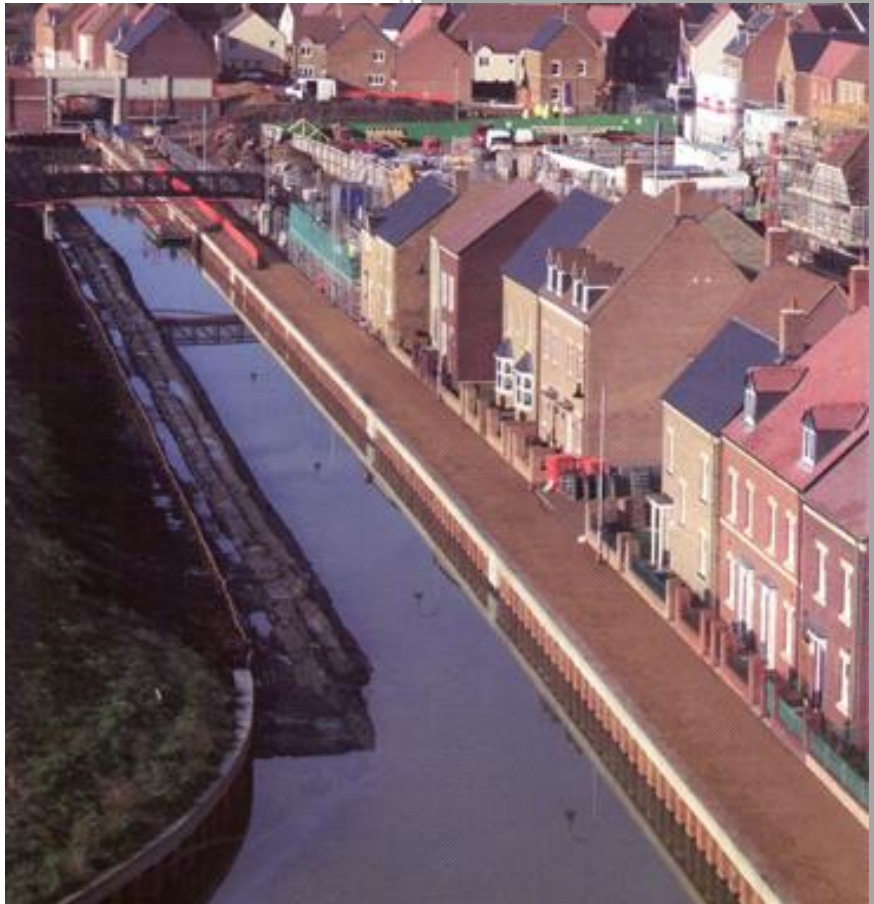


2015

Plas Kynaston Canal & Marina



Dave

Plas Kynaston Canal Group

9/22/2015

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

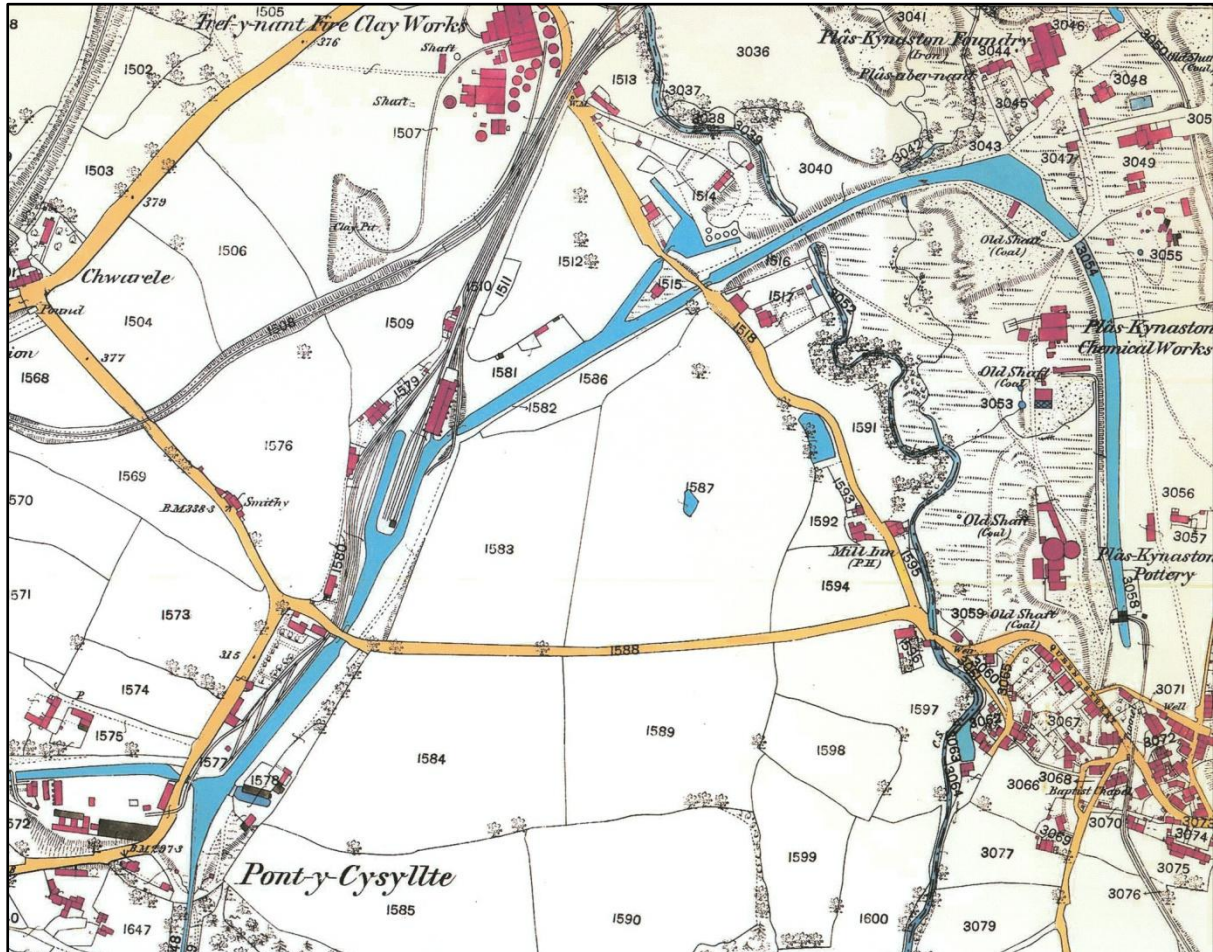
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THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Introduction

The Plas Kynaston Canal once served Cefn Mawr enabling local industry to access what was then called the Ellesmere Canal. This allowed goods to be exported from Cefn Mawr's works to elsewhere in the world.



The Plas Kynaston canal in 1875 leading from Cefn Mawr to the Trevor Basin

The concept of this proposal is to simply reinstate this short canal back to Cefn Mawr. This will then help develop tourism in the central section of the Pontcysyllte World Heritage Site at the Cefn bringing tourists and tourism into Cefn Mawr from what is now called the Llangollen Canal and the Pontcysyllte Aqueduct. This is one of the UK's busiest stretches of inland waterway and the Pontcysyllte Aqueduct is North East Wales's top tourist attraction.

Therefore the Plas Kynaston Canal can once again become a commercial entity, bringing trade to Cefn Mawr in the wake of the closure of the former Monsanto Chemical Works and Air Product plants. What we need are some determined people with vision and commitment to work with us in bringing this about in its full context.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

History

The Plas Kynaston Canal was originally planned to extend from the Trevor Basin to the front of Plas Kynaston Hall serving the Plas Kynaston Colliery. Planned route in brown on the original plans as drawn up in the early 1800's for construction.



However the canal only reached the Queens Hotel in Cefn Mawr where it terminated. It was constructed in sections during the early 1800's by the Pickering family and TE Ward to serve the coal, lime, pottery and iron making industries. Eventually the entire length of this canal was taken over by the Monsanto Chemical Works which eventually closed in 2015. For more information please see: <http://plaskynastoncanalgroup.org/canals/plas-kynaston-canal-story/>

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

The Present Proposal

The present proposal is to simply reinstate the Plas Kynaston Canal terminating in a 60 berth marina at the rear of the Queens Hotel, Cefn Mawr with some housing and open park land.



This would provide much needed mooring facilities north of the Pontcysyllte Aqueduct on the Llangollen Canal. The Llangollen Canal is often criticised by boaters for the lack of facilities on the north side of the aqueduct which is detrimental to the tourist industry for the area. This facility would establish the Cefn, Cefn Mawr and the aqueduct as the top tourist destination in North East Wales for the marine traffic it would serve.



The essential point of this being that the marine traffic, using the facility will draw more people to the area than it serves. The tourists arriving by car and coach to see the aqueduct would also be tempted to explore the canal and marina. This would extend dwell time in the Cefn and the county Wrexham encouraging a greater spend in the area and so supporting local business. This would stimulate the

local economy and help local businesses become more viable and vibrant. In turn this would help those businesses pay commercial rates. Therefore this proposal is about turning a disused Brownfield site around into a going concern for all.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Capacity

The initial idea by the PKC Group in 2010 was for the canal and marina. The Marina would have a holding capacity of approximately 60 boats and the canal likewise giving a total of 120. This is over three times the size of the moorings at Llangollen.



Because of the lack of mooring facilities, boaters are often forced to turn around and head back over the aqueduct to find a place to moor up for the night. This has a very negative effect on the area as well as being disappointing for the holiday maker & marine tourist. This fact has been confirmed by other marina operators to the south of the aqueduct, who have had many complaints. In most cases the other marina operators see the proposal for the Plaskynaston Canal and Marina as a good idea and are in support.

It is also worthwhile considering reinstating Wards Warf which would give further capacity on the canal, with possibly another 40 berths, then giving a total of 160. Over four times the size of Llangollen. This will bring a significant amount of trade to the Cefn and Cefn Mawr.



What Wards Warf could look like from the Plas Kynaston Canal? The canals and rivers are home to over 35,000 boats, nationally which come in all shapes, sizes and colours. Made up of a vibrant community of live-aboard boaters, holiday makers and traders, and it is the boats that make the canals what they are. The correct facilities in a good area that is well developed will prove very successful, and this proposal is simply one of those.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL



An example of what the marina may look like looking from the housing aspect across what will be open park land.



The marina at Cefn Mawr will have to be a linear marina with the boats to one side similar to that shown above. This is because of the topography of the ground and accounts for the canal following the contour and not requiring locks. The difference to this picture would be the housing element to the right hand side of the canal.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Housing Element

As with all developments there would have to be a housing element but this is planned to coordinate with the existing housing in Cefn Mawr while also complying with the latest guidance on such in the LDP2 from the WCBC & WAG.



THE PLAS KYNASTON CANAL & MARINA PROPOSAL

To the north side of the canal there would be a mixture of housing making the most of the waterfront feature. This would range from apartments to terrace housing but deliberately avoiding the typical housing estate layouts so commonly seen in today's planning and building schemes.



This will give housing of good quality which will be thermally efficient in a traditional style that has proved popular over time.

Traditional features and materials will be used to blend in the new housing to the existing landscape and heritage which will be served by footpaths as in the style of Cefn Mawr, interlaced with open green areas.



THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Open Park Land

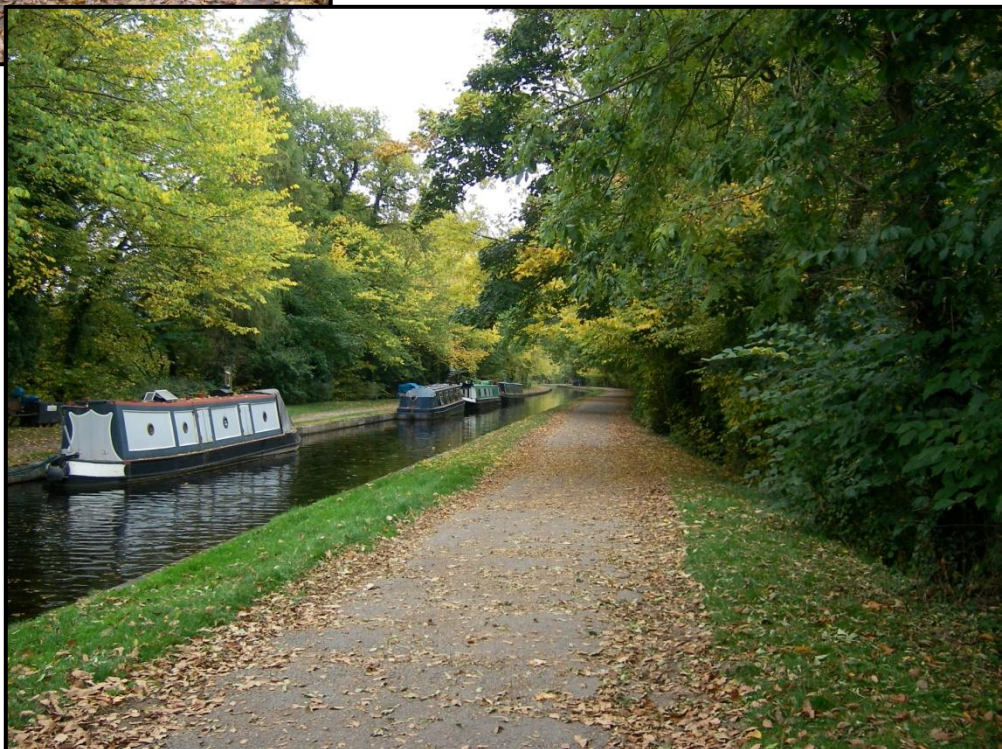


The view across the Dee Valley and Vale of Llangollen from the site.



