

Plate 14 View showing the east-facing elevation of the 19th-century former goods shed, taken from platforms 2/3, facing east

Cambrian Works (former Jewson's warehouse) lies in the east of the Site, opposite the former goods shed. The building seemingly comprises a modern orange/red-brick warehouse with grey cladding (Plate 15). The west face of the building is mostly open, providing double-height access into a covered bay for loading and unloading goods. This building has no heritage interest and is not considered within this assessment.



Plate 15 View from the entrance to Site B, showing the former Jewsons building on the right and the goods shed on the left, facing north

The stone-built Grade II Listed Wrexham General Railway Station (Plate 16) occupies land in the southern part of the Site, to the west of Station Approach. A red brick extension is to the south with the station entrance situated between the stone and brick buildings (Plate 17).



Plate 16 Grade II Listed Wrexham General Railway Station, taken from Station Approach, facing north-west



Plate 17 View showing later extension to the Grade II Listed Wrexham General Station, facing west

The north-west part of the Site includes an area of vegetation that includes the projected route of Wat's Dyke (see Plate 17, p13).

The setting of the Site consists of mixed development with the Site being bordered by modern two-storey residential properties at Spring Gardens and late 19th-century terraces at Gerald Street. Modern single-storey

retail units lie immediately to the south the Site, whilst the Royal Mail depot and five- and four-storey modern, brick-built apartment blocks lie to the east, together with Grosvenor Road Conservation Area. The wider setting includes further residential development, Wrexham AFC football club and racecourse stadium, a four-storey Premier Inn Hotel and eight-storey Wrexham University building.

1.2. Study area

1.2.1. Determining the Study Area

Due to the scale of the proposed development and existing intervening development, a 200m radius study area has been chosen in order to assess the impact of the proposed development on the setting of designated and non-designated heritage assets in short-to-long-range views across the townscape. The study area is based on professional judgement and was informed by a comprehensive survey of the surrounding area. Factors such as the degree of intervisibility between heritage assets and the proposal site, the contribution of setting to an asset's significance and historic and functional relationships between the Site and assets has been taken into account (Cadw, 2017).

1.2.2. Designations

The Site contains Wrexham General Station that is a Grade II Listed Building, the projected route of Wat's Dyke and the former goods shed (Table 1). The Listed Building and former goods shed will be retained within the scheme.

Description	Designation	Record Number	National Grid Reference
Wrexham General Station: Entrance Building	Grade II Listed Building	1855	332963, 350796
Projected route of Wat's Dyke	Heritage Asset	-	332931 350814
The former goods shed	Historic interest	104152	333001, 350932

Table 1 list of heritage assets within the Site

The Site is located within 200m of a further five Listed Buildings, a Scheduled Monument and Grosvenor Road Conservation Area (Table 2; Plate 17). The proposed development will not have a physical impact on these designated heritage assets however, it may have an indirect impact on the setting of the designated heritage assets.

Description	Designation	Record Number	National Grid Reference
Wat's Dyke: Section SSW of Wrexham Station, 130m Long / at Crispin Lane, Wrexham	Scheduled Monument	600 / DE191 / 3946 / DE286	332883, 350665 / 332998, 351188
The Former Mines Rescue Centre	Grade II Listed Building	87623	332811, 350744
Offices and Lodge to Wrexham Lager Brewery	Grade II Listed Building	1765	332985, 350501
Adult Education Centre, University College of North Wales	Grade II Listed Building	1805	333053, 350560
Former Wrexham Infirmary	Grade II Listed Building	1805	333080, 350517
No.1 Grosvenor Road (NW Side), Clywd	Grade II Listed Building	1830	333162, 350560
Grosvenor Road Conservation Area	Conservation Area	141587	

Table 2 Designated heritage assets within 200m of the Site

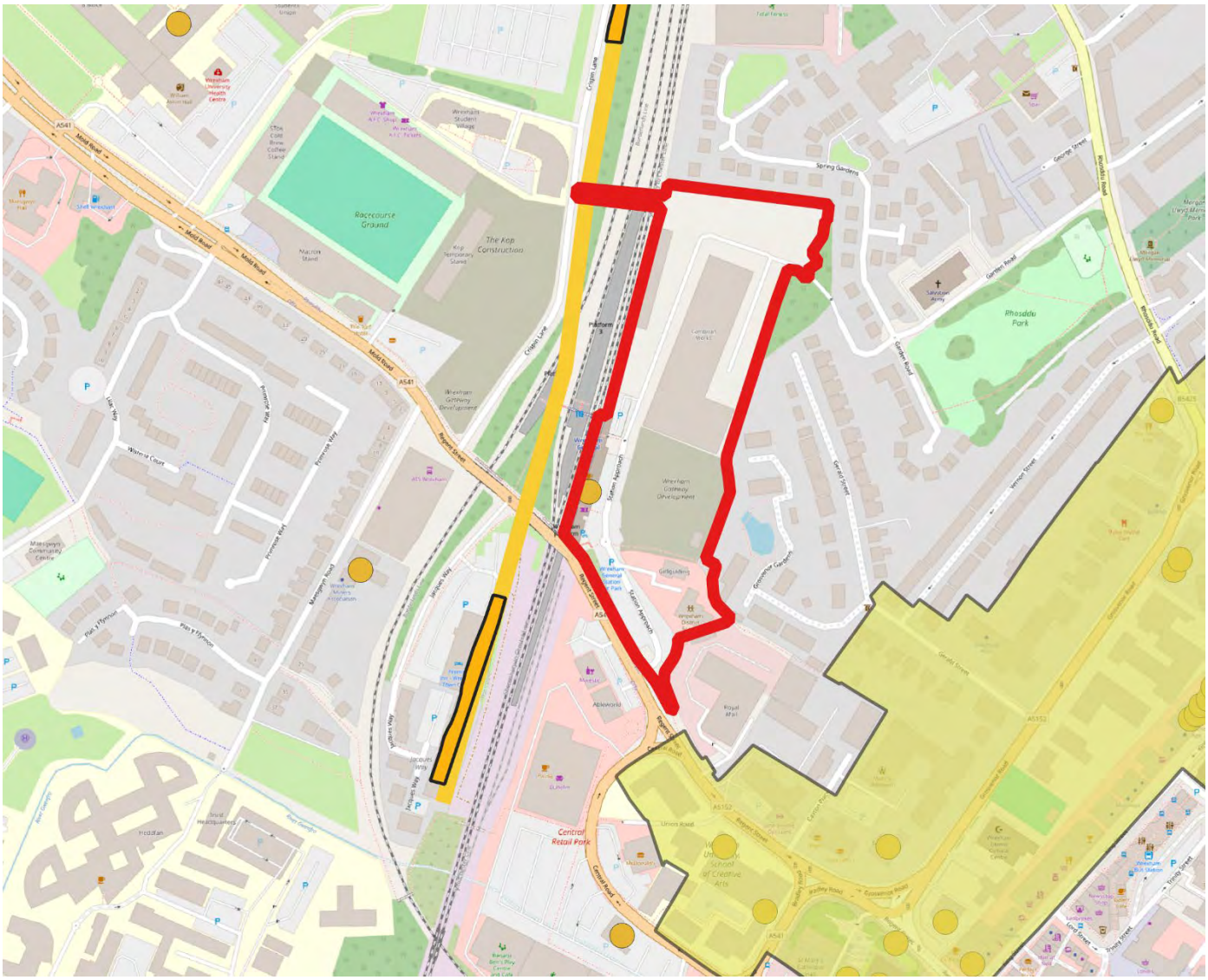


Plate 18 View of the Site superimposed onto OSM data, QGIS Geographic Information System, showing the location of Listed Buildings (yellow points), Grosvenor Road Conservation Area (shaded yellow) in the far right and Wat's Dyke Scheduled monuments (yellow line)

1.2.3. Consultation with Local Planning Authority

Wrexham County Borough Council is advised on proposals affecting designated and non-designated heritage assets by the Council's Building Conservation Officer, Daniel Jones. The Council's Building Conservation Officer was contacted by email on 27th May 2025. It is anticipated that the scope of this assessment will be reviewed by Council's Building Conservation Officer on 13th June.

Wrexham County Borough Council is advised on archaeological matters by Heneb: Clwyd-Powys Archaeology. Heneb: Clwyd-Powys Archaeology were initially consulted in February 2025 and again on 20th June 2025 regarding the impact of the proposals on buried remains. Archaeology is covered in detail in an accompanying desk-based assessment (Civic Heritage, 2025).

2. Methodology

2.1. Heritage significance and impact assessment methodology

The aim of the Heritage Assessment is to assess the heritage interest of the Site and identify nearby designated heritage assets which have the potential to be affected by the development proposals. The analysis of heritage significance and impact within the Heritage Assessment follows guidance set out by Cadw's, including Heritage Impact Assessment in Wales (Cadw, 2017), Setting of Historic Assets in Wales (Cadw, 2017), Conservation Principles for the sustainable management of the historic environment in Wales (Cadw, 2011) and Cadw's Planning Policy Wales Technical Advice Note 24: The Historic Environment (Cadw, 2017).

Guidance in *Heritage Impact Assessment in Wales* (Cadw, 2017, p. 7) describes four groups of heritage 'values', which are referred to below:

- Evidential value: the potential of a place to yield evidence about past human activity.
- Historical value: the ways in which past people, events and aspects of life can be connected through a place to the present – it tends to be illustrative or associative.
- Aesthetic value: the ways in which people draw sensory and intellectual stimulation from a place.
- Communal value: the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory.

The significance of a historic asset is described in terms of the value of the historic asset because of its heritage interest (architectural, archaeological, artistic or historic) and is also described in relation to the asset's heritage values (evidential, historical, communal, and aesthetic). In addition, criterion provided by ICOMOS is used for assessing the value of heritage assets (ICOMOS, 2011), see Appendix 1.

The Heritage Impact Assessment (within Chapter 7) comprises an assessment of both the direct and indirect heritage impacts, defined as follows by ICOMOS in its 2011 guidance contained within '*Guidance on Heritage Impact Assessments for Cultural World Heritage Properties'* (ICOMOS, 2011).

- Direct heritage impacts are a primary consequence of the proposed development resulting in the physical alterations to the fabric or character of the Site. They result in a degree of change to the Site, or alterations to its setting.
- Indirect impacts occur as a secondary consequence of the proposed development, and can result in physical loss or changes to the setting of a heritage asset beyond the development footprint.

The predicted significance of the impact of the proposed development is based on the value or sensitivity of the heritage asset and on the magnitude of the impact on that heritage asset (ICOMOS, 2011). These impacts may be positive, neutral or negative (Cadw, 2017, p. 9).

2.2. Research sources

The Heritage Assessment has examined a range of existing documentary, cartographic, photographic and electronic information including:

- National Library of Scotland historic maps;
- The National Library of Wales tithe maps;
- The Historic Environment Record supplied by Heneb (Received: 27/01/2025; Reference: E7006);
- Cadw designation data (downloaded 22/01/2025);
- Records held by National Monuments Record Wales;
- Google Earth;

- Welsh Government Aerial Photograph Archive;
- Reports of archaeological work carried out in the Study Area;
- LiDAR from DataMapWales; and,
- Historic Landscape and Cultural Landscape information through LANDMAP.

The Wrexham Archives and Local Studies online catalogue was searched for potential documents relating to the Site, however, no potential sources were identified.

2.3. Site visit

A Site visit was undertaken at the Site and in the surrounding area to identify key heritage assets and views within the locality, particularly those within Conservations Areas, and of Listed Buildings and Scheduled Monuments.

3. Planning Policy

3.1. Introduction

This assessment accords with National, Regional and Local Planning Policies which relate to the historic environment. National planning policies relevant to heritage asset management are contained within the the Planning Policy Wales (Welsh Government, 2024).

3.1.1. Planning (Listed Buildings and Conservation Areas) Act 1990

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. The Site contains a Grade II Listed Building and is located within 200m of five Listed Buildings, a Scheduled Monument and a Conservation Area. Therefore, two sections of the act are relevant.

Section 66 (1) of the Act requires the Local Planning Authority to "have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses" when considering whether to grant planning permission.

Section 72 (1) states that in relation to Conservation Areas "special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area".

3.1.2. National Planning Policy Wales (PPW)

The Planning Policy Wales (Welsh Government, 2024) sets out the land use planning policies of the Welsh Government and is supplemented by Technical Advice Note (TAN) 24: *The Historic Environment* and associated best practice guidance on the historic environment produced by Cadw. The primary objective of the PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales. Section 6.1 of the PPW deals specifically with conserving and enhancing the historic environment (paragraphs 6.1.1 – 6.1.32). The section states that 'the historic environment can only be maintained as a resource for future generations if the individual historic assets are protected and conserved' and that 'the planning system must take into account the Welsh Government's objectives to protect, conserve, promote and enhance the historic environment as a resource for the general well-being of present and future generations'. Historic assets can range from World Heritage Sites to archaeological remains, to historic assets of special local interest.

Paragraph 6.1.6 sets out the Welsh Governments specific objectives for the historic environment, which 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.

Paragraph 6.1.7 states that "it is important that the planning system looks to protect, conserve and enhance the significance of historic assets. This will include a consideration of the setting of an historic asset which

might extend beyond its curtilage. Any change that impacts on an historic asset or its setting should be managed in a sensitive and sustainable way".

Paragraph 6.1.9 states that "any decisions made through the planning system must fully consider the impact on the historic environment and on the significance and heritage values of individual historic assets and their contribution to the character of place".

The PPW also sets out the Welsh Governments approach to the range of historic assets. Paragraphs 6.1.10 concern listed buildings and state that "there should be a general presumption in favour of the preservation or enhancement of a listed building and its setting, which might extend beyond its curtilage. For any development proposal affecting a listed building or its setting, the primary material consideration is the building, its setting or any features of special architectural or historic interest which it possesses" (paragraph 6.1.10).

Paragraphs 6.1.14 - 6.1.17 concern conservation areas and state that "there should be a general presumption in favour of the preservation or enhancement of the character or appearance of conservation areas or their settings" (paragraph 6.1.14) and "there is a strong presumption against the granting of planning permission for developments, including advertisements, which damage the character or appearance of a conservation area or its setting to an unacceptable level" (paragraph 6.1.15).

Paragraphs 6.1.18 – 6.1.19 concern historic parks and gardens and state that "Planning authorities should value, protect, conserve and enhance the special interest of parks and gardens and their settings included on the register of historic parks and gardens in Wales" (paragraph 6.1.18).

