

Pontcysyllte Wharf	Stephen Roberts (69)	Boat builder
Woodlime Cottage	Kendrick Parry (45)	Canal banksman
Canal Side	Edward Jones (76) Jeremiah Jones (49)	Retired blacksmith Blacksmith
Rose Cottage	Edward Price (50)	Tinsmith (Chemical Works)

5 BASELINE DATA

5.1 Designated Heritage Assets

The Assessment Area contains part of the *Pontcysyllte Aqueduct and Canal* Scheduled Monument and is also wholly within the *Pontcysyllte Aqueduct and Canal* World Heritage Site and the *Pontcysyllte Aqueduct* Conservation Area.

There is a total of 20 designated heritage assets within a 1km study area surrounding the Assessment Area, as detailed in Table 1 below, and illustrated on Figure 2:

Table 10: Designated Heritage Assets within the study area

Designation	Cadw Ref	Name	Type/Grade
World Heritage Site	1303	Pontcysyllte Aqueduct and Canal	-
Scheduled Monument	DE175	Pontcysyllte Aqueduct and Canal	-
Registered Historic Landscape of Wales	-	Vale of Llangollen and Eglwyseg	Special
Conservation Areas	- -	Pontcysyllte Aqueduct Cefn Mawr	- -
Historic Park & Garden	C42	Argoed Hall (Grade II)	Grade II
Listed Buildings	1306	Telford Inn	Grade II
	1576	Plas Kynaston	Grade II
	1601	Pontcysyllte Aqueduct	Grade I
	1602	Pont Cysylltau	Grade I
	16870	Cefn Kynaston including garden walls	Grade II
	19956	The Old Vicarage	Grade II
	19966	Bridge next to Telford Inn	Grade II
	19967	New Road (House next to Telford Inn)	Grade II
	19968	Bryn Seion Presbyterian Chapel	Grade II
	19969	Bridge No 31	Grade II
	19970	Wood Bank	Grade II
	19971	Kilns at Wood Bank	Grade II
	87547	Pair of Docks on E side of Trevor Basin, excluding modern workshop superstructure and swing bridge.	Grade II

5.2 Non-Designated/Other Heritage Assets

Searches were undertaken of the CPAT's HER and RCAHMW's NMR based upon a 1km search area surrounding the Canal & River Trust's land ownership boundary to the north of

Scotch Hall Bridge ('The Assessment Area'). A total of 131 HER entries are recorded within the 1km search area, as listed in Appendix 1 and illustrated by magenta dots on Figure 3. There are five HER entries within the Assessment Area itself, which are detailed in Table 11 below:

Table 11: Non-designated HER entries located within the Assessment Area

HER ID	Name	Description
126960	Tref-y-nant, building II	Building noted on early Ordnance Survey mapping during Glastir private woodland project
126961	Tref-y-nant, building III	Building noted on early Ordnance Survey mapping during Glastir private woodland project
126962	Tref-y-nant, buildings	Building noted on early Ordnance Survey mapping during Glastir private woodland project
126963	Llangollen Canal, Trevor Basin, transfer warehouse	Building noted on early Ordnance Survey mapping during Glastir private woodland project.
142395	Llangollen Canal, Trevor Basin, boat lift	The possible site of an innovative experimental canal boat lift, by Edward Rowland and Exuperius Pickering, 1796. (Sillitoe, correspondence 2016)

A total of 150 entries were listed within the 1km study area on the NMR, of which it was considered that 53 were of particular relevance to the assessment. These are depicted by green dots on Figure 4, and the full NMR entries have been provided in Appendix 2. There are six HER entries within the Assessment Area itself, which are detailed in Table 12 below:

Table 12: Non-designated NMR entries located within the Assessment Area

NMR ID	Description
405833	DOCKING AREA TREFOR BASIN, LLANGOLLEN CANAL, ELLESMERE CANAL; SHROPSHIRE UNION CANAL The docking area consists of two "arms" of canal separated by a central spur. The arms were served by three tramways on the central spur, and two on the western bank. The left hand (western) branch terminates in a semi-circular wall, the right hand branch in a "dry-dock", which at one time was covered. The right-hand (eastern) branch originally continued as a spur after a short distance it branched again into a basin on the left with a bank of lime kilns, the right hand branch continuing as far as Plas Kynaston pottery. This spur is no longer extant but is blocked at a bridge immediately to the left of the dry-dock.
405834	PLAS KYNASTON CANAL BRANCH ENTRANCE, LLANGOLLEN CANAL, ELLESMERE CANAL; SHROPSHIRE UNION CANAL Original entrance to Plas Kynaston Branch Canal, built to serve the Plas Kynaston Foundry. Now blocked with brickwork with a small bridge masonry arched bridge remaining. Most of the formation of the canal probably survives underground.
406531	RUABON BROOK BRIDGE (BW NO.29A), LLANGOLLEN CANAL; ELLESMERE CANAL; SHROPSHIRE UNION CANAL Ruabon Brook Bridge (British Waterways No.29A) A masonry stone bridge with dressed stone arch, more recent redbrick raised extension to the top of bridge. The bridge is situated at the end of the Warf/ railway pier and has been partially blocked up and no longer has any link to the canal itself. The end of the canal at this point is situated 2m

NMR ID	Description
	50cm in front of the bridge. The bridge has an internal span of 2m 47cm and has a height of 1m 77cm to the current ground level.
406653	RUABON BROOK RAILWAY BUILDINGS, LLANGOLLEN CANAL; ELLESMERE CANAL; SHROPSHIRE UNION CANAL Three houses constructed as buildings serving the horse-worked Ruabon Brook Railway. Important early canal-railway buildings at the north-east of the canal and its railway going north. These buildings have now been demolished.
406705	RUABON BROOK RAILWAY TRANSFER DOCK, TREVOR BASIN, LLANGOLLEN CANAL; ELLESMERE CANAL; SHROPSHIRE UNION CANAL Narrow single-boat dock at north-east corner of Trevor Basin that was originally enclosed within a rail-water transfer warehouse. These are important remains of transfer between a canal and one of the earliest twin-track railways to replace a planned canal Early 19 th century. Visited 15.07.2007 when in water as part of basin, area to east neatly paved in last ten years covering any remains of the overall enclosing goods transfer building.
406709	TREVOR BASIN CULVERT 1, LLANGOLLEN CANAL; ELLESMERE CANAL; SHROPSHIRE UNION CANAL A 330ft/100m long diagonal culvert under the Trevor Basin platform crossing from the south of the Scotch Hall garden & under Scotch Hall Bridge to discharge east of the platform. Indicative of the sophisticated planning of the Trevor Wharf building platform.

5.3 Archaeological Evaluation Results

5.3.1 Introduction

A scheme of archaeological evaluation was undertaken by ARS Ltd (Tong 2021) in March and April 2021 (Tong 2021), in accordance with a trench plan devised by the C&RT following discussions with CPAT and Cadw.

The evaluation comprised the excavation of four trenches:

- ♦ Trench 1 measured 18m x 2m and was situated to evaluate part of the planned drainage associated with the proposed new shop, offices, and facilities building. In addition this trench targeted part of the footprint of a building first identified on the 1865 Plas Kynaston Estate map, recorded as 'Beer House' on the 2nd Edition OS map. This may have also been recorded in the censuses as the 'Bridge End Tavern' or 'Trevor Arms' documented in 1861, the 'Dock Inn' recorded in 1871 and/or the 'Canal Tavern' recorded in this vicinity in 1891, 1901 and 1911.
- ♦ Trench 2 measured 3m x 2m and targeted the footprint of the proposed parking bays, to assess whether any of the railway tracks identified on historic mapping survive.
- ♦ Trench 3 was situated on the central pier within the Scheduled Monument, and comprised a 5m x 2m trench that targeted railway tracks depicted on historic mapping.
- ♦ Trench 4 was also located within the Scheduled monument and comprised a 3m x 2m trench which targeted one of the trackways running down the central

reservation depicted on historic mapping, and also assessing any potential impacts to the canal wall coping stones that might result from the proposed development.

5.3.2 Trench 1

Trench 1 was machine excavated through hardstanding and a demolition deposit down to an archaeological horizon at c.0.60-0.65m below ground level (BGL), which comprised an area of compacted hardstanding and a brick surface partially overlain by concrete. This was located at the north-western edge of the trench in the vicinity of the building depicted at this location on the historic mapping, confirming the likely survival of buried remains associated with this structure, and possibly a yard surface.

A rectangular cut feature that post-dated the demolition deposit was also identified towards the south-eastern end of the trench, but no further archaeological features were identified. A natural clay deposit was identified in this trench at c.0.87m BGL.

