

Plas Kynaston Canal & Marina Integration

Introduction:

This Representation is simply to show how the Key Representation for the Plas Kynaston Canal and Marina can integrate with the surrounding community, on a number of important aspects that are specified in the current LDP.

This integration representation shows a route for the correct redevelopment of the Flexsy's site where there can be a sustainable benefit for all parties involved, i.e. Flexsy's (or site owner), the surrounding community of Businesses and Residents, the Wrexham County Borough Council and British Waterways.

This representation is not in competition with the existing infrastructure, where by it would result in a further decline of both economic and social structure of the community, it is the opposite; it will provide improvements and stimulus in both, on a continued and sustainable basis.

The inclusion of provision for the Plas Kynaston Canal and Marina and associated works / amenities on the Flexsy's site in the current LDP would comply with and promote the following aspects of the LDP:

Social Objectives:

- **Objective 1** Our proposal would and is currently fostering community identity, distinctiveness and a sense of place.
- **SP2** Will deliver new development within defined settlement limits and employment opportunities that will maintain the existing settlement pattern and character.
- **SP14** Will make provision for green barriers, for out door sport and recreation, cemeteries and other uses which maintain openness without conflict.
- **P2** The former Flexsys and Air Products sites, Cefn Mawr are safeguarded for comprehensive mixed use developments that will include residential, employment, community leisure and local need retail uses. There is no mention in P2 policy of the significant economic and social benefit potential of reinstating the Plas Kynaston Canal and construction of a new Marina to the rear of the Queens Hotel, would bring to the community as a whole.
- **P12** Community Facilities Provision
- **P13** Community Infrastructure
- **P14** Protection of Public Open Space (b) The redevelopment of only a small part of the site would allow the retention and enhancement of the facility as a recreational resource.
- **P15** Public Open Space
- **P16** Sub-regional Sports Stadia, by linking in to the inland waterway network and increasing the tourist count within the local community, and providing suitable bus link routes etc, the expected revenue income for Plas Madoc Leisure Centre would rise. It should be noted that there are only two sites adjacent to the World Heritage Site status corridor, that have such facilities, Cefn Mawr by using Plas Madoc and Chirk. Llangollen has no such facilities, and these are large capital assets.

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- **P27** Local Need Shopping, our representation is made to work with and support local trade and not to be in competition with it, such as a large supermarket.
- **Objective 2**, The Housing Issue is dealt with under the Representations by Mrs Janet Williams on behalf of the PKC Group. Please see appropriate representations.

Economic Objectives:

- **Objective 3**, Encourage diversification of the economic base. Our proposal would certainly do this and is a departure from housing and retail parks theme in an area of high unemployment already, as proposed in the current LDP.
- **SP5**, Although not listed in the table of this policy, the Flexsys site with the recreational facilities as suggested in this document would provide additional employment prospects of 50 or so real jobs and the continuation of employment stability for the surrounding community and businesses should be borne in mind.
- **SP6** This policy specifies land for employment, in the hope that a business will move to the area or develop in the future, what we are proposing is not a hope, it is a reality now, and will continue to be so for a long time.
- **SP7** Is an appropriate policy in that what we are proposing is to bring the trade to the Village Centre, and Indoor Leisure Facilities.
- **P2** Mixed Use Regeneration, The former Flexsys and Air Products sites, Cefn Mawr are safeguarded for comprehensive mixed use developments that will include residential, employment, community leisure and local need retail uses. There is no mention in P2 policy of the significant economic and social benefit potential of reinstating the Plas Kynaston Canal and construction of a new Marina to the rear of the Queens Hotel, would bring to the community as a whole.
- **P16** Our representation will increase use of sports facilities currently under used, there by increasing the viability of the facilities.
- **P18** Our proposal would increase the potential of the Flexsys Site housing development, there by attracting the right sector of the community that would be an appropriate work force for the employment sector indicated in P18.
- **P19** Rural Economic Development, is what this proposal is about.
- **P20** Visitor accommodation would also be applicable, and needs to be implemented appropriately to prevent an isolated stand alone development being built on the Warehouse Site, with disregard to the rest of the community.
- **P24** Needs to be applied appropriately to promote the prospects of the existing local community businesses rather than allowing outside competition to wipe them out. Our proposal is designed to work with the local businesses, and an indication of their support for this can be drawn from the signed letters of support.
- **P25**, We hope this will be on a small and appropriate scale with due regard made for existing businesses.
- **P27**, Deals with Local Facilities and Shopping, Cefn Mawr has had 3.5 million spent on the rejuvenation of the Village Centre and is still failing, because people are simply not coming to the Village. What we are proposing here with the Key Representation of the Plas Kynaston Canal & Marina, will

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unlock the Door for Cefn Mawr into the tourist industry, there by providing a sustainable economic input for the future.

