

# Plas Kynaston Canal

## Key Representation

### Introduction:

Representation for incorporation in the Wrexham LDP 2006-2021 is to be made for the reconstruction of Plas Kynaston Canal. This would provide a **Key Way** to a working economic link for Cefn Mawr and surrounding villages with the World Heritage Site, the Pontcysyllte Aqueduct and connecting waterways.

This representation, will be submitted following further appropriate discussions with all relevant parties, such as Flexsys, Wrexham County Borough Council, British Waterways, The Royal Commission for Historical Monuments of Wales, CADW, and other official bodies **and the residents of Cefn Mawr and surrounding villages.**

The Canal would extend for just over half a mile from the existing Trevor Basin to the rear of the Queens Hotel in Cefn Mawr, where it will terminate with a sixty berth marina.

The construction site for both the Canal and Marina would lie entirely within the Flexsys site, as designated for redevelopment under the currently proposed LDP for the area.

This representation will match many of the criteria's set out in the guide lines of the LDP, and the most important of those points pertaining to this application being:

- Will provide employment for the local community.
- Will provide physical and social regeneration.
- Will contribute towards a prosperous and diverse economy.
- Will provide enhancement and sustainability to the environment.
- Will comply with the council's policy of protection and provision of public open spaces.
- Will provide a green corridor for a suitable habitat following the Council's guidance on Bio-diversity.
- Will help to mitigate climate change.
- Will reduce the carbon footprint of our community.
- Will improve the environmental health of the community.

Although the **original construction plans submitted with this representation are over 180 years old,** they are still relevant today as the water level is the same as it was then, and related topographical deviations from the water level are similar. Please refer to the construction map as submitted from 1829, and note topographical variations that are shown at the bottom of map.

The soundness of the 1829 proposal, can be drawn from the Ordnance Survey Map of 1875, showing the Plas Kynaston Canal, leading to the rear of the Queens Hotel Cefn Mawr, that was in existence for over 100 years.

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The provision of a sixty berth marina and facilities at Cefn Mawr will help to relieve the congestion presently experienced at the Trevor Basin on the Llangollen Canal, currently one of the UK's busiest stretches of inland waterway. This will also help to improve the trade for both Llangollen and Trevor by increasing the overall holding capacity for the area, an aspect which is still, currently very limited for such a high volume of water borne traffic.

We also see this representation as the lead for the correct route for the redevelopment of the former site of one of the major employers of the area, Flexsys, or formerly Monsanto Chemical Works. We are looking primarily at improving the area, and believe that should we be successful, this former industrial site can become a centre piece for Wrexham County, with a tourist count, within ten years to rival that of Iron Bridge in Shropshire. This will obviously increase the pulling power for people to visit the area upstream of the Pontcysyllte Aqueduct.

The construction of the Canal to, and the Marina at Cefn Mawr, would provide an economically sustainable input to the community of Cefn Mawr and surrounding villages for the duration of the LDP and beyond. This is a representation for the present and the long term future. Under **British Waterways Guidance**, construction should be designed for a life span to exceed 100 years.

This planning representation is designed to work in conjunction with the Council's Current LDP for Cefn Mawr and we quote the following from Chapter 6 Specific Policies:

### *6.5 Cefn Mawr is in need of social, economic and environmental regeneration.*

The sites of the two major employers in the area, Flexsys and Air Products have closed and are designated under P2 of the LDP for, Mixed Use Regeneration.

Section 6.5 then continues with the very pertinent statement of:

*Cefn Mawr is also historically linked to the Pontcysyllte Aqueduct and Canal World Heritage Site and lies within the buffer zone.*

This representation is designed to work in conjunction with all the requirements, and prerequisites of World Heritage Site status and to actually complement it, whilst simultaneously stimulating the local economy and employment prospects for the community in general, SP11 & SP5.

Although not addressed in the current LDP, this representation will relieve the current congestion on one of the UK's busiest waterways, at the precise point where it is needed most, the Trevor Basin and Pontcysyllte Aqueduct, see SP8 & SP9. This will all be done whilst simultaneously protecting and enhancing the environment, in accordance with SP 10.

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### **Physical Features:**

1. The Canal, starts at the original branch as can still be seen today at the Trevor Basin. This goes under the bridge which used to carry the old horse drawn tramway to the eastern side of the Trevor Basin. The canal then ran, or will run in a straight line across the old warehousing site to the bridge which currently carries the access road, Queens Street, across the bed of the former Plas Kynaston Canal. The Canal then continues for a further length in the same direction, North Easterly crossing Tref-y-nant Brook, before curving round and passing under a third bridge and then heading in a southerly direction following the contour of Cefn Mawr . It is intended to make the canal approximately 8mts wide to allow for moorings along the straight sections in addition to the 60 berth mooring capacity at the marina.

