan pitches
- 2) The provision of ancillary services, including a tarmac site road
- 3) Extensive planting of trees and shrubs
- 4) Use of the existing vehicular access into the site and formation of a new pedestrian access on to the existing public footpath at the S end of the site

7.2 The proposal is shown in detail on scale plans submitted with the application and are shown on Plans 7-11 below (not to scale).



Plan 7. Proposed layout

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Plan 9. Proposed Modpod cabin



Plan 10. Proposed accessible omnipod cabin

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Plan 11. Proposed safari tent

8. Assessment of Impact of the Proposal on Heritage Assets

8.1 The Heritage Impact Assessment (HIA) and Landscape Visual Impact Assessment (LVIA) Methodology

8.1.1 This heritage impact assessment has been undertaken to comprehensively, systematically and transparently assess the impact of the proposed development on the heritage significance and settings of the heritage assets at and around the site. It uses the methodology for heritage impact assessments recommended by ICOMOS (International Council on Monuments and Sites) in its *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (2011), as a basis. The methodology used in this Heritage Statement also incorporates the recommended methodology for assessing the impact of development on the setting of heritage assets recommended by Cadw in *The Setting of Heritage Assets in Wales*.

8.1.2 The ICOMOS *Guidance* accepts that:

In any proposal for change there will be many factors to be considered. Balanced and justifiable decisions about change depend upon who values a place and why they do so. This leads to clear statement of a place's significance and with it the ability to understand the impact of the proposed change on that significance.

8.2 Assessment of the Impact of the Proposed Development on Heritage Assets

8.2.1 The assessment process involves, in essence, three very simple stages:

1. *What is the heritage at risk and why is it important?*
2. *How will change or a development proposal impact on the significance of the heritage asset?*
3. *How can these effects be avoided, reduced, rehabilitated (mitigated) or compensated?*

8.2.2 Stage 1. What is the heritage at risk and why is it important?

Assessing the Value of the Heritage Assets

8.2.2.1 The ICOMOS *Guidance on Heritage Impact Assessments* (2011) recommends that heritage assets should be assessed in relation to their intrinsic importance against a range of values, as well as to their international, national and/or local statutory designations, linked clearly and objectively to their historic integrity and authenticity.

The importance of the heritage assets around and underneath the application site have been assessed in this way in the sections on *History, Description, Designations* and *Statement of Significance* above. The heritage assets and their level of heritage significance which could potentially be at risk from the development are recorded in Table 3, with their levels of heritage significance.

8.2.3 Stage 2. How will change or a development proposal impact on the significance of the heritage asset?

8.2.3.1 ICOMOS's *Guidance on Heritage Impact Assessments* (2011) recommends that:

Scale or severity of impacts or changes can be judged taking into account their direct and indirect effects and whether they are temporary or permanent, reversible or irreversible. The

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cumulative effect of separate impacts should also be considered. The scale or severity of impact can be ranked without regard to the value of the asset as:

- *No change*
- *Negligible change*
- *Minor change*
- *Moderate change*
- *Major change*

The significance of the effect of change – i.e. the overall impact - on an attribute is a ***function*** of the importance of the attribute and the scale of change. This can be summarized for each attribute described using the following descriptors. As change or impacts may be adverse or beneficial, there is a nine-point scale with “neutral” as its centre point:

- *Major beneficial*
- *Moderate beneficial*
- *Minor beneficial*
- *Negligible beneficial*
- *Neutral*
- *Slight Adverse*
- *Moderate Adverse*
- *Large Adverse*
- *Very Large Adverse.*

8.2.3.2 A table (reproduced at Table 4 below) is included in the *Guidance on Heritage Impact Assessments* to act as a guide in aiding assessment of this balanced impact.

8.2.3.3 It is important to understand that the Landscape Institute provides criteria for assessing magnitude of change. One scenario which can have a “Neutral Impact” is where “There will be a change to the composition of the view, but the change will be in keeping with the existing elements of the view”. A big change in the landscape or at heritage asset does not therefore necessarily lead to a big impact on the landscape or to the heritage significance of that heritage asset or its setting.

8.2.4 **Stage 3. How can these effects be avoided, reduced, rehabilitated (mitigated) or compensated?**

8.2.4.1 These issues are considered at the end of the assessment of the impact at S.8.3.4.7.

Table 4. Matrix from *Guidance on Heritage Impact Assessments to guide balanced assessment of impact development*

VALUE OF HERITAGE ASSET	SCALE & SEVERITY OF CHANGE/IMPACT				
	No Change	Negligible change	Minor change	Moderate change	Major change
For WH properties Very High – attributes which convey OUV	SIGNIFICANCE OF EFFECT OR OVERALL IMPACT (EITHER ADVERSE OR BENEFICIAL)				
	Neutral	Slight	Moderate/ Large	Large/very Large	Very Large

For other heritage assets or attributes	SIGNIFICANCE OF IMPACT (EITHER ADVERSE OR BENEFICIAL)				
Very High	Neutral	Slight	Moderate/ Large	Large/very Large	Very Large
High	Neutral	Slight	Moderate/ Slight	Moderate/ Large	Large/Very Large
Medium	Neutral	Neutral/Slight	Slight	Moderate	Moderate/ Large
Low	Neutral	Neutral/Slight	Neutral/Slight	Slight	Slight/ Moderate
Negligible	Neutral	Neutral	Neutral/Slight	Neutral/Slight	Slight

Table 2. Matrix for assessing significance of impact from (ICOMOS Guidance)

8.3 Stage 2. How will change or a development proposal impact on the significance of the heritage asset?

The Heritage Impact Assessment (HIA) and Landscape Visual Impact Assessment (LVIA)

8.3.1 Assessment of Direct Impact on Heritage Assets

8.3.1.1 As there are no heritage assets within the application site, the proposal will have **No Direct Impact** on any heritage assets.

8.3.1.2 The Chirk Tunnel of the Langollen Canal, which is a Grade II* listed building and a scheduled ancient monument and which is within the Pontcysyllte WHS runs for a short length a few metres outside the NE end of the site at a depth of approx 10m but, as the proposal involves no construction or ground disturbance at that point other than the planting of trees and shrubs, it will have no direct impact on the tunnel.

8.3.2 Methodology for Assessment of Impact of Proposals on Setting of Heritage Assets

8.3.2.1 The *Setting of Historic Assets in Wales* is the key national document which explains what setting is, how it contributes to the significance of a historic asset and why it is important. It also outlines the principles used to assess the potential impact of development within the settings of World Heritage Sites, ancient monuments (scheduled and unscheduled), listed buildings, registered historic parks and gardens, and conservation areas.