- **Objective 5**, Transport Capacity Constraints, one issue that is developing that is not addressed the LDP is the congestion at the Trevor Basin due to the narrows of the Pontcysyllte Aqueduct. Please see representation by D. Metcalfe concerning this.
- **SP8** Improving Travel, our proposals specifically integrate with this policy and actually promote the preservation of the old tramways and railway lines for the connection of the area to surrounding areas so enhancing Cefn Mawr as a destination that people want to return to.
- **SP9** Development Proposals and Transport
 - (1) Help minimise the need to travel, by creating real jobs within the community, those employment opportunities should be close enough for people to walk to work, or get a short bus ride.
 - (2) Encourage the use of transport other than the car, we are talking about a canal and marina, linked in by footpaths, cycle ways and bridle ways and supported by good public transport services to local amenities and other areas.
 - (3) Avoid increasing traffic to unacceptable levels, by re cutting the canal and marina as suggested and providing employment opportunities within the community and not just building large volumes of housing in an already high unemployment area, this would reduce the traffic volume on the already congested A483 by an excessive number of people have to travel else where for work.
- **P32**, Walking and Cycling Routes, there is no mention of the historically important tramway and rail routes in this policy which would make use of the good gradients that they provide. These are indicated in this document to show how the proposal of the Plas Kynaston Canal and Marina can be integrated with the local and adjoining areas. Much more work is required in this department, and is an extremely cost effective way of increasing the tourist potential viability.

Environmental Objectives:

- **Objective 6**, The proposal of the Plas Kynaston Canal and Marina is of a scale that supports regeneration, consolidates past growth and can be assimilated within the existing community, and will combine with the local capacity of infrastructure, supporting community facilities and identified needs.
- **SP2** Will deliver new development within defined settlement limits and employment opportunities that will maintain the existing settlement pattern and character.
- **SP14** Will make provision for green barriers, for out door sport and recreation, cemeteries and other uses which maintain openness without conflict.
- **P1**, Please see Janet Williams submission regarding the housing issue on behalf of the PKC Group.
- **P2** The former Flexsys and Air Products sites, Cefn Mawr are safeguarded for comprehensive mixed use developments that will include residential, employment, community leisure and local need retail uses.
There is no mention in P2 policy of the significant economic and social benefit

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potential of reinstating the Plas Kynaston Canal and construction of a new Marina to the rear of the Queens Hotel, would bring to the community as a whole.

- **P13** Community Infrastructure
- **P15** Public Open Space, our proposal will create plenty of open space.

- **Objective 7**, Protect and enhance the built, historic and natural environmental assets and maintain a clear distinction between built up areas and surrounding countryside. **The proposal of the Plas Kynaston Canal and Marina does exactly what this objective states.**
- **SP10**, Protecting and enhancing the Natural Environment, by re cutting and reinstating the Plas Kynaston Canal and new Marina at the rear of the Queens Hotel with the associated tree lining and grassed open spaces will only serve to encourage nature back into what is presently an industrial waste land.
- **SP11**, Protecting and Enhancing the Historic Built Environment, the remainder of this document is dedicated to promoting some of the historical architecture in and around the village of Cefn Mawr, which will be necessary to the successful out come of this proposal by the PKC Group, i.e. the correct redevelopment of the Flexsys site with a central Key Way of the Plas Kynaston Canal and Marina. The Canal & Marina would also constitute an important link between the village centre of Cefn Mawr, designated a conservation area under schedule 4, and the World Heritage Site, the Pontcysyllte Aqueduct.
- **SP14** Will make provision for green barriers, for out door sport and recreation, cemeteries and other uses which maintain openness without conflict.
- **P33**, Special Landscape Areas, Within Special Landscape Areas priority is given to the conservation and enhancement of the landscape. Development will be strictly controlled and permitted only where:
 - (a) There is no detrimental impact upon the intrinsic character, quality, features and conservation value of the landscape including views to and from the area.