It is estimated that the canal length will be approximately 625mts with a width of approximately 8mts to provide additional moorings in addition to the marina capacity, on the straight sections, and adequate passing room for navigation on the curved section. This will give a surface water area of 5000m<sup>2</sup>, or 0.5 hectares.

2. The Marina will be approximately 230mts in length and 30mts in width to allow turning of the longest boats. This will give a surface water area of 6900m<sup>2</sup>, or 0.69 hectares.

This surface area will provide the holding capacity for 60 boats.

It is intended that full facilities for all boats will be provided, i.e. bowsing for both fuel, water, and electrical supplies as required.

Additional information on facilities will be provided in a detailed planning application to following a successful feasibility study, and completion of discussions as previously mentioned in the introduction.

3. Therefore the approximate total water surface area of the Plas Kynaston Canal and proposed Marina would be in the region of 1.2 Hectares.

This estimation and representation is just the first step in the process of rebuilding the Plas Kynaston Canal and new Marina. It is necessary to estimate the wetted surface area to be able to calculate the capacity, which is necessary to calculate the economic viability and therefore the continued sustainability of the overall project.

### **Sustainability:**

Sustainability is a core issue for this representation, and will be addressed more fully on completion of detailed feasibility studies, to be conducted in conjunction with Flexsys, The Wrexham County Borough Council and British Waterways. However in the mean time this submission will be filled on the morning of the 16<sup>th</sup> of July.

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The aspect of sustainability will then be implemented in the design phase of a detailed planning application / applications to be submitted to the council on completion of the LDP and consultations with all relevant parties.

We look forward speaking to the residents of Cefn Mawr, and surrounding villages at the Drop in Session at the George Edwards Hall, Cefn Mawr on the 22<sup>nd</sup> June 2010.

We appreciate that this representation only specifies the wetted surface area, and that the total land usage would be much greater, but the total land requirement will, to a great extent depend on the integration of other directly related aspects, to be discussed during the LDP, and hopefully presented in our Representation to the Council.

One important aspect of sustainability for an application such as this, involving the tourist industry is the **Destination**. Cefn Mawr and surrounding villages have a lot to offer, and the infrastructure, that will provide a suitable destination for people to want to come to. This is a chance to maximise our present resources.

Cefn Mawr has a host of very important **Local and National Historical Heritage** that can be maximised to improve the presentation of Cefn Mawr as a place to visit, hence we estimate that tourist count could equal Iron Bridge, for the area within 10 years.

Transport planning for such things as tow paths & footpaths, cycle ways and road ways with appropriate speed limits, and bus services to tie the marina in with the local area, integrating local businesses, such as the village shopping area of Crane Street & Well Street in Cefn Mawr, Plas Madoc Leisure Centre and Ty-Mawr Country Park will be required.

The restoration of some of Cefn Mawr's classic architectural heritage such as Plas Kynaston Hall itself, would only serve to increase the appeal of Cefn Mawr as a place to visit, and would work well with, and complement the Pontcysyllte Aqueduct. The large areas that will be necessary for such things as tow paths, footpaths and cycle ways and tree lining will provide for Public Open Space, P14.



A working forge / boat type museum displaying some of the great works made at Plas Kynaston Iron foundry by William Hazeldine for Thomas Telford such as the Craigellachie Bridge would not be inappropriate.

The Craigellachie bridge over the River Spey in Scotland.

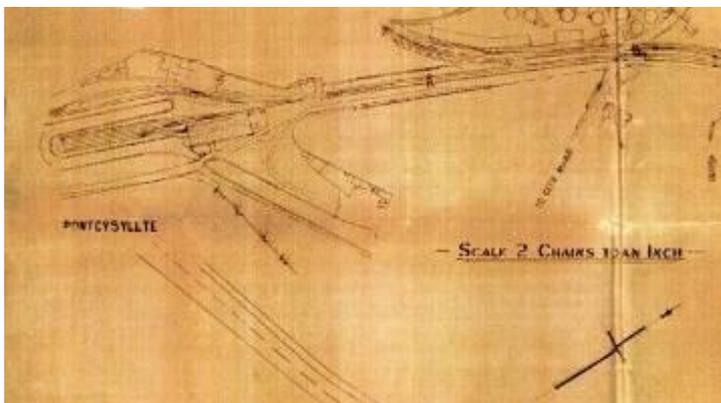
# Plas Kynaston Canal Key Representation

## Archaeology:

This representation is made with full awareness of the archaeological heritage of the site and all efforts are made to preserve and promote as much of the original architecture of the Plas Kynaston Canal and surroundings as possible. This is for a number of important reasons, and the primary of those reasons, being the aesthetic value they add to the canal, and World Heritage Site, P11.



**Trevor Basin Bridge**, the start of the old Plas Kynaston Canal. The bridge is bricked up just beyond the shadow, as seen in the photograph. The stilling point for the new Plas Kynaston Canal and Marina will be situated adjacent to this bridge, the first.