Paragraphs 6.1.20 – 6.1.21 concern historic landscapes and state that "the Welsh Government seeks to protect areas on the register of historic landscapes in Wales" (paragraph 6.1.20) and that "planning authorities should protect those assets included on the register of historic landscapes in Wales".

Paragraph 6.1.22 concerns the approach to World Heritage Sites and states that "the planning system recognises the need to protect the Outstanding Universal Value of World Heritage Sites in Wales. The impacts of proposed developments on a World Heritage Site and its setting and, where it exists, the World Heritage Site buffer zone and its essential setting, is a material consideration in the determination of any planning application".

Paragraphs 6.1.23 – 6.1.27 concern archaeological remains and state that "the planning system recognises the need to conserve archaeological remains. The conservation of archaeological remains and their settings is a material consideration in determining planning applications, whether those remains are a scheduled monument or not" (paragraph 6.1.23). Regarding undesignated archaeological remains "planning authorities will need to weigh the relative importance of the archaeological remains and their settings against other factors, including the need for the proposed development" (paragraph 6.1.25) and "where archaeological remains are known to exist or there is a potential for them to survive, an application should be accompanied by sufficient information, through desk-based assessment and/or field evaluation, to allow a full understanding of the impact of the proposal on the significance of the remains" (paragraph 6.1.26).

3.1.3. Local Development Framework

The PPW outlines the need for development plans to consider locally specific policies relevant to the historic environment. Wrexham County Borough Council adopted a Local Development Plan (LDP) in December 2023 and covers the period 2013-2028 (Wrexham County Borough Council, 2023). The LDP forms the basis for decisions on land use planning in the area. *Policy SP15: Historic and Cultural Environment* sets out the approach to the Historic Environment.

Policy SP15 states that:

“Development will only be supported where it conserves, protects, preserves or enhances the following cultural and historic assets of the County Borough and their setting:

i. Listed Buildings;

ii. Conservation Areas;

iii. Pontcysyllte Aqueduct and Canal World Heritage Site;

iv. Registered Historic Parks, Gardens and Landscapes; and

v. Scheduled Monuments and Archaeological Remains” (Wrexham County Borough Council, 2023, p. 67).

In relation to Listed Buildings, paragraph 3.100 states that “Listed buildings are valuable assets that cannot be replaced. Within Wrexham County Borough there are over 1040 listed buildings. Caring for listed buildings appropriately, and ensuring their sustainable use, enables their continued contribution to the cultural heritage of Wrexham and Wales. In considering works to listed buildings the emphasis must be on their sensitive repair and improvement using traditional materials and techniques. Any works to a listed building whether internally or externally or within its curtilage will only be supported where it is demonstrated that there will be no significant harm to its special historic or architectural significance and its setting. Demolition of listed buildings will not normally be permitted” (Wrexham County Borough Council, 2023, p. 68).

Paragraph 3.114 of the local plan also notes that “Offa’s Dyke and Wat’s Dyke are nationally important archaeological monuments, sections of which are designated as Scheduled Ancient Monuments whilst other parts remain unscheduled. The safeguarding to be applied under policy SP15 in combination with the protection afforded to Scheduled Ancient Monuments at National level will serve to protect these assets and their settings whether scheduled or not” (Wrexham County Borough Council, 2023, p. 70).

4. Historical background

4.1. Introduction

The historical background provides context for the Site, as well as its significance and contribution to the surrounding historic environment.

4.2. Prehistoric (pre-10,000 BC to AD 43)

Archaeological evidence for human activity in North East Wales during the prehistoric period is limited. The earliest evidence of prehistoric activity dates to the Palaeolithic period, and evidence of early Neanderthals have been recorded at Pontnewydd Cave. Although throughout the Palaeolithic and Mesolithic periods, human presence was influenced by the glacial-interglacial cycle and accompanying climatic and environmental changes which has led to scant evidence of early human presence (A Research Framework for the Archaeoology of Wales: North East Wales: Palaeolithic and Mesolithic, 2001).

The earliest evidence of activity in the Wrexham area dates to the Mesolithic period. Tools made from flint have been discovered at Borras, which is located to the east of the town. Although no evidence of permanent settlement has so far been discovered (NPRN 33102; https://coflein.gov.uk/en/site/33102/).

Evidence of settlement in Wales during the Neolithic and early Bronze Age periods is more common, with examples of well-preserved structural and associated artefactual and ecofactual domestic data identified. Less substantial but more prolific settlement derives from flint scatters from these periods. Upland areas within the region have a high potential for remains of Neolithic and Bronze Age settlement due to the acid soils and areas of bog. Although, much of the structural data comes from protected contexts below later monuments so the good preservation of later documents contributes to the potential preservation of earlier domestic data. Within North East Wales, evidence of industrial sites comprising flint, stone and ore extraction sites have also been recorded. However, burial and ceremonial sites form the most archaeological visible remains of the period (Gibson, 2001).

Within Wrexham, evidence of Neolithic and Bronze Age tools have been recorded which suggest that the area was exploited from these periods. Bronze Age burial mounds have also been identified at Fairy Road and Hillbury Road, to the south of the modern town, *c.* 1.1km south-east of the Site (NPRN 33102; https://coflein.gov.uk/en/site/33102/).

Evidence of Iron Age activity in North East Wales mainly comprises hillforts, although promontory forts, defended enclosures, enclosed settlements and huts have also been recorded (Gale, 2001).

No historic assets of this period are recorded within the study area.

4.3. Roman (AD 43 – AD 410)

There is a lack of evidence of settlement pattern, urban centres or civitas (small towns) in North East Wales, although evidence of military activity is more common. The region has the largest number of marching camps in Wales and all known auxiliary forts have been subject to some excavation, as well as several *vici* at fort sites. A Roman industrial complex was identified as Holt which served the needs of the legionary fortress at Chester and produced brick and tiles (Ref DE013). Holt is located *c.* 8.2km north-east of the Site. Remains of a Roman settlement were also discovered, at Ffrith, Llanfyndd, *c.* 6.2km north-west of the Site (Ref FL164).

The first evidence of permanent settlement in the Wrexham area dates to the Roman period. An excavation at the site of Roman farm at Plas Coch revealed evidence of buildings, agriculture, and trade (NPRN 33102; https://coflein.gov.uk/en/site/33102/). The site of the farm is *c.* 980m north-west of the Site. In total, two Roman coins were found in Wrexham in 1999 and 2000, approximately 342m east of the Site (HER 120206).

No historic assets of this period are recorded within the study area.

4.4. Medieval (AD 410 – AD 1540)

4.4.1. Early medieval (AD 410 – 1066)

The early medieval period in Wales begins with the end of Roman administration and ended with the Norman incursions of the 11th century. Placename evidence can provide an indication of possible settlement and land use during the early medieval period. The name Wrexham was first documented in 1161 as *Wristlesham* and derives from the Old English personal name and *hamm*, meaning 'Wryhtel's water-meadow' (Mills, 2011). The area to the south of St Giles Church has been identified as the location of the original water meadow. The water meadow may have provided high-quality grazing for animals which would have likely fuelled the growth of the town during the medieval period (NPRN 33102; https://coflein.gov.uk/en/site/33102/). Church Street, High Street, Town Hill, and Hope Street in the modern town centre formed part of the historic core of Wrexham. The Site is located beyond the potential early medieval settlement.

Wrexham was also developing as a border town. The Scheduled Monument associated with Wat's Dyke lies to the west of the modern town centre. The dyke was constructed as an attempt to mark out and formalise the boundary between the Welsh Kingdom of Powys and the English Kingdom of Mercia in the 8th century. Wat's dyke mostly comprised an earthen bank with a ditch to the west and runs south from Holywell to the Morda Valley near Maesbury. The dyke survives as a Scheduled Monument in two sections within the study area, *c.* 62m south of the Site (DE191; HER 106675) and *c.* 118m north of the Site (DE286; HER 85247).

The location of the two areas, as recorded on the HER, would indicate that the line of the dyke runs through the south-west part of the Site. However, a section of Wat's Dyke was excavated in 1972, *c.* 30m west of the Site, suggesting that the route was further west of the Site, although many of the original site records were lost and details of the excavations have been confused. According to the Offa's Dyke Project archive, the original ground level was not reached, and no dating evidence was recorded. The bank was badly damaged but was recorded from layers of cobbles and pebbles. A further excavation was undertaken in 1977 but was abandoned due to bad weather. A final excavation took place in 1978, but the ditch could not be located due to past quarrying activity on the site.

Scheduled Monuments of Wat's Dyke (DE191 / HER 106675; DE286 / HER 85247) lie within the study area, whilst the projected route of the ditch falls within the north-west edge of the Site.

4.4.2. Late medieval (AD 1066 – 1540)

Wrexham was not mentioned in the Domesday Survey of 1086 and the area was likely not yet dominated by the Normans. The princes of Powys conquered the area in the early 12th century which paved the way for Wrexham developing as a trading town (Wrexham County Borough Council, 2009). Medieval development was likely centred around the church of St Giles which was established in the 14th century *c.* 840m south-east of the Site (Cadw Ref 1769).

Several markets were established in the town by the 14th century, and the area formed a significant local centre. The main medieval market occupied High Street to the north of the church. During the late medieval period, settlement spread from the first tenement plots close to the church in the centre of the town, northwards toward Lambpit Street, *c.* 630m south-east of the Site. The Site was located beyond the historic core of Wrexham, which was developing from the late medieval period, and likely lay within undeveloped land close to Wat's Dyke.

The prospering woollen and leather trade encouraged economic immigrants to the town and by 1391 over half of the inhabitants were economic migrants (Wrexham County Borough Council, 2009). The advent of coal mining and iron working in the 15th century added to the town's importance.

Modern (Plate 1; Fig 2) and historic mapping (Figs 3-9) show a pond to the east of the Site. Local legend described the pond and the witch's or hag's pool, which is believed to be the place where ducking took place (HER 121772). This was an occurrence that took place throughout Britain from the medieval period to 18th century.

No historic assets of the late medieval period are recorded within the study area.

4.5. Post-medieval (AD 1540 – *c* AD 1750)

During the post-medieval period Wrexham continued to develop as an important regional market town that attracted travelling merchants and fairs from Yorkshire, Manchester and Brimingham. The markets and fairs made the town central to the North Wales economy. Poultry, eggs, butter and vegetable produce was sold on Hope Street, butchers traded on Abbot Street and craftsmen sold their goods on High Street (Wrexham County Borough Council, 2009).

Purpose-built market courts were also established in Wrexham in the late 18th century, including Jones' Hall for linen and fancy goods on Queen Street, *c.* 610m south-east of the Site. Market Courts for cloth dealers, cattle drovers, and farmers were also established. In addition, many thriving workshops such as blacksmiths, braziers, tin platers, skinners, tanners, curriers and leather sellers were located close to their suppliers and markets (Wrexham County Borough Council, 2009). Wrexham became known for its leather-making and nail-making industries in the 18th century and by the mid-18th century, Wrexham was a small market town with a population of around 2000 people (NPRN 33102; https://coflein.gov.uk/en/site/33102/). The Site is located beyond known post-medieval activity, away from the historic core of Wrexham.

No historic assets of this period are recorded within the study area.

4.6. Industrial (*c* AD 1750 - 1914)

The population of Wrexham continued to grow throughout the industrial period, rising from 5,500 people in 1833 to over 15,000 people by 1900. New shops and businesses opened, catering to those who were employed through the local industry and markets. A purpose-built Butcher's Market was constructed in 1848, a Butter Market in 1879 and a Vegetable Market in 1910. In 1857, a charter of incorporation was granted, and Wrexham became a Borough (Wrexham County Borough Council, 2009).

Traditional workshop industries which began in the 18th century in Wrexham, such as brewing, skinning, tanning and blacksmithing, expanded rapidly during the 19th century. The brewing industry also began to dominate the town's industry in the 19th century and by the 1860s there were 19 local breweries mostly located on the banks of the River Gwenfro, utilising the water source (Wrexham County Borough Council, 2009), including a lager brewery established in 1882 (*c.* 220m south of the Site; HER 34389).

In the 19th century, Wrexham was developing beyond its historic core, westwards, towards the Site. Regent Street, immediately south of the Site, was established in the mid-19th century as a major axis route out of the west of the town. Important civic buildings were constructed along the road, including Wrexham Infirmary constructed in 1838-39 (*c.* 190m south-east of the Site; HER 32744). The Roman Catholic Cathedral of St Mary was also built in 1857, *c.* 280m west of the Site (HER 32743), along with several villas reflecting the Wrexham's late 19th-century development. King Street was laid out in 1828 as one of the first residential streets to be formally laid out in Wrexham, and between 1861-1881 Grosvenor Road and Grove Road were laid out as prestigious residential areas for the emerging middle class, located around 200m east of the Site. In the 1890s, Gerald Street was laid out immediately east of the Site and comprised high status semi-detached and terraced housing (Wrexham County Borough Council, 2009).

Wrexham was made a municipal borough in 1857 and in 1878 was described as 'the chief market town of the (Denbighshire) county' that derived support from the numerous mining villages surrounding it (Eyre Bros

1878).

Advances in transport links spurred the expansion of the town. Stagecoaches initially connected Wrexham to London, Shrewsbury and Chester. However, it was accepted by industrialists in the early 19th century that the Denbighshire district would benefit from the railway. Attempts to gain approval for a proposed line from Wrexham to Chester in 1839, 1841 and 1842 failed due to opposition from the landed gentry. In 1843, a further attempt was made by railway engineer Henry Robertson and his partners, Roy, Betts, Ross and Mackenzie who formed the Brymbo, Mineral and Railway Co. However, this attempt also failed (Lloyd Jones, 2023).

In 1844, the North Wales Mineral Railway was incorporated. In 1845, a private Act of Parliament was authorised for the construction of the Shrewsbury, Oswestry & Chester Junction Railway. The line was originally intended to form a junction to the south-east of Chester that would bypass the North Wales Mineral Railway between Wrexham and Chester. However, in 1846, the Shrewsbury and Chester Railway (HER 119857) was formed by the amalgamation of the North Wales Mineral Railway and the Shrewsbury, Oswestry and Chester Junction Railway. A section of the line, between Chester and Rhosymedre opened in November 1846, bringing the railway to Wrexham (http://www.disused-stations.org.uk/features/shrewsbury_and_chester_railway/index.shtml). The line was located in the west of the Site.