Cefn Mwar and the ex Flexsys Chemical site fall within the buffer zone of the World Heritage Site corridor extending from Llangollen to Chirk, and also falls within a one mile radius of the of the Pontcysyllte Aqueduct. The architectural heritage that primarily received the award. A large modern housing estate is not in character with this.
 - (b) The redevelopment is of a high standard of design that is in character with and integrated into the landscape, provides for the restoration and enhancement of degraded landscapes and landscape features and ensures their long term management.

The PKC Group suggestion for the inclusion satisfies this policy guide line explicitly, and one of the construction guide lines that the canal and marina would be built to would be for a design life of 100 years.
- **P35** Pontcysyllte Aqueduct and Canal World Heritage Site, see above.
- **P36** The proposed water treatment plant at Cefn Mawr could be used to provide head water for the Plas Kynaston Canal and Marina, rather than discharging into the River Dee.
- **P43** Flood Risk, to be dealt with as a part of the feasibility study, but not expected to be a problem area.

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- **P46** There is good road access to the site from the A539 avoiding most residential areas, and large central parking as noted exists today on the following maps and aerial photographs.

The Integration Representation provides further corroboration for the active role the Key Representation will play in the restoration, preservation and future use of the historical heritage of our community, here in Cefn Mawr.

It is believed that the integration of the former Flexsys site with the World Heritage Site, the Pontcysyllte Aqueduct and the historic townscape of the Cefn Mawr conservation area will provide a “destination” for a large tourist potential and consequently generate employment opportunities with economic, social and environmental benefits.

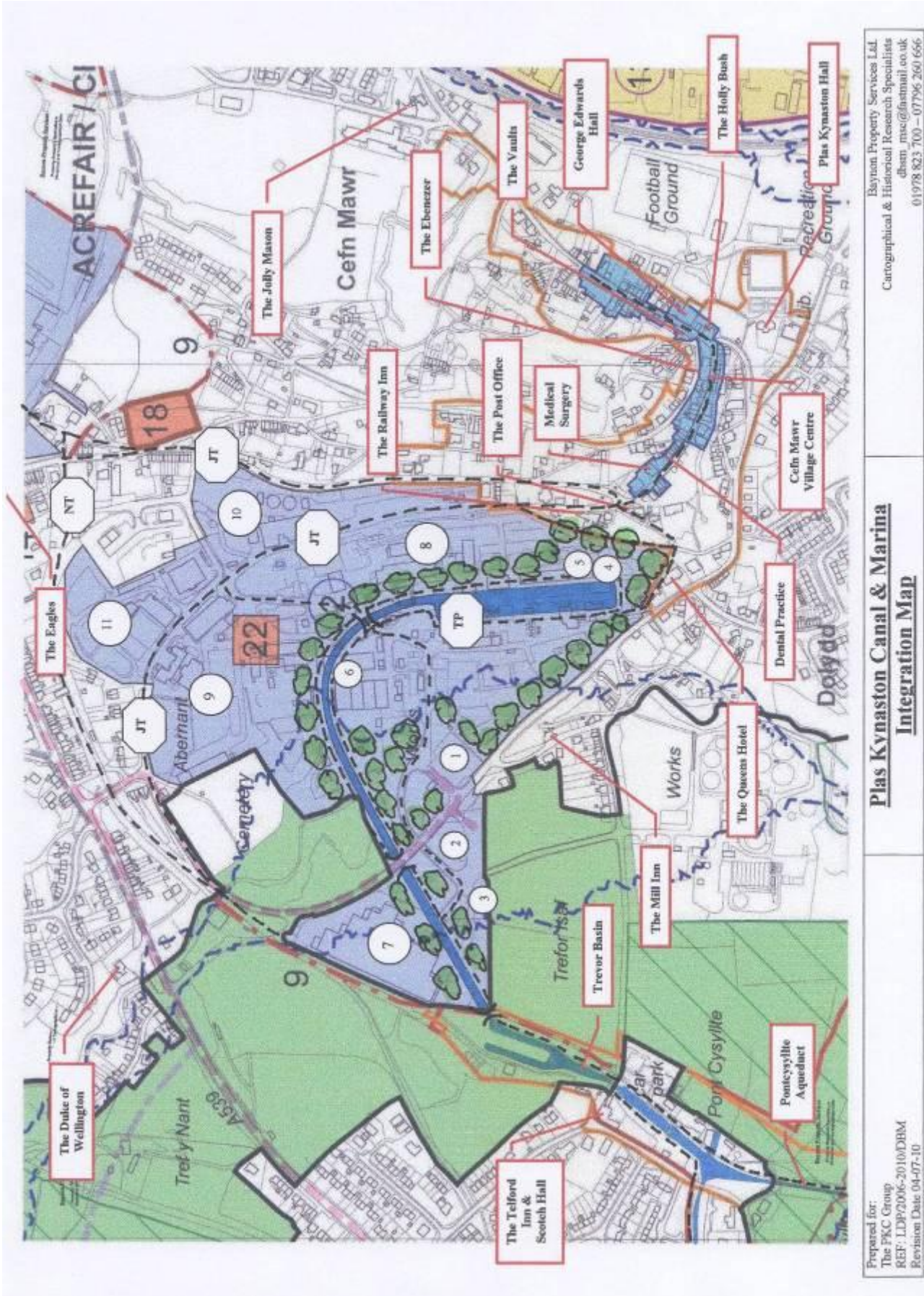
This is a one time opportunity to bring sustainable environmental, economic, and social regeneration to the village of Cefn Mawr and surrounding areas. This opportunity to take advantage of our heritage and provide a sustainable future for the area and to complement the World Heritage Site should not be missed.