William Jessop's Canal Company Tramway was constructed in 1804 – 1805 to serve local industry with a transport link to the canal at the Trevor Basin. The cut of the Plas Kynaston Canal later, then required this bridge to be built. Jessop's former horse drawn tramway with gradual

inclines would make an ideal cycle route to as far afield as Penycae and Ruabon, so giving links to other areas, and this is by no means the only route possible.

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**Queen Street Bridge**, this bridge was reduced in height in the 1960's, and will restrict traffic flow along the canal. A simple solution to this, that would not impede vehicular traffic flow, while solving the traffic flow restriction under the bridge on the canal, would simply be, to build a slip road to the side whilst the bridge is restored. When the bridge is completed, switch the vehicular traffic flow back to the bridge, remove the slip road and continue cutting the canal.



The view looking back towards the Trevor basin from the Queen Street Bridge, in a South Westerly direction. The route of the old canal can be seen on the ground in this picture.

The second bridge.

## Plas Kynaston Canal Key Representation



The Northern side of the Queen Street Bridge. This tree lined avenue gives an ideal example of the biodiversity possibilities the restoration of the canal would provide to the stark reality of the industrial waste land that the Flexsys site is at present. This would comply with Councils policy of Biodiversity and SP10 of the LDP.

Looking North East along the tree lined route of the Canal from the Queen Street Bridge. This section of the canal leads from Queens Street to the bridge crossing Tref-y-nant Brook, and on to what was once Wards Warf. Again



**Tref-y-nant Brook bridge**, where Plas Kynaston Canal crosses over Tref-y-nant Brook. This bridge as it stands today, and now also forms a part of the culvert that starts here and exits by the Mill Inn. The third bridge, again it is the intention to restore this bridge under this representation, satisfying SP11 of the LDP.

The Mill Inn where Terf-y-nant Brook exits the culvert, this, The Queens Hotel, The Railway Inn, The Vaults and The Holly Bush of Cefn Mawr, all about 150 – 200 years old see virtually no trade from the passing canal traffic or most of the road bound traffic that visit the Pontcysyllte Aqueduct, only half a mile away. This representation is made to address that problem, SP5, SP6 & SP7 of the LDP.



## Plas Kynaston Canal Key Representation



This photograph taken from Ifor Edwards book, Cefn Mawr in old picture postcards. It shows the old canal wharf, known as Wards Wharf in 1918.

The canal can be seen passing under the forth bridge, on its way to the rear of the Queens Hotel.

This bridge crossing the Plas Kynaston canal, linked the lane running from Queens Street, to the steps leading up through Graesser's Works and on to Oily Works Road, or Railway Road as it is now called. This view is looking Easterly.

The same bridge in the site of Flexsys today, in 2010. This view of the bridge is looking North Westerly back towards what was once Wards Wharf. The important point about this picture is that it shows that the canal is less than six feet below the surface.



The Queens Hotel in 2010. The Plas Kynaston Canal used to come to the rear of this pub.

Crane Lane, also at the rear of this pub provides the shortest pedestrian route into the Village Centre of Cefn Mawr. This would provide an economic life line in to the community of Cefn Mawr, which is needed, SP5, 6, 7, 8, 9 & 12 of the LDP.

## Plas Kynaston Canal Key Representation



This view is taken from Crane Lane at the rear of the Queens Hotel. It can be seen that the topography of the land would lend itself to the construction of a sixty boat marina as indicated in the accompanying maps. The final cut of the original Plas Kynaston Canal in 1830 came to approximately where the yellow railings can be seen in the foreground of this picture.



The Railway Inn, at the Crane, Cefn Mawr. Crane Lane is the lane that leads to the Crane, and it is a short walk between the Railway Inn and the Queens Hotel.

On Bank Holiday Monday, 31<sup>st</sup> of May 2010, this pub sold 2 pints of beer and had net takings of £4.50.

During that day the weather was fine and there was a reasonable amount of traffic both water borne and

vehicular visiting and passing Trevor Basin due to lack of mooring facilities, for the boating fraternity. This is a typical example of why this representation is being made. This is not an isolated incident, it is the current pattern, and the only sustainability in this pattern is consistent deprivation of Cefn Mawr and surrounding villages, despite being only half a mile from a World Heritage Status site.