The land to the south side of the canal and marina would simply be open parkland that welcomes and encourages people to enjoy and explore the wider area of the Cefn and Cefn Mawr as well as visit the Pontcysyllte Aqueduct, Plas Kynaston Canal & Marina. This would then form a part of the open public green space as required under the new LDP2 planning guidance by WCBC and WAG policy.

Simple gravel paths, grass and trees will blend well with the canal and the local area turning the worst areas of the ex chemical works site around into a useful public amenity that will help with the local economy on a cost effective basis.



THE PLAS KYNASTON CANAL & MARINA PROPOSAL

The Cefn Cemetery



Land is also required for an increase in the size of the Cefn Cemetery as this is currently reaching maximum capacity. This would be extended and be accessible from the open park land, canal and marina.

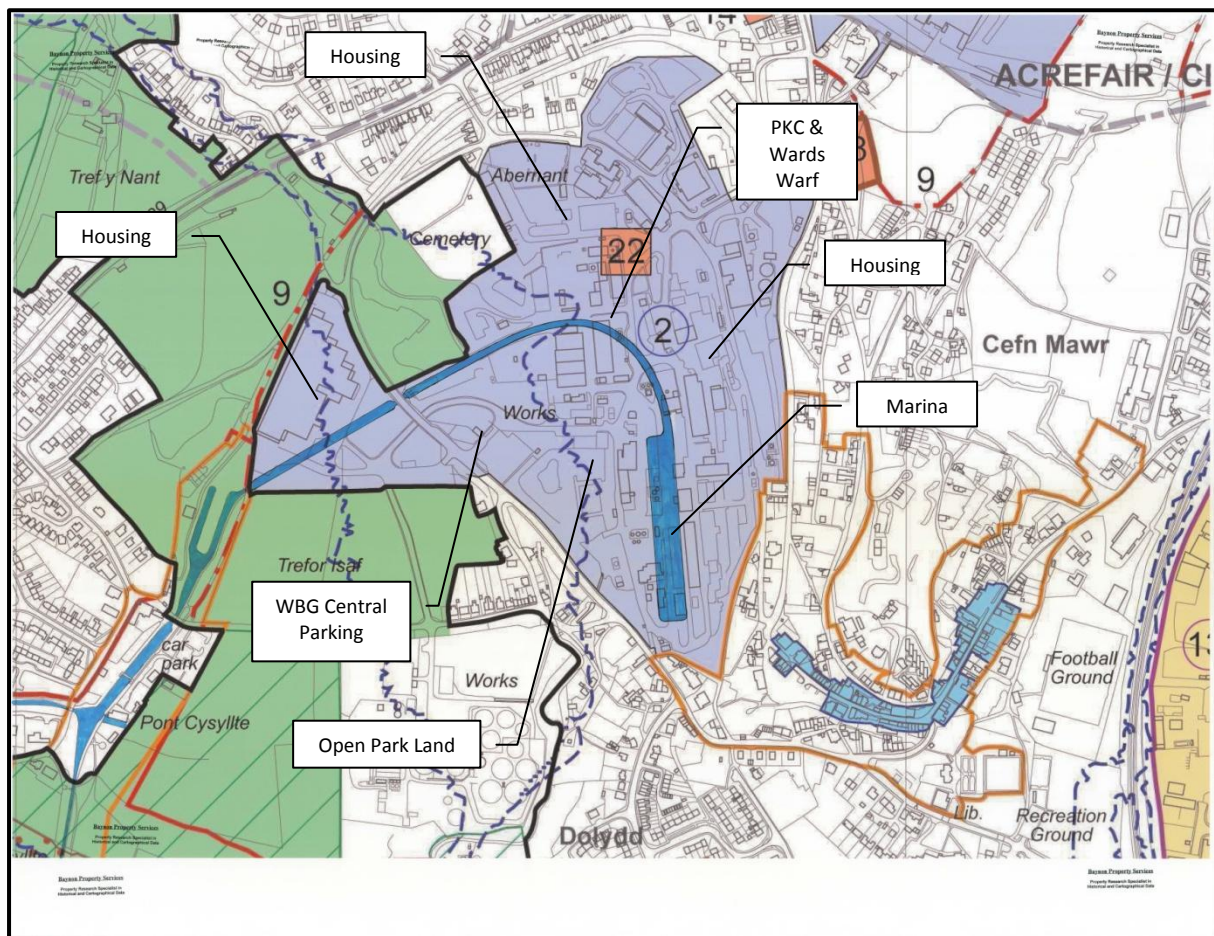
Proposal Summary

- Reinstatement of the Plas Kynaston Canal terminating in a marina at Cefn Mawr.
- Appropriate housing development to Cefn Mawr, Acrefair & WHS inscription.
- Open Park Land.
- Increase land available for Cefn Cemetery.

PLEASE NOTE there is no proposal for any new commercial development, supermarkets or visitor centres etc. as there are enough in the area already and business needs to be focused on the traditional centres such as Cefn Mawr. This will then comply with WAG policy on sustainability and the new LDP2 as being introduced by WCBC based on WAG policy.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

The Site



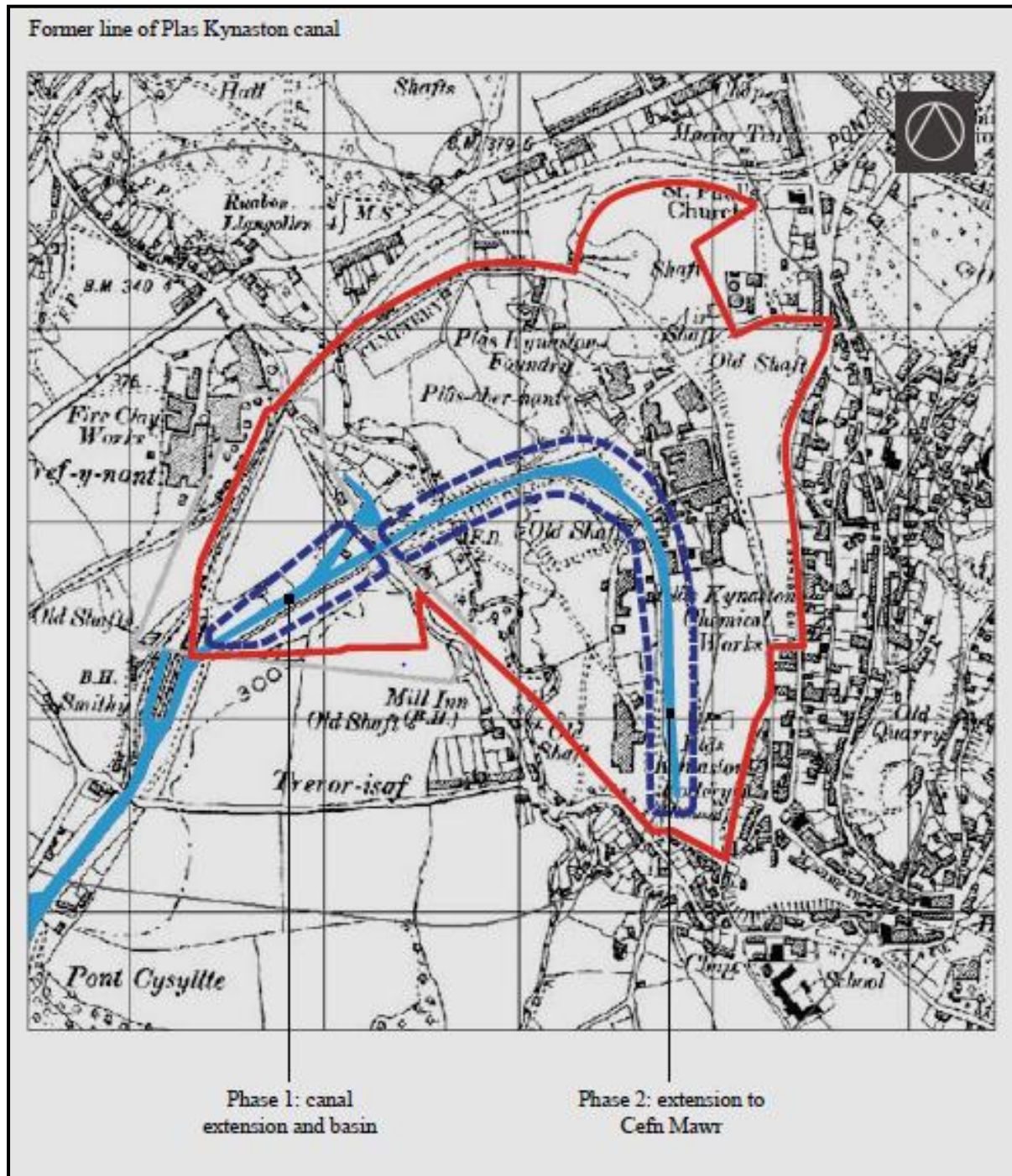
The proposal is to reinstate the entire length of the former Plas Kynaston canal. From the Trevor Basin as seen in the woodland area of the map through the derelict Brownfield site indicated in purple of the ex Monsanto Chemical Works.

WBG, Windborne Gate Central Parking, this is an essential feature in progressing the site at an early stage and will be necessary to start the whole redevelopment process of the area and the restructuring of the Cefn Mawr economy. This will establish the main parking area at a central location in the Pontcysyllte World Heritage Site and help bring and manage increased tourism to the aqueduct and Cefn Mawr.

The WBG is an essential first step and part of the overall program culminating in the construction of the Plas Kynaston Canal and redevelopment of the ex Monsanto Chemical Works.

Please see <http://plaskynastoncanalgroup.org/ldp2/> and download our PDF document on the WBG parking area for more information.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL



The line of the former Plas Kynaston Canal is highlighted on this 1873 OS edition. The former industries that it served can be seen, the Plas Kynaston Pottery, Chemical Works, Foundry and Colliery.

Furthermore the boundary of the current site, ex Monsanto is shown in red and encapsulates the entire length of the former canal which is largely buried under the present site. The site is fenced off with palisade fencing, vacant and available for works to begin.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL



An aerial view of the Plas Kynaston Canal running through the former Monsanto Chemical works in the 1920 / 30's.



The canal leading into the Monsanto works in the early 1960's.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Feasibility Study

Some of the Positive Points:

1. Commercial Viability, the site is on one of the busiest sections of the inland waterway in the UK with virtually no competition.
2. The site is north of the Pontcysyllte Aqueduct where there are limited moorings.
3. There will not be a shortage of custom and will be well patronised.
4. There is positive support from other marina operators to the south of the aqueduct.
5. Location, the site is in the Pontcysyllte World Heritage Site adjacent to the Pontcysyllte Aqueduct in the Vale of Llangollen which is a key factor.
6. The site is well supported by local facilities in Cefn Mawr and the new Tesco Supermarket.
7. The site has good main road access without being hindered or bisected by such.
8. The site is well served by public bus transport.
9. There is a very good case for a railway station at Cefn Mawr, less than 1km distant.
10. Cefn Railway Station would lead to Cefn Mawr becoming a Rural / Urban Transport Hub for the Pontcysyllte World Heritage Site, the Dee Valley and South Wrexham.
11. The entire Brownfield site is indicated for redevelopment by WCBC.
12. The site is largely unrestricted by utility services.
13. The site is unrestricted by any large infrastructure build.
14. The site is self contained and no CPO's are required.
15. Redevelopment supported by all from the local community to the EU and Unesco.
16. Redevelopment of the site complies with the WAG guidance on Sustainability.
17. Redevelopment complies with the new LDP2 being introduced by WCBC.
18. Redevelopment of the site complies with Welsh Planning Policy.
19. There is a lot of information available on the site.
20. Eastman's hold and intrusive survey report for reference.
21. The potential income from the program is good.
22. On completion the program will be sustainable
23. It will stabilise and support the post industrial economy of the Cefn and Cefn Mawr.
24. Construction phase will provide an opportunity for much needed local employment.
25. Construction phase will provide training opportunities
26. The completed works will lead to long term employment opportunities though marine and increased retail and catering job opportunities.
27. The project will help raise aspirations and expectations.
28. The completed project will provide more good quality housing stock
29. The completed project will provide more land for Cefn Cemetery.
30. The completed project will raise revenue for the local authority.