In 1854, the Great Western Railway (GWR) took over the Shrewsbury and Chester Railway. In the early 20th century, a GWR station building was constructed, as a replacement for an earlier station building provided by Henry Robertson, for the Shrewsbury and Chester Railway Company. The station building currently survives as a Grade II Listed building within the Site, known as Wrexham General Station (Cadw Ref 1885; HER 32796).

In 1862, the Wrexham, Mold and Connah's Quay Railway (WM&CQR) Company was formed. The railway was to include a junction with the Shrewsbury and Chester line of the GWR at its Wrexham Station (Accounts and Papers: Thirty-eight Volumes, vol. II, 1862). The new line would connect Wrexham to the port of Connah's Quay, providing access to coastal markets and to the River Dee (Lloyd Jones, 2023). A station for the railway was opened at Wrexham in 1866 to the west of Wrexham General (formerly the GWR), where the Wrexham, Mold and Connah's Quay line terminated. The Wrexham, Mold and Connah's Quay Railway later became known as the Great Central Railway and is currently known as Wrexham Exchange (HER 144375).

In 1885, the WM&CQR was extended half a mile from Wrexham Exchange Station to a new station known as Wrexham Station. The work involved tunnelling under the GWR railway, and the train first ran in November 1888 (HER 119867). The line of the extension was around 300m south of the Site, with Wrexham Central located approximately 400m south-east (HER 70894).

The Site and study area mostly includes historic assets that date to this period. This includes Wrexham General Station, the former goods station, Offices and Lodge to Wrexham Lager Brewery, Adult Education Centre, University College of North Wales, Former Wrexham Infirmary, No.1 Grosvenor Road (NW Side) and Grosvenor Road Conservation Area.

4.7. Modern (post-1914)

Brewing remained one of Wrexham's main industries in the 20th century, although many closed in the late 20th century due a change in tastes and rationalisation of the industry. The larger brewery *c.* 220m south of the site remained open until 2000 (HER 34389). The Wrexham and Minera line remained as the main railway branch which supported the steelworks at Brymbo and the limeworks at Minera. Although the network of railway branch lines were torn up in the 1960s and '70s when a period of economic depression began in Wrexham (Wrexham County Borough Council, 2009).

From the 1980s and 1990s, the Welsh Development Agency, with partnership with local authorities, attempted to improve the town through Town Improvement Grants and Environmental Improvement Grants to boost the area's employment prospects. In the early 21st century, improved railway links to Cardiff were established. Several retail and mixed-use developments have been established across the town (Wrexham County Borough Council, 2009).

4.8. Development of the Site

The 1846 tithe map of Wrexham is one of the earliest maps to show the Site (Plate 19; Fig 3). The map shows that the Site comprised enclosed undeveloped fields in the mid-19th century. Regent Street had been laid out to the south of the Site and the witch's / hag pool is shown adjoining to the east (HER 121772).

The tithe map apportionments reveal that the land within the Site was in use as hay / pasture and arable in 1846 (Table 3). The tithe map apportionments for the field in the north of the Site are not available. William Samuels occupied two of the pastural fields, which were owned by 'Glebe'. In addition, plot 356 was also named 'part of glebe field'. A glebe field was a piece of land that provided additional income to support a parish priest and would be passed from vicar to vicar (Manley, Foot, & Davis, 2019).

Plot 356 was owned by the Shrewsbury and Chester Railway Company in 1846, although no details of the railway were provided on the tithe map. The plot was irregular in shape, with an elongated area to the south-east, roughly representing the route of Station Approach. Plot 250 was named 'gravel hole field' indicating that previous extraction had taken place within the field (Table 3). In addition, a land boundary was marked in red in the north of the Site, later labelled as a municipal boundary (Plate 21). The boundary within the north-west of the Site, likely contains the projected line of Wat's Dyke which is a Scheduled Monument to the north and south of the Site, if the route was constructed in a straight linear route.

Field No.	Field Name	Land Use	Occupier	Landowner
357	Part of Do	Hay, Pasture	William Samuels	Glebe
356	Part of Glebe field	Arable	Selves	Shrewsbury and Chester Railway Company
355	Pond Field	Hay, Pasture	William Samuels	Glebe
350	Gravel hole field	Arable	Meredith Jones	Foulkes Emma

Table 3 1846 Wrexham tithe map apportionments (courtesy of Tithe Maps of Wales)



Plate 19 Extract from the 1846 tithe map of Wrexham showing the Site boundary

The Shrewsbury and Chester Railway opened at Wrexham in 1846, with the railway line running through the Site. In 1866, the WM&CQR opened, terminating within the Site. The next map to capture the Site is the 1874 / 1884 Ordnance Survey map, which shows the developments of the railway in the Site in the mid- to late 19th century (Plate 21; Fig 4). The map was surveyed in 1872 and therefore shows the original Wrexham Station, before it was replaced with the GWR station building. The earlier station formed a long rectangular building, labelled for Passengers and Goods. A footbridge to the south, close to Regent Street, provided access to the western platform. The Wrexham, Mold & Connah's Quay Railway Station was also within the Site, to the west. The station was likely built between 1846-55 (HER 32796).

A photograph was taken of Wrexham Station in 1869, showing the passengers waiting on the platform of the railway (Plate 20). The station was a two-storey building with a balcony on the second first floor and single-storey flat-roofed building adjoining. Steps leading to the footbridge were to the right of the station on the image, reflecting the footprint shown on the 1974/84 OS map (Plate 21).



Plate 20 Photograph showing the original Wrexham Station c. 1869 (courtesy of Peter Chadwick/ Clwyd Family History Society)

In 1872, a goods shed was established to the north of Wrexham Station, with a railway line running directly into the shed (Plate 21). A line also passed to the east of the shed, heading south to a turntable that was situated between Wrexham Station and the goods shed. Several lampposts labelled 'L.P' were scattered throughout the railway yards and several areas of hachured lines indicated a change in topography throughout the Site. The municipal boundary ran through broadly the centre of the Site.

A steam saw mill had also been established within the east of the Site by 1872. The mill comprised a series of narrow rectangular buildings with a timber yard to the south, which lay within the Site boundary. A row of smaller buildings to the south may have been associated with the timber yard. The works were established by at least 1860, when William Thomas was advertised as a timber merchant in Wrexham (*Wrexham Advertiser* 23rd June 1860). William Thomas was also recorded as the proprietor of the steam saw mill at 'railway station' in Wrexham in 1880 (Slater 1880).

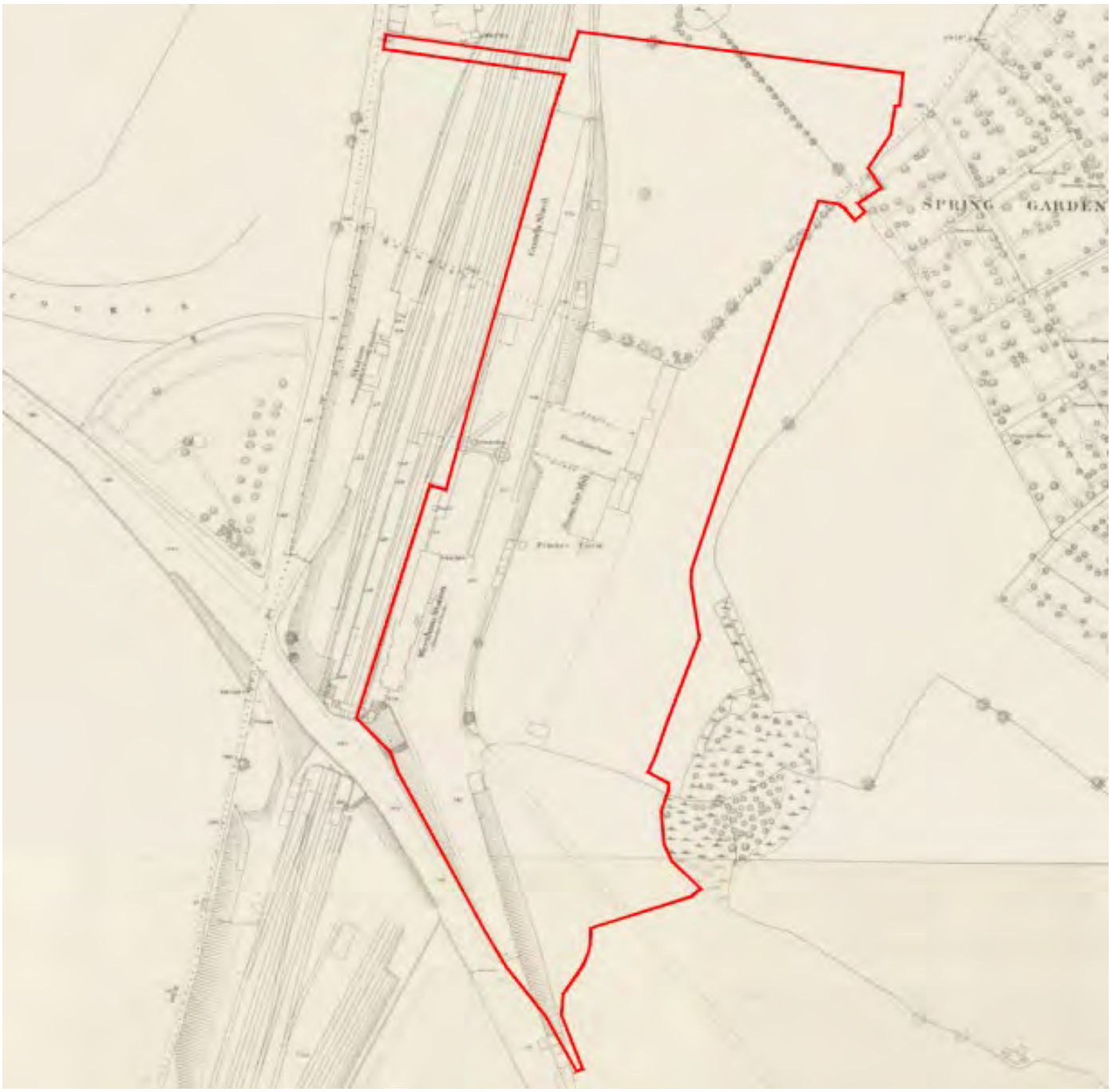


Plate 21 Extract from the 1872-84 Ordnance Survey map with Site boundary. The map was surveyed in 1872, and was published in 1874, before being reprinted in 1884

In 1875, the Great Western Station was described as 'by no means a convenient one or in any way adequate to the important of the town, its platforms especially being narrow and somewhat dangerous. The Station of the Wrexham, Mold and Connah's Quay line stands adjacent' (The Penny Guide to Wrexham and Surrounding District, 1875, p. 4). This may explain why a new GWR station was eventually constructed within the Site (HER 32796). The HER and CADW Listed Building report for the station building states that the GWR station building was built in 1875 as a replacement to the original, and that later extensions and enlargement of platforms took place in 1909-12 (https://cadwpublic-api.azurewebsites.net/reports/listedbuilding/FullReport?lang=en&id=1855). Western General Station building is a Grade II Listed Building and currently remains in use as a railway station. Conversely, a plaque on the stone phase of Wrexham General Station building states that the present buildings were constructed between 1909-1912.

In 1895, Arthur Edgcumbe was the station manager of the Great Western Railway line. George Weston was the goods agent and J. B. Murless was the carrier. George Jones was the station master central at Exchange station and Tom Johnson was recorded as the 'master'. Slater's directory records that Thomas William remained at the saw mill as a timber merchant (Slater 1895).

The 1900 Ordnance Survey (OS) map is the next map to capture the Site, which shows the railway station comprising two rectangular buildings to the east and west of the railway line, with a connecting bridge (Plate 22; Fig 5). In addition, the 1900 OS map shows the line of the WM&CQ Railway had been moved further west than the 1872 map (Plate 21). This may have been due to the 1885 extension of the line, or the expansion of the GWR.

By 1900, the timber yard had been extended with a long narrow building constructed within the south of the Site (Plate 22). In 1890, a fire broke out at the timber yard of William Thomas. The fire was at a stable described in the centre of the yard. The stable building formed 'part of a chain of erections, near which are the engine house and steam saw mills. Above the stalls for the horses is the hay-lost where the chaff-cutting is done' indicating that the stable formed part of the new range shown on the 1900 OS map (*Wrexham Advertiser* 16th August 1890).

The 1900 OS map shows that a further building had been constructed in the south-east of the Site, which was likely associated with the nursery that is annotated on the plan and lay beyond the south-east boundary of the Site. Cambrian Iron Works was also shown on the 1900 Ordnance Survey map, to the north of the saw mill (Plate 22). The works comprised several buildings adjacent to a line of the GWR railway. Cambrian Iron Works was established by the Powell Brothers in 1876, originally under the company name of Messrs Powell and Whitaker. The company was described as 'iron and brass founders and agricultural and general engineers'. The works produced a variety of agricultural machinery and implements (https://archives.library.wales/index.php/powell-brothers-limited).

The Powell Bros & Whitaker were recorded as engineers and Strachan & Evans were recorded as nurserymen in the site in 1895 (Slater 1895).