# Plas Kynaston Canal Key Representation

## The 1820 Planning Application:

*Ellesmere & Chester Canal Company:*

*Minutes concerning the Plas Kynaston Canal by the General Committee*

*10<sup>th</sup> August 1820*

*Ordered that it be recommended to the General Assembly of this Company to authorize Mr Exuperius Pickering Jnr to extend the line of the Canal from the Pontcysyllte (Trevor) Basin to the site of the projected new Colliery near Plas Kynaston Hall.*

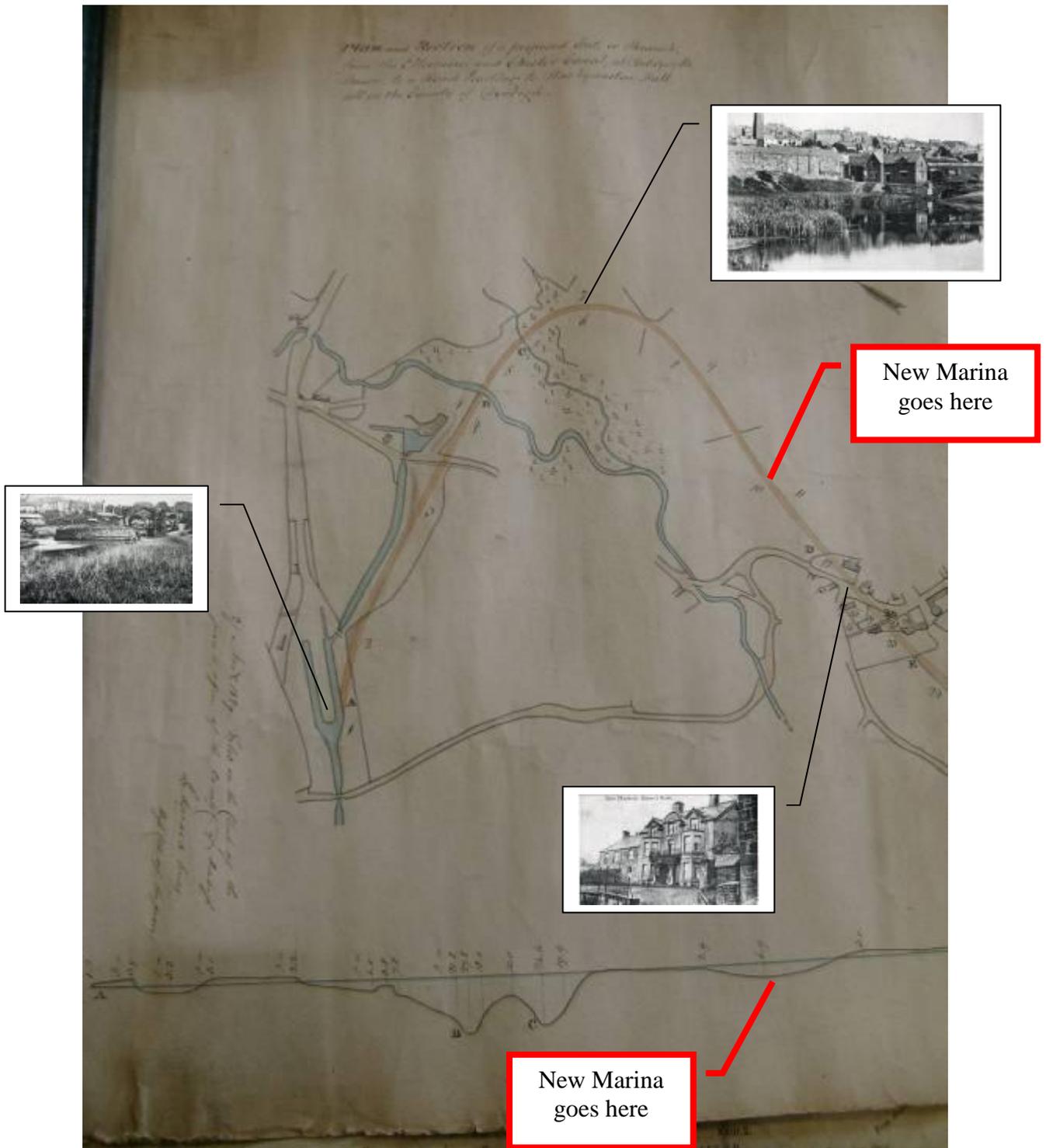
This extract from the planning application of 1820 clearly shows the intention to build what became the Plas Kynaston Canal. However the canal only ever reached the rear of the Queens Hotel. The canal was then connected to the Plas Kynaston Colliery via a horse drawn tramway which ran through a tunnel under the Queens Hotel.

That tunnel is still under the Queens Hotel.