8.3.2.2 The *Setting of Historic Assets in Wales* states:

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.⁶ 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.

8.3.3.3 It recommends that the impact of development on the setting of heritage assets should be assessed in four stages:

Stage 1: Identify the historic assets that might be affected by a proposed change or development.

Stage 2: Define and analyse the settings to understand how they contribute to the significance of the historic assets and, in particular, the ways in which the assets are understood, appreciated and experienced.

Stage 3: Evaluate the potential impact of a proposed change or development on that significance.

Stage 4: If necessary, consider options to mitigate or improve the potential impact of a proposed change or development on that significance.

8.3.3.4 The *Xi'an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas* was adopted by ICOMOS in 2005. It provides an international perspective on the issue of the setting of WHSs and the impact of development on them. It states:

1. The setting of a heritage structure, site or area is defined as the immediate and extended environment that is part of, or contributes to, its significance and distinctive character. Beyond the physical and visual aspects, the setting includes interaction with the natural environment; past or present social or spiritual practices, customs, traditional knowledge, use or activities and other forms of intangible cultural heritage aspects that created and form the space as well as the current and dynamic cultural, social and economic context...

8. Heritage impact assessments should be required for all new development impacting on the significance of heritage structures, sites and areas and on their settings. Development within the setting of heritage structures, sites and areas should positively interpret and contribute to its significance and distinctive character.

8.3.3.5 UNESCO is responsible for the inscription of World Heritage Sites. It inscribes and manages WHSs in accordance with the *Operational Guidelines for the Implementation of the World Heritage Convention* (2019), which clarifies that a Buffer Zone WHS should be identified around WHSs as a tool to protect their setting. It states:

103. Wherever necessary for the proper protection of the property, an adequate buffer zone should be provided.

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104. For the purposes of effective protection of the nominated property, a buffer zone is an area surrounding the nominated property which has complementary legal and/or customary restrictions placed on its use and development in order to give an added layer of protection to the property. This should include the immediate setting of the nominated property, important views and other areas or attributes that are functionally important as a support to the property and its protection. The area constituting the buffer zone should be determined in each case through appropriate mechanisms. Details on the size, characteristics and authorized uses of a buffer zone, as well as a map indicating the precise boundaries of the property and its buffer zone, should be provided in the nomination.

105. A clear explanation of how the buffer zone protects the property should also be provided.

106. Where no buffer zone is proposed, the nomination should include a statement as to why a buffer zone is not required.

107. Although buffer zones are not part of the nominated property, any modifications to or creation of buffer zones subsequent to inscription of a property on the World Heritage List should be approved by the World Heritage Committee using the procedure for a minor boundary modification.

8.3.3.6. The application site is within the Buffer Zone of the Pontcysyllte WHS.

8.3.4 The Setting of the Heritage Assets

8.3.4.1 Stage 1 of the 4-stage methodology for the assessment of impact of development on the setting of heritage assets is:

Identify the historic assets that might be affected by a proposed change or development.

This identification has already been undertaken above and the historic assets are repeated in Column 1 of Table 4.

Stage 2 of is:

Define and analyse the settings to understand how they contribute to the significance of the historic assets and, in particular, the ways in which the assets are understood, appreciated and experienced.

8.3.4.2 The key elements of the settings of the heritage assets are assessed briefly below and summarised in Table 4.

A. Setting Llangollen Canal including the N and S Portals and tunnel, Chirk Basin, Chirk Aqueduct in the Pontcysyllte WHS.

The Nomination Document for the WHS explains the extent of the WHS's Buffer Zone:

The Buffer Zone (see Map 4, page 18) takes in land around Horseshoe Falls and most of the Dee Valley downstream before turning southwards to Chirk and the Ceiriog Valley. Landscape Planners from the respective local authorities have identified a boundary which follows the topographical ridgeline on both sides of the valley. In places where the ridgelines are less distinct, the Buffer Zone is drawn to incorporate all areas which contribute to the visual setting of the Site and features of related interest identified in an Industrial Archaeology study. The majority of the Site and Buffer Zone incorporates an area already designated as a Landscape of Special Historic Interest.

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The topography of the Ceiriog Valley is thus the principle factor which contributes positively to the setting of the aqueduct and canal, in creating the setting of this part of the Llangollen Canal. The deepness and steep sides of the valley both: drove the necessity for the aqueduct, viaduct, tunnel and cutting and; enables dramatic views of the aqueduct and viaduct.

The proximity and similar alignment of the railway viaduct also contributes positively to its setting as they have group value.

B. Setting of the Holyhead Road: the Chirk Embankment and earlier trackways

Similarly, the topography and openness of the Ceiriog Valley is the principle factor in creating the setting of this the Chirk Embankment and earlier trackways as it drove the necessity for the engineering works associated with the embankment and earlier trackways.

C. Setting of the Castell y Waun Castle Mound

The strategic location of the castle mound high up above and guarding the Ceiriog Valley is the principal factor in contributing to the setting of the mound., although this importance has been compromised by surrounding residential developments which obstruct sight of it and dilute the appreciation of it.

D. Setting of Chirk Castle Gates, Screen and Piers at E entrance to Park

The informal and romantic open landscape of Chirk Castle Park is essential to the setting of the gates and contributes positively to it. It creates an appropriate back drop for the gates when viewed on the approach from the E and enables kinetically changing views of the gates when moving around the parkland and exiting it from the castle.

Similarly the straight approach to the gates along Station Avenue from Chirk and the station emphasises their prominence and quality and contributes positively to appreciation of it and to its setting.

The location at the boundary of the parkland and adjacent to the lodge contributes positively to its setting and creates group value.

E. Setting of Llwyn-y-cil Lodge

The informal and romantic open landscape of Chirk Castle Park contributes positively to the setting of the lodge as it creates an appropriate back drop for the gates when viewed on the approach from the E and enables kinetically changing views of the lodge when moving around the parkland and exiting it from the castle.

Similarly the straight approach to the lodge along Station Avenue from Chirk and the station emphasises its prominence and quality and contributes positively to appreciation of it and to its setting, albeit that the view is dominated by the gates.

The location at the boundary of the parkland and adjacent to the gates contributes positively to its setting and creates group value.

F. Setting of Town Reservoir, Reservoir Wood.

The reservoir is located within Reservoir Wood and gave that name to the wood but as it is mostly underground and is not wholly covered with vegetation, it has no visual setting other than the woodland, which makes a neutral contribution to its setting.

G. Setting of Railway Viaduct over River Ceiriog

As with the aqueduct, the topography of the Ceiriog Valley is the principle factor which contributes positively to the setting of the aqueduct and canal, in creating the setting of the

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viaduct. The deepness and steep sides of the valley both: drove the necessity for the viaduct, tunnel and its cutting and; enables dramatic views of the aqueduct and viaduct.