This integration document is written to show how the above points relate directly to local businesses and provide support for them, how with appropriate allocation of land, this could be achieved, and finally how the heritage of Cefn Mawr can be seen else where in the United Kingdom.

Support for this initiative within the Local Community and else where can be drawn from:

1. Signed Letters from local businesses.
2. The signed petition sheets, by local residents and other supporters.
3. Media attention.

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Plas Kynaston Canal & Marina Integration Map

Prepared for:
 The PKC Group
 REF: LDP/2006-2010/DBM
 Revision Date 04-07-10

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Key to site integration plan:

1. Coach parking area, already surfaced and of a suitable size for such with good road access to the A539, with out being routed through a highly populated area.
2. Car parking with the same good access as that for the Coach Parking.
3. Car parking with the same good access as that for the Coach Parking.

Please note that these parking areas are central to the whole site, extending from the Pontcysyllte Aqueduct, to the Plas Kynaston Marina as proposed in Cefn Mawr. These areas have suitable levels and surface covering for such at present. Simple short pedestrian footpaths, sign posted would link the parking areas into the whole site.

4. Marina Offices and possible small convenience store with tourist information.
5. Secured marina car parking.
6. Site for possible Industrial Heritage Museum, Boat Yard & Work Shop, Craft Village, and day time café.
7. Premium housing with own moorings along canal side.
8. Intermediate housing
9. Intermediate housing
10. Affordable & Intermediate Housing
11. Affordable & Intermediate Housing

TP Tow Path along canal and around marina, and 1-6 are in open park land.