The Queens Hotel in 1900

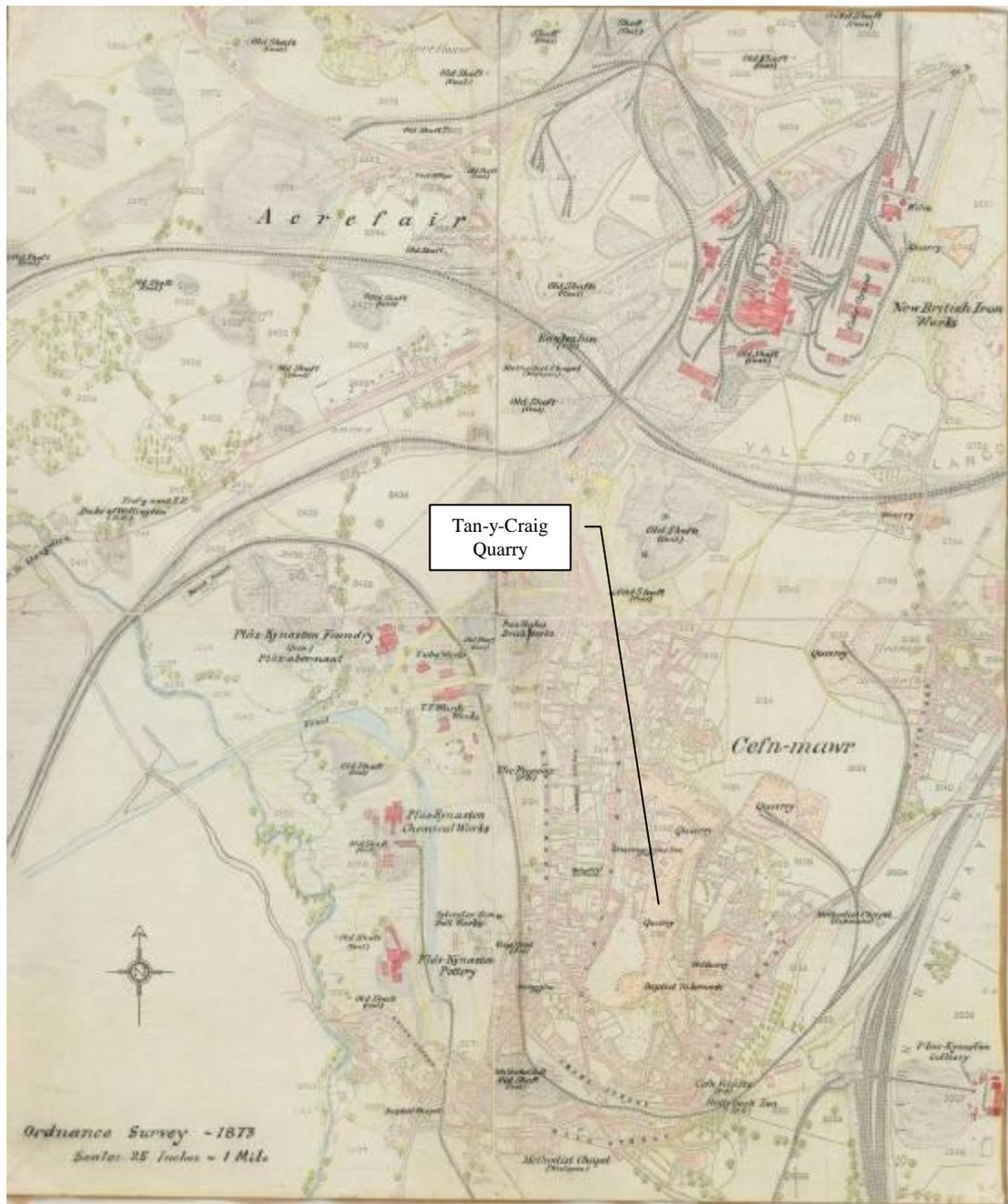
# Plas Kynaston Canal Key Representation



The proposed cut of the 1829 planning application, for the canal from Trevor Basin to Plas Kynaston Hall, please note that this is coloured **BROWN**. For clarity only the section leading from Trevor Basin to The Queens Hotel is shown.