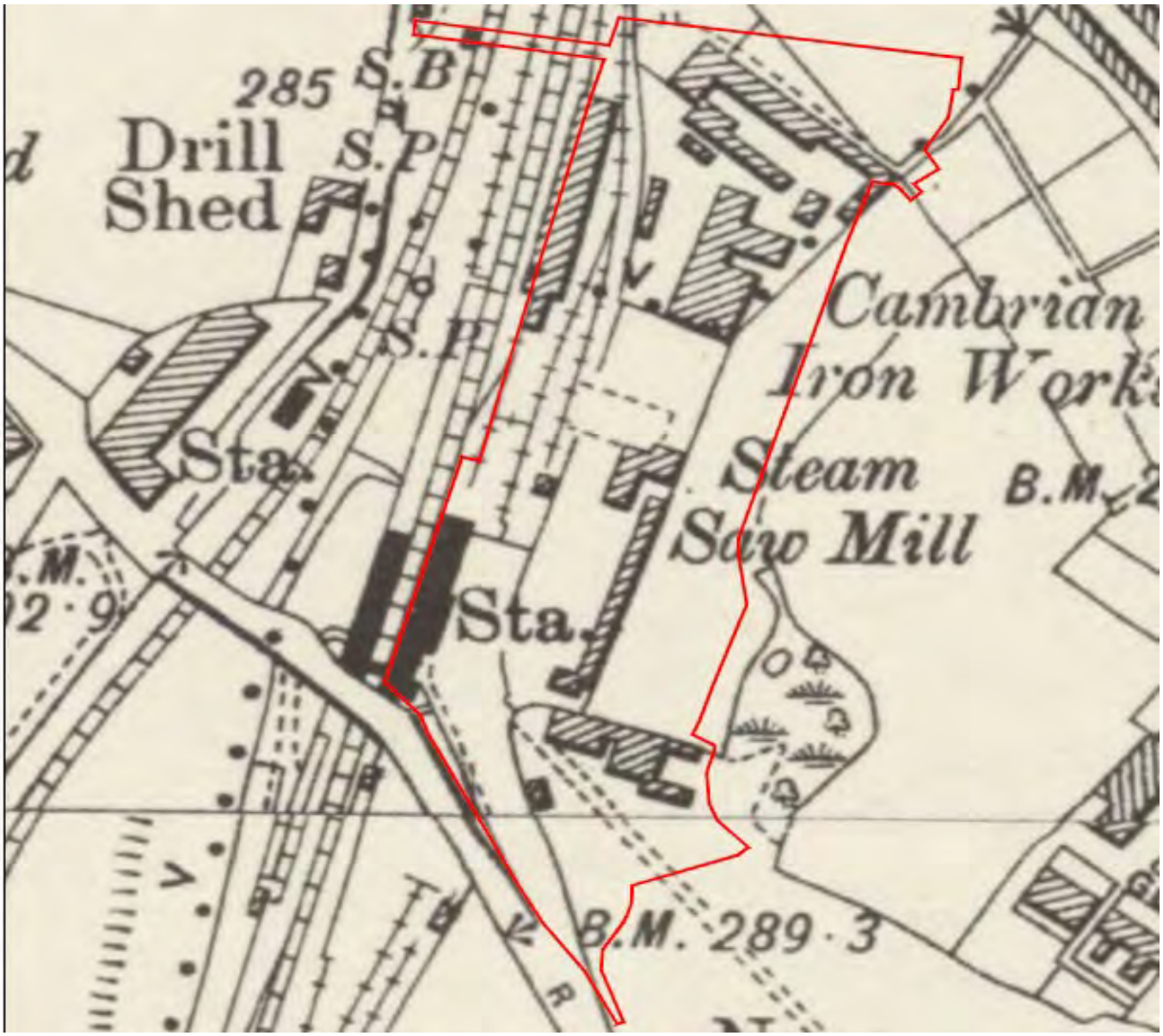


Plate 22 Extract from the 1900 Ordnance Survey map with Site boundary

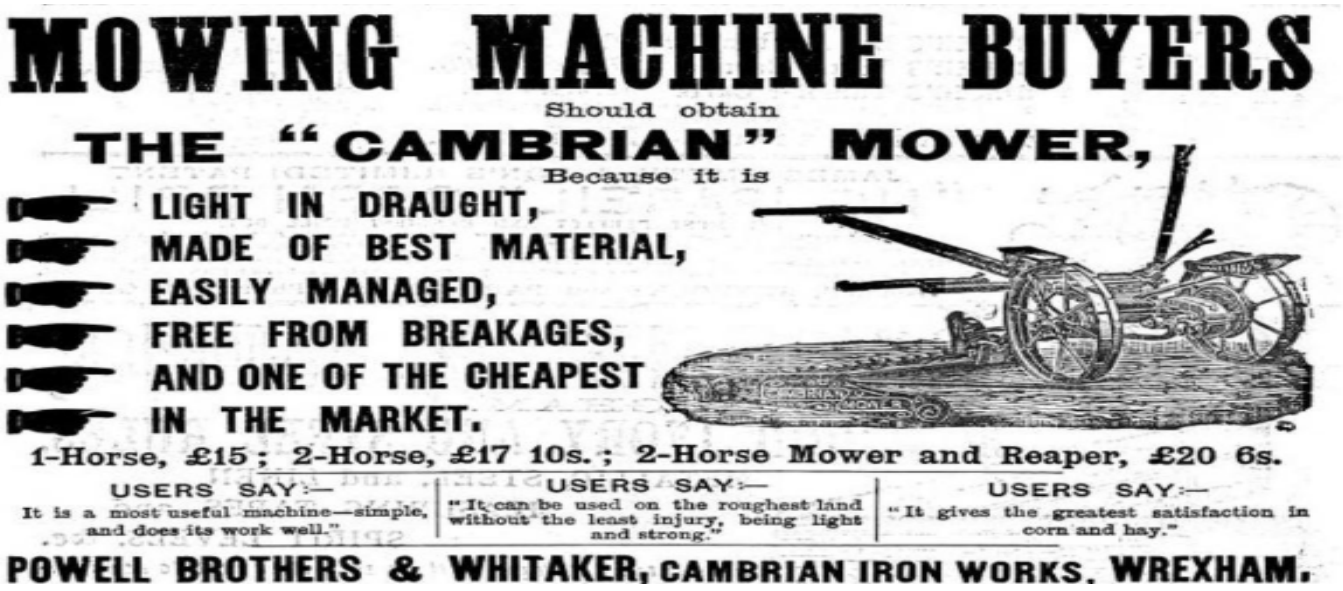


Plate 23 Image advertising the 'Cambrian' mower, produced at the Cambrian Iron Works (The Ironmonger Universal Engineer Metal Trades Advertiser , 1896)

The next map to capture the Site is the 1912 Ordnance Survey map (Plate 24; Fig. 6). The map shows Wrexham General Station comprising several adjoining buildings along the railway platform. These likely include the covered platforms and footbridge that are currently extant. The footbridge to the south of the station and the building to the east had been removed. Between 1872 and 1912, the Shrewsbury and Chester Railway/ GWR line had expanded to the west, with a platform constructed between the eastern lines and the lines of the WM&CQ Railway. A footbridge had been constructed to the north of the station, with a platform canopy/cover connected to the station and footbridge, and the eastern platform. The footprint on the 1912 map reflects the modern-day footprint.

The buildings in the south-east of the Site were shown as glasshouses/ hothouses in 1912, likely associated with the nursery to the south-east of the Site (Plate 24). No further development had taken place within the Site.



Plate 24 Extract from the 1912 Ordnance Survey map with Site boundary

In 1914, Messrs Powell Brothers and Whitaker of the Cambrian Iron Works became known as Powell Brothers Ltd. Between 1914-1918 the company shifted towards the production of munitions to assist with the war effort and during this period, J. E. Powell's sons, J. W. Powell and R. Glyn Powell were in partnership with their father (https://archives.library.wales/index.php/powell-brothers-limited). In 1915, a shell factory was proposed at the existing Powells agricultural engineering in the north of the Site. The munitions factory opened in 1916. The factory produced 10,000 high-explosive shells and manufactured 1500 trench mortar bombs a week, with steel provided from Brymbo and picric acid from Monsanto at Cefn. Coal was provided from local collieries. The factory also had its own railway sidings running off the GWR mainline. In total, over 500 women were employed at the factory as munition workers, although in 1918 the female workforce was laid off (HER 142605).

During the 1920s the Powell Brothers experimented with the Powell Motorcycle but were unsuccessful (Graces Guide 2013) and in 1927, the Powell Brothers Limited were described as 'furnishing ironmongers, iron and steel merchants and cycle agents'. That same year the Cambrian Iron Works were acquired by Rogers and Jackson Limited, a subsidiary of the Rubery Owen group of companies. They became engineers' merchants, and R. J. Glyn Powell, the grandson of Evan Powell became one of the company's directors (https://archives.library.wales/index.php/powell-brothers-limited).

Historic mapping indicates that the Wrexham General Station was extended between 1912-1944 (Fig 7). No further developments took place in the rest of the Site. William Thomas and Sons were still recorded as timber merchants at Wrexham in 1958 indicating that the saw mill remained with the same family (*Cheshire Observer* 27th September 1958).

The next map to capture the Site is the 1964 Ordnance Survey map which shows that Exchange Station, General Station, the goods shed, and Roger and Jackson Limited works remained within the Site (Fig 8). A further building had been built to the west of the former iron works complex. The steam saw mill appears to have been demolished and modern warehouse/ factory constructed over the footprint by 1964.

The 1974 Ordnance Survey map shows that no further development took place at the Site, except for the construction of the guide and scout huts in the south-east of the Site in 1964 and 1968 (Fig 9).

Aerial imagery of the Site indicates that that the former iron works complex has been demolished and replaced with a modern warehouse/ industrial facility, also known as Cambrian Works by 2006 (Plate 25). The facility is still currently within the Site and was formerly occupied by Jewson. The image also shows a modern structure adjoining to the south, which was a country store and has since been demolished. Exchange station was also removed between 1974 and 2006. In addition, two modern buildings currently occupied by girl guides and scouts were constructed in the south-east of the Site which also remain upstanding along with the Grade II listed Wrexham General. The former goods shed is also visible within the photo, to the west of Cambrian works, which currently also remains upstanding within the Site.



Plate 25 Aerial photograph of the Site, taken in 2006, showing partial Site boundary (courtesy of Google Earth)

5. Assessment of Significance

5.1. Introduction

The purpose of an assessment of significance is to use recognised criteria to assess the heritage significance of designated and non-designated heritage assets which may be affected by the proposed development, including their setting. Significance is defined as the value of a heritage asset to this and future generations because of its heritage interest. That interest may be of archaeological, architectural, artistic or historic and is also described in relation to the asset's heritage values (evidential, historical, communal, and aesthetic; 2.1, p.14). The Site will also be assessed, regarding its contribution to understanding and appreciating the heritage significance and setting of any surrounding heritage assets. This will provide a baseline for the relative 'magnitude of change' and 'scale of impact' (ICOMOS, 2011) which is to be assessed within Section 7.5 (p. 49; see Appendix 1).

This allows for the extent of "harm" upon any heritage asset incurred by the proposals to be established within the terms defined by the PPW.

5.1.1. The Site

The Site contains the Grade II Listed Wrexham General Station, the projected route of Wat's Dyke and the former goods shed. The remainder of the Site yields no heritage interest.

Due to the proposed height of the proposed development, the settings of surrounding heritage assets could be visually impacted upon, and this will be assessed below and in Section 7.5 (p49).

5.1.2. Identification of heritage assets within the study area

The study area is defined in Section 1.2, followed by a list of heritage assets that may be impacted by the proposed development (1.2.2, listed in Table 1). In total, six Listed Buildings, a Scheduled Monument, a Conservation Area and a building of historic interest have been reviewed (Section 7). The most significant views of these assets, the ways in which the assets are experienced and appreciated, and the contribution made by their setting were assessed. The significance of heritage assets beyond the study area is unlikely to be affected as a result of distance, intervening built form and topography.

5.1.3. Methodology

This assessment of significance follows guidance outlined within Cadw's *Heritage Impact Assessment Wales* (Cadw, 2017), *Conservation Principles for the sustainability of the historic environment in Wales* (Cadw, 2011) and *Setting of Historic Assets In Wales* (Cadw, 2017). The framework for assessing the level of significance of the structures was taken from the ICOMOS guidance on Heritage Impact Assessments (Appendix 1). The significance of a historic asset is described in relation to the asset's heritage values (evidential, historical, communal, and aesthetic). The criteria for the assessment of significance is as follows:

Criteria for the assessment of significance	
Interest	**Description**
Archaeological Interest	*There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.'*
Architectural and Artistic Interest	*'These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skills, like sculpture.'*
Historic Interest	*'An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities*

	derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.'

Table 4 Criteria for the assessment of significance

The heritage assets that have the potential to be impacted by the proposed development of the Site have been identified in Section 1.2 (p12). The scope of potential impact upon heritage assets can involve impacts upon their setting as well as any physical impact. The importance of 'setting' lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance.

Cadw's Setting of Historic Assets in Wales (Cadw, 2017) describes setting as "*The setting of a historic asset includes the surroundings in which it is understood, experienced and appreciated, embracing present and past relationships to the surrounding landscape. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive, negative or neutral contribution to the significance of an asset*".

The document recommends a staged approach to assessing effects on setting comprising the following stages (Cadw, 2017, p. 5):

- Stage 1: Identify the historic assets that might be affected by a proposed change or development (1.2, p.12);
- 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 (Section 5, p. 33);
- Stage 3: Evaluate the potential impact of a proposed change or development on that significance (Section 6, p. 42 and Section 7, p. 47);
- Stage 4: If necessary, consider options to mitigate or improve the potential impact of a proposed change or development on that significance (Section 8.1.2, p. 50), and;
- Stage 5: Document the assessment.

The Cadw guidance document *Heritage Impact Assessment in Wales* (Cadw, 2017, p. 9) states that most proposals will have a range of impacts which may be:

- positive - such as the repair of damage, the removal of intrusive elements or bringing a building back into beneficial use so that it is no longer at risk;
- neutral - such as where proposals are sympathetically designed, or change is accommodated in part of the building or site that is less sensitive;
- negative - such as when important fabric or significant aspects of the original design are removed or altered. If the decision maker deems that the level of damage is unacceptable and there are few compensatory benefits, the application may be refused.

The significance assessment allows for the consideration of the Site and its contribution to the settings of nearby designated and non-designated heritage assets. The contribution of setting to the significance of any given heritage asset is considered to be either **high, medium, low, negligible, or neutral** (see Appendix 1).

5.2. Heritage Assets within the Site

5.2.1. Wrexham General Station: Entrance Buildings, Grade II Listed Building

Summary of heritage values and architectural and historic interest:

Wrexham General Station was built in *c.* 1875 as a replacement to the original provided by Henry Robertson for the Shrewsbury and Chester Railway Company, formed in 1846, and absorbed by the GWR in 1854. Later extensions and the enlargement of platforms took place in 1909-12. Conversely, a plaque on the extant building states that it was constructed between 1909-12. The building should be assigned **medium** level of

significance when assessed against the framework outlined by ICOMOS (Appendix 1).

The earliest phase of the station potentially consists of a single-storey, stone building with slate roof. The building has a symmetrical single-storeyed entrance range with outer pavilion blocks with wrought iron brattishing surmounted steep roofs. A single-storey red-brick extension lies to the south of the building. The station comprises a brick, timber, wrought iron and glass footbridge. The platforms are covered by a framework of painted iron and glazing, supported by decorative cast-iron columns. The canopy roof has timber crenulated borders. A canopied opening links the original building with a later addition to the east in red brick with blue brick dressings (Cadw 1855). These architectural and structural features are typical and distinctive of Victorian and Edwardian period railway station architecture that add to the building's special architectural interest, evidential and aesthetic value. The former building has a physical relationship with the former goods shed that lies immediately to the north of the building and bounds the Site to the west

The advent of the railways was a major landmark in the development of transport, dramatically increasing the movement of goods and people. The building also has historical value as it represents the major improvements in transportation that characterised the industrial period. The building is primarily used by the public and therefore also holds communal value.