The proximity and similar alignment of the aqueduct also contributes positively to its setting as they have group value.

H. Setting of Whitewalls, Off Station Road, Chirk

The principal positive setting of Whitewalls is now substantially restricted to its own immediate grounds. Sight of Whitewalls is now substantially screened by the mature trees in its grounds, its high fence and surrounding new houses. Although the trees provide a soft Arcadian setting and make a positive contribution, the fences and surrounding houses make a negative contribution to its setting.

I. Setting of Chirk Conservation Area

The strategic location of Chirk above the Ceiriog Valley contributes positively to its setting, albeit that little of the conservation area can be seen from the valley and vice versa. The value of the setting on the higher ground above the valley has been severely setting compromised by surrounding 20th C residential and industrial developments which make a negative contribution to its setting.

Chirk has an historic associative relationship with Chirk Castle and its grounds, although there is limited inter-visibility between them

J. Setting of Chirk Castle Grounds Historic Park/Garden

The strategic location of the Castle grounds above the Ceiriog Valley contributes positively to its setting both visually and historically for defensive reasons. However, the N side of the valley and the S side of the park are substantially wooded so that the boundaries are blurred.

The castle and the grounds have an historic associative relationship with Chirk to the E, although there is limited inter-visibility between them. However, the large industrial site in NW Chirk is visible and detracts from its setting.

The rolling fields and woodlands to N and W of the grounds provide an open rural setting which makes a positive contribution to its setting

K. Setting of Brynkinault Historic Park/Garden

The strategic location of the parkland above the Ceiriog Valley contributes positively to its visual setting.

The rolling open land and woodland to the N and NE contributes positively to its rural setting but the expansion of Chirk with suburban housing to the NW of the parkland contributes negatively to the setting of the parkland.

L. Setting of Former Glyn Ceiriog Tramway

The dramatic topography and woodland of Ceiriog Valley contributes positively to the setting of the Glyn Ceiriog Tramway.

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Table 4. The key elements of the settings of the heritage assets

Heritage Asset	Key Elements of Setting
A. Llangollen Canal including: - the N and S Portals and tunnel, - Chirk Basin - Chirk Aqueduct	Deepness and steep sides of the Ceiriog Valley Group value with railway viaduct
B. The Holyhead Road: the Chirk Embankment and earlier trackways	Deepness and steep sides of the Ceiriog Valley
C. Castell y Waun Castle Mound , Chirk	Strategic location, guarding the Ceiriog Valley. Importance compromised by surrounding residential developments
D. Chirk Castle Gates, Screen and Piers at E entrance to Park.	Location at outer edge of historic parkland, with open ground inside Prominent location at top of road Group value with adjacent lodge
E. Llwyn-y-cil Lodge at E entrance to Park.	Location at outer edge of historic parkland, with open ground inside Prominent location at top of road Group value with adjacent gates
F. Town Reservoir, Reservoir Wood.	Woodland setting and vegetation obstruct any visibility of the reservoir
G. Railway Viaduct over River Ceiriog.	Deepness and steep sides of the Ceiriog Valley Group value with aqueduct
H. Whitewalls, Off Station Road, Chirk	Restricted to its own well-treed grounds. Visibility obstructed by surrounding fences and recent houses
I. Chirk Conservation Area	Strategic location, above the Ceiriog Valley. Value of setting compromised by surrounding residential and industrial developments. Historic associative connection with Chirk Castle and its grounds

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J. Chirk Castle Grounds Historic Park/Garden	Strategic location, above the Ceiriog Valley Chirk to E Rolling fields and woodlands to N and W
K. Brynkinault Historic Park/Garden	Strategic location, above the Ceiriog Valley. Value of setting compromised by residential developments to NW
L. Former Glyn Ceiriog Tramway	Dramatic topography and woodland of Ceiriog Valley

8.3.5 Assessment of Impact of Proposals on Setting of Heritage Assets

8.3.4.1 Stage 3 of the 4-stage methodology is:

Stage 3: Evaluate the potential impact of a proposed change or development on that significance.

A brief assessment of the current contribution of the application site to the setting of the heritage assets and the magnitude of impact of the proposals on the settings is provided below and summarised in Table 5, where the magnitude of impact is factored by the level of heritage significance.

8.3.4.2 Impact of new camping pitches, parking spaces, cabins and tents on setting of Heritage Assets

The creation of new camping pitches within the application site will slightly change the current appearance of the application site by introducing 15 hard-standings, 12 cabins with decking areas and 3 tents with deckings. This also involves the regular, but temporary, parking of up to 15 camper vans/motor homes on the hardstandings and a car park. However, this is a large site and the vast majority of the site will remain as a grassed area. Importantly, the existing bands of trees and shrubs around the boundary will be retained (and enhanced).

At present, the application site can barely be seen from outside the site, due to the topography, the trees and shrubs around the inside of the site and the trees and shrubs around the outside of the site. In particular the site sits above the Ceiriog valley to the S and so there is no inter-visibility between the site and the valley (or the heritage assets within it). In the view N from the aqueduct and viaduct (Plates 33 and 35) towards the site, the site is beyond the rising ground and the dense woodland and so is completely out of sight.

The existing woodland of Reservoir Wood provides an effectively solid visual barrier between the application site and the land and heritage assets to the N and W. The view towards the site from around the listed gates and lodge (Plate 3) is towards a visually impenetrable woodland which prevents any inter-visibility between the application site and the gates, the lodge and the parkland of Chirk Castle.

The Llangollen Canal is mostly underground adjacent to the application site but when it emerges through the N portal it is within a deep cutting and so there is no inter-visibility between application site and the canal at this point (or any point) or its portals.

Some filtered and restricted views of the site are just possible from Station Road to the E but, as the site is flat and at the same approx level, all that can be seen are the trees and shrubs around the site. In any event, the application site is separated from Station Road by the railway line in a cutting, the tramway and a distance of 30-40 metres. In the view towards the site from the entrance to Ty Ririd (Plate 59) at the W end of the Chirk Conservation Area, no ground within the

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application site can be seen. A mature hawthorn hedge runs along most of the W side of Station Road, preventing any meaningful view of the application site from the road. There are a few gaps in the hedge (eg Plate 60) but even through this gaps, the trees around the boundary of the site strongly filter views of the ground. The *Brynkinault* parkland and the castle mound are even further separated by distance, trees and buildings and so there is no inter-visibility between them and the application site.

The public footpath through the spur of woodland (which is within the designated park but not within the parkland itself) on the S side of the application site, and parts of the former tramway are located within a few metres of the S and E boundaries of the application site and some views (Plates 14 and 61) into the application site are possible from it. However, these views are limited in number and strongly filtered by the vegetation and are not essential attributes of the setting of these heritage assets.