**Please also note the elevations indicated at the bottom of the map.**

## Plas Kynaston Canal Key Representation

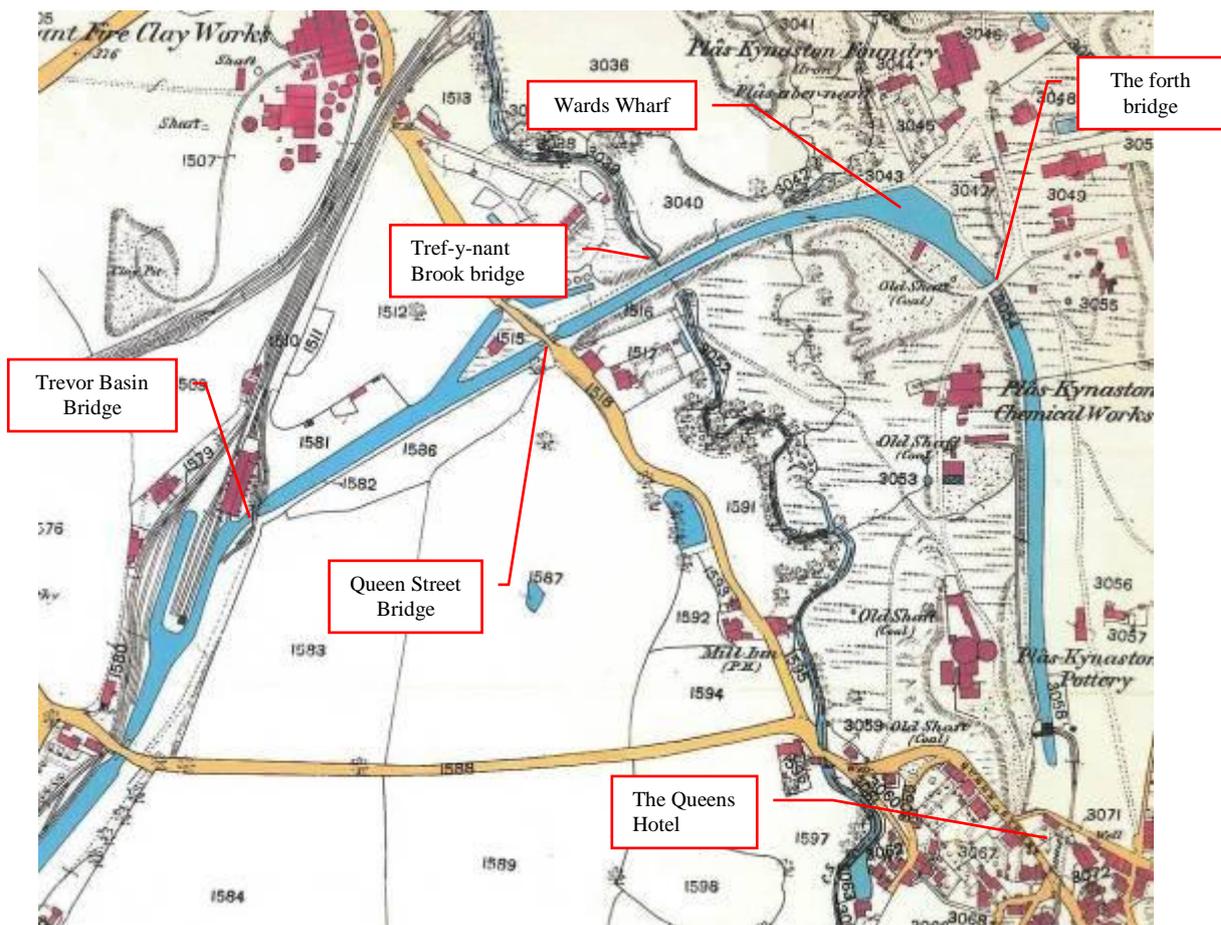


This annotated version of the 1873 Ordnance Survey edition shows some of the local industries then associated with the canal.

Note the quarry in the centre of Cefn Mawr, this is Tan-y-Craig and was used to supply the sand stone for the construction of the Pontcysyllte Aqueduct. The two quarries that can be seen to the right of the map connected to the Trevor Basin and main line where used to supply stone for the construction of the viaduct over the River Dee that carries the Shrewsbury and Chester Railway Line.

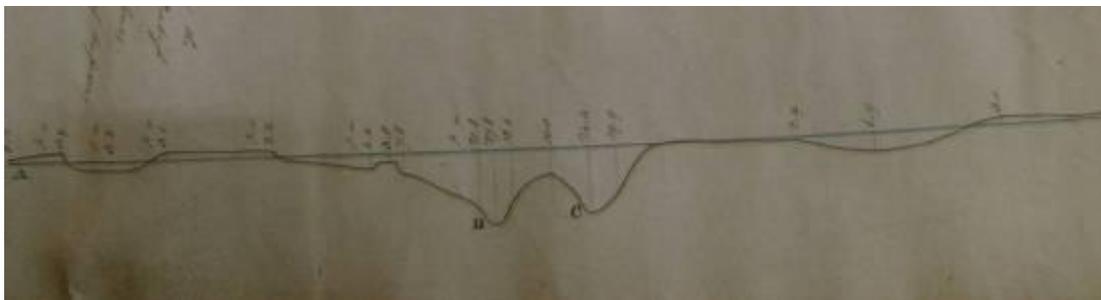
Note TE Wards Works and hence the name of Wards Wharf for that section of the canal.