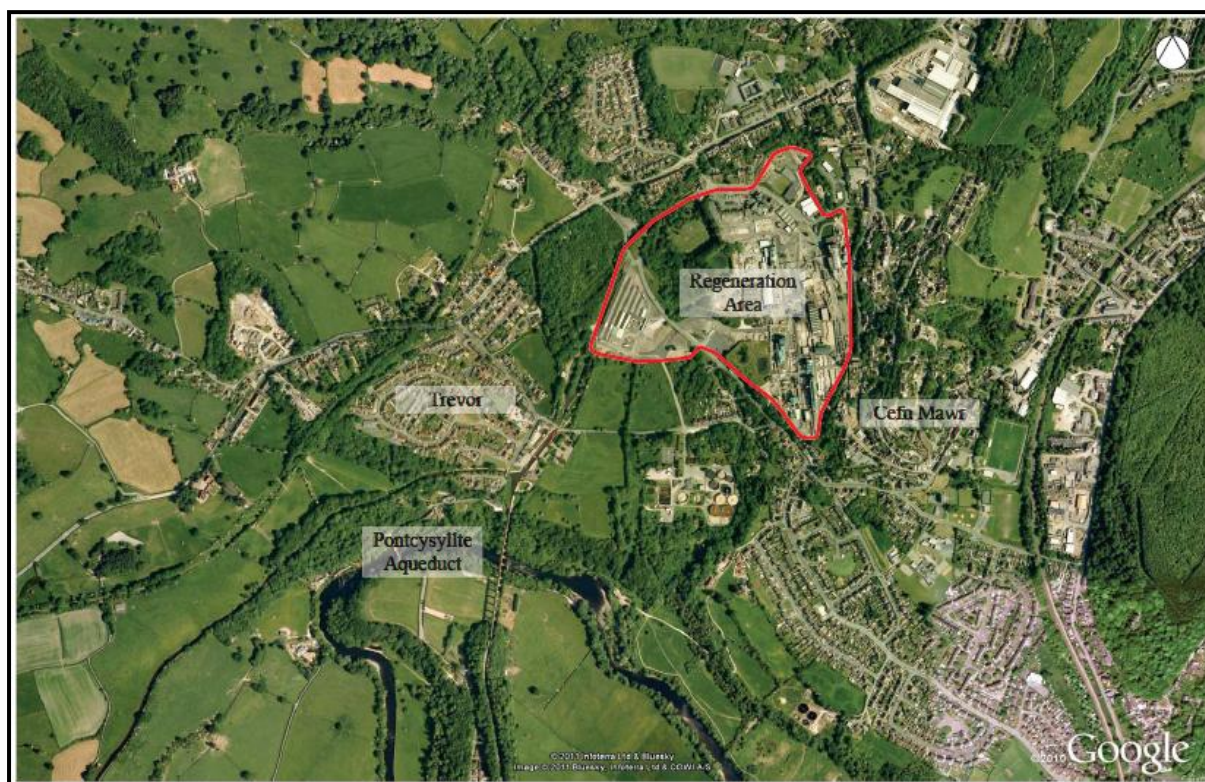
Negative Points

1. The site is the ex Monsanto Chemical Works, therefore contamination is an issue.
2. The site requires remediation.
3. The site is on sloping ground.
4. The proposal is technically challenging.
5. The potential costs of the program.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Planning designations and site constraints

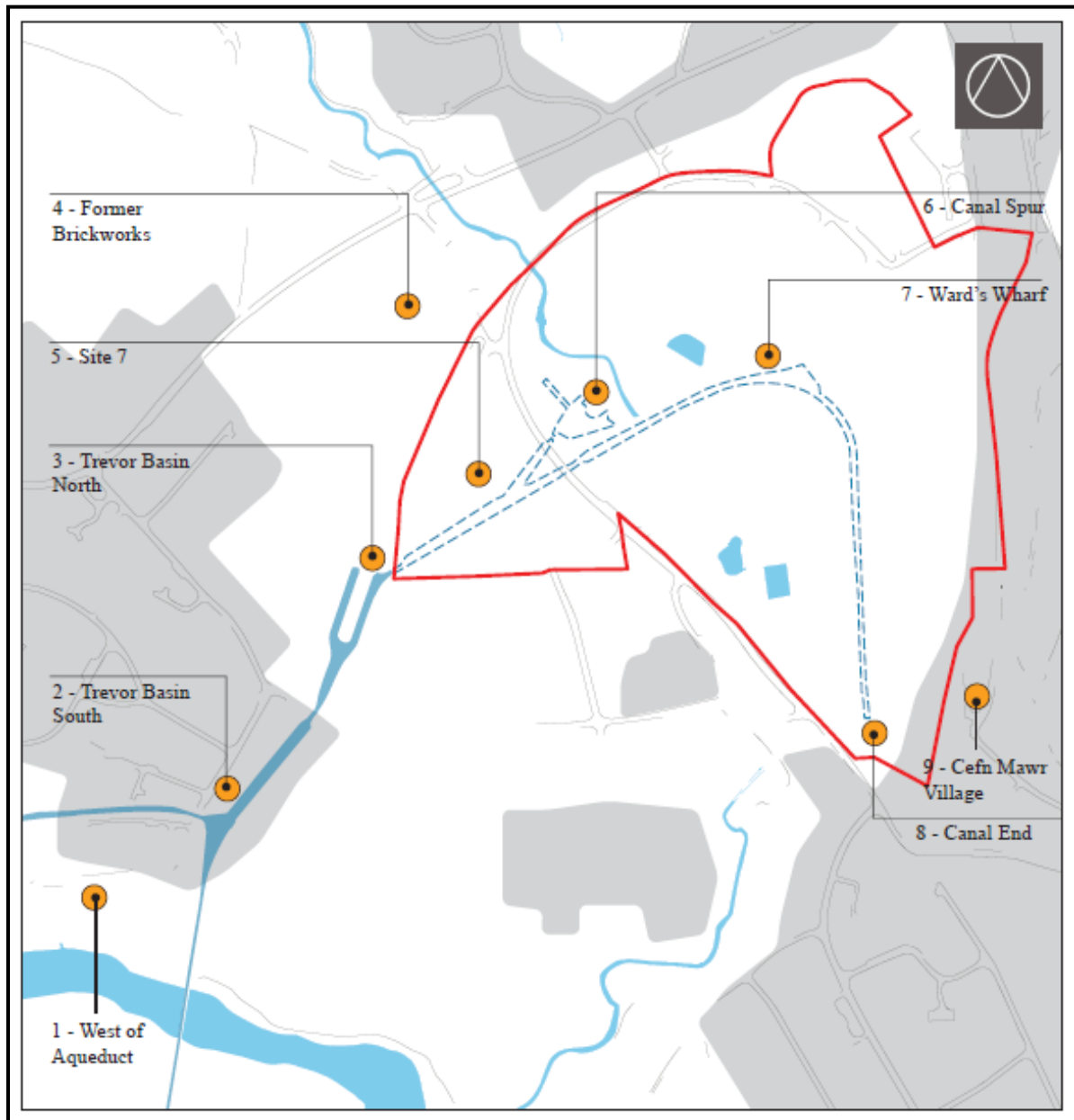
The Local Planning Authority is WCBC and the new LDP2 Local Development Plan is being introduced. There are no known or obvious physical constraints such as major utilities, pylons, pipelines etc and the final closure of the works was completed in 2015. The site being an ex chemical works is unburdened by Site of Special Scientific Interest (SSSI) or Special Area of Conservation (SAC) or similar. Furthermore the site has been indicated by WCBC as a regeneration area.



The site for the majority is a Brownfield site which is a primary reason for remediation and redevelopment. There should be a multi party input for the turnaround of this site. The current site owners are obliged to clean the site up under EU Law, and although the current company is now called Eastman's, this company took the site on with full knowledge of the potential requirements in dealing with it.

The current site is not only non productive, but also has a negative effect on both the area that it is within, i.e. the buffer zone of the Pontcysyllte World Heritage Site and the appeal of such immediately next to the Pontcysyllte Aqueduct and the Dee Valley AONB, but also the local economy of Cefn Mawr. Not only has the local community lost their main form of employment, the community that once supported Monsanto for almost 100 years is under additional and unnecessary hardship, because of the vacant site.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL



The Plas Kynaston Canal will connect the inland waterway network to the principle village of the area, Cefn Mawr at the centre of the Cefn in the middle of the Pontcysyllte World Heritage Site.

Cefn Mawr and the surrounding villages of the Cefn at the centre of the WHS represent the largest community in the WHS outnumbering that of Llangollen and Chirk combined. Therefore it is essential that the gap across the ex Monsanto site is bridged and Cefn Mawr and the aqueduct are reunited in the most appropriate way.

That way is by waterway and the re-instatement of the Plas Kynaston Canal all the way to Cefn Mawr as it once was. This will only serve to support the local community and turn the site around.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL



The vacant site standing between Cefn Mawr and the aqueduct.

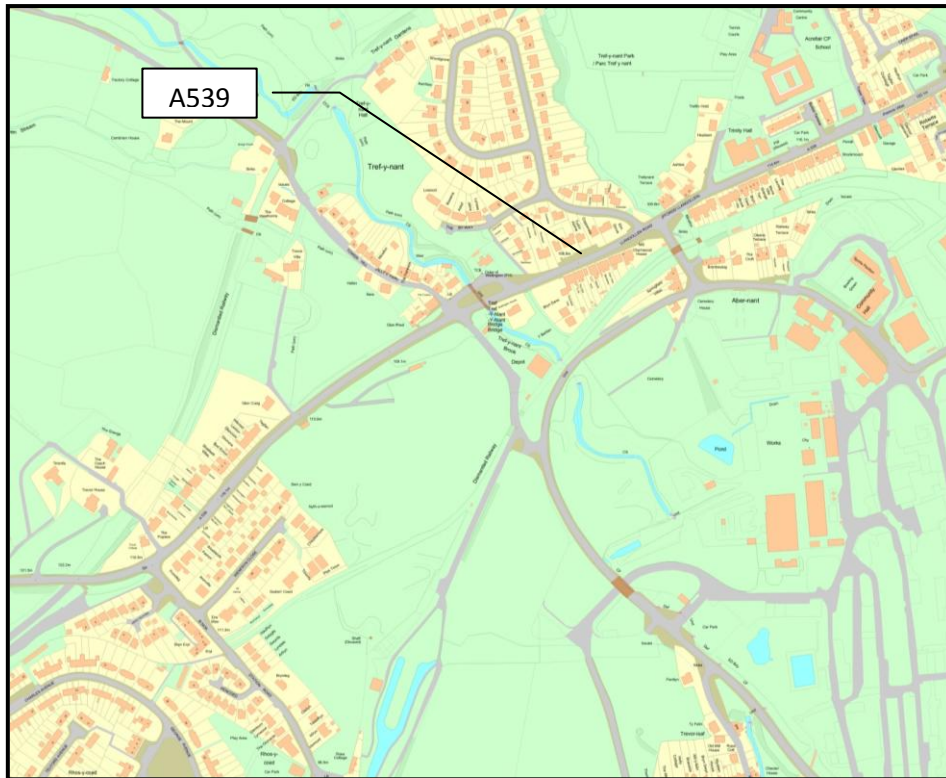


Jessop's Tramway, this road needs to be reopened to link the centre of Cefn Mawr into the aqueduct and the WBG which will start the rebuilding of the local economy.

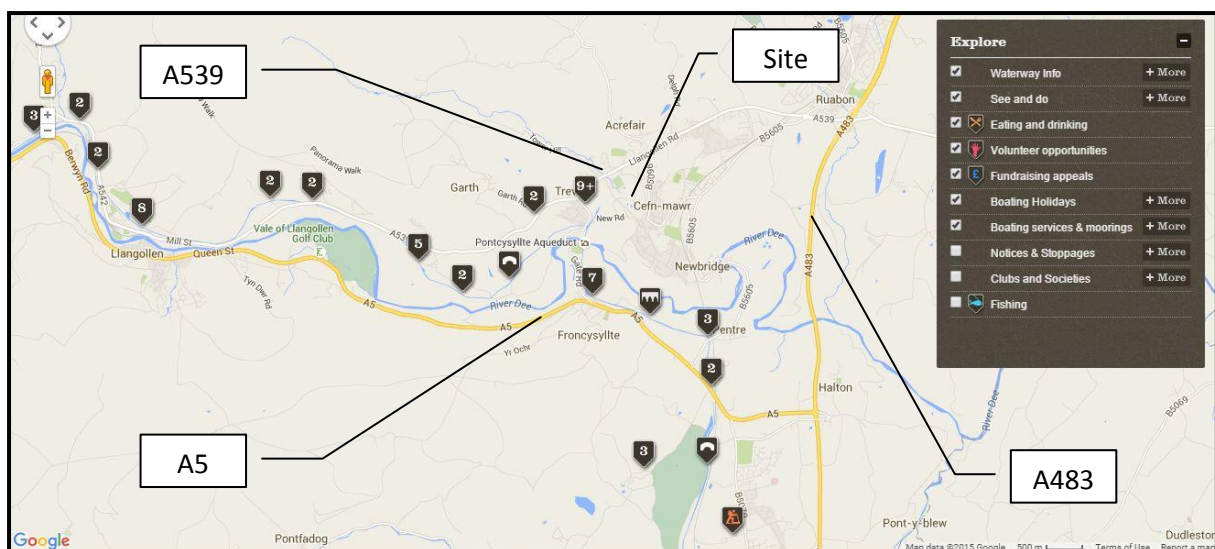
THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Main Road Access

Road access is very good from the A539 and Cefn Mawr itself, served by other roads.