The proposed pitches and parking spaces will be at ground level only, the cabins and tents will be a maximum of 3m high and most camper vans and motor homes are also only a max of 3m high. The cabins will be clad in neutral stained wood and will have some rounded profiles. The tents will be fabric in a neutral mid-brown colour. The cabins and the tents will thus be visually recessive and integrate harmoniously at best or neutrally at worst into the landscape which is dominated and screened by trees and shrubs. The cabins and tents will not be seen from almost any viewpoint from outside the site or from any of the heritage assets, except perhaps from a few locations along the public footpath and the route of the tramway. Accordingly, the camping pitches, cabins, tents and vehicles will have no meaningful visual impact on any views or any setting of almost all of the heritage assets and no visual impact at all on the views or setting of the tramway and the footpath.

Where the proposed pitches and parking spaces are just visible, from public footpath in the the spur of woodland on the S side of the application site and from parts of the former tramway, they will slightly change the setting of these heritage assets from open, fully-green land to partially developed land with cabins, tents and motorhomes and this will have a **negligible adverse** magnitude of impact on these limited views and setting. They will be just visible from some locations but they will have no meaningful adverse impact on the positive aspects of the setting of these heritage assets. The level of change in the setting will be minimal and, as stated above, change in a view or setting does not necessarily involve harm to a view or its setting. Importantly: although the spur of woodland is within the designated Chirk Castle Historic Park, it is outside the formal boundary of the park and; the former Ceiriog tramway is a non-designated heritage asset.

The *Pontcysyllte Landscape and Visual Assessment (2007)* included an assessment of the landscape characteristics and key views in and around the WHS. However, none of these key characteristics, views or "Sense of Arrival" will be harmed in any way by the proposed development. Indeed the proposal will provide temporary accommodation to enable more visitors to come to stay in the Buffer Zone and to appreciate the OUV of the WHS.

In summary, the proposed camping pitches, parking spaces, cabins and tents will have **No Impact** on the setting of most of the heritage assets and only a **Negligible Adverse** magnitude of impact on two heritage assets of low heritage significance.



Plate 59. View towards the application site from entrance to Ty Ririd, over N portal of railway tunnel



Plate 60. View towards site from Station Road



Plate 61. View along footpath and into application site from footpath S of the site

8.3.4.3 The impact of the provision of ancillary services, including a tarmac site road

The proposed extension of the campsite will involve the provision of some ancillary services, such as electricity hook-up points, vehicle charging points, low level lighting bollards, fences, a timber-clad linen store, a service point and a tarmac site road. However, all of these will be low features with only the linen store being a solid structure, albeit only single storey, small and timber-clad.

Even the cumulative impact of these ancillary services will be negligible in the site itself. As with the proposed camping pitches, parking spaces, cabins and tents, they will have **No Impact** on the setting of any of the heritage assets, except the spur of woodland on the S side of the application site and parts of the former tramway. Similarly, the impact on the setting of those heritage assets will be **Negligible Adverse**

8.3.4.4 Impact of extensive planting of trees and shrubs

The proposal includes extensive woodland planting of trees and shrubs, as detailed on Drawing LMP-2021-P-600. All of the species are indigenous and have been selected by an experienced landscape architect to complement the prevailing species in the locality and the planting plan has been designed to reinforce the screening effect of the existing site and its surroundings.

The proposed planting can only enhance the setting of the heritage assets in the vicinity by strengthening the native woodland which makes a positive contribution to the setting of most of them. It will also reduce the already negligible impact of the proposal on the setting of the spur of woodland on the S side of the application site and parts of the former tramway.

The proposal also includes the creation of a tree protection zone with an “estate fence” around the mature oak tree to ensure that it is not damaged by uncontrolled parking or accidental manoeuvring. This will ensure that the contribution of the tree to the site and the setting of any heritage assets continues into the future.

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In summary, this landscape enhancement element of the proposal will have a **Minor Beneficial** Magnitude of Impact on the setting of the heritage assets.

8.3.4.5 Impact of use of the existing vehicular access into the site and formation of a new pedestrian access on to the existing public footpath at the S end of the site

It is proposed that the existing vehicular access into the site will be retained and used. As this involves no change whatsoever, it will have no impact on the setting of any heritage assets.

It is proposed that a new pedestrian access on to the existing public footpath will be created at the S end of the site with a new gate in the new timber fence.

The physical works involved in creating this new pedestrian access will be appropriate for the location and will have no visual impact in the setting of almost all of the heritage assets. It will have **Neutral** visual impact on the spur of woodland on the S side of the application site, which is technically in the Chirk Castle Historic Park, and on a small section of the former tramway but it will improve pedestrian permeability to this part of the these heritage assets and marginally improve accessibility to them and enabling better appreciation of them. It will therefore have a **Minor Beneficial** magnitude of impact on them.

Table 5. Summary of Assessment of Impact on Heritage Assets and their setting, factored by Heritage Significance

Heritage Asset and Level of significance	Direct Impact of Proposal	Impact of new camping pitches, parking spaces, tents and cabins on setting	Impact of ancillary services, including tarmac site road	Impact of extensive planting of trees and shrubs	Impact of use of the existing vehicular access and formation of a new pedestrian access
A. Pontcysyllte Aqueduct and Canal including: - the N and S Portals and tunnel, - Chirk Basin - Chirk Aqueduct Very High Significance	Neutral	Neutral	Neutral	Moderate/ Large Beneficial	Neutral
B. The Holyhead Road: the Chirk Embankment and earlier trackways High Significance	Neutral	Neutral	Neutral	Moderate/ Slight Beneficial	Neutral
C. Castell y Waun Castle Mound , Chirk High Significance	Neutral	Neutral	Neutral	Moderate/ Slight Beneficial	Neutral
D. Chirk Castle Gates, Screen and Piers at E entrance to Park. High Significance	Neutral	Neutral	Neutral	Moderate/ Large Beneficial	Neutral