JT Jessop's Tramway

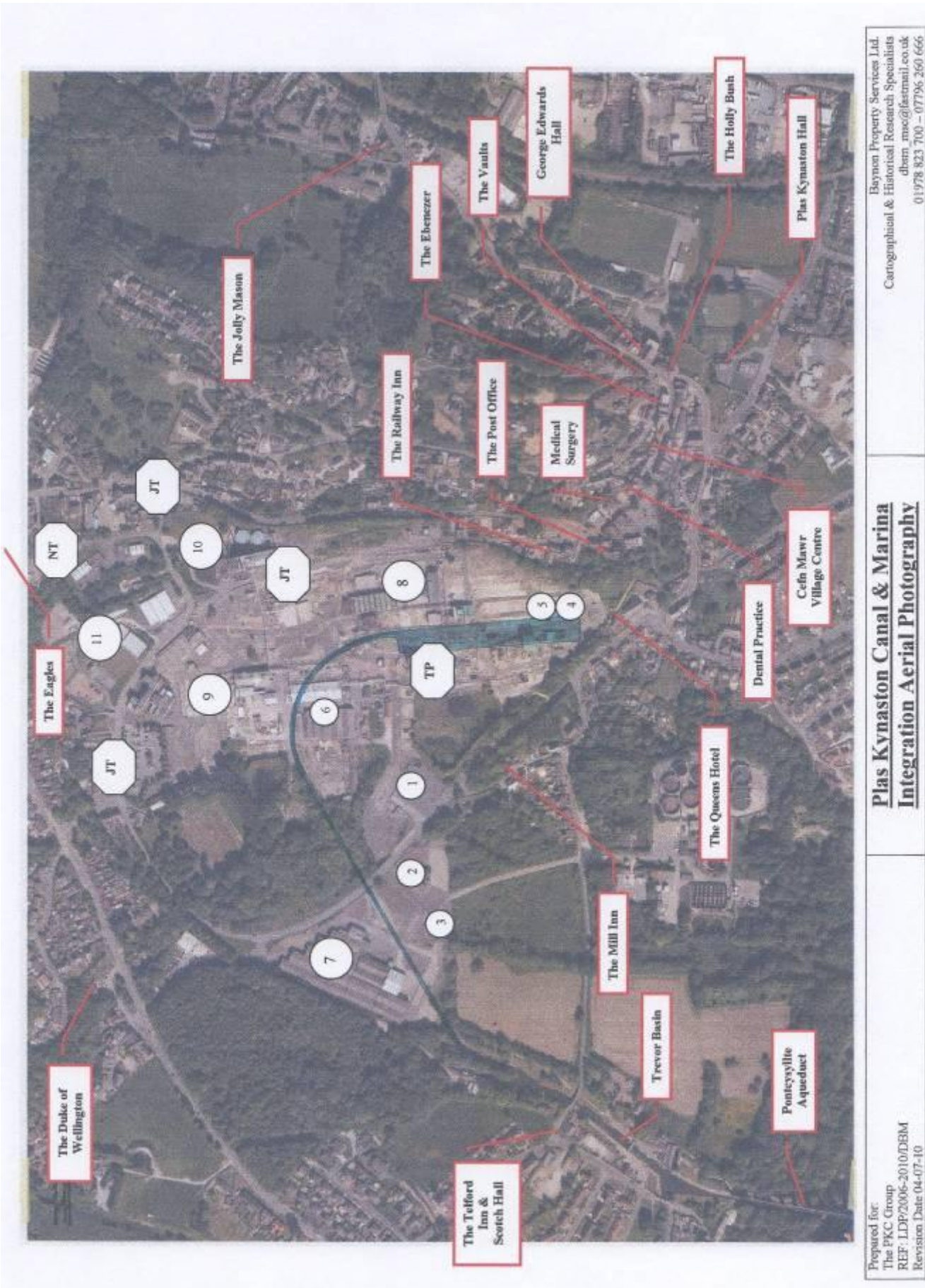
NT New British Iron Works Tramway

Please note that because of the carefully engineered gradients for the horse drawn tramways with gradual gradients, these would make ideal cycle and bridleways. Where the routes combine with vehicular traffic, it is suggested that sensible speed limits be designated and appropriate warning signs be displayed.

Pink dotted line, main vehicular access to parking areas from A539.

Back dotted lines, footpaths, cycle way and bridle ways.

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Plas Kynaston Canal & Marina Integration Aerial Photography

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The Ebenezer:



The Ebenezer provides a good example of the requirement and justification for the reinstatement of the Plas Kynaston Canal and new Marina.

There has been 3.5 million pounds spent on restoring the village centre, and approximately 1.5 on the Ebenezer.

However since its opening just over

three years ago, it has closed three times, and is currently closed. This economic depression is being experienced by all businesses in the area, despite being within a one mile radius of the UK's most recent World Heritage Status Site, the Pontcysyllte Aqueduct, and one of the busiest stretches of inland waterway. The restoration of the Plas Kynaston Canal and construction of a new Marina as proposed in the accompanying Key Representation would turn the economic viability of this community around.