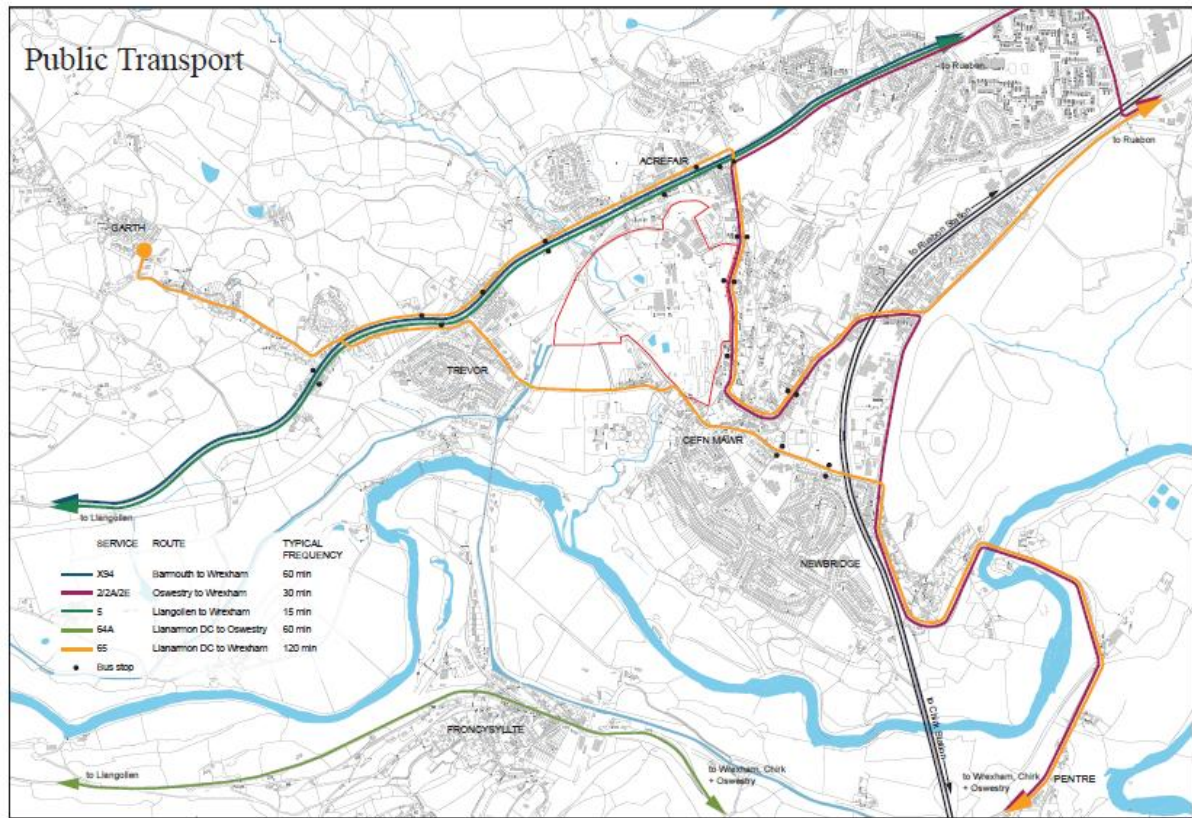
Cefn Mawr and the site is at the centre of a triangle of major roads, the A539, the A483 and the A5 London to Holly Head road.



Therefore the site can be accessed from three major roads easily. With the correct road signage and development of, it will do very well given the volume of traffic on these roads.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Public Transport Buses



The site is well served by public transport and there is potential for a railway station at Cefn Mawr serving the site and forming a Rural / Urban Transport Hub for the Pontcysyllte World Heritage Site, Dee Valley and South Wrexham.

Please see: <http://plaskynastoncanalgroup.org/ldp2/> and download Cefn Railway Station document and also <http://plaskynastoncanalgroup.org/gwr/cefn-station/>

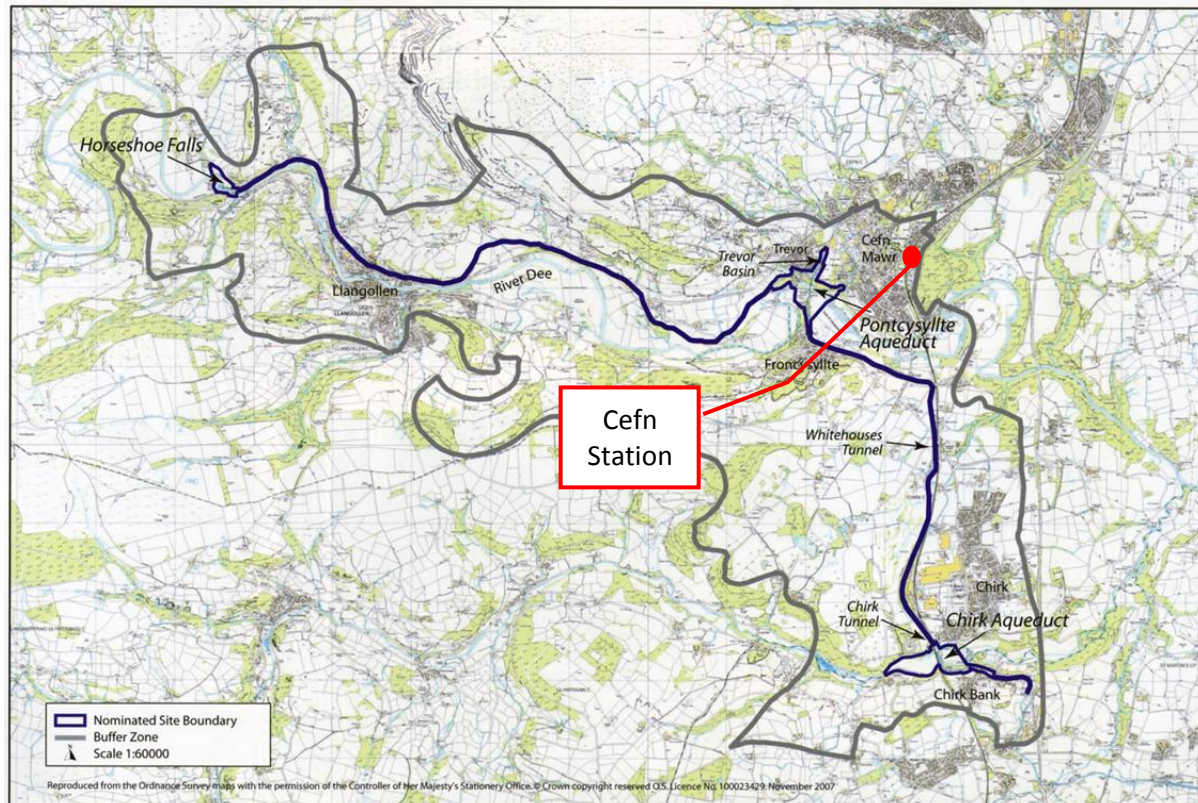
Please note that some of the bus routes have now been modified following the building of the new Tesco Supermarket at Cefn Mawr. The bus services were withdrawn from the high street of Cefn Mawr and moved to the new road serving Tesco. However this bus route now runs past the vacant site and therefore the introduction of appropriate stops at the Windborne Gate Central Parking area would be a simple matter.

Therefore the site is now potentially served by a good bus service connecting to Wrexham, Llangollen, Oswestry and beyond.

Furthermore if the proposal for a railway station at Cefn Mawr is also successful a short shuttle service could be run between the two, alternatively it is only a short walk between the primary site for the Cefn Railway Station next to Tesco.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

National Rail



Cefn Mawr lies on the Chester to Shrewsbury railway line that is being upgraded with £44 million pound line improvement program to redouble the line between Chester and Wrexham.

The PKC Group is also promoting the concept of a Railway Station at Cefn Mawr that will serve to establish Cefn Mawr as the rural / urban transport hub for the Pontcysyllte World Heritage Site, the Dee Valley and South Wrexham.

This would increase the prosperity of the local economy and provide another public transport service were it would be most used by both the local population and the tourist market arriving by train from London and the international airports of Manchester, Liverpool and Birmingham.

A railway station at Cefn Mawr would serve to make the Pontcysyllte World Heritage Site a world class leader in its own class as well as have a significant and positive effect on the local area economy.

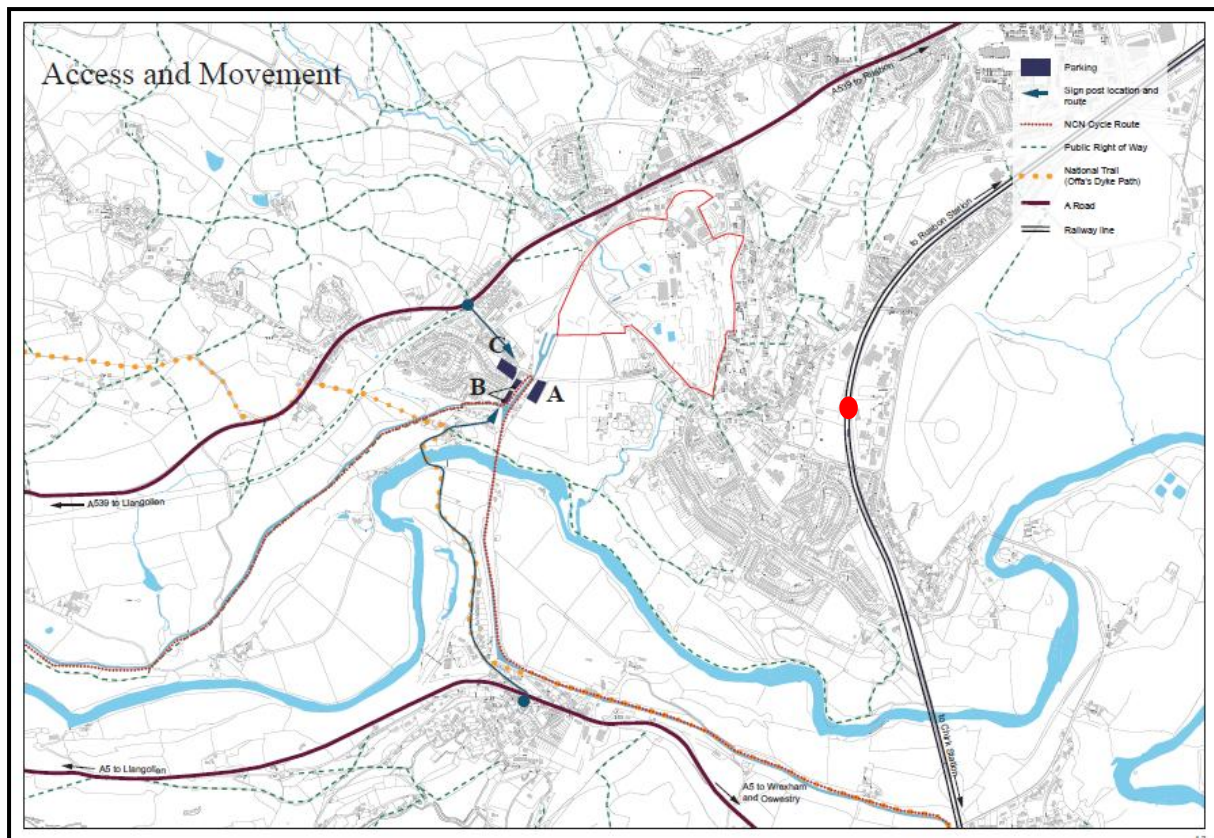
For more information on the PKC Group proposal for Cefn Station please see:

- <http://plaskynastoncanalgroup.org/gwr/cefn-station/>
- <http://plaskynastoncanalgroup.org/ldp2/>

And down load our documents on such.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Access and Movement Summary



Main Trunk Roads:

- A539
- A483
- A5

Rail:

- There is a very good case for a Railway Station at Cefn Mawr on the Chester to Shrewsbury Line providing the basis for a Rural / Urban Transport Hub for;
 - The Pontcysyllte World Heritage Site
 - The Dee Valley
 - South Wrexham

Marine:

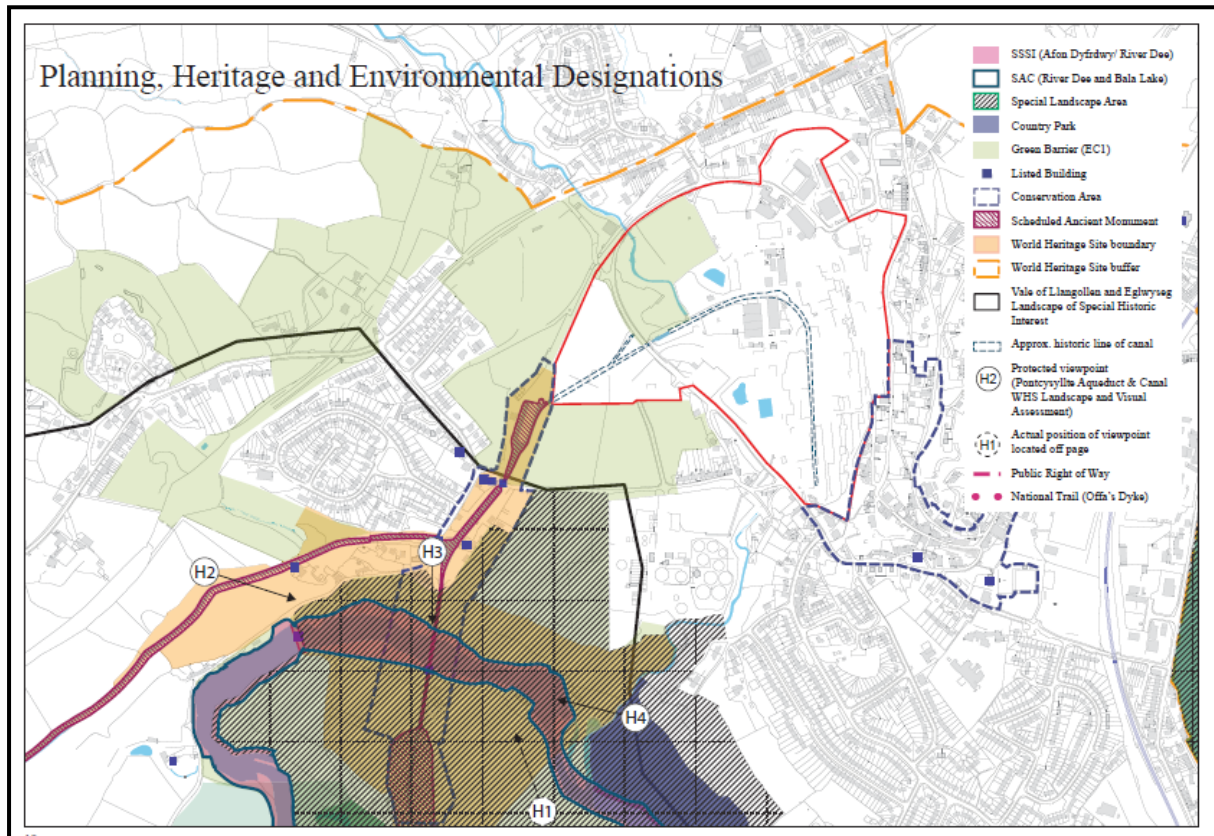
- The Llangollen Canal
- The Plas Kynaston Canal

Foot:

- The site is intersected by Offa's Dyke long distance footpath.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Planning, Heritage and Environmental Designation



The Pontcysyllte WHS has a buffer zone indicated by  which includes Cefn Mawr conservation area indicated by 

Therefore the Cefn Mawr conservation zone should be connected to the aqueduct from where the WHS gets its name from by the most appropriate means, the Plas Kynaston Canal.

This will comply with all planning regulations and requirements for a World Heritage Site, it will also meet all requirements for Heritage and Environmental Designations as well.

The Pontcysyllte WHS and Cefn are immediately adjacent to the Clwydian & Dee Valley AONB.

Therefore this proposal will also serve all requirements regarding this while providing the final transport infrastructure requirement to Cefn Maw and the Cefn.

This is a scheme that meets all criteria in a positive and rewarding way.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Local Development Plan – LDP2

Objectives & PKC Group Responses

In the Wrexham Local Development Plan 2013 – 2028 Vision, Objectives and Strategic Growth and Spatial Options for consultation with key Stakeholders Summary Document, the following objectives are listed. In return, here we have listed what we believe would be suitable responses that would help develop our community in terms of social wellbeing, environment, economic stability and employment prospects. These proposals would then coordinate with the criteria as set out by the Welsh Government and the WCBC under the LDP2.

Please note text in italics is text taken from the LDP2 as proposed by WCBC.

***Objective 1:** Meet the future needs of a growing population by providing the right type, mix, quality and amount of development and infrastructure in sustainable and accessible locations, ensuring that the role of Wrexham as a key settlement of national importance in the Wales Spatial Plan, and the Wrexham – Deeside – Chester hub is strengthened.*

The Cefn & Cefn Mawr, because of its unique location at the centre of a number of major transport routes has a lot to offer under this objective with the right infrastructure development.

- The Cefn lies in the middle of three main road traffic routes in East / West and North South directions along the Dee Valley corridor (A5 & A539) and Welsh Borders (A 483 & A5).
- The Chester / Shrewsbury Railway Line runs through the centre of the community and can with the addition of a Railway Station offer the best solution for Park & Ride facilities in South Wrexham by far.
- The busiest stretch of UK inland water way, the Llangollen Canal, runs over the Pontcysyllte Aqueduct which is immediately adjacent to Cefn Mawr, and the Cefn lies at the centre of the Pontcysyllte World Heritage site corridor. Cefn Mawr can be reconnected to this by re-instating the Plas Kynaston Canal.
- Furthermore Offa's Dyke Long Distance Footpath runs through the area, and there is potential for a number of good cycle paths linking in with Llangollen, Pentre, Penycae and Ruabon.

Therefore the Cefn has a unique combination of transport modes in the Wrexham County Borough, road, rail, waterway, long distance footpath, cycle ways and green field sites. The Cefn simply offers the best option for a rural / urban combination transport hub for South Wrexham and the Pontcysyllte World Heritage Site and the Dee Valley by far.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Objective 2: *Foster mixed communities by delivering housing, including affordable homes to meet the needs of the County Borough, ensuring a range of dwelling types, sizes and tenure through the identification of deliverable housing land allocations with supporting social, environmental and physical infrastructure.*

The Cefn & Cefn Mawr has good potential for housing after remediation of the Brownfield sites of the former Air Products and Monsanto works. This could make a significant contribution to the overall targets set by the WAG while avoiding encroachment on Greenfield sites. This would provide housing in terms of the required type, quality and numbers.

Objective 3: *Ensuring a supply of jobs to support an increased workforce in the County Borough and surrounding area by providing economic development opportunities to allow existing businesses to expand and grow, and to ensure that the County Borough continues to provide the right type of employment land, in the right location to enable new businesses to locate in Wrexham and take advantage of its strategically accessible location within the wider North East Wales and North West England market regions.*

The Cefn & Cefn Mawr, the PKC Group Recommendations are about directly contributing to creating worthwhile, local employment, on a sustainable basis in a manner that will comply with all the aspirations of the LDP2. They are specifically designed to provide opportunity for existing businesses to expand and grow as well as encourage new venture on a sustainable basis that will complement our area and existing businesses as can be seen in this and associated supporting documents.

Objective 4: Is specifically about Wrexham Town and so the Cefn and Cefn Mawr is not applicable.

Objective 5: *Celebrate and promote all our cultural, historical and natural heritage for tourism and economic development opportunities including realising the importance of protecting and enhancing the Outstanding Universal Value of the Pontcysyllte Aqueduct and Canal World Heritage Site and the associated features as well as the surrounding landscapes of the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty together with other assets of cultural, heritage and tourism value for the regeneration benefits these will bring to a socially and economically deprived area of the County Borough.*

The Cefn & Cefn Mawr, the above statement refers to a socially and economically deprived area but fails to name it, could this refer to the Cefn and Cefn Mawr? The Cefn is later identified as one of the more depressed areas of Wrexham in the LDP2 under another section. The Cefn recently lost the main sources of employment and has a higher than the average percentage of unemployment in the Wrexham County.

Furthermore it speaks about protecting and enhancing the WHS, therefore this proposal to put right the disused ex Monsanto chemical site immediately adjacent to such, should be well supported by the WCBC.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

***Objective 6:** Promote and encourage a healthy, active and safe lifestyle that improves wellbeing through increasing accessibility to services and facilities by locating development in sustainable locations, protecting our green spaces for people and wildlife and designing safe, secure and walk able communities.*

The Cefn & Cefn Mawr is in the right location to form a rural & urban transport hub and has a large population that is within walking or cycling distance of the village centre. Cefn Mawr was the former centre of the area before the advent of the motor car and still retains its intertwined footpaths in the village and can once again become the community centre with the correct planning and infrastructure development.

This proposal for the re-instatement of the Plas Kynaston Canal linking Cefn Mawr to the aqueduct will help promote a healthier life style by providing a more stimulating environment for such.

***Objective 8:** Conserve, enhance and promote the local culture, character and distinctiveness of Wrexham through recognising, supporting and protecting the Welsh Language and the marked sense of place and local distinctiveness.*

The Cefn & Cefn Mawr can contribute to this and has its fare share of Welsh speakers in the community as well as its own distinctive character.

***Objective 9:** Reduce the need to travel by car by locating new development in the most sustainable locations, within accessible distance by foot, bicycle, bus and rail to jobs, schools, community, leisure and health facilities, homes and shops, as well as seeking to alleviate known highway infrastructure capacity constraints on the road network within the County Borough.*

The Cefn & Cefn Mawr, again by introducing the correct infrastructure into the Cefn such as the WBG central parking area and a Railway Station will encourage walking and cycling of a large number of people, and act as rural / urban transport hub for South Wrexham, Dee Valley and Pontcysyllte World Heritage Site getting more people to use the train.

***Objective 10,** maximise our resistance to, and prepare for the consequences of climate change by reducing carbon emissions and the demand for energy, promoting the use of renewable resources, avoiding developing in areas of known flood risk and using a green infrastructure based approach to planning and design of all new development.*

The Cefn & Cefn Mawr, canals have formed a traditional land drainage scheme for two centuries and the Plas Kynaston Canal could offer land drainage to the basin area it runs through to the west of Cefn Mawr as well as providing a very aesthetic and useful public amenity as canals do. Canals simply offer the best type of land drainage possible.

THE PLAS KYNASTON CANAL & MARINA PROPOSAL

Soil - Land with Contamination

The Contaminated Land (Wales) Regulations, 2006 sets out a regime to deal with contaminated land.

The Regulations place a duty on all local authorities to inspect land in their area to identify and remediate sites where contamination is causing unacceptable risks to human health and/or the wider environment using the risk assessment approach.

A number of sites have been assessed but none meet the Regulations definition of 'contaminated land'. Land with contamination is different under the Regulations and Planning Policy to contaminated land, the latter has a strict meaning in the Regulations while the former is discussed below.

*The county borough has a legacy of land contamination resulting from previous heavy industrial uses (e.g. mining, steel making, tanning) and more recent industries (e.g. **munitions and chemicals**), this land is spatially distributed in the areas associated with these industries, urban areas, industrial estates and the **western villages**.*

Land with contamination does not necessarily pose a risk to humans or the environment. It is therefore not always necessary to remediate land with contamination. In fact land contamination often only creates a problem when the land is used for an unsuitable purpose and/or the contamination is so significant it is affecting controlled waters or adjacent land and/or receptors such as people and animals.

*Development may open up pathways for contamination to affect people, controlled waters, animals and flora. Consequently land which has a potentially contaminative historic use, may require a Phase 1 Preliminary Risk Assessment to ensure land is suitable when developed and is managed effectively. **Depending on the findings of the Phase 1 Preliminary Risk Assessment planning consent may require a Phase 2 intrusive investigation and a scheme of remediation.***

This is the ex-Monsanto site at Cefn Mawr and an intrusive survey has already been conducted. This is a contaminated site in the middle of our community immediately next to the Pontcysyllte Aqueduct at the central section of the Pontcysyllte World Heritage Site. The site also lies immediately adjacent to the Dee Valley AONB in the Vale of Llangollen. If this site is not remediated and redeveloped appropriately this will go against all the aspirations of the LDP2 and directives of the Welsh Assembly Government in the present round of Local Development Planning?

The Environmental Protection Act 1990 states the Local Authority is obliged to identify the appropriate person responsible. In a case where the polluter cannot be found or is no longer in existence the Act states that the liability for the clean-up or remediation lies with the current land owner or occupier of the land.

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If ignored and left this will cause further unnecessary and uncalled for hardship to the community of the Cefn and Cefn Mawr for an undetermined period in terms of both continued economic depression and health problems. The option for leaving the site in the currently contaminated state to the detriment of the community is not to be accepted.

The PKC Group is more than willing to work with both Eastman's (the current site owners) and WCBC to bring about a suitable solution to the site that will meet the goals and aspirations of the LDP2 as stated. The PKC Recommendations will then enable the ex-Monsanto site to be turned around for the benefit of the Cefn & Cefn Mawr, the County of Wrexham, North East Wales and the Welsh Nation as a whole.