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E. Llwyn-y-cil Lodge at E entrance to Park. Medium Significance	Neutral	Neutral	Neutral	Slight Beneficial	Neutral
F. Town Reservoir, Reservoir Wood. Low/Medium Significance	Neutral	Neutral	Neutral	Slight Beneficial	Neutral
G. Railway Viaduct over River Ceiriog. Medium Significance	Neutral	Neutral	Neutral	Slight Beneficial	Neutral
H. Whitewalls, Off Station Road, Chirk Medium Significance	Neutral	Neutral	Neutral	Slight Beneficial	Neutral
I. Chirk Conservation Area Medium Significance	Neutral	Neutral	Neutral	Slight Beneficial	Neutral
J. Chirk Castle Grounds High Significance	Neutral	Neutral/Slight Adverse	Neutral/Slight Adverse	Moderate/ Large Beneficial	Slight Beneficial
K. Brynkinault Historic Park/ Garden Medium/High Significance	Neutral	Neutral	Neutral	Slight Beneficial	Neutral
L. Former Glyn Ceiriog Tramway Low Significance	Neutral	Neutral/Slight Adverse	Neutral/Slight Adverse	Neutral/Slight Beneficial	Neutral/Slight Beneficial

8.3.4.6 Summary of Impacts

The Heritage Impact Assessment (HIA) and Landscape Visual Impact Assessment (LVIA) undertaken briefly above has found that the proposed development will have **no direct impact** on any heritage assets. It has also found that it will have **no impact** whatsoever on the setting of most of the surrounding heritage assets, due to: a) the modest nature and small scale of the development and; b) the separation between the application site and the heritage assets by distance, intervening buildings and trees and the effects of the topography of the area. It has found that the only adverse impacts are **negligible/ minor adverse** magnitude of impact caused by the sight of the camping facilities on the setting of two heritage assets and that this equates to **neutral/slight adverse** significance of effect when the significance of the heritage assets is

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factored in. The two heritage assets: are the designated Chirk Castle Historic Park (although the part affected is outside the formal boundary of the site) and the former Ceiriog tramway, which is a non-designated heritage asset.

However, the HIA and LVIA has found that the landscape proposals to implement indigenous woodland planting, the retention of all existing trees and shrubs, including the specific protection of an existing oak tree will have a **Beneficial** significance of effect on the setting of all of the heritage assets, to a greater or lesser degree. It has also found that the formation of a new pedestrian access on to the existing footpath will have a **Slight Beneficial** significance of effect on the spur of woodland and the former tramway by improving access to them and enabling better appreciation of them.

The net impact of the proposed development on the setting of the heritage assets will be beneficial.

8.3.4.7 Stage 3 (of ICOMOS Methodology). How can these effects be avoided, reduced, rehabilitated (mitigated) or compensated?

As the HIA has found that the proposed development will have no direct harmful impact on heritage assets and a net beneficial significance of effect on the setting of the heritage assets, there is no necessity for the effects to be avoided, reduced, rehabilitated (mitigated) or compensated. However, the slight adverse impact on the setting of Chirk Castle's Historic Park and the former tramway could be mitigated by the provision of a heritage interpretation board at the proposed new pedestrian access to provide historical information about the parkland and the former tramway (and indeed the other surrounding heritage assets).

8.4 Assessment against *Managing Change in World Heritage Sites in Wales*

8.4.1 This national guidance should be taken into account by decision-making authorities when considering proposals that might impact on the Outstanding Universal Value of a World Heritage Site, such as individual applications for planning permission. It provides an explanation of the role of Buffer Zones at Para 4.4 and the importance of Setting and Views at Para 4.5.

8.4.2 The application site is not within the WHS but is within the Buffer Zone, which has been identified to enable protection of the setting of the WHS, including views into, out of and across the WHS. However, the HIA has found that the proposed development will not affect the setting of the WHS or its Outstanding Universal value in any way.

8.4.3 The national guidance also states in relation to the Pontcysyllte WHS:

3.10 Policy protection (for the WHS and its Buffer Zone) is also provided by means of local planning policies produced by each of the three local authorities.

The three local authorities jointly adopted the Pontcysyllte Aqueduct and Canal World Heritage Site Supplementary Planning Document in 2012 and updated in 2013. The SPD provides general guidance on assessing planning applications in the WHS and its Buffer Zone:

6.1 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.*

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This Heritage Statement and the HIA comply with this guidance and in particular find that the proposal will have no appreciable impact on any views of the WHS or the sense of arrival to the WHS. The proposed development thus complies with the SPD.

8.5 Assessment against the *Pontcysyllte Aqueduct and Canal World Heritage Site Management Plan 2019-2029*

8.5.1 Wrexham BC, Shropshire Council and Denbighshire Council have jointly adopted the *Local Planning Guidance Note 33 Pontcysyllte Aqueduct & Canal WORLD HERITAGE SITE*.

8.5.2 This local policy document also explains the purpose of Buffer Zones, at S.4, and repeats at S.6 further guidance which is in the Management Plan on how applications for development will be determined, in five “typical Development scenarios”. The current application does not fit neatly into any of the five scenarios, but it perhaps closest to *Scenario 33. Small scale development within the Buffer Zone in rural areas*. The Management Plan requires that, inter alia:

Any development that impacts on the WHS’s “sense of arrival” or on buildings or landscape features e.g. archaeological features or buildings of historical or cultural association with the WHS that contribute to its Outstanding Universal Value should identify how the effects of development will be mitigated.

The HIA has found that the proposed development will have no impact on the WHS’s “sense of arrival” or any meaningful impact on the landscape. It has also found that; the limited impact has already been mitigated by additional tree and shrub planting and; further mitigation could be mitigated by the provision of a heritage interpretation board at the proposed new pedestrian access to provide historical information about the parkland and the former tramway (and indeed the other surrounding heritage assets).

Crucially, this Heritage statement has identified the OUV of the WHS and has found that the proposal is modest in scale and effect and will cause no harm to that OUV.

The current proposal is therefore compliant with the detailed guidance in the Management Plan.

8.6 The Historic Environment of Planning Policy Wales Edition 10 (2019)

8.6.1 The Historic Environment of Planning Policy Wales Edition 10 (2019) sets out the national planning policy framework for the protection of the historic environment in Wales. It states:

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.

It sets out specific objectives for different types of heritage assets. This Heritage Statement has found that the proposed development complies with all of those objectives and in particular will cause no harm to the setting of the WHS.

9. Conclusion

9.1 This Heritage Statement has found that the proposed development will have no direct impact on any heritage assets. It has also found that it will have no impact whatsoever on the setting of most of the surrounding heritage assets, due to:

- a) the modest nature and small scale of the development and;
- b) the separation between the application site and the heritage assets by distance, intervening buildings and trees and the effects of the topography of the area.

9.2 It has found that the only adverse impacts are negligible/minor adverse magnitude of impact caused by the sight of the camping facilities on the setting of two heritage assets and that this equates to neutral/slight adverse significance of effect when the low significance of the heritage assets is factored in. The two heritage assets: are the designated Chirk Castle Historic Park (although the part affected is outside the formal boundary of the site) and the former Ceiriog tramway, which is a non-designated heritage asset.