## Plas Kynaston Canal Key Representation



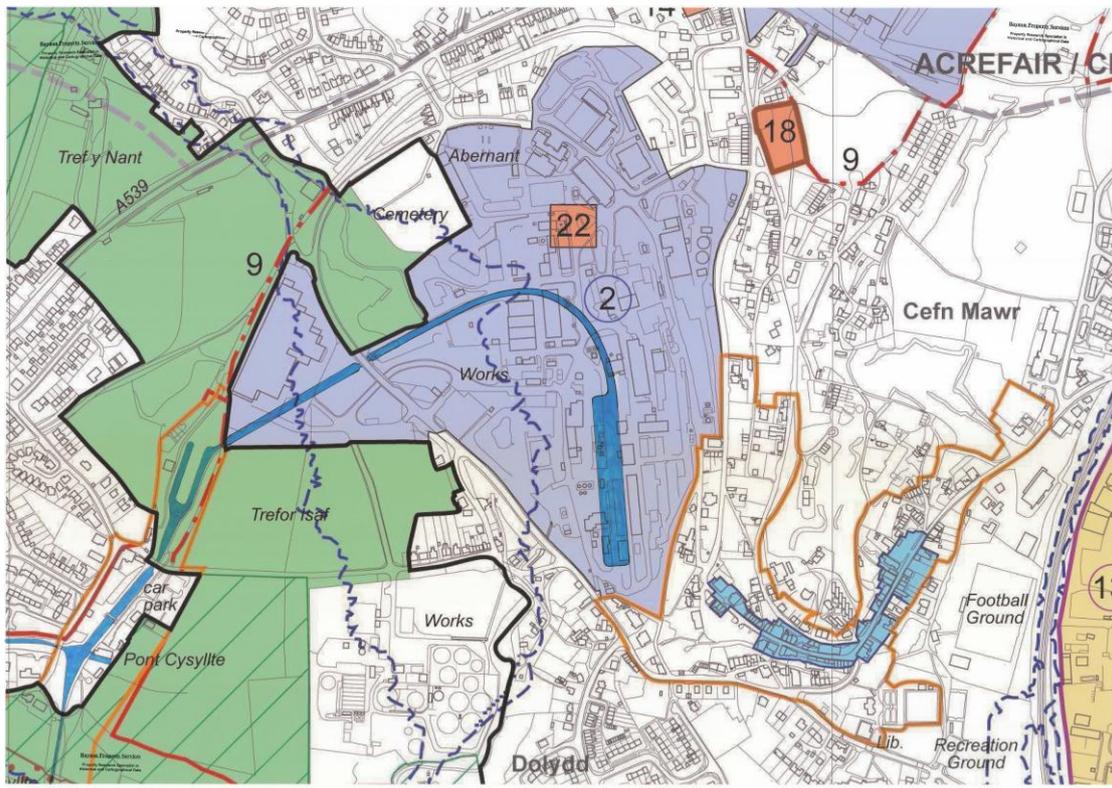
This extract from the 1875 Ordnance Survey edition clearly shows the final route that the Plas Kynaston Canal took to the rear of the Queens Hotel, from the Trevor Basin. Please note the rail link shown on the Trevor Bridge, and the tunnel under the Queens Hotel.

The extended curvature of the canal to the north is required to follow a constant elevation as determined by the contours of the surrounding land.



This extract from Pickering's plan dated 1829 shows the relevant height deviations from the water line of the canal. These deviations are very similar to the current deviations as of 2010, almost 200 years later.

## Plas Kynaston Canal Key Representation



Plotting of the proposed canal and marina to scale on the current LDP map. Please note the proximity of the marina basin to be sited at the rear of the Queens Hotel and that of Cefn Mawr Village Centre, also high lighted in blue. This is the practical link that would provide a much needed economic boost for the Cefn Mawr economy.

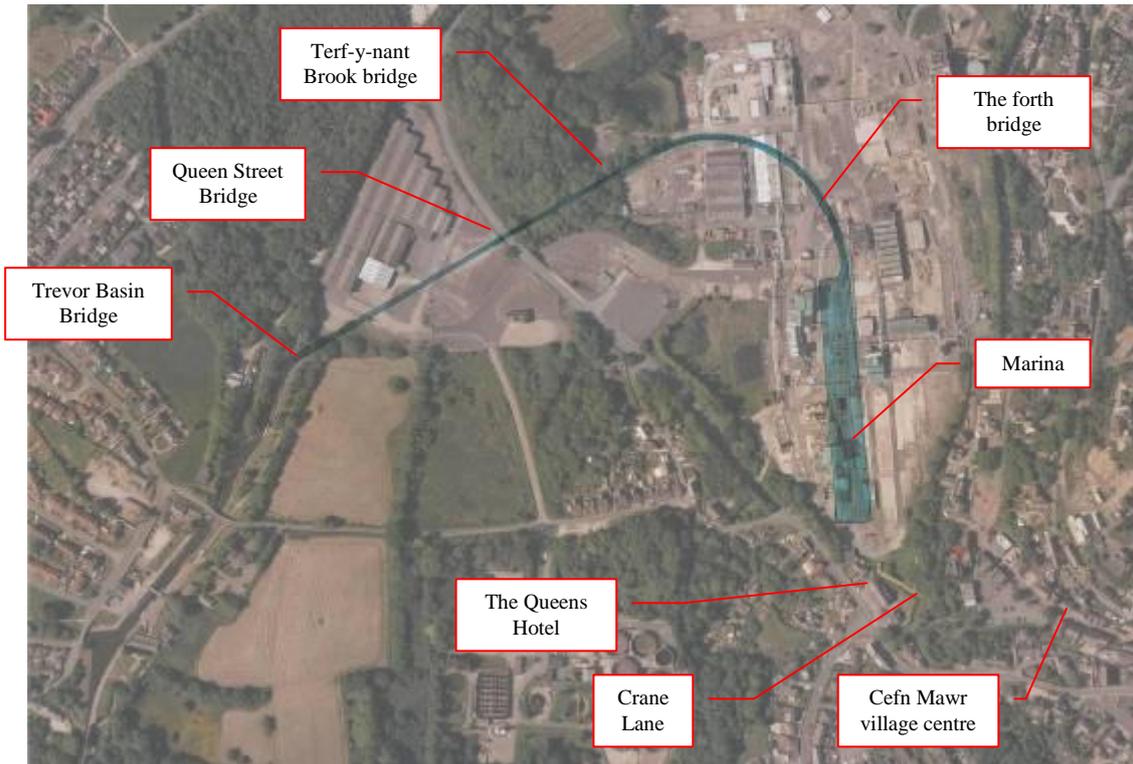
It can also be seen from this map, how the Plas Kynaston Canal and Marina would help to alleviate the present congestion, at the Trevor Basin by providing additional berthing space for boaters to moor at, after crossing the Aqueduct. This would have the effect of increasing the trade for Trevor and Llangollen as well as Cefn Mawr and the surrounding villages of Cefn.