Cefn Mawr Post Office:

Is situated at the top of Crane Lane, at the Crane, and is only 200 yards from the proposed new Marina at the rear of the Queens Hotel. The post office is a mixture of mid 1800 construction in sandstone and later 1900 construction in Red Terracotta Brick from the JC Edwards works, that Cefn Mawr is famous for.

Due to the reduction of Post Offices in 2009, this offers a unique facility for the boating fraternity that may use the facilities as proposed, as well as the general tourist traffic that will also frequent the area, once developed, with the restoration of the canal and build of a new marina is completed.



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The Plas Kynaston Hall:



The Plaskynaston Hall in the 1930's. This was the ancestral Hall of the Kynaston family who together with the Lloyds of Plasmadoc Hall owned all of the land in the parish.

In the 1680's the Kynaston family were staunch Presbyterians, and the old house was licensed to hold religious meetings.

In 1804, the Cefn Estate lands were sold off for industrial development by the Owens family, following the arrival of the canal via the Pontcysyllte Aqueduct,

and the first industrial revolution. The buildings at the back were once stables, but these were demolished and the Hall became Council Offices for many years. This old Hall, dating back to the 1600's with its central stone staircase is currently in need of a restoration programme, to preserve the archaeological heritage that it represents to the area and would provide an additional National Trust type attraction.

The George Edwards Hall:

The public amenity is currently run by the Cefn Mawr Parish Council as a meeting hall. It is situated at the centre of the Village, on Well Street.

It has been used in the past as a local cinema and play house, to name but a few of the functions it has served over the years. However it is underused and this building would have a lot to offer if the tourist count could be increased.



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The Pubs of Cefn Mawr, Trevor, Acrefair & Rhosymedre:



The Queens Hotel, built in 1820's This is a 12 bedroom hotel. It is situated at what will be at the head of the proposed Plas Kynaston Canal and Marina.

The Telford Inn, adjacent to the Trevor Basin, currently the most successful pub in the area. This pub is also known by the name Scotch Hall and was built by Thomas Telford during the construction of the Aqueduct in 1800.



The Mill Inn, this Inn is one of the oldest in the area, and used to be the residence of William Hazeldine, the Iron Master for Thomas Telford, whilst he ran the Plaskynaston Iron Foundry, at Cefn Mawr. His name appears on the deeds for this pub dated 1811. This pub would be a short walk from the proposed Marina.

The Railway Inn, built during the 1850's this pub is 160 years old, and stands at the top of Crane Lane, at the Crane. Crane Lane is the shortest walking route to Crane Street which forms part of the main high street of Cefn Mawr's village centre.



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The Pubs of Cefn Mawr, Trevor, Acrefair & Rhosymedre:



The Vaults, this pub built during the mid 1800's is one hundred and fifty years old. This and all the other pubs in the area are good examples of living heritage today. Cefn Mawr was once famous for having over 30 pubs in the community in past times.

The Holly Bush, an old and established pub of many years, extending back to the first half of the 1800's. This pub is a well known land mark for the area.



The Jolly Mason, on the border between Cefn Mawr and Rhosymedre, this pub again was built during the mid 1800's and is over 150 years old.

The Eagles, this pub on the Llangollen Road in Acrefair is a well known land mark dating back to the mid 1800's. A short walk from here up the road to Pen-y-cae is another very old and famous pub, The Odd Fellers.



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The Pubs of Cefn Mawr, Trevor, Acrefair & Rhosymedre:



The Duke of Wellington, on the Llangollen Road opposite to one of the main road entrances from the Llangollen Road to the former Flexsy's site, where the proposed reinstatement of the Plas Kynaston Canal and new Marina would be. Again, this pub is almost 200 years old.

Cefn Mawr Health Centre:

Cefn Mawr Health Centre, this is situated on Crane Street, adjacent to the view point, and within a 400 yard radius of the proposed new Marina.



A.P. Barclay & Associates: Dental practice is less than 300 yards walk form the rear of the Queens Hotel and proposed site of the new marina.

The Crane Medical Centre:

This medical facility is only 250 yards from the proposed site of the Marina in Cefn Mawr.