9.3 However, the Heritage Statement has found that the landscape proposals to implement indigenous woodland planting, the retention of all existing trees and shrubs, including the specific protection of an existing oak tree will have a Beneficial significance of effect on the setting of all of the heritage assets, to a greater or lesser degree. It has also found that the formation of a new pedestrian access on to the existing footpath will have a Slight Beneficial significance of effect on the spur of woodland and the former tramway by improving access to them and enabling better appreciation of them. The net impact of the proposed development on the setting of the heritage assets will be beneficial.

9.4 Importantly, none of the key characteristics, views or "Sense of Arrival" of the Pontcysyllte WHS will be harmed in any way by the proposed development. Indeed the proposal will provide temporary accommodation to enable more visitors to come to stay in the Buffer Zone and to appreciate the OUV of the WHS. This is a major public benefit of the proposal.

9.5 The proposals represent sustainable development and accord with all local and national heritage guidance and so this Heritage Statement makes the case that the proposals should be considered favourably and that the applications should be approved without delay.

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Appendices

Appendix 1. Statement of Outstanding Universal Value of WHS

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 2. Listing Descriptions

1. Chirk Castle, Chirk Ref 598 - Grade 1

History

The original castle was probably begun soon after 1295, for Roger Mortimer, for the newly created marcher lordship of Chirkland, on lands formerly being that of the Princedom of Llewelyn ap Gryffydd ap Madog. The royal mason, Master James of St George from Savoy, was probably the originator of the plan form, as it resembles Beaumaris and Harlech in certain respects. He perhaps continued to act as advising master mason as in other royal castles in Wales. The first major stage of building probably extended until Mortimer's fall in 1322. It then passed through the hands of the Earls of Arundel, the Beauforts, and to Sir William Stanley c1475. It was then administered by the Tudors, with some large scale repairs taking place before 1529, until 1563 when it was granted by the queen to the Robert Dudley Earl of Leicester. In 1595 it was purchased by the merchant adventurer Thomas Myddleton, in whose lineage it has continued until the present day. The external shell of the building is early C13 in date; the E and S sides and the principal hall range within on the N side were rebuilt in the early C14. Within, on the N side, it is largely Tudor in date. After some damage during the civil war, followed by limited demolition, probably of the upper part of the towers in 1659, work was undertaken by Sir Thomas Myddleton, 2nd baronet in the E range in 1673-8 under the guidance of Lady Wilbrahim of Weston, Staffs, in the style of William Wynde. Richard Myddleton, the C18 owner, employed Joseph Turner, surveyor of Hawarden, to remodel the state rooms in 1766-78, supervised by John Cooper of Beaumaris, and further work was undertaken in the mid 1840s by A W N Pugin, who had been engaged by Col Robert, and who provided a facade for the E range and undertook internal alterations in collaboration with J G Grace. A W Pugin died in 1852, and the ongoing work was continued by his son, Edward W Pugin. The chapel was restored by Sir A Blomfield in 1894, and further work was carried out by Lord Howard de Walden in 1912-13. The castle was bought for the nation in 1978 and placed in the care of The National Trust. A detailed history is included in the house guide.

Exterior

The castle is in the form of a hollow square, with bold round towers at each corner, and central to each side rising from a battered plinth. The barbican is on the N side, between the NE tower and the centre tower, approached by a ramped bridge, a pointed arch of 2 chamfered orders. C19 ashlar parapet with ridged copings. The barbican itself has a tall outer arch, and within, an inner arch of 2 orders behind the portcullis drop. The mantled and supported Myddleton Arms, by A W Pugin, are set in a recess over. Two levels of small side arrowslits. Studded framed doors. Within the entrance, C19 doors with pointed arches each side and a timber joisted ceiling. The inner doors are set in another arch of 2 chamfered orders, on one the inscribed date 1669 TM. The doors are framed and set inside the arch.

The main towers are of 3 storeys, with stone mullioned and transomed windows and crenellated parapets added in the C19 after the upper stages of the towers had been demolished in 1659, and the C18 balustrade removed. In the plain stone curtain between the towers, a series of irregularly placed similar stone windows, some with horizontal hood moulds. The W elevation is similar, with similar windows, the crenels of the parapet partly

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blocked. A dog-leg external stair rises to a doorway, and further S, the base of a garderobe chute. Beyond the centre tower, the castle was demolished, the curtain stopping at an irregular break, now built up in the C14 in rubble as part of the rebuild of the S side, and continued further in the C19 to join the stables.

The S elevation is largely obscured for much of its length by the C18 and C19 stables and workshop additions, but beyond the W privy garden wall, the C14 character is apparent in the two 2-light transomed and cusped windows to the chapel and a further trefoil light to the left. Other windows of the C19. Two gabled buttresses.

The E elevation has a fine 5-light window to the chapel S of the central tower, created by Sir Arthur Blomfield in 1894 to replace one by E W Pugin, the wall deeply battered below. The curtain between the centre and the NE tower has similar stone mullioned and transomed windows with label heads, also repeated on the towers. Crenellated parapet.

Courtyard elevations: The W side is still largely medieval, of c1300, although the upper part of the N end is rebuilt. Low 2-centred door to the Guard Room, and adjacent, a trefoil-headed door. Above, bracketed out on corbels, a bellcote of 1609, refurbished by E W Pugin, and now with a clockface of 1960 over a 2-light window. Bell stage has 2 x 1 shouldered open arches and a hipped lead roof. To the left, the medieval Adam tower, crenellated with spiked coping to the merlins. Other windows mostly 3-light mullioned and transomed.

The S side is of 1529, 3-storey, with mullioned and transomed windows and doors with depressed arches. The imprint of 9 gables from the C17 roofs is visible, replaced in the C18 when the wall was taken up to a level parapet. Two light attic windows. The door to the Chapel, at the E end has a segmental pediment containing a large weathered winged putto.

The E side is of 1664-1678, a 2-storey range with 7 mullioned and transomed 3-light windows and parapet over, against which is built a single storey range by E W Pugin in c1846, buttressed between windows and a central porch with a crenellated parapet. Arms over the door.

The N side is of c1630-40 with later alterations. Irregularly placed mullioned and transomed windows. A 2-centred chamfered arch to the kitchen has an inscription over THIS:NEW:BUILDING:/AND:THE:TOURE:WAS:BU/ILT:ALL:IN:ONE:YEARE:BY:TH/ OM MYDDLETON KNIGHT 1636. To the right, steps to a door by Pugin dated 1846.