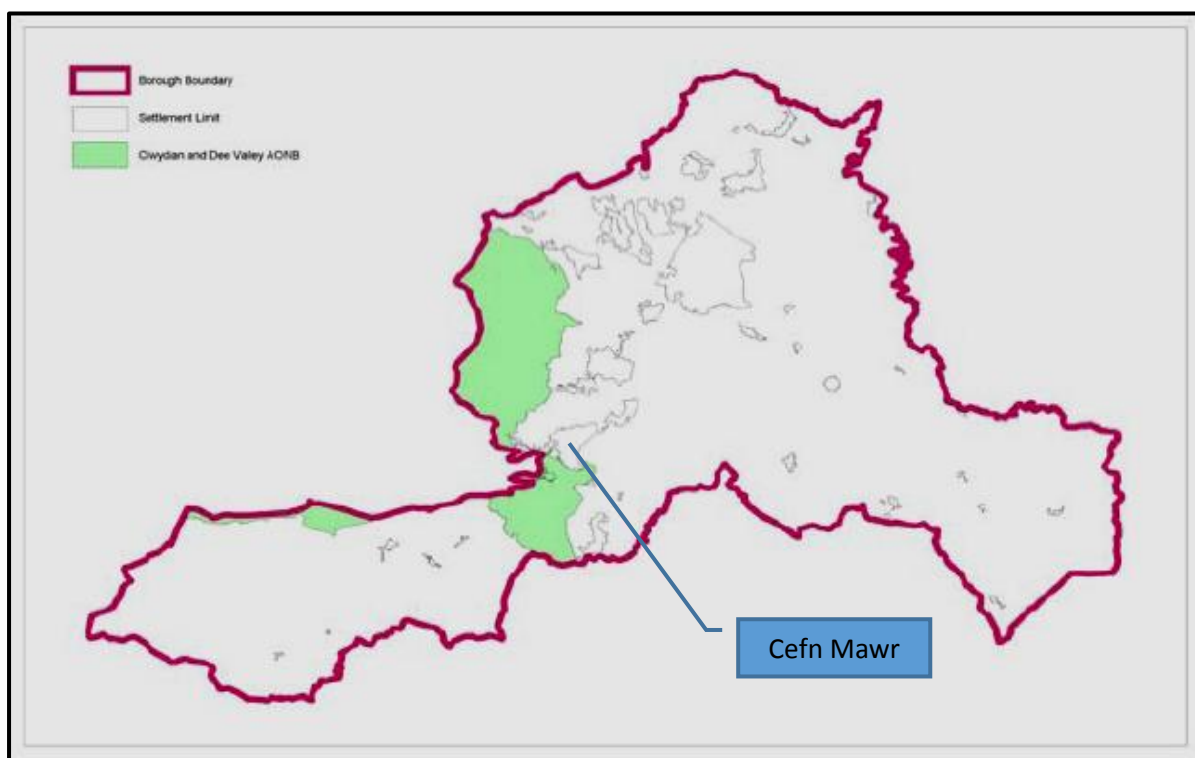
The PKC Group are seeking access to the URS Intrusive Survey Report. We would like access to this for a full assessment of the findings on a voluntary basis rather than having to force the issue through the freedom of information act. So we publicly ask for this courtesy.

The PKC Group say what has to be said even though some of it is not that pleasant and would be more easily ignored. However ignoring fundamental problems will not make them go away and it is only by facing up to them and finding practical and responsible solutions that the situation will get better.

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Area of Outstanding Natural Beauty

In March 2011 the Countryside Council for Wales (CCW) made the Clwydian Range and Dee Valley Area of Outstanding Natural Beauty (Designation) Order. The Minister for the Environment and Sustainable Development confirmed the Order on 22nd November 2011. In doing so, land including southern parts of the Clwydian Range together with the Vale of Llangollen and the Dee Valley were formally designated as an Area of Outstanding Natural Beauty (AONB).



AONB designation seeks to manage natural beauty for the benefit of social, economic and environmental wellbeing. AONB Management Plans are a community led strategies implemented by partnerships of organisations and interested parties. The plans do not dictate actions within the designated areas and do not control agriculture, business or economic development activities but seek to positively manage change.

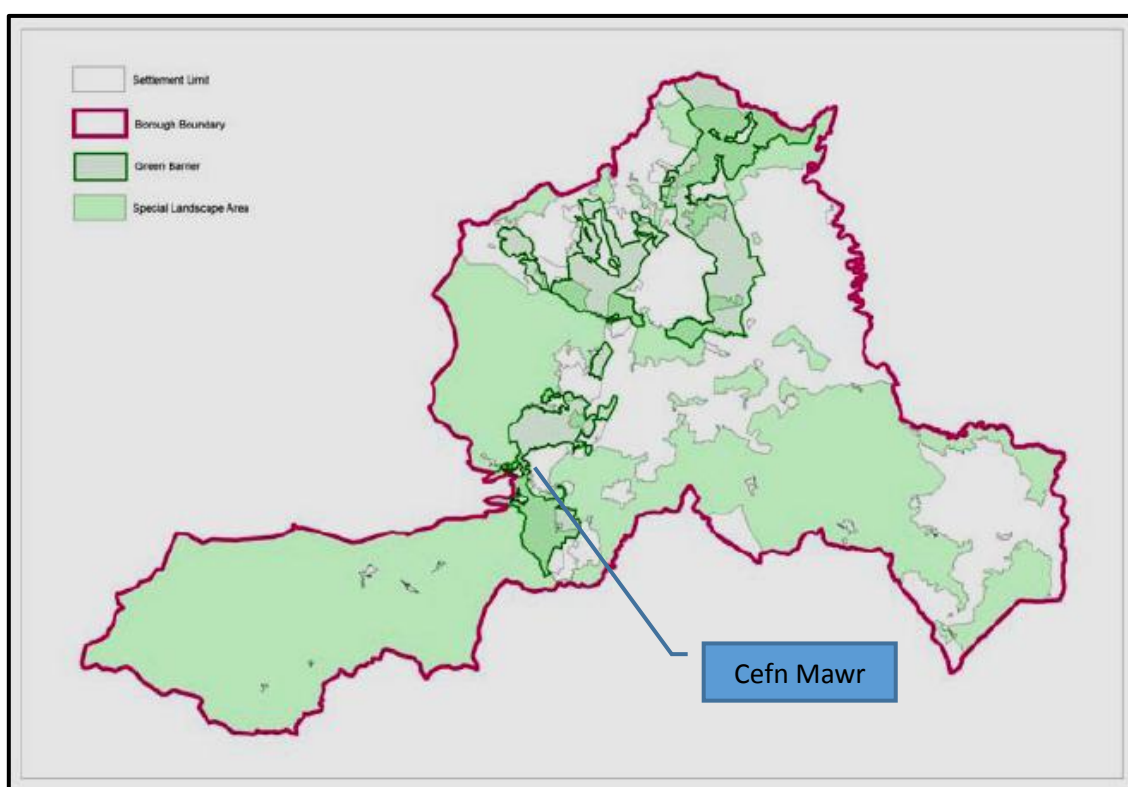
Within the existing Clwydian Range AONB a Joint Advisory Committee oversees delivery of the AONB Management Plan. The Committee comprises local authorities, organisations representing the interests of landowners and farmers, local business and groups interested in landscape conservation. A new Joint Advisory Committee has been established to cover the entire designated area in 2012. The new Advisory Committee will agree and guide the activities proposed in the Clwydian Range and Dee Valley interim statement and action plan.

The Cefn & Cefn Mawr adjacent to the AONB and the ex Monsanto site is between Cefn Mawr and the aqueduct. Our proposals for reinstating the Plas Kynaston Canal all the way to the Queens Hotel and new marina will coordinate well with the Llangollen Canal and the Pontcysyllte WHS as well as the AONB. This will be accompanied with open park land to the south and west of the canal with an appropriate housing development to the north side of the canal which will not contravene UNESCO guidelines.

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Special Landscape Areas & Green Networks

These were assessed in 2010/2011 using LANDMAP and CCW guidance on local landscape designations following the direction of the Planning Policy Panel, who wished to see SLA retained and added to where justified by LANDMAP. CCW guidance is clear on the requirement for community consultation in identifying locally valued landscapes and endorsing areas included. The broad strategic scale at which LANDMAP considers the landscape does not allow locally valued landscapes to be identified consistently across the authority. It is important that evidence relied upon to underpin the SLA is made available early enough to help identify environmental constraints and aid sustainable strategic land allocation decisions.



Green networks form links with 'Habitat Connectivity, Green Infrastructure and Wildlife Corridors' and are of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities have valuable landscape functions. The pattern of green space, its naturalness and access has been mapped for the entire authority. This strategic mapping work links to many agendas and planning policy areas; planning and protection of urban green space; tranquil areas as a measure of local environmental quality; a context for green infrastructure, planning for climate change adaptation; local food production, play and recreation, habitats and sustainable networks; flood capacity and mitigation potential within urban green spaces; health and wellbeing benefits through physical activity and mental stimulation.

The Cefn & Cefn Mawr is surrounded by Special Landscape Areas, and all the PKC Group proposals fall within the settlement limits as indicated, to simply make more efficient use of existing infrastructure and vacant sites, without crossing any green barriers, or consuming any Greenbelt land. All the recommendations and proposals by the PKC Group meet all the requirements of the LDP2 and are environmentally friendly.

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Historic Environment - PPW Edition 5 (2012)

- *Reflect national policies for the preservation and enhancement of the historic environment*
- *Set out proposals for re-use or new development affecting historic areas and buildings*
- *Reflect national policies for the protection and enhancement of sites of archaeological interest and their settings. Archaeological remains identified as being of national importance should be identified for preservation*

We actively agree with these policies and further promote them by making recommendation for the full reinstatement of the Plas Kynaston Canal and Jessop's Tramway, both important historic infrastructure assets to the community of Cefn & Cefn Mawr that can be restored to satisfy the objectives of the LDP2.

- *Make it clear that development proposals will be judged for their effect on the character and appearance of conservation areas*
- *Emphasise the need to protect both the World Heritage site itself and its setting*
- *Take into account the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales*

All the Recommendations by us will meet these criteria and address the problems identified therein. The proposals will have a positive effect on the character and appearance of the Cefn Mawr and Pontcysyllte conservation areas complimenting and improving such.

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Protection of World Heritage Sites (DCLG: 2009)

The outstanding universal value of a World Heritage Site indicates its importance as a key material consideration to be taken into account by the relevant authorities in determining planning and related applications. Any site specific proposals for an area within the World Heritage Site should have special regard for the site, its setting and buffer zone. World Heritage Site status is a key consideration and local planning authorities should aim to satisfy the following principles:

- *Protect the World Heritage Site and its setting, including any buffer zone, from inappropriate development.*
- *Strike a balance between the needs of conservation, biodiversity, access, the interests of the local community, visitors and the sustainable economic use of the World Heritage Site in its setting.*
- *Protecting a World Heritage Site from the effect of changes which are relatively minor but which, on a cumulative basis, could have a significant effect.*
- *Enhancing the World Heritage Site where appropriate and possible through positive management.*
- *Protecting World Heritage Sites from climate change and ensuring that mitigation is not at the expense of authenticity or integrity.*

We openly support all these policies for the protection of the Pontcysyllte Aqueduct World Heritage Site at the central section, The Cefn & Cefn Mawr and all our recommendations and proposals are designed to complement the WHS status whilst also serving the community.

The setting of a World Heritage Site is the area around it (including any buffer zone) in which change or development is capable of having an adverse impact on the World Heritage Site, including an impact on views to or from the Site. The UNESCO Operational Guidelines seek protection of the immediate setting of each World Heritage Site, of important views and of other areas that are functionally important as a support to the site and its protection.

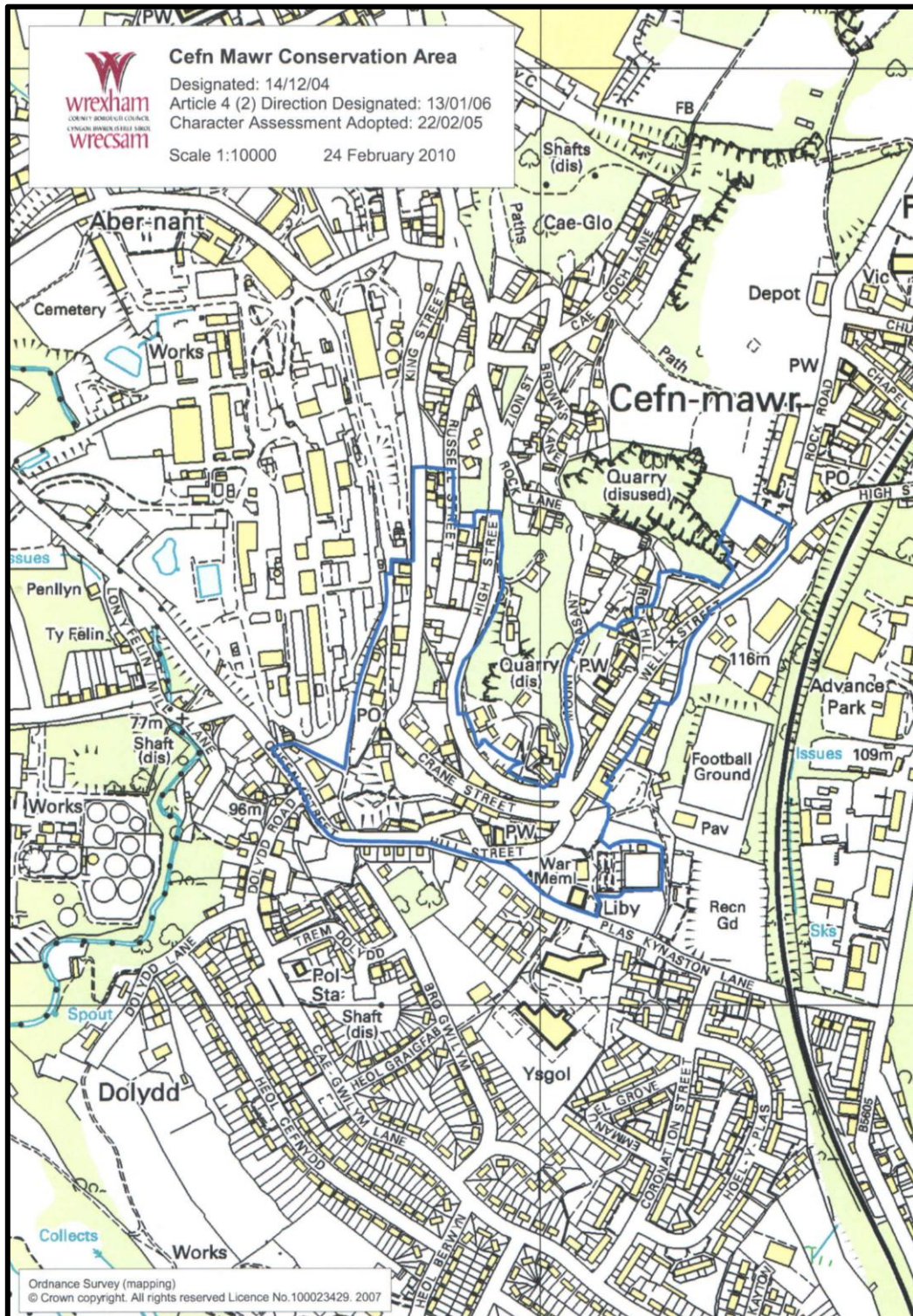
We agree with this but also point out that more should be taken into account. Non development can also have an adverse effect by detracting from the WHS & AONB, take for instance the Ex-Monsanto Site as a prime example. Proposals that interact with the site in a positive way for the benefit of all, addressing the negative aspects (such as the ex Monsanto site) should be given preference, and the focus moved from just catering for the tourist with disregard for the surrounding community.