Contribution of setting to significance and relationship to the Site:

The immediate setting of the Listed Building comprises hard-standing car parks, a vacant plot of land, modern, unmaintained buildings and the unoccupied Jewson's warehouse, which make a negative contribution to the setting and views of the building. The nearby former goods station has a functional physical relationship with the railway station as a structure of contemporary and associated function. The building is currently in poor condition. The overall contribution of the setting to significance of the heritage asset is considered to be **negligible**.

The station is set back from Regent Street and is not visible from the main road. It is accessed from Station Approach to the north of Regent Street. The building becomes partly visible in kinetic views when moving north along Station Approach. The main elevation of the building is principally appreciated from opposite the building in short views. The interior of the station can be appreciated from the footbridges and platforms when moving through the station.

The building will be retained within the scheme. A key element of the proposed development includes improved access to the station. The proposed application area is within the immediate setting of the heritage asset and will, therefore, be visible within views of and from the heritage asset.

5.2.2. Wat's Dyke Scheduled Monuments (DE191; HER 106675; DE286; HER 85247) and projected route through the Site

Summary of heritage values and archaeological and historic interest:

Wat's Dyke was constructed as an attempt to mark out and formalise the boundary between the Welsh Kingdom of Powys and the English Kingdom of Mercia in the 8th century. Wat's dyke mostly comprised an earthen bank with a ditch to the west and runs south from Holywell to the Morda Valley near Maesbury.

In total two sections of Wat's Dyke bounded to the west by Crispin Lane, survive *c.* 118m to the north of the Site and *c.* 62m to the south. The remains comprise large, impressive and well-preserved stretches of upstanding dyke. The HER notes that the "*Northern section, which probably overlies the original western ditch (SJ33015128 to SJ33005122) some 80m long, 10m wide and 1.5m in height. The eastern face and top of the monument are obscured by dumped material, probably associated with the construction of the adjoining railway sidings. The southern section some 75m long and 8m wide, height increasing from 1m at southern end (SJ32975111) to 2m at northern terminal (SJ32995117). For approximately 60m of its length, the eastern*

face has been artificially scarped, possibly as a result of the construction of the adjoining railway sidings" (Cadw, 2003; DE286; HER 85247). The two scheduled sections of the dyke lie beyond the Site boundary, however the projected route of the Dyke runs through the north-west part of the Site and holds high archaeological and historic interest, and evidential value.

Although the HER suggests that the dyke runs through the Site, a section of Wat's Dyke was excavated in 1972, *c.* 30m west of the site, suggesting that the route was further west of the Site. Although many of the original site records were lost and details of the excavations have been confused. According to the Offa's Dyke Project archive, the original ground level was not reached, and no dating evidence was recorded. The bank was badly damaged but was recorded from layers of cobbles and pebbles. A further excavation was undertaken in 1977 but was abandoned due to bad weather. A final excavation took place in 1978, but the ditch could not be located due to past quarrying activity on the site.

The Scheduled Monument and its projected route should be assigned a **high** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

Contribution of setting to significance and relationship to the Site:

The sections of Wat's Dyke that are scheduled currently comprise earthworks. The setting of Wat's Dyke is characterised by modern development and the railway line and is largely shorn of historic context. The overall contribution of the setting to significance of the heritage asset is considered to be **negligible**.

The north scheduled section of Wat's Dyke (DE191; HER 106675) can be viewed in kinetic and short views when moving along Crispin Lane, though the monument is not clearly marked or distinguished. The southern section (DE286; HER 85247) is primarily viewed from the Premier Inn Hotel car park.

The projected route of Wat's Dyke runs through the north-west part of the Site, which is a green space covered by vegetation. The proposals include improved pedestrian access, comprising a new footbridge. Ground-breaking works have the potential to directly impact any surviving below-ground remains of Wat's Dyke. Following consultation with Heneb: Clwyd-Powys Archaeology on 20th June, preservation of Wat's Dyke is recommended, although harm may be offset by archaeological monitoring and recording will be required in order to mitigate the impact of the proposals on any surviving buried remains. Should significant archaeological remains be encountered during the archaeological monitoring, further excavation may be required to offset the harm of the development to the buried archaeological resource.

5.2.3. Former goods shed (not listed), building of historic interest

Summary of heritage values and architectural and historic interest:

A long narrow building borders the west Site boundary (Plate 13, p. 9). The building aligns with a former goods shed shown on historic mapping (Fig 2 and Figs 4-9) and consists of a rectangular building. The east-facing elevation of the building exhibits multiple phases of repair and construction, comprising a blue-brick range, a stone single-storey range, a further blue-brick single-storey range and a red-brick two-storey range. The windows on the eastern and northern elevation of the building are boarded up and holes are evident in the roof of the single-storey ranges. Loading doors are visible throughout the west-facing elevation of the building, which directly adjoins the railway line. Several parts of the range have been filled with modern brick and breezeblocks. The building is of historic interest and may have a **low** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

Contribution of setting to significance and relationship to the Site:

The setting of the building comprises hard-standing car parks, a vacant plot of land and the unoccupied Jewson's warehouse, which make a negative contribution to the setting and views of the building. The nearby Grade II Listed Building has a functional and physical relationship with the railway station as a structure of

contemporary and associated function. The building is currently in poor condition. The overall contribution of the setting to significance of the heritage asset is considered to be **low**.

The building is partly visible from the station car park, though it is currently fenced off and inaccessible to the public. The building is visible in kinetic views when moving along Station Approach, where there is some intervisibility with the Grade II station. The main elevation of the building is principally appreciated from opposite the building in short views.

The building will be retained within the scheme and converted into a Museum (Class F1a) and Taproom/Restaurant (Class E), flexible use. The proposed application area is within the immediate setting of the heritage asset and will, therefore, be visible within views of and from the heritage asset.

5.3. Built Heritage within the study area

5.3.1. The Former Mines Rescue Centre, Grade II Listed Building

Summary of heritage values and architectural and historic interest:

The former Wrexham Mines Rescue Station was established after a meeting in 1912 between a group of collieries and was built between 1913 and 1918, serving as a base for equipping and training colliery rescue teams in the Wrexham area. The station closed in the 1980s and was acquired by the North Wales Fire and Rescue Service as a headquarters and training centre (DeFigueiredo, 2011; HER 123602). The mines rescue centre is a unique structure in North Wales and was the national centre for training across the northern Welsh coalfields. The buildings therefore hold high evidential, historical, and communal value. The buildings should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

A historic building recording was undertaken in 2022 in advance of development. The complex consists of three buildings - residential unit; workshop; and rescue centre (Dean, 2022). The buildings are of red brick with clay tile roofs. The most architecturally and aesthetically impressive building out of the three is the residential two-storey building, however the group of buildings have limited architectural interest and aesthetic value. The buildings do have high evidential, historic and communal value.

Contribution of setting to significance and relationship to the Site:

The immediate setting of the former Wrexham Mines Rescue Station comprises rows of terraced housing, and an adjacent brick warehouse that currently functions as a carpet store, all of which are constructed in red brick. There is no intervisibility with any designated heritage assets. Buildings along the street are all built up to the street frontage and comprise two-storey buildings, with the roofline of the adjacent warehouse being slightly taller than those on the rest of the street. The rescue centre and surrounding terraces may have a functional relationship, as miners may have occupied the surrounding terraces (though this speculative). The overall contribution of the setting to significance of the heritage asset is considered to be **medium**.

The residential unit and workshop are principally viewed from opposite the structures in short views and they are partly visible in kinetic views when moving along the street. The third building, to the rear, is largely concealed from view.

The proposed development is situated *c.* 200m to the north-east of the former Wrexham Mines Rescue Station, within the wider setting of the heritage asset and is, therefore, unlikely to be visible within views of or from the heritage asset due to distance and intervening development.

5.3.2. Offices and Lodge to Wrexham Brewery, Grade II Listed Building

Summary of heritage values and architectural and historic interest:

The Grade II Listed brewery office was constructed in 1881, built from plans of Mr Stanislav Fenzl, its first manager (Wrexham Advertiser, 20th October 1883). Wrexham Lager was first brewed on the site in 1882 until its closure in 2010, though the brand was since revived in 2011. The building represents part of the expansion of the brewing industry in Wrexham. The building is the only surviving part of the original brewery. The building retains many original features and essential elements of its plan-form, decoration and detailing with some later alteration and intervention (Burns, 2018; HER 32704). The building has previously featured on the logo of the brand. The building therefore holds low evidential and aesthetic value and high historical, and communal value. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

Contribution of setting to significance and relationship to the Site:

The immediate setting of the Listed Building is characterised by modern retail units and hard-standing car parks, situated immediately to the south, to the north and north-west of the building. Mid-century industrial units and offices are extant on the opposite side of the street to the north-east. No other brewery buildings survive within the setting, and it is largely shorn of historic context. The overall contribution of the setting to significance of the heritage asset is considered to be **low**.

The building is principally viewed from opposite the structure in short views, looking south, in the opposite direction of the proposed development. The building can also be appreciated in kinetic views when moving north-west and south-east along the street.

The proposed development is situated *c.* 200m to the north of the Grade II Listed Buildings, within the wider setting of the heritage asset and is, therefore, highly unlikely to be visible within views of or from the heritage asset due to distance and intervening development.

5.3.3. Adult Education Centre, University College of North Wales, Grade II Listed Building

Summary of heritage values and architectural and historic interest:

The Grade II Listed Building was originally built as a house in *c.* 1850 and is a good example of a Victorian Town House. The building is two storeys with Flemish bond brickwork, painted stone dressings and a hipped slate roof. The building is symmetrical with the entrance central to the three-window range. It has a four-panelled door in architrave with console brackets to entablature hood flanked by sash windows. A cornice band is carried on triple modillions within the eaves. The building is currently used by the University of Wrexham (Cadw, 2016; HER 32745). The building is of architectural interest and holds some evidential and aesthetic value. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

Contribution of setting to significance and relationship to the Site:

The heritage asset lies on the southern side of Regent Street, which was developed in the mid-19th century and falls within the Grosvenor Road Conservation Area. The former house has intervisibility with the adjacent Grade II Listed former Wrexham Infirmary. An Edwardian terraced housing with decorative iron railings at first-floor level lie to the north-west of the building. The row of housing also enhances the setting of the building. In addition, two modern four-storey apartment blocks are opposite the building, together with the Royal Mail depot, which have a detrimental to neutral impact on the setting. The overall contribution of the setting to significance of the heritage asset is considered to be **high**.

The building is principally viewed from opposite the structure in short views, looking south, in the opposite direction of the proposed development. The building can also be appreciated in kinetic views when moving north-west and south-east along the street, where there is inversibility with the surrounding heritage assets,

including the spire of the Grade II Listed St Mary's Cathedral.

The proposed development is situated *c.* 200m to the north-west of the Grade II ListedBuilding, within the wider setting of the heritage asset and is, therefore, unlikely to be visible within views of, to and across, but may be partly visible in distanced views from the heritage asset, between intervening development and mature trees.

5.3.4. Former Wrexham Infirmary, Grade II Listed Building

Summary of heritage values and architectural and historic interest:

The former infirmary (HER 32744) is the oldest building within Grosvenor Road Conservation Area, built in 1838-39 to the design of the architect Edward Welch of Liverpool. The infirmary was successively extended in the later 19th century (a theatre was added in 1862, detached fever wards in 1866 and a new ward wing was added in 1887). Following the opening of a new hospital in 1926, the buildings were used by Denbighshire Technical Collage from 1927 and later by the College of Art. The present extensions to the Regent Street and Bradley Road elevations appear to be early 20th century and were possibly built in association with its change of use (Cadw, 2016).

The original building is ashlar faced with a slate roof; the later additions largely brick with stone dressings. The original building is in neo-classical style, and is two storeys, with a nine-window range (3-3-3) with advanced pedimented central section with Doric portico and triglyph frieze. The building has a central double door with plain over light and pane sash windows (Cadw 1804). The above listing information highlights the building's architectural and historic interest, together with its aesthetic and communal value. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

Contribution of setting to significance and relationship to the Site:

The heritage asset lies on the southern side of Regent Street, which was developed in the mid-19th century and falls within the Grosvenor Road Conservation Area. The building has intervisibility with the adjacent Grade II Listed Adult Education Centre, University College of North Wales, described above and 1 Grosvenor Road. In addition, two modern four-storey apartment blocks are opposite the building, together with the Royal Mail depot, which have a detrimental to neutral impact on the setting. The overall contribution of the setting to significance of the heritage asset is considered to be **high**.

The building is principally viewed from opposite the structure in short views, looking south, in the opposite direction of the proposed development. The building can also be appreciated in kinetic views when moving north-west and south-east along the street, where there is inversibility with the surrounding heritage assets, including the spire of the Grade II Listed St Mary's Cathedral.

The proposed development is situated *c.* 240m to the north-west of the Grade II Listed uilding, within the wider setting of the heritage asset and is, therefore, unlikely to be visible within views of, to and across, but may be partly visible in distanced views from the heritage asset, between intervening development and mature trees.

5.3.5. No.1 Grosvenor Road (NW Side), Grade II Listed Building

Summary of heritage values and architectural and historic interest:

No. 1 Grosvenor Road was built in 1869 as Grosvenor Lodge by J. R. Gummow, for Isaac Shone. The building is an Italianate villa style constructed of brick with ashlar dressings including raised and channelled quoins and deep modillion cornice. It is two-storeys; the east-facing elevation has a two-window entrance front, and a symmetrical five-window (1-3-1) range along the Regent Street elevation. The entrance is on the east side

of the building and comprises an advanced porch to the right, with segmental archway between channelled outer piers and fluted Corinthian inner pilasters; round arched entrance with panelled double doors. The two upper windows are set in round arched architraves with fluted Corinthian pilasters, and scalloped tympana. Lintel and sill string courses form a continuous band between the floors, continuing across Regent Street elevation. This elevation has advanced squared bay windows to either side, divided by Corinthian pilasters, and supporting strapwork balconettes of the upper windows (Cadw, 2016; HER 32771). The listing information highlights the building's architectural interest, together with its aesthetic value. The building should be assigned **medium** level of significance when assessed against the framework outlined by ICOMOS (Appendix 1).