Interior

Of the early medieval accommodation, no work survives outside of the towers and wall passages. The S range, which was rebuilt c1400 after the reduction of the size of the building, contains the great chamber on the first floor, and the chapel at the E end rising from ground to first floors. The kitchen and Cromwell Hall on the N side was the dining room in the C17, classicised in c1778 and re-medievalised by A W N Pugin in 1845-6 in association with the decorator J G Grace. This has a stone fireplace by Myers with painted arms in cusped recesses over, and a ceiling on moulded beams. An oak panelled screen at the lower end leads to the cross passage and buttery beyond, and from it access is gained to the grand staircase in the centre N tower. This open-well stair with its fine arcaded iron balustrade was designed by Joseph Turner in 1777-8 and has marbled Ionic columns at each corner supporting a beamed and moulded ceiling. This was restored to the C18 design in the 1950s. On the upper floor of this range, the state dining room, formerly the chamber over the buttery, is also in the classical taste by Turner, with coved ceiling, and panelled walls decorated with early classical moulded husk motifs, restored in 1963. Fine C18 chimneypiece of marble. The adjoining saloon, the great dining room in the C17, has a magnificently enriched 15-panelled ceiling incorporating cameo paintings by G Mullins, an

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Irish landscape painter. Marble Corinthian chimneypiece incorporating jasper by Bromfield of Liverpool, 1773. This room leads enfilade to the corner drawing room, completed in 1796 and redecorated by Pugin and Crace, and provides direct access to the long gallery in the E wing, 30m long, begun in 1670 for Sir Thomas Myddleton, 2nd bart, and completed in 1678, and probably by the same team employed by Lady Myddleton (Wilbraham) at Weston Park, Staffs. Bolection moulded panelling and acanthus cornice and broken pediments over doors in the Restoration manner, and a panelled heraldic ceiling. Tiles by Minton and Hardman commissioned 1847-8. The Chapel, in the SE corner, originally fitted out in the 1670s. The chapel was restored and reroofed by Sir A Blomfield in 1894, and with further work carried out by Lord Howard de Walden in 1912 when it was converted to a music room. The E range contains much work by A W Pugin, since altered, and ceilings by Thomas Harrison. Ribbed ceiling to the library.

Reason for Designation

Included at Grade I as a building of major national importance, being one of the series of Edwardian castles of Wales, adapted to become the seat of an important marcher landed estate, in which context, successive leading architects and designers were involved in the creation of a major country house within the medieval framework, of which fine work of the late C18 and mid C19 especially stands out.

2. Chirk Castle Gates, Screen and Piers at E entrance to Park. Ref 1315 - Grade I

History

Centre part (without piers and side screens) was begun in 1712; designed and executed for Sir Richard Myddleton, 3rd baronet, by Robert and John Davies, ironsmiths of Croes Foel, Bersham. This was incorporated in an enlarged scheme of 1718-21 by the Davies brothers for the forecourt screen to the Castle. The centrepiece (with gates lengthened) and short lengths of side screen were moved in 1770-1 to New Hall Lodge entrance to the park. Resited, with the screen lengthened with additional panels on the present site in 1888 after the closure to wheeled traffic of the old Cardiff to Chester road through the park.

Exterior

Intricate cast and wrought ironwork, painted black with gold highlights. Composition of massive openwork piers with sedent wolf finials in lead, twin carriage gates with side panels and rich heraldic overthrow containing the Myddelton arms. Flanking pedestrian gates; screen railings on dwarf ashlar walls with roll-moulded copings and outer stone piers with acorn finials. Exceptional ironwork detailing includes Corinthian capitals to open piers incorporating vine tendrils and coronets with balustraded bases. Scrolled supports to heraldic overthrow embellished with bird, flower and foliage ornaments; urn finials and sunburst supporter to top rail. Intricate scrolled foliage, masks etc to carriage gates; spear finials and simpler scrollwork crestings to side gates and railings. For much of their life, the gates have been painted white highlighted with gold. Gates removed for repair on inspection, January 1998.

Reason for Designation

Included at Grade I as regarded as the finest of all the Davies brothers ironwork, and comparable to Jean Tijou's work at Hampton Court.

3. Llwyn-y-cil Lodge at E entrance to Park. Ref. 20211- Grade II

History

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The Lodge was built in 1888, when the main driveway to Chirk Castle was moved from New Hall Lodge, at the same time as the main gate screen.

Exterior

Built in a picturesque Tudor Domestic style of decorative timber square-panel framing with diagonal braces forming lozenges, set on a sandstone plinth. Red tile roof. Single storey, a balanced asymmetrical design of 3 bays comprising a central recessed entrance porch with a 3-bay timber arcade, the arches and posts carved in a Jacobean style, and low balustrades, all underpinning a shaped gable with central oak cartouche. Central studded oak door and black stained oak dado panelling each side. The left bay has a small gable jettied over a rose-carved jetty beam. The right hand bay is slightly set forward and fully gabled above an oak-leaf carved jetty beam. Below a canted oriel window with moulded mullions and transoms. All glazing is leaded. The E end gable is similarly gabled, the jetty bressumer carved with vines, and a timber window with a cornice below. Central ribbed brick stack.

Interior

The interior has some C17 panelling from the demolished house at Cefn-y-wern.

Reason for Designation

Included as a good example of Tudor Domestic Revival style adapted for a park lodge, and placed in the highly picturesque context of the main entrance to the park. Of group value with the Main Gates to Chirk Castle.

4. Town Reservoir, Reservoir Wood. Ref 20254 - Grade II

History

The reservoir was constructed for Lady Charlotte Myddleton in c1824 as an important element in her plan to improve the conditions of the inhabitants of Chirk, most of whom were tenants of Chirk Castle.

Exterior

The reservoir consists of a circular pit, approximately 2.0m deep, sunk into the hilltop outside the park gate, providing a gravity fall of approximately 18m to the centre of the town. It is constructed with stone walls approximately 1m thick, set in puddled clay. The diameter is c10m. There is no surviving evidence for the intake or draw off pipework, nor of any possible cover.

Reason for Designation

Included as an interesting and early example of a town water system built under estate patronage.

5. Chirk Tunnel, including the N and S Portals, and Chirk Basin Ref 20209 - Grade II*

History

Designed by Thomas Telford in 1796 for the Ellesmere Canal Company, to carry the the Llangollen Branch canal from the Afon Ceiriog valley under the access road to Chirk Castle at the insistence of Richard Myddleton, the landowner and an important shareholder. The canal reached Chirk basin in 1801, where it widens to provide wharfage at the N end, from where a chain operated inclined plane was provided up to the road. This proved commercially successful. The canal was extended further to Llangollen at the suggestion of William Jessop to obtain headwater from the River Dee at Llantysilio.