All the PKC Group proposals are designed to do this, because to develop the tourist industry at the central section of the WHS and increase the dwell time of people visiting the area this has to be done. Therefore the PKC Group proposals and recommendations look at the whole area of the Cefn & Cefn Mawr and how the local community can be supported by developing the tourism industry. Note the community of the Cefn & Cefn Mawr comes first in this case as this is the resident community and has to be actively involved in the process rather than excluded from it.

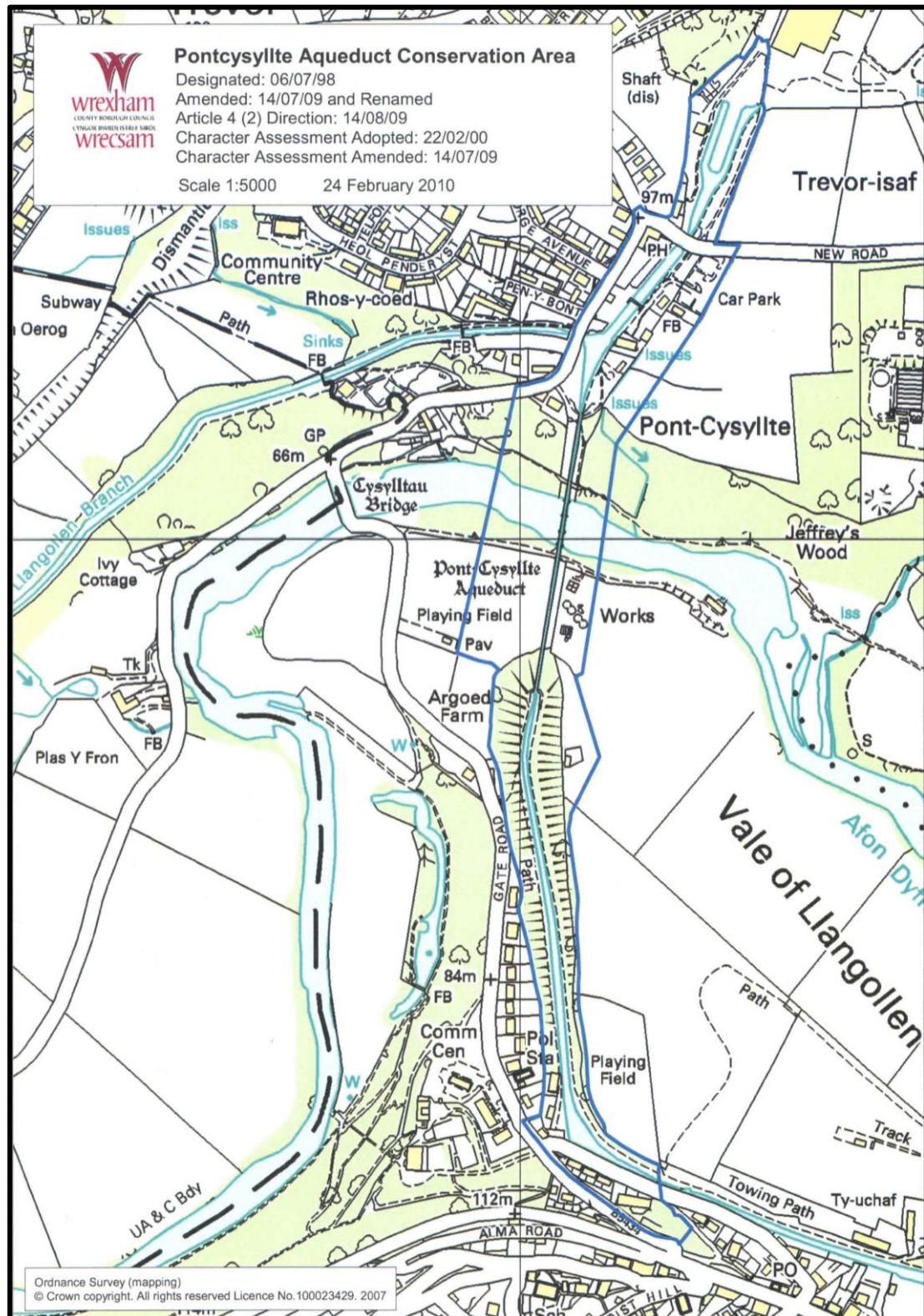
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Conservation Areas

There are 23 conservation areas including *Cefn Mawr & the Pontcysyllte Aqueduct* in the county of Wrexham and there are Article 4(2) Directions, areas judged as having special merit requiring additional controls in place at *Cefn Mawr, Pontcysyllte Aqueduct, Chirk, Bangor, Fairy Road, Gerald Street/Grosvenor Road, Holt, Overton, Rossett, Ruabon and Salisbury Road*.

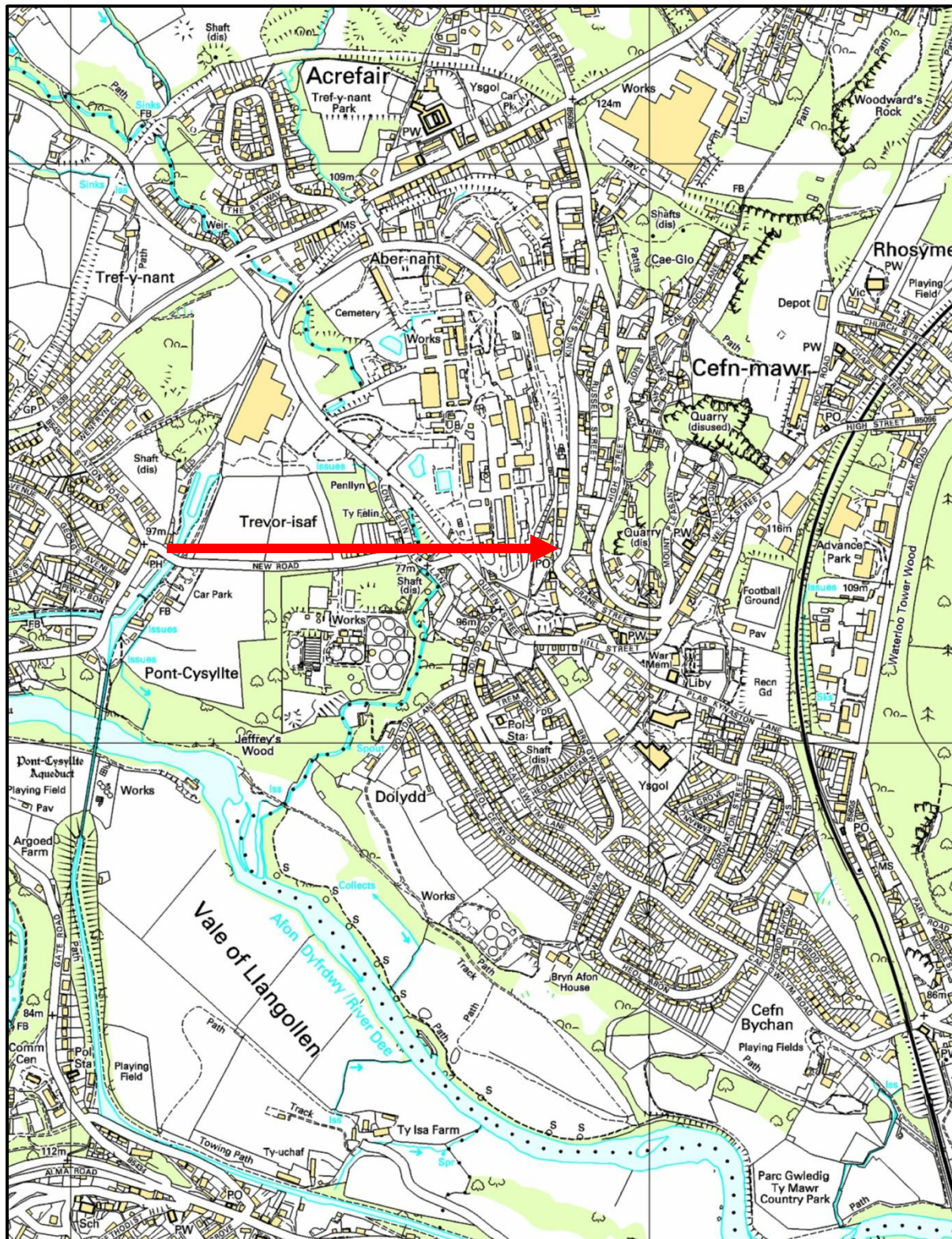


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NOTE: the two conservation areas are only half a mile apart and it makes sense to connect them together with appropriate infrastructure that complies with the LDP2 and all guide lines issued by the WAG. This would consist of reopening Jessop's Tramway, to enable a horse drawn hackney service to be operated and the full reinstatement of the Plas Kynaston Canal all the way to the Queens Hotel terminating in a 60 berth marina.

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The distance from the Telford Inn at the Trevor Basin to the Post Office on Crane Square in Cefn Mawr is **676mts** as the crow flies, so reuniting the community is not that great a task in reality. See the proposals for Jessop's Tramway and the Plas Kynaston Canal. Both of which suit the LDP2. Jessop's tramway is one mile long following a gentle gradient engineered in 1805 for horse drawn vehicles, such as horse drawn hackney carriage service operating between the Trevor Basin, the Windborne Gate Parking Area and the centre of Cefn Mawr.

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The Trevor Basin, Museum and car park as seen from the Queens Hotel, Cefn Mawr.

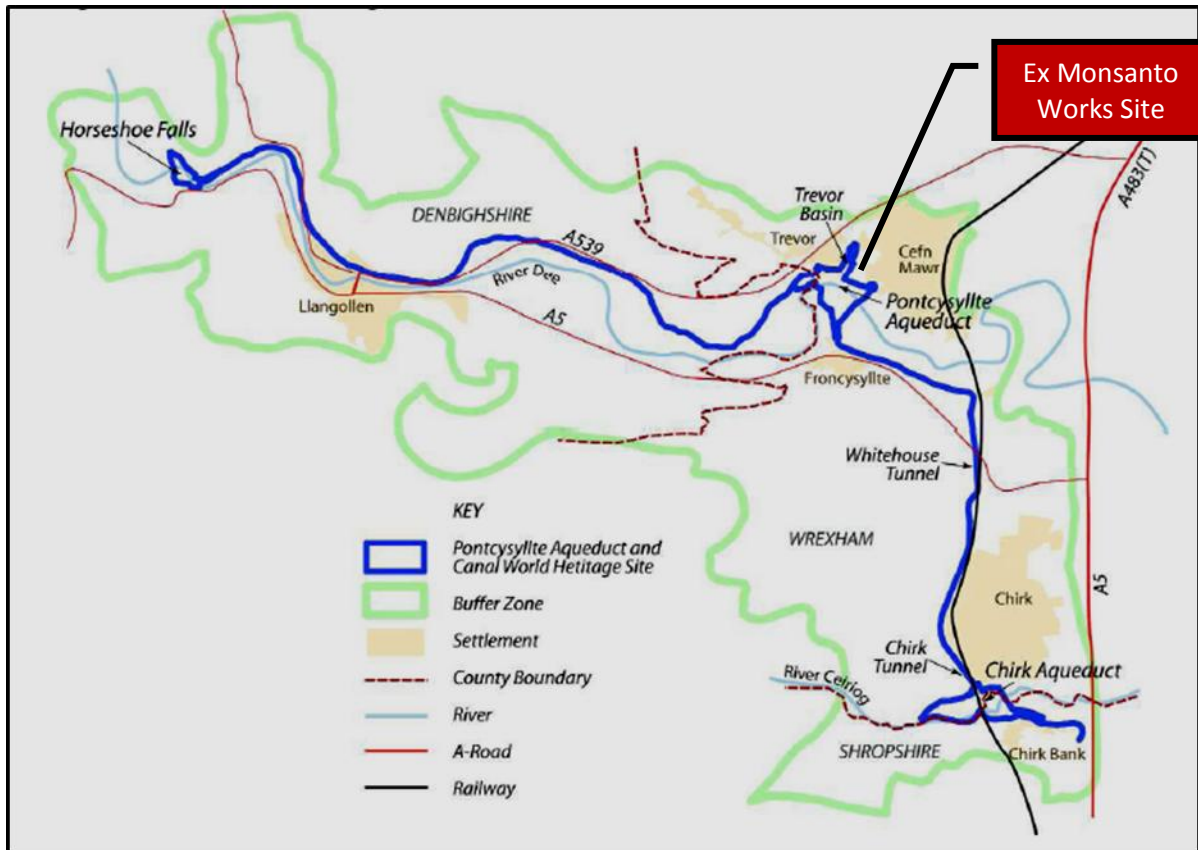


The Queens Hotel Cefn Mawr as seen from the Trevor Basin.