Contribution of setting to significance and relationship to the Site:

The heritage asset lies on the north side of Regent Street, which was developed in the mid-19th century and falls within the Grosvenor Road Conservation Area. The building has intervisibility with the adjacent Grade II Listed 2 Grosvenor Road, which is also an Italianate villa built in 1870. There is also intervisibility with Grade II Listed St Mary's Cathedral and the former Wrexham Infirmary, which enhances the setting of the building. A modern four-storey apartment block with retail on the ground floor lies adjacent to the building and has a negative impact on the setting of the building. The overall contribution of the setting to significance of the heritage asset is considered to be **high**.

The building is principally viewed from opposite the structure in short views, looking north, away from the direction of the proposed development. The building can also be appreciated in kinetic views when moving north-west and south-east along the street, where there is inversibility with the surrounding heritage assets.

The proposed development is situated *c.* 240m to the north-west of the Grade II Listed Building, within the wider setting of the heritage asset and is, therefore, unlikely to be visible within views of, to across, and from but the heritage asset due to distance and intervening development.

5.4. Conservation Areas

The Site is situated *c.* 20m to the west of Grosvenor Road Conservation Area, whilst the development area lies *c.* 150m. The Conservation Area is of **high** significance. The Site is within the immediate setting of the Conservation Area and has the potential to affect the special character or significance of the Conservation Areas. To help inform the design process and mitigate any potential impact of the proposed development, the character and special interest of the Conservation Areas has been assessed with reference to *Conservation Principles for the sustainable management of the historic environment in Wales* (Cadw, 2011) and *Managing Conservation Areas in Wales* (Cadw, 2017).

5.4.1. Grosvenor Road Conservation Area

The special historic interest of the Conservation Area:

Grosvenor Road Conservation Area has been designated as such due to the density and high survival of historic buildings and plan form of historic streetscapes that were formally laid out during the 18th and 19th centuries. The designated Conservation Area is thus recognised to be of **high significance**.

Most buildings of architectural or historic interest in the Conservation Area are Victorian buildings that occupy the principal streets within the Conservation Area, which include Grosvenor Road, Regent Street, King Street and Yale College Campus, and each form their own distinctive character area. The earliest of these streets is King Street, which is said to be the first residential street formally laid out in Wrexham, established by 1828. Most of the buildings on the west side of the street are 18th or early 19th century in date and Georgian in character. The Conservation Area contains a variety of buildings of differing architectural character and functions, including residential, civic and religious structures, such as Victorian townhouses, Italianate villas,

Georgian townhouses, the former Wrexham Infirmary, Wrexham Museum, St Mary's Cathedral, and the Trinity Presbyterian Church of Wales.

The Site lies nearest to the Regent Street character area, which is centred on five important Listed Buildings some of which are impressive civic buildings, such as the former infirmary (5.3.5, p. 39). This also includes the Adult Education Centre, University College of North Wales (a former Victorian townhouse, see 5.3.4, 38) and the Italianate villa at 1 Grosvenor Road (see 5.3.6, p. 39), described above.

Key viewpoints:

Regent Street offers far-reaching views of the Esclusham Mountains, allowing the setting of the town within the surrounding area to be appreciated. The long and straight Grosvenor Road, Grove Road and King Street serve as significant vistas within the Conservation Area.

Contribution of the proposal site to the Special Interest of the Conservation Area:

The existing Site boundary lies a short distance from the Conservation Area and forms views into and out of the Conservation Area along Regent Street. This has been tested in the Predicted Visual Impact Assessment (7.5, p49). The Site currently makes a **neutral** contribution to the area's special character and appearance.

5.5. Statement of Significance

The statement of significance provides a summary of the Site's relative values and architectural and historic interest.

- The Site is characterised by the former goods shed, the former Jewson's warehouse, vacant land, hard-standing car parking, two modern buildings of poor quality that currently function as guide and scout huts, and a green space with pedestrian footpath in the south-west of the Site.
- The abandoned former goods shed has a functional relationship with the adjacent Grade II Listed station and Grosvenor Road Conservation Area. The building is of historic interest and is of low significance. It will be retained and repurposed as part of the scheme.
- The setting of the Site includes modern developments that range from single-storey units to five-storey apartment blocks.
- The Site contains the Grade II Listed Wrexham General Station building. The setting and views of the Grade II Listed Building is negatively impacted by the vacant plots, the guide and scout huts and the former Jewson's warehouse that fall within the Site boundary.
- The Site is within the setting of five Listed Buildings, two sections of Wat's Dyke Scheduled Monument and a Conservation Areas.
- The projected route of Wat's Dyke runs through the north-west of the Site and may be directly impacted by a potential pedestrian link bridge in this part of the Site. The Outline Planning Application does not currently include any proposals.
- Following consultation with Heneb: Clwyd-Powys Archaeology on 20th June, preservation / avoidance of Wat's Dyke is recommended, although harm may be offset by archaeological monitoring and recording will be required in order to mitigate the impact of the proposals on any surviving buried remains. Should significant archaeological remains be encountered during the archaeological monitoring, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the Planning Policy Wales.

6. Proposed Work

This Heritage Assessment has been prepared in support of an Outline Planning Application for new commercial office building, creation of public realm and landscaping, conversion of existing buildings to brewery, with associated museum and taproom/restaurant, accessibility improvements including new highway infrastructure and pedestrian footbridge, including parking facilities and coach/taxi drop off, with all matters reserved except for access. This section discusses the proposed work and identifies potential changes to the historic values of the heritage assets within the Site.

Site clearance will involve:

- Removal of existing boundary walls & fences from former commercial unit.
- Removal of concrete post & metal fencing that currently defines the boundary split between the former commercial unit, the Girl Guides facility and pedestrian route to town centre.
- Demolition of former Girl Guides facility and Wrexham District Scouts Building to enable future development.
- Retention of as much existing trees and soft landscaping as practically possible.

The setting of the Grade II Listed Wrexham General Station is negatively impacted by vacant brownfield land (Plate 26) and the two modern buildings of poor quality that currently function as guide and scout huts (Plate 4, p.). The appropriate redevelopment of the Site has the potential to enhance the setting of the Listed Building. The removal of poorly maintained fencing (Plate 27) and creation of improved public realm, access and landscaping would (Plate 28) improve the setting of the Wrexham General Station, thus having a positive impact.

The key elements of the proposed development are as follows:

- New commercial office building,
- New public plaza outside the station entrance, with landscaping and seating areas,
- Improved access to the station and the new buildings from Mold Road for pedestrians & cyclists
- New parking facilities including disabled bays, electric vehicle charging, taxi spaces, and dedicated pick up/drop off bays
- New bus stops and waiting facilities
- New cycle storage facilities
- New pedestrian footbridge over railway track from north-end of Site

The development provides an opportunity to positively improve the setting of the Grade II Listed Wrexham General Station. Improved public realm, appropriate street furniture and the introduction of new public facilities should be designed and positioned to enhance the setting of the Grade II Listed Wrexham General Station. The proposals could also consider improving or upgrading streetlamps and lighting throughout the Site in an appropriate manner.

The projected route of Wat's Dyke runs through the north-west of the Site and may be directly impacted by a proposed footbridge in this part of the Site. These proposals have the potential to remove the heritage assets evidential and historic values. Following consultation with Heneb: Clwyd-Powys Archaeology on 20th June 2025, preservation / avoidance of Wat's Dyke is recommended, although harm may be offset by archaeological monitoring and recording will be required in order to mitigate the impact of the proposals on any surviving buried remains. Should significant archaeological remains be encountered during the

archaeological monitoring, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the Planning Policy Wales. Full details of the proposals will be required in order to inform the decision.

The proposed development also provides an opportunity to improve public accessibility. Any improvements to the accessibility of the Grade II Listed Building itself should be sensitively designed to respect the historic fabric of the station to protect its heritage values (evidential), significance and interest. These improvements provide an opportunity to promote inclusivity and accessibility to a heritage asset that has communal value. The wider development proposals will not impact the station's evidential value.

Current proposals for the commercial office building comprise a four-storey plus ground floor building, which would be appropriate and in line with surrounding developments. Historic buildings within the adjacent Conservation Area are generally two- and three-storeys high. Modern developments that have a neutral impact on the setting of the Conservation Area include a four- and five-storey apartment block (Wrexham County Borough Council, 2009, p. 16). The nearby five-storey apartment is visible in Plate 30 in the right of the frame, in the background. A building of innovative and high-quality design provides an opportunity to improve the built environment within the setting of the Grade II Listed Building and the Conservation Area. The area of the proposed office block is currently occupied by vacant brownfield land and two modern buildings of poor quality that currently function as guide and scout huts (Plate 30). The proposals will not impact the aesthetic or design qualities of the Grade II Listed station.

The Grade II Wrexham General Station building is set back from Regent Street and there are limited views of the station from this point. The development provides an opportunity to create new viewpoints of the heritage asset, particularly from the south-east of the Site where the building will be better connected to the surrounding area, including Grosvenor Road Conservation Area. This can be achieved by carefully controlling the height and placement of the commercial office building. Visuals of the current proposals show that the station is partly visible from pedestrian footpaths in the south-east of the Site, creating a new viewpoint (Plate 29).

Wrexham Lager's proposals consist of converting the former Jewson's Warehouse into a brewery (Class B2 General Industrial), with associated works including grain silos and apparatus. The building is currently unoccupied. The proposals will bring the building back into use, which could positively impact the setting of the Grade II Listed station however, this will depend on the height and scale of the grain silos and apparatus. These should be sensitively designed to not detract from the setting or appearance of the adjacent Listed Building, or nearby Conservation Area. The height of the silos should be in keeping with the height of structures in the immediate setting.

The proposal for the 19th-century former goods shed includes its conversion and change of use to a museum and tap room, as part of Wrexham Lager's proposal to convert the former Jewson warehouse. The application doesn't include any detailed proposals, however the former goods shed will be brought back into an active use with minimal external alterations. The conversion and retention of the building will secure its longevity and has the potential to enhance the setting of the Grade II station.

The Wrexham Town Centre Masterplan document (Adopted April 2016) seeks to improve pedestrian flows from the Site, with potential for housing development opposite the football stadium and mixed-use development within the Site. The masterplan also seeks to protect and enhance the existing railway stations, considered development which may affect these and how routes to and from can be enhanced.



Plate 26 Vacant land in approximate area of commercial office building and associated highway infrastructure, looking broadly east



Plate 27 Poorly maintained fences and private access route, looking broadly east



Plate 28 Current pedestrian access in the south-east of the Site, looking north-west towards the station



Plate 29 Visuals of improved pedestrian access and connectivity with the city centre, showing the proposed commercial office building and partial view point of the Grade II Wrexham General Station



Plate 30 View of broad area of commercial office building, looking south-east form railway footbridge

7. Historic Impact Assessment

7.1. Introduction

The Proposed Development has the potential to affect the setting of the heritage assets assessed above. The assessment of the impact of the proposed works follows established Cadw guidance on *Setting of Historic Assets in Wales, Stage 3: Evaluating the potential impact of change or development* (Cadw, 2017) and *Heritage Impact Assessments in Wales, 4.3 Assessing the impact of your proposals* (Cadw, 2017).

7.1.1. Impact on Archaeology

Below-ground remains within the Site has been considered within a separate desk-based assessment produced by Civic Heritage (Civic Heritage, 2025), which will support the Outline Planning Application and provides recommendations to offset the impact of the development on the archaeological resource.

7.2. Potential impact of change

7.2.1. Wrexham General Station: Entrance Buildings, Grade II Listed Building

The proposed development (commercial office building) would be located opposite the historic building at an approximate distance of 50m. The proposed development would not dominate the historic asset or detract from the ability to understand and appreciate it, though the scale of the building is larger than the single-storey station. The proposed development has the opportunity to provide a new viewpoint of the heritage asset. Improvements to public realm, accessibility and street furniture will visually improve the asset.

Proposals for the conversion of the former Jewson's warehouse into a brewery have not been finalised, but will bring an underused building back into use, if sensitively and appropriately designed.

7.2.2. Wat's Dyke, Scheduled Monument

The proposed development is located within the wider setting of two sections of Wat Dyke's that survive as Scheduled Monuments. The proposed development would not dominate the historic asset or detract from the ability to understand and appreciate them.

The projected route of Wat's Dyke runs through the north-west part of the Site. There are no visible earthworks that represent the dyke within the Site, though it could be covered by planting or likely survives as buried remains. The impact of the proposed footbridge could have a direct, negative and irreversible impact on the any surviving remains of Wat's Dyke within the Site.

7.2.3. The former goods shed (not listed), a building of historic interest

The proposed development (commercial office building) would be located opposite the historic building at an approximate distance of 140m. The proposed development would not dominate the historic asset or detract from the ability to understand and appreciate it, though the scale of the building is larger than the single-storey goods shed.

Proposals for the conversion of the former Jewson's warehouse into a brewery have not been finalised, but will include silos and apparatus. The development would be in the immediate setting of the building and should be of an appropriate scale so as to not distract from the former goods shed.

The building will be retained and converted into a museum and tap room (flexible use), which will require minimal alterations to the exterior of the building.

7.2.4. The Former Mines Rescue Centre, Grade II Listed Building

The proposed development would be located *c.* 200m to the north-east of the former Wrexham Mines Rescue

Station, within the wider setting of the heritage asset and is, therefore, unlikely to visually impact the group of Listed Buildings. The proposed development would not dominate the historic asset or detract from the ability to understand and appreciate it.

7.2.5. Offices and Lodge to Wrexham Brewery, Grade II Listed Building

The proposed development would be located *c*. 200m to the north-west of the building, within the wider setting of the heritage asset. The development will not visually impact the Listed Buildings. The proposed development would not dominate the historic asset or detract from the ability to understand and appreciate it, given distance and intervening development.

7.2.6. Adult Education Centre, University College of North Wales, Grade II Listed Building

The proposed development is situated *c*. 200m to the north-west of the Grade II Listed Building, within the wider setting of the heritage asset and is, therefore, unlikely to be visible within views of, to and across, but may be partly visible in distanced views from the heritage asset, between intervening development and mature trees. The proposed development would not, however, dominate the historic asset or detract from the ability to understand and appreciate it.