Exterior

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The tunnel, No 23 in the series on the Llangollen Canal, is 421m (495 yards) long, built of brick to a semicircular section, and embraces the towpath, a recent innovation at the time. The tunnel tapers out to the S portal in the form of a parabolic arch of limestone voussoirs rising to a keystone, and set slightly proud of the high rubble-faced curved retaining wall. This wall rises to a flat string course at the base of the parapet. The cantilevered towpath has a handrail of timber on cast iron tapered supports, installed in 1822. The N portal is similar to that at the south, but the retaining wall is more sharply curved.

Reason for Designation

Included as, together with the aqueduct and basin, forming an important monument of the canal era in Britain.

6. Railway Viaduct over River Ceiriog. Ref 20210 - Grade II*

History

The viaduct was built to the design of Henry Robinson, chief engineer to the Shrewsbury to Chester Railway, in 1846-1848, Thomas Brassey being the general contractor. The Shrewsbury Chester line was initiated by 'King' Robinson, who had received his training under George Stephenson, and who recognised the need, not met by the canals, to transport materials to Wrexham and Chester. Robinson's survey had in part to be undertaken at night due to the hostility of Col Robert Myddleton-Biddulph of Chirk Castle. The line became part of the Great Western Railway system in 1854.

Exterior

Built of coursed squared rock-faced stone, the upper arch stage of brick faced with stone. It is approximately 260m (849ft) long, comprising 16 arches, ten forming the major span, rising 30m (100ft) above the river, and 3 each end, built at first in wood, and replaced in stone in 1858. The main piers are tapered upwards to the an ashlar fascia and torus moulding on the springing line, above which there are decorative arched niches with architraves, keystones and pediments. The arches between piers have ashlar voussoirs backed to course, with a dropped keystone. Modillion cornice below the ashlar parapet.

Reason for Designation

Included at II as an important example of railway engineering of the mid C19, and of group value with Chirk Aqueduct.*

7. Whitewalls, Off Station Road, Chirk. Ref. 20259 - Grade II

History

The building was erected in 1924 for the Edmundson family of Chirk, the architect is not recorded.

Exterior

House, in free vernacular revival style. Built of white painted brickwork, with a brown plain tile hipped and sprocketed roof. Prominent ribbed chimney stacks with outsetting heads joined by a recessed panel forming an essential element in the design. Boxed eaves. Two storeys, the S garden front consists of a W end and centre hipped bays set forward and separated by a glazed sun lounge. A narrow 3rd bay at the E end. The wall offsets at a brick-on-end course at first floor sill level around the house. Paned iron cross windows

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with wedge brick lintels, with similar original casement windows to the first floor. A flat roofed dormer in the centre bay. At the W end, the main drawing room has a large bow window, with a timber cornice and flat lead roof. External brick stack having 3 narrow arches over windows on the ground floor, 1 to the first floor and swept shoulders to 2 joined flues. The N front has the entrance off centre opposite the main axial stack, set in a slightly recessed keyed arch; a 2-fielded panel door in a moulded frame, with pulvinating frieze and small triangular pediment. The paned metal windows on both floors are close spaced around the door to emphasise the entrance.

Reason for Designation

Included as a well designed building in a free vernacular revival style reminiscent of the work of C F A Voysey of an earlier generation, and notable for retaining its original carefully considered detailing and fenestration. An important survival from this period of innovation in domestic architecture.

Appendix 3. Formal Descriptions of Scheduled Ancient Monuments

1. Pontcysyllte Aqueduct and Canal Ref DE175

Summary Description and Reason for Designation

The following provides a general description of the Scheduled Ancient Monument.

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.

Heritage Statement. Lady Margaret's Campsite

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).

2. The Holyhead Road: the Chirk Embankment and earlier trackways . Ref DE288

Summary Description and Reason for Designation

The following provides a general description of the scheduled ancient monument.

In 1810, Thomas Telford surveyed and recommended the route for the Holyhead Road through north Wales, some 83 miles, with work beginning in 1815 and completed in 1826. Construction of the Holyhead Road was not only the pinnacle of Thomas Telford's engineering achievements, it was also a landmark event in the history of British engineering, being the first major civil engineering project directly funded by parliament. The embankment was one of the major works on the Holyhead Road. The monument comprises the Chirk Embankment, a substantial straight and evenly sloped earthen embankment; and the steep and irregular sections of turnpike road and earlier trackways that the embankment replaced. The gradually rising earthen embankment carries the road for a length of about 200m as it approaches from the SE before the road dog-legs gently towards the E and traverses the slope of the hill. The grass-covered braided trackways and route of the earlier turnpike are situated on the hill slope to the SE of the upper section of road.

The monument is of national importance for its potential to enhance our knowledge of post-medieval/early industrial transport systems. The monument forms an important element within the wider context of the post-medieval development of Wales and the structure may contain well preserved archaeological evidence concerning chronology, layout and building techniques.

The scheduled area comprises the remains described and areas around them within which related evidence may be expected to survive.

3. Castell y Waun Castle Mound , Chirk. Ref DE117

Summary Description and Reason for Designation

The following provides a general description of the scheduled ancient monument.

The monument comprises the remains of a motte and usually a ditch, dating to the medieval period (c. 1066 -1540 AD). A motte is a large conical or pyramidal mound of soil and/or stone, usually surrounded by either a wet or dry ditch, and surmounted by a tower constructed of timber or stone. Chirk Motte is a circular flat-topped mound about 30m in diameter and 5.7m high, but with no trace of a ditch. This is identified as a castle mound, specifically the Castell-y-Waun mentioned in 1165 and 1212. It is located in the planned borough of Chirk, occupying a prominent corner plot facing the church. The borough received its first charter in 1324 and can be associated with the later, greater castle 2km to the west. The mound was the central feature of the ornamental garden to the rear of The Mount, a mid eighteenth century house. As depicted on the Ordnance Survey County series 1st edition (Denbigh. XL.10 1872) the mound was set within what appears to be a sub-rectangular enclosure or platform, roughly 50m across. Other than this there are no traces of other castle earthworks.

The monument is of national importance for its potential to enhance our knowledge of medieval defensive practices. The monument is well-preserved and an important relic of the medieval landscape. It retains significant archaeological potential, with a strong probability of the presence of both structural evidence and intact associated deposits.

The scheduled area comprises the remains described and areas around them within which related evidence may be expected to survive.

Registered Historic Parks and Gardens

1. Chirk Castle Park and Garden. Ref C63 Grade 1

Outstanding park, partly designed by William Emes, and terraced and informaal garden, with remains of medieval period onwards. In fine elevated position Outstanding features within the layout include the early 18th C entrance

2. Brynkinault Historic Park/Garden Ref C15 Grade II*

Picturesque landscape park in very fine setting, laid out in the early 19th C with Gothic features and an unusual tunnel to the kitchen garden