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Pontcysyllte Aqueduct and Canal World Heritage Site

The Pontcysyllte Aqueduct and Canal was inscribed by UNESCO as a World Heritage Site in June 2009. The World Heritage Site forms a linear corridor which extends from the Horseshoe Falls west of Llangollen (Denbighshire) to Gledrid Bridge to the east of Chirk Bank (Shropshire). The area inscribed within the World Heritage Site incorporates the Pontcysyllte Aqueduct and associated engineering features Horseshoe Falls, Chirk Aqueduct, the Llangollen feeder canal, cuttings, embankments and tunnels. The immediate visual setting of the Horseshoe Falls, Pontcysyllte Aqueduct and Chirk Aqueduct are also included.



The Outstanding Universal Value of the World Heritage Site is not contained purely within the inscribed area. The cultural, settled and aesthetic landscape which contribute to the presentation, setting, sense of arrival and history of the World Heritage Site are all important to the integrity of the designation. Buildings, archaeology, views and landscape features combine in places to form distinctive character and sense of place which complement the experience and understanding of the World Heritage Site.

A Buffer Zone has therefore been drawn around the World Heritage Site to allow historic, cultural and landscape elements which contribute to the authenticity and integrity of the Site and therefore to its Outstanding Universal Value to be conserved. The boundary follows the principal ridgelines of the Dee, Chirk and Ceiriog valleys to include the Site's broad landscape and visual context.

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The Buffer Zone itself is not of Outstanding Universal Value, it simply defines the outer limits of a zone containing areas which by association with the World Heritage Site important to the Site's Outstanding Universal Value. It is not the purpose of the Buffer Zone to impose a blanket conservation approach to the entire area, but to encourage sustainable development which through contextual awareness conserves and enhances the World Heritage Site.

PKC Group Fully Supports, and makes the positive contribution of prompting the remediation of this.....the ex-Monsanto works site, looking at Trevor Basin from Railway Road, Cefn Mawr.



This vacant and contaminated site literally stands between centre of Cefn Mawr and the ability to support itself on a sustainable tourism based economy in conjunction with North East Wales's top tourist attraction. This immediately next to the AONB and within the Pontcysyllte World Heritage Site cannot be allowed to continue.

Otherwise the LDP2 may as well be filled in the bin. Surely this cannot be allowed to continue, as said sometimes.....

Sustainability means treating the earth with respect so that it is in a healthy state for future generations. It also means making wise and sometimes challenging decisions in order to achieve positive benefits in economic, social and environmental terms.

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The full statement of Outstanding Universal Value for the Pontcysyllte Aqueduct and Canal and the criteria the site meets can be found at <http://whc.unesco.org/en/list/1303>

*The former industrial village of Cefn Mawr has been identified by a number of sources including Landmap and 'An Industrial Archaeological Survey of the area around the Pontcysyllte Aqueduct and Canal' as **of particular significance and even international significance**, partly because of its historic relationship with the World Heritage Site, and the Pontcysyllte Aqueduct. As **a relatively well preserved example of an unplanned industrial settlement**, Cefn Mawr makes a particular contribution to the understanding of the WHS and its industrial hinterland. The central area contains the Grade 2 listed Plas Kynaston which was linked to the Kynaston family that owned the Plas Kynaston Foundry from where the Aqueduct's ironwork was cast.*

*Several of the central streets trace the line of the old industrial tramway network and it is likely that important archaeology remains beneath them. The old quarries provide visual evidence of the area's past, and the built heritage comprising a mixture of Cefn stone and Ruabon brick and terra cotta records and preserves the evolution and development of these very important historic local industries which are themselves **of regional and national significance**.*

Please see <http://plaskynastoncanalgroup.org/plas-kynaston/plas-kynaston-foundry/>

The Industrial Archaeological Study of the area around the Pontcysyllte Aqueduct and Canal recommends archaeological excavation to improve interpretation of the industrial origins of the World Heritage Site, for example one of the brick works around the Cefn Mawr area (Newbridge or Acrefair) associated with the site. This would provide opportunities to improve the visitor attractions in the area and provide synergy with the regeneration of the locality.

Comment: although we see Cefn Mawr mentioned in the same section as the Pontcysyllte Aqueduct under the LDP2 we have yet to see ANY proposals or recommendations about how to unify the fragmented area. Cefn Mawr became isolated from the inland waterway network during the expansion of the Monsanto Chemical Works, back filling in the Plas Kynaston Canal Branch and closing Oily Works Road which is a part of Jessop's Tramway and literally creating an atmosphere (HS2 releases) where people did not want to come to. Now the community of Cefn Mawr remains isolated by the vacant site which is an eye saw immediately next to the aqueduct and AONB?

The PKC Group are making proposals and recommendations for inclusion in the LDP2 that will turn this site around and open up links in ways that will coordinate with the inland waterway and national rail that will encourage tourism to not only visit the aqueduct but also explore the wider area of the Cefn & Cefn Mawr. This will increase the dwell time and establish the Cefn & Cefn Mawr as a tourist destination in its own right, while meeting all the requirements of the LDP2 and Welsh Assembly Government and helping to provide a sustainable income for the community.

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The main site specific proposals for the Cefn Area are:

- Central Free Parking at the Windborne Gate
- Jessop's Tramway reopened to enable a horse drawn hackney service between the Aqueduct, the Windborne Gate parking area and the centre of Cefn Mawr.
- The FULL reinstatement of the Plas Kynaston Canal all the way back to the Queens Hotel in Cefn Mawr, terminating in a 60 berth marina.
- Landscaping for open park land on the former site to the south side of the PKC Canal.
- A cable car system between the Windborne Gate and the Crane in Cefn Mawr (this will be dependent on head count numbers in the Windborne Gate parking area).
- A railway station at Cefn Mawr between the Tesco Supermarket and the Rhosymedre Industrial Estate.
- An appropriate number and mix of housing units to the north of the PKC canal that will not detract from the WHS inscription and designation.

These proposals will do exactly what they say on the tin. They will turn the presently depressed community and vacant brown field site around to a more sustainable and economically viable hub for South Wrexham and North East Wales.

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Main Sustainability Issues Identified

1. *Pontcysyllte Aqueduct and Canal World Heritage Site and its Outstanding Universal Value are of international importance and require protection together with its buffer zone and attributes of value within the buffer zone.*
2. *There are a number of areas and types of development where design needs to be particularly sensitive; Clwydian Range and Dee Valley AONB and Special Landscape Areas; historically sensitive sites (WHS, Conservation Areas, Listed Buildings etc); transitional areas between urban and rural fringes; sites adjacent key gateways and landmarks along the A483; public realm; and key destination hubs such as Erddig Hall and Chirk Castle.*
3. *Key visitor destination hubs (World Heritage Site, Erddig, Chirk Castle and Wrexham) present opportunities for sustainable tourism development.*

The Cefn & Cefn Mawr should also be one of these primary tourist definitions, hence maybe the wording should be Cefn Mawr and the aqueduct as it once was?



View of **Aqueduct & Cefn** from Canal, before the construction of the Monsanto Chemical Works when the Plas Kynaston canal linked Cefn Mawr and the aqueduct.

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View of Aqueduct & Cefn Mawr in 2014 after the demise of the Monsanto Works.



The Aqueduct, Cefn Mawr.

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The Welsh Assembly's key objectives for economic development include:

- *Co-ordinate development with infrastructure provision*
- *Support national, regional, and local economic policies and strategies*
- *Align jobs and services with housing, wherever possible, so as to reduce the need for travel, especially by car*
- *Promote the re-use of previously developed, vacant and underused land*
- *Deliver physical regeneration and employment opportunities to disadvantaged communities.*

The Cefn & Cefn Mawr, we have a disadvantaged community with a lot of Brownfield land for reuse that could once again provide local jobs and improve the environment in real terms. The Plas Kynaston canal is a lead project in turning the ex Monsanto site around and improving the local economy in accordance with the WAG policy on economic development.

*In applying these and other considerations, local planning authorities should aim to **steer economic development to the most appropriate locations**, rather than prevent or discourage such development (PPW 7.1.4).*

The Cefn & Cefn Mawr is one of those areas where a large transformational change can be brought about that satisfies all the goals of the LDP2 and the Welsh Spatial Planning Policy as stated.

Planning Policy Wales - Planning for Retail and Town Centres

The Assembly Government's objectives (PPW 10.1.1) for retailing and town centres are to:

- *Secure accessible, efficient, competitive and innovative retail provision for all the communities of Wales, in both urban and rural areas.*
- ***Promote established town, district, local and village centres as the most appropriate locations for retailing, leisure and other complementary functions.***
- ***Enhance the vitality, attractiveness and viability of town, district, local and village centres.***
- ***Promote access to these centres by public transport, walking and cycling.***

*Wherever possible this provision should be located in proximity to other commercial businesses, facilities for leisure, community facilities employment. **Town, district, local and village centres are the best locations for such provision at an appropriate scale** (PPW 10.1.2).*

***Corner shops in urban areas, village shops in rural areas, and public houses and other individual outlets with a retail function which are not part of established centres, can play a vital economic and social role and their loss can be damaging to a local community. Their role needs to be taken into account in preparing development plans** (PPW 10.1.4).*

Response, the application of the above is exactly what is required for the Cefn & Cefn Mawr to revitalise the traditional shopping centre as it once was. This is seen as a welcome break from the previous 30 years of outlying retail parks and supermarkets that rely on the private car to access. This was extremely limited thinking and has been at the cost of our traditional

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community centres for many years. One only has to walk around Wrexham & Oswestry or most town centres to see this today, in 2015. The PKC Group hope Cefn Mawr can be saved before it is destroyed by the latest unthinking round of retail outlets that have been proposed for the area.

*Local planning authorities should develop a clear strategy and policies for retail development which **seek to achieve vital, attractive and viable centres**. They should set out a framework for the future of town, district, local and village centres in their area which **promotes a successful retailing sector supporting existing communities and centres**.*

*Development plans should establish the existing hierarchy of centres, identify those which fulfil specialist functions and be clear about their future roles. Development plans should also identify changing pressures and opportunities and devise appropriate responses to them. In some situations it may be necessary to take pro-active steps to identify town or city centre locations for expansion. In others it may be necessary to identify measures to **reinvigorate centres**, or to manage decline in the relative importance of a centre as other centres expand. Dealing with change may mean redefining the boundaries of centres or identifying acceptable changes of use (PPW 10.2.1).*

The Cefn & Cefn Mawr being situated at the centre of the Pontcysyllte World Heritage Site between the two largest civil engineering constructions in the corridor, the Pontcysyllte Aqueduct and the Cefn Viaduct, and on the Chester to Shrewsbury main railway line, has the potential to become a “Hebden Bridge or Blists Hill” of the WHS, Wrexham County and North East Wales. Cefn Mawr has the potential to full fill that role for the County Borough as is being promoted by the PKC Group in the recommendations and proposals for the LDP2.

The Plas Kynaston Canal & Marina is a key element in this and central to it all.

Transport Topic 10

It is noticeable that there is no mention of the inland waterway in the LDP2 other than reference to the Pontcysyllte Aqueduct and Llangollen Canal in other sections. This may be because only a very short section of the Llangollen Canal runs through the county of Wrexham.

Perhaps this then adds more weight to increasing the marine presence of the county by the reinstatement of the Plas Kynaston Canal and Marina.

One outcome is very likely, with the increasing volume of marine traffic on the inland waterways the following should be addressed:

- Disused canals should be reinstated where ever possible
- Additional mooring facilities should be encouraged where ever necessary
- Considering the physical restraints of the aqueduct, this will require some form of traffic management system during the life cycle of the LDP2.

The three above points will have to be addressed during the planned duration of the LDP2 through to 2028. For more information on the LDP2 and the implications for Cefn Mawr please see: <http://plaskynastoncanalgroup.org/ldp2/>