With the investment in a canal and marina as proposed, this would provide the lead in the redevelopment of the whole area of Cefn Mawr and surrounding villages.

Then with the correct linking of facilities that are presently available and some restoration of others, this site has the potential to make the area a centre piece for the county of Wrexham.

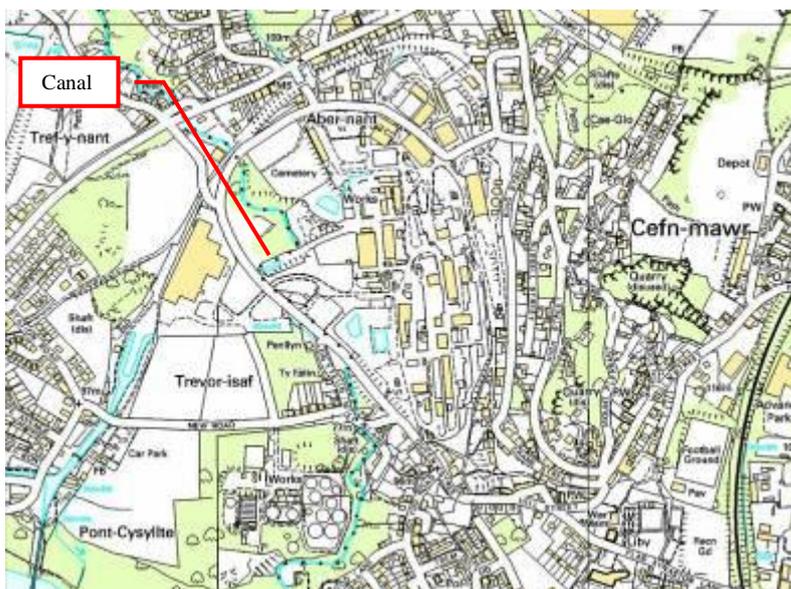
This is some thing for the whole county to be proud of, and an asset that will provide a sustainable and significant revenue income for the county for many decades to come.

# Plas Kynaston Canal Key Representation



An aerial photograph of the site showing the proposed route of the former Plas Kynaston Canal, the new Marina and still present land marks, in 2010.

Please note that the plots of the canal and marina are roughly to scale as can be seen by gauging the size of boats in the Trevor Basin with the proposed canal and marina.



A general map of the area showing the site of the Flexsys Chemical Works before demolition.

At the height of production in the 1960's, 2.5 thousand people were employed here, plus all the supporting sub contractors for the plant in the community.

Note the section of the canal still shown in this map.

## Plas Kynaston Canal Key Representation



The Flexsys Site in June 2010, showing the extent of the demolition

Our intention is to provide a central Key Representation for the current LDP for this area.



This view of Cefn Mawr and the Queens Hotel is taken looking West from the Pontcysyllte Aqueduct, the Flexsys site is to the left of this picture.

The Plas Kynaston Canal would run to the left of this picture, following the contours of the land, from the Trevor Basin to the back of the Queens Hotel.

## Plas Kynaston Canal Key Representation



Looking at the area from the view point of Cefn Mawr Village Centre, past the Queens Hotel towards the Trevor Basin and Pontcysyllte Aqueduct. The Canal would curve round to the right of this picture, from the marina at the back of the Queens Hotel and on to the Trevor Basin.



The Vale of Llangollen form the same view point on a mid summers evening. The Queens Hotel and the proposed marina would be to the right of this picture. There are steps leading down from this point to the mid point on Crane Lane. Therefore this vantage view point, immediately adjacent to the village centre could be accessed easily from the marina.