5.3.3 Trench 2

Trench 2 was largely characterised by dumped material beneath the modern hardstanding, comprising a deposit extending to c.0.57m BGL containing frequent cinders and glazed fireplace surround bricks bearing the names 'Bratt Colbran' and 'Well Fire Co.' Both of these were London firms producing fireplaces in the early 20th century, the latter company also operating out of Manchester and Liverpool. Bratt Colbran was formed in 1909, and this therefore provides a *terminus post quem* ('limit after which') for the demolition and indeed construction, of the fireplace, though not for the building within which it may have been a later addition.

A right-angled flat-bottomed and vertically-sided cut feature was also identified beneath the upper demolition layer, which was backfilled with the natural pale yellow clay, and interpreted as a possible robbed-out foundation trench for a structure. This was cut through an underlying deposit considered to be an archaeological horizon which was identified at c.0.57m BGL. Another possible cut feature was partially exposed towards the south-eastern edge of the trench but was not excavated. A flat piece of sandstone was also identified lying above the natural clay surface towards the eastern edge of this trench, and a metal bar was identified close to top of the possible foundation cut, but this appeared to have been associated with the dumped material rather than an *in situ* feature. The natural underlying clay was identified at c.0.82m-0.90m BGL in this trench.

5.3.4 Trench 3

This trench was excavated immediately adjacent to the coping stones of the canal wall, within the scheduled monument. This identified two deposits of accumulated soil that were abutting the upper coping stones of the canal wall, and these were overlying a series of deposits containing frequent coal slag and clinker. No definitive evidence for the railway trackbed or rails was identified within the trench although, three parallel linear features were identified at a depth of c.1.16m BGL. A deposit of coal, clinker and slag was identified at c.0.99m BGL, approximately level with the coping stones, but it was considered that this was not extensive or compacted enough to definitely represent the *in situ* trackbed, although it could represent the partial remains of this. This trench was excavated to a depth

of 1.16m BGL to the top of a fine orange sand, but it is not clear whether this was the natural underlying geology or redeposited material.

5.3.5 Trench 4

Trench 4 was also located within the Scheduled Monument and was excavated adjacent the coping stones of the canal wall. This identified two layers of accumulated soil or dumped material deposited above a clinker-rich deposit that was identified at a similar level to the coping stones. A further two layers of material were identified beneath this layer, one of which abutted the coping stones of the canal wall and contained an iron pipe, but no evidence for any *in situ* rail tracks was identified.

5.3.6 Conclusions

Trenches 1 and 2 were excavated along the canal wharf to the west of the canal arm to assess the presence of any surviving *in situ* railway tracks, and to assess whether any buried remains associated with the building recorded as a 'Beer House' on the 1865 OS map of the area. No evidence was identified thought to be associated with the railway tracks known to have crossed this area, and it is to be assumed that these were lifted once the railway fell out of use in the early 20th century. However, a brick surface or wall foundation was identified in Trench 1, associated with a concrete floor and compacted area of hardstanding which is likely to be associated with the 'Beer House' known to have been located here, or an earlier building associated with the 'Public house, gardens etc.' recorded on the 1838 tithe map. This likely archaeological horizon was recorded at c.95.92m above Ordnance Datum (aOD), or 0.60m – 0.65m BGL. In addition, a cut feature was identified in Trench 2 beneath securely dated 20th century demolition or dumped deposits, at a depth of 93.63m aOD, or 0.97m BGL.

Trenches 3 and 4 were both excavated within the central pier between the canal arms in order to characterise the deposits there and to identify any evidence for *in situ* railway tracks. No railway tracks were identified, and the three parallel linear features that were tentatively interpreted as associated with the tracks appear to be too low down in relation to the canal coping stones. However, both of these trenches identified deposits of what appears to be dumped material which is mounded up on the pier, and these may correlate with episodes of dredging of the canal arms. Beneath these apparent dumped deposits were deposits comprising coal, clinker and slag which were identified at a similar level to the coping stones of the canal wall. These are likely to be levelling layers associated with the use of the pier for loading/off-loading between canal barge and railway waggon, and may have formed the trackbed for the dismantled railway. It is envisaged, therefore, that any archaeological remains or features that might survive beneath the later dumped material would be located at this horizon, although it appears likely that the rail tracks themselves were lifted and removed in the early 20th century when the railway fell out of use.