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Anglo Welsh:

Boat hire, currently situated at Trevor Basin, find the congestion of boat berthing at this junction to be a problem. They have expressed an interest in relocating to the new Marina that would be constructed at the termination of the reinstated Plas Kynaston Canal at the rear of the Queens Hotel. This would therefore help with their

business as well as relieve the current congestion experienced at the Trevor Basin. The Anglo Welsh boats numbering 21 in total at present, tend to fill the basin when not on hire, so preventing passing traffic from stopping, hence most of the trade passes the Trevor Basin transiting to Llangollen that only has limited mooring facilities and then back over the Aqueduct. This view is shared by Chirk Marina whom have also indicated their approval for our proposal regarding the reinstatement of the Plas Kynaston Canal and new Marina.




Chirk Marina: and Black Prince Holidays would be the nearest rival marina facilities to the proposed canal reinstatement and new Marina at Cefn Mawr.



However, they have expressed their approval for such, and the main reason given is that they have numerous complaints from their customers regarding the lack of facilities and limited locations north of the Pontcysyllte Aqueduct.

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Ty Mawr Country Park:



41 Ty Mawr Country Park

Cae Gwilym Lane,
Cefn Mawr,
LL14 3PT

t: 01978 822 780
e: countryparks@wrexham.gov.uk
w: www.wrexham.gov.uk/countryside

Ty Mawr has a farm setting near the Cefn Viaduct and River Dee in the beautiful Dee Valley. Feed some animals and watch others graze in the meadows. Have a picnic or take a short circular walk. Longer walks include: Aqueduct walk, Cefn Heritage Trail, part of Offa's Dyke Trail or Llangollen Canal Walk. Enjoy the wooden sculptures in the Visitor Centre/ picnic area of the Trim Trail, BMX track or playground.

Opening Times
The park is open all year.
Visitor centre is open: Easter to September daily 10.30am-4.30pm

Admission Fee
Free

Directions
5 miles south of Wrexham in Cefn Mawr. Buses 2, 2a, 2c Arriva, 2v Vale of Llangollen/Ruabon exit off A483.

Ty Mawr Country Park is less than 2 miles away from both the Ponycysyllte Aqueduct and the proposed Plas Kynaston Canal and new Marina in Cefn Mawr. There is good access between the two sites and can be easily walked between, along Cae Gwilym Road between the site for the new Marina at the rear of the Queens Hotel and Ty Mawr, or along the river bank of the Dee, between Ty Mawr and Trevor Basin.

Plas Madoc Leisure Centre:



This large leisure complex is only a short bus ride or walk from the site of proposed Plas Kynaston Canal and Marina. The distance from the marina to here is about one mile.

This leisure centre built in the 1970's has extensive facilities, including a swimming pool with water slides and a wave generator, large indoor 5 a side areas, badminton and squash courts, a multi gym, fitness, sauna and health suite, stage and sprung dance floor.

This is a fine complex, within easy reach of tourists visiting the area, and in fact during the 1970's this was the place to come to!

LDP 2006 – 2021:

We the Plas Kynaston Canal Group believe that the proposals that we are putting forward for inclusion in our representations for the LDP will meet all the relevant

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Objectives for such numbering 1 – 9 and the various associated **Policies** as stated in the LDP, with a consistent sustainability for the long term future of our community.

Thomas Telford & William Hazeldine:



During the period of 1800 to 1830, Thomas Telford and William Hazeldine were involved in many civil engineering projects around the UK. William “Merlin” Hazeldine was Thomas Telford’s Iron Master and was responsible for most of the Iron Work involved with the civil engineering projects the Telford was awarded. William Hazeldine had two Iron Works one at Shrewsbury and one at Cefn Mawr, called the Plas Kynaston Iron Foundry, specifically built to produce the Aqueduct castings.

These plants went on to produce many other bridges and iron work still in use today around the country, as can be seen above, such as the Iron Work for the western end of the Caledonian Canal, Craigelachie Bridge, The Conway Suspension Bridge, The Menai Bridge, The Waterloo Bridge and many others. This is an example of the

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integration of Cefn Mawr with our National Heritage. This link should be preserved and promoted as proposed by the Plas Kynaston Group.