7.2.7. Former Wrexham Infirmary, Grade II Listed Building

The proposed development is situated *c*. 200m to the north-west of the Grade II Listed Building, within the wider setting of the heritage asset and is, therefore, unlikely to be visible within views of, to and across, but may be partly visible in distanced views from the heritage asset, between intervening development and mature trees. The proposed development would not dominate the historic asset or detract from the ability to understand and appreciate it.

7.2.8. No.1 Grosvenor Road (NW Side), Grade II Listed Building

The proposed development is situated *c*. 240m to the north-west of the Grade II Listed Building, within the wider setting of the heritage asset and is, therefore, unlikely to be visible within views of, to across, and from due to distance and intervening development. The proposed development would not dominate the historic asset or detract from the ability to understand and appreciate it as it will not be visible from the asset.

7.2.9. Grosvenor Road Conservation Area

The proposed development lies within the setting of the Conservation Area. The proposed development will not isolate or impair views of the designated area. It will not dominate the historic asset or detract from the ability to understand and appreciate it. The proposals will increase pedestrian connectivity between the Site and Conservation Area, improving access to the designated area. Mature trees soften the boundary between the development and the Conservation Area. The high-quality design should enhance the built environment within the setting of the designation.

7.3. Tree cover

Tree planting will take place within the Site, which will improve the setting of the heritage assets and soften the building. Mature trees will be retained where possible.

7.4. The Permanence, Longer Term or Consequential Effects of the Development

The proposed development of the Site will constitute a permanent alteration to the setting of the heritage assets, but one that could be viewed as positive due to its public benefits, particularly in improving

accessibility, public realm, street furniture, cycling facilities, connectivity with the city and centre and promoting sustainable travel through public transport.

7.5. Predicted Visual Impact Assessment

7.5.1. Predicted Visual Assessment Summary

In line with the ICOMOS guidance, the assets have been assessed at varying gradings of value (See Appendix 1). The works to the Site are mainly classed as being of **Moderate**, **Minor**, **Negligible** and **No change** magnitude of impact, as they constitute 'Changes to the setting of an historic building, such that it is significantly modified', 'Changes to the setting of an historic building, such that it is noticeably changed', and 'Slight changes to historic building elements or setting that hardly affect it'. The predicted resulting levels of the significance of the impact of the proposed works upon the settings of the heritage assets, and therefore the significance of the assets, is detailed in the below table (Table 5).

Asset	Value of the asset	Magnitude of change/impact	Predicted significance of the impact (either adverse or beneficial)
Wrexham General Station: Entrance Building	Medium	Moderate	Moderate (beneficial)
Wat's Dyke (projected route within the Site)	High	Minor	Moderate (adverse)
Wat's Dyke Scheduled Monument	High	Negligible	Neutral (beneficial)
Former goods shed	Low	Moderate	Slight (beneficial)
The Former Mines Rescue Centre	Medium	Negligible	Neutral (beneficial)
Offices and Lodge to Wrexham Lager Brewery	Medium	No change	No change
Adult Education Centre, University College of North Wales	Medium	Negligible	Neutral (beneficial)
Former Wrexham Infirmary	Medium	Negligible	Neutral (beneficial)
No.1 Grosvenor Road (NW Side), Clywd	Medium	No change	No change
Grosvenor Road Conservation Area	High	Minor	Slight to Moderate (beneficial)

Table 5 Predicted impacts of the proposed development upon the significance of setting to Heritage Assets

8. Conclusions

The heritage impact assessment finds that the appropriate new development of the Site will mostly result in a Slight / Moderate (beneficial) and Neutral levels of impact upon the significance of the heritage assets, except for Wat's Dyke, which is predicted to be Moderate (adverse). The impact assessment is consistent with recognised criteria as defined within ICOMOS Guidance.

Wrexham General Station, a Grade II Listed Building is within the immediate setting of the proposed development. The current setting of the Listed Building is negatively impacted by vacant land and inappropriate modern development that is in poor condition and has no functional or physical relationship to the Listed Building. The redevelopment of land opposite the station provides an opportunity to enhance the setting through the creation of public realm, landscaping and new and appropriate street furniture.

Improvements to the accessibility of the station provides an opportunity to increase the communal value of the building.

The projected line of Wat's Dyke runs through the Site and may be directly impacted by the installation of a pedestrian link bridge.

Whilst the proposed development will result in some visual change within the setting of some of the Listed Buildings within the study area and Grosvenor Road Conservation Area, when assessed as a whole, the proposals will not diminish the setting of the Listed Buildings or the Conservation Area's distinct character and appearance. Several heritage assets identified within the study area are sufficiently distanced such that intervening development and established mature trees will either partly or wholly masks the development from view.

No proposals are currently available for the conversion of the former goods shed or Jewson's warehouse. Design. This will bring two vacant buildings back into use.

A copy of this report will be deposited with the Welsh Historic Environment Record.

8.1.1. Wider positive effects

The scheme has several public benefits, which include:

- Sustainable travel through the conversion of the station into a multi-modal transport hub
- Regeneration of the surrounding land and uses
- Bringing back into use redundant buildings
- Converting and repurposing a building of historic interest
- Maximising commercial investment into the area and
- Decarbonisation and Biodiversity

8.1.2. Offsetting

The recommendations below have been suggested in order to help offset harm and enhance setting.

- Careful selection of appropriate street furniture and signage.
- The proposals could consider upgrading streetlamps and lighting throughout the Site. Lighting of the station could enhance its appearance in the evening, improving night-time views and safety.
- The projected route of Wat's Dyke runs through the north-west of the Site and may be directly impacted by the installation of a footbridge. These proposals have the potential to remove the heritage assets evidential and historic values. Following consultation with Heneb: Clwyd-Powys Archaeology on 20th June 2025, preservation / avoidance of Wat's Dyke is recommended, although harm may be offset by archaeological monitoring and recording will be required in order to mitigate

the impact of the proposals on any surviving buried remains. Should significant archaeological remains be encountered during the archaeological monitoring, further excavation may be required to offset the harm of the development to the buried archaeological resource, in line with the guidance provided by the Planning Policy Wales. Full details of the proposals will be required in order to inform the decision.

- An information panel could be in installed within the Site to describe Wat's Dyke and improve public knowledge.
- Visuals of the current proposals show that the station is partly visible from pedestrian footpaths in the south-east of the Site, creating a new viewpoint. This viewpoint could be widened to capture more of the heritage asset.
- Improvements to the accessibility that directly impact the Grade II station should be sensitively designed to respect the historic fabric of the station in order to protect its heritage values and significance. Materials used should be complimentary. Depending on the scale of the improvement, a historic building survey and gazetteer could help inform proposals.
- The conversion of the former goods shed should include minimal alterations to the exterior (no design proposals are currently available).
- The height and scale of grain silos at the former Jewson's warehouse should be of an appropriate scale and sensitively designed so as to not distract from the Grade II Listed station, nearby Conservation Area or former goods shed (no design proposals are currently available).
- Improved public realm could include local artwork.

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Appendix 1

The impact of the proposed development has been assessed using a cultural heritage impact assessment methodology based upon the International Council on Monuments and Site (ICOMOS) Guidance on Heritage Impact Assessments, a methodology commonly used to assess heritage impact. The significance of the impact of the proposed development is based on the value or sensitivity or the heritage asset and on the magnitude of the impact on that heritage asset. The criteria used for assessing value, magnitude of impact and significance of impact are set out in three tables below. These impacts may be either adverse or beneficial. These tables consider differing types of heritage assets: archaeological attributes, built heritage or historic urban landscapes, historic landscapes and intangible cultural heritage or associations.

Assessing Value of Heritage Assets

The value (significance) or sensitivity of a heritage asset is assessed based on existing national and local statutory designations, guidance such as the Historic England Listing and Scheduling Selection Guides and professional judgement based on research and site surveys.

Table 1: Assessing Value of Heritage Assets

Asset Grading	Archaeological Attribute	Built Heritage or Historic Urban Landscape	Historic Landscape	Intangible Cultural Heritage or Associations
Very High (international)	Sites of acknowledged international importance inscribed as WH property. Individual attributes that convey OUV of the WH property. Assets that can contribute significantly to acknowledged international research objectives.	Sites or structures of acknowledged international importance inscribed as of universal importance as WH property. Individual attributes that convey OUV of the WH property. Other buildings or urban landscapes of recognised International importance.	Landscapes of acknowledged international importance inscribed as WH property. Individual attributes that convey OUV of the WH property. Historic landscapes of international value, whether designated or not. Extremely well preserved historic landscapes with exceptional coherence, time depth, or other critical factors.	Areas associated with Intangible Cultural heritage activities as evidenced by the national register. Associations with particular innovations, technical or scientific developments or movements of global significance. Associations with particular individuals of global importance.
High (national)	Nationally-designated Archaeological Monuments protected by the State Party's laws. Undesignated sites of the quality and importance to be designated. Assets that can contribute significantly to acknowledged national research objectives.	Nationally-designated structures with standing remains. Other buildings that can be shown to have exceptional qualities in their fabric or historical associations not adequately reflected in the listing grade. Conservation Areas containing very Important buildings. Undesignated structures of clear national importance.	Nationally-designated historic landscape of outstanding interest. Undesignated landscapes of outstanding interest. Undesignated landscapes of high quality and importance, and of demonstrable national value. Well preserved historic landscapes, exhibiting considerable coherence, time-depth or other critical factors.	Nationally-designated areas or activities associated with globally-important Intangible Cultural Heritage activities. Associations with particular innovations, technical or scientific developments or movements of national significance. Associations with particular individuals of national importance.

Medium (regional)	Designated or undesignated assets that can contribute significantly to regional research objectives.	Designated buildings. Historic (unlisted) buildings that can be shown to have exceptional qualities or historical associations. Conservation Areas containing buildings that contribute significantly to its historic character. Historic townscapes or built-up areas with important historic integrity in their buildings, or built settings.	Designated special historic landscapes. Undesignated historic landscapes that would justify special historic landscape designation. Landscapes of regional value. Averagely well preserved historic landscapes with reasonable coherence, time-depth or other critical factors.	Areas associated with Intangible Cultural heritage activities as evidenced by local registers. Associations with particular innovations or developments of regional or local significance. Associations with particular individuals of regional importance.
Low (local)	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. Historic (unlisted) buildings of modest quality in their fabric or historical associations. Historic Townscape or built-up areas of limited historic integrity in their buildings, or built settings.	Robust undesignated historic landscapes. Historic landscapes with importance to local interest groups. Historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations.	Intangible Cultural heritage activities of local significance. Associations with particular individuals of local importance. Poor survival of physical areas in which activities occur or are associated.
Negligible	Assets with little or no surviving archaeological interest.	Buildings or urban landscapes of no architectural or historical merit; buildings of an intrusive character.	Landscapes little or no significant historical interest.	Few associations or ICH vestiges surviving.
Unknown potential	The importance of the asset has not been ascertained.	Buildings with some hidden (or inaccessible) potential for historic significance.	n/a	Little is known or recorded about ICH of the area.

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing Magnitude of Change or Impact

The magnitude of change or impact is assessed based upon a detailed understanding of how and to what extent the proposed development might impact the specific type of heritage involved. It is necessary to have an understanding of the contribution of the setting to the value of the heritage asset as well as an understanding of the key elements or components which contribute to the value or significance of the asset to be able to determine the magnitude of impact.

Table 2: Assessing Magnitude of Change or Impact

Impact Grading	Archaeological Attributes	Built Heritage or Historic Urban Landscape Attributes	Historic Landscape Attributes	Intangible Cultural Heritage Attributes or Associations
Major	Changes to attributes that convey OUV of WH properties. Most or all key archaeological materials, including those that contribute to OUV such that the resource is totally altered. Comprehensive changes to setting.	Change to key historic building elements that contribute to OUV, such that the resource is totally altered. Comprehensive changes to the setting.	Change to most or all key historic landscape elements, parcels or components; extreme visual effects; gross change of noise or change to sound quality; fundamental changes to use or access; resulting in total change to historic landscape character unit and loss of OUV.	Major changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Moderate	Changes to many key archaeological materials, such that the resource is clearly modified.	Changes to many key historic building elements, such that the resource is significantly modified.	Change to many key historic landscape elements, parcels or components; visual change to many key aspects of the historic landscape; noticeable differences in noise or sound quality;	Considerable changes to area that affect the ICH activities or associations or visual links and cultural appreciation.

	Considerable changes to setting that affect the character of the asset.	Changes to the setting of an historic building, such that it is significantly modified.	considerable changes to use or access; resulting in moderate changes to historic landscape character.	
Minor	Changes to key archaeological materials, such that the resource is slightly altered. Slight changes to setting.	Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.	Change to few key historic landscape elements, parcels or components; slight visual changes to few key aspects of historic landscape; limited changes to noise levels or sound quality; slight changes to use or access; resulting in limited change to historic landscape character.	Changes to area that affect the ICH activities or associations or visual links and cultural appreciation.
Negligible	Very minor changes to key archaeological materials, or setting.	Slight changes to historic building elements or setting that hardly affect it.	Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual effects; very slight changes in noise levels or sound quality; very slight changes to use or access; resulting in a very small change to historic landscape character.	Very minor changes to areas that affect the ICH activities or associations or visual links and cultural appreciation.
No change	No change.	No change to fabric or setting.	No change to elements, parcels or components; no visual or audible changes; no changes in amenity or community factors.	No change.

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Assessing the Significance of Impact

The table below, Assessing the Significance of Impact, uses a matrix to combine the value of the heritage assets with the magnitude of impact. This significance of impact can be either adverse or beneficial. An impact of major adverse would equate to an assessment of substantial harm, as defined in the NPPF paragraphs 132-133. Other assessments of adverse impact would equate to less than substantial harm as defined in the NPPF paragraph 134.

Table 3: Assessing the Significance of Impact

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	Slight/ Moderate	Large/very Large	Very Large
High	Neutral	Slight	Slight/ Moderate	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

Adapted from ICOMOS Guidance on Heritage Impact Assessments (2011)

Appendix 2 - Figures

Figure 1: Site location

Figure 2: Site boundary superimposed onto modern mapping

Figure 3: Site boundary superimposed onto 1846 tithe map

Figure 4: Site boundary superimposed onto the 1874 Ordnance Survey map

Figure 5: Site boundary superimposed onto the 1900 Ordnance Survey map

Figure 6: Site boundary superimposed onto the 1912 Ordnance Survey map

Figure 7: Site boundary superimposed onto the 1944 Ordnance Survey map

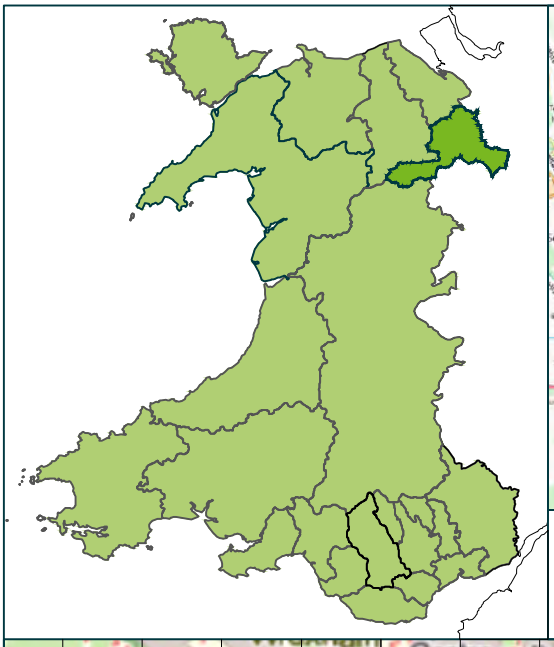
Figure 8: Site boundary superimposed onto the 1964 Ordnance Survey map

Figure 9: Site boundary superimposed onto the 1974 Ordnance Survey map

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Wrexham Gateway

Project Code: 61238

Figure 1: site location

CIVIC HERITAGE



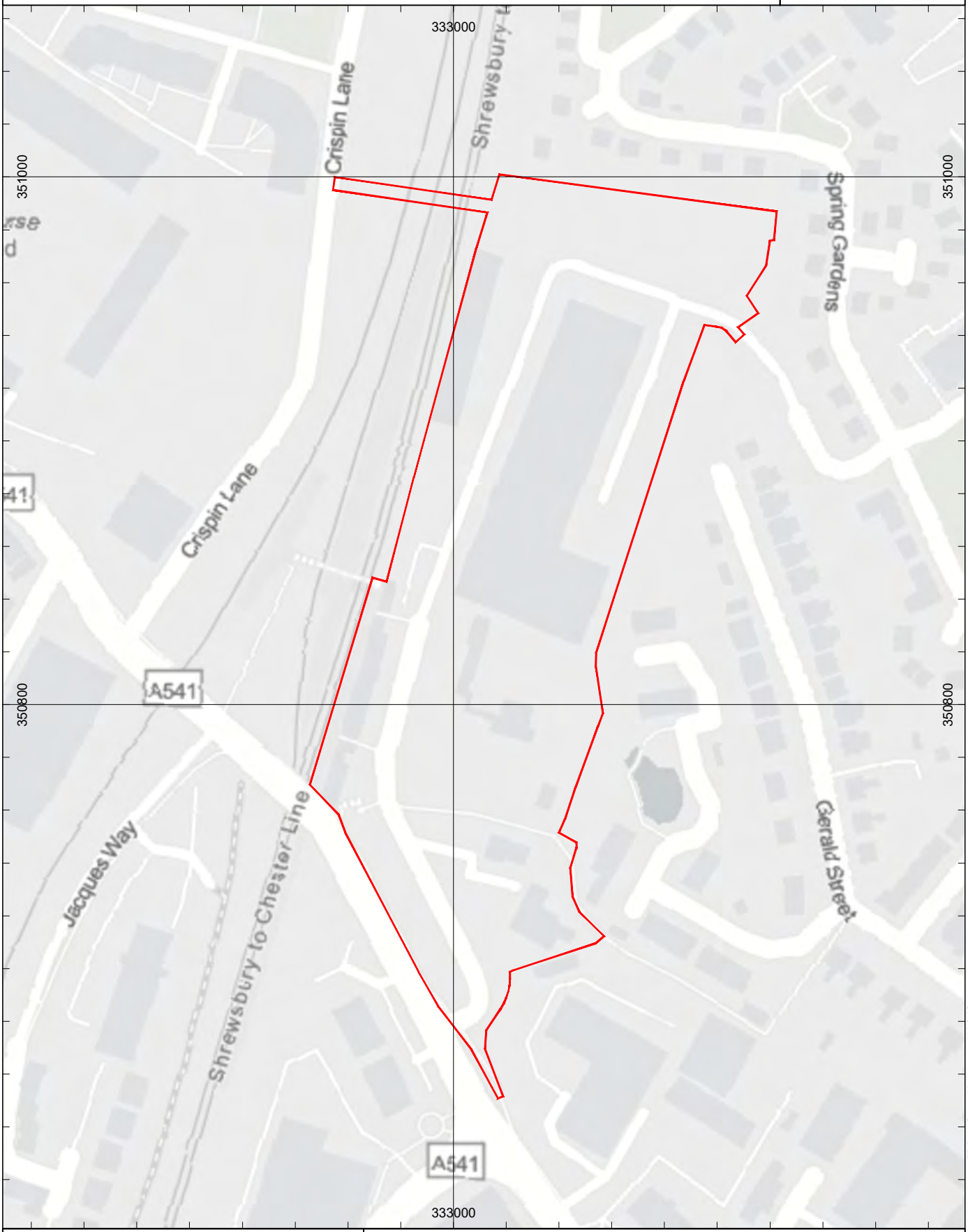
Map data © OpenStreetMap contributors Microsoft, Facebook, Google, Esri Community Map contributors, Map layer by Esri Powered by Esri

Civic Heritage, Carver's Warehouse 77 Dale Street Manchester M1 2HG

Wrexham Gateway

Project Code: 61238

Figure 2: site boundary superimposed on modern mapping



0 100 m

Scale at A4 1:2000

Key: Site boundary

Map data © OpenStreetMap contributors Microsoft, Facebook, Google, Esri Community Map contributors, Map layer by Esri Powered by Esri

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Wrexham Gateway

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Figure 3: site boundary superimposed on the 1846 Tithe map



0 100 m

Scale at A4 1:2000

Key: Site boundary

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Wrexham Gateway

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Figure 4: site boundary superimposed on the 1874 / 84 Ordnance Survey town plan



0 100 m

Scale at A4 1:2000

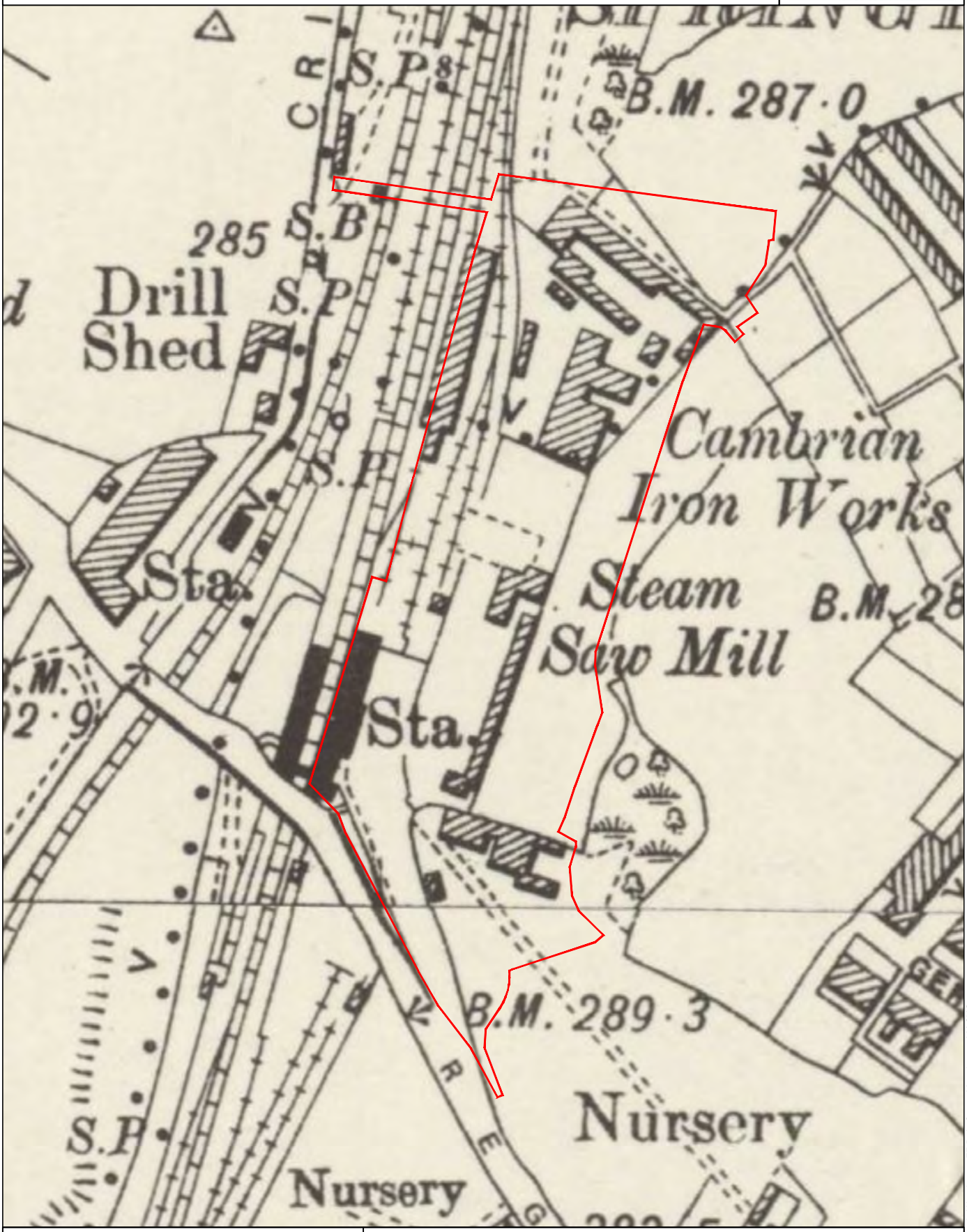
Key: Site boundary

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Figure 5: site boundary superimposed on the 1900 Ordnance Survey 6-inch to 1-mile plan



0 100 m

Scale at A4 1:2000

Key: Site boundary

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Figure 6: site boundary superimposed on the 1912 Ordnance Survey 25-inch to 1-mile plan



0 100 m

Scale at A4 1:2000

Key: Site boundary

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Figure 7: site boundary superimposed on the 1944 Ordnance Survey 6-inch to 1-mile plan



0 100 m

Scale at A4 1:2000

Key: Site boundary

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Figure 8: site boundary superimposed on the 1964 Ordnance Survey national grid 1:10,560 plan



0 100 m

Scale at A4 1:2000

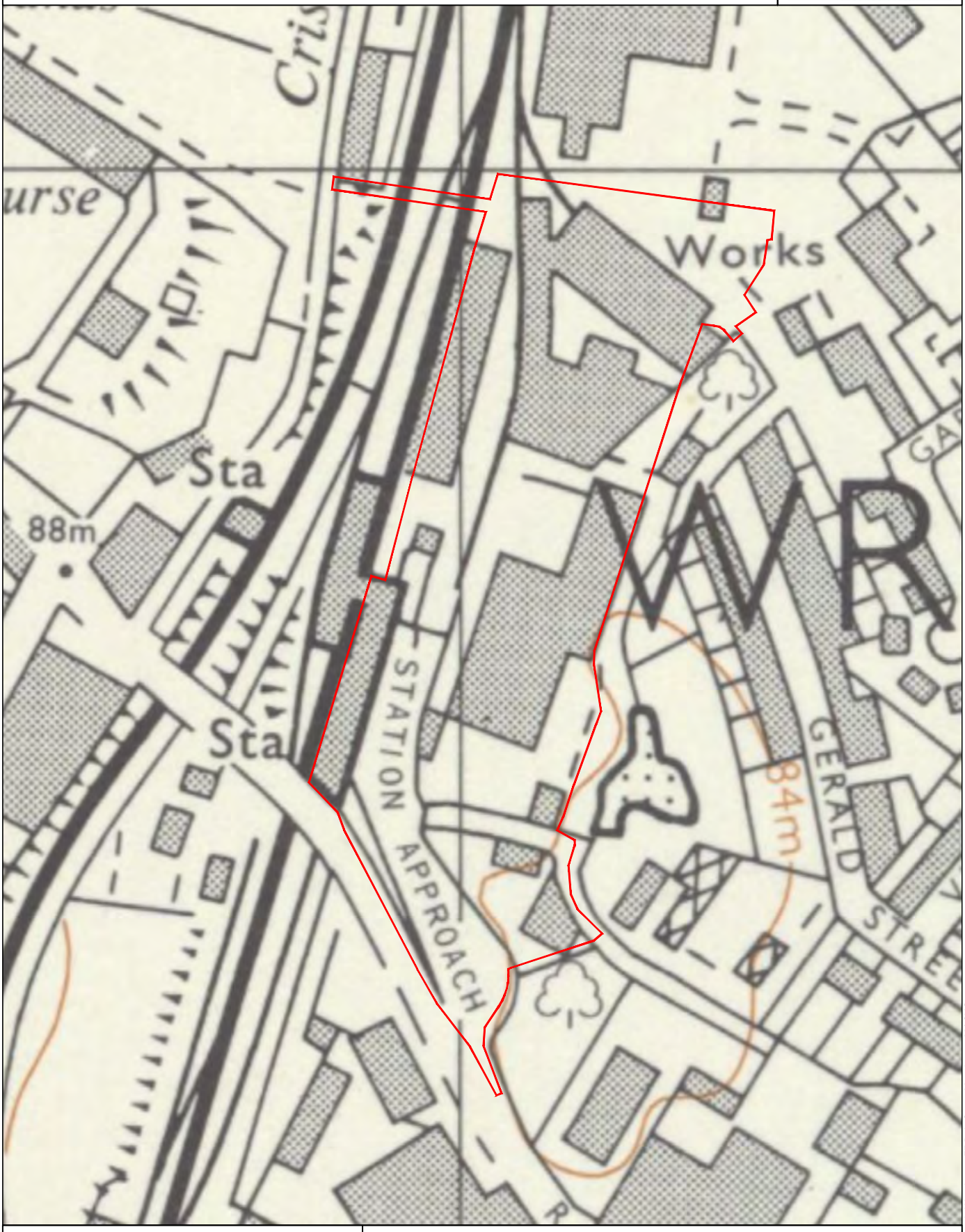
Key: Site boundary

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Figure 9: site boundary superimposed on the 1974 Ordnance Survey national grid 1:10,560 plan



0 100 m

Scale at A4 1:2000

Key: Site boundary

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