



Heritage Impact Statement

On Behalf of:



Glandŵr Cymru
Canal & River Trust in Wales

In respect of:

Wern Reserve

Coppice Lane

Llandrinio

Powys

SY21 9JX

Date:

April 2024

Reference:

EA/AT/2023.009/Rpt03

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1.0 Introduction

- 1.1 This assessment is prepared by Emma Adams & Partners Ltd on behalf of Canal & River Trust in support of an application for the establishment of a reserve at Coppice Lane, Llandrinio, Powys, SY21 9JX adjacent to the Montgomeryshire Canal.
- 1.2 This statement specifically considers and assesses potential effects upon the setting of heritage assets which have the scope to be affected by the proposals including consideration of their significance during which the Historic Environment Record has been consulted to aid the study process.
- 1.3 This assessment considers the planning policy framework under which any subsequent application should be considered, it goes on to identify the heritage assets with the potential to be affected by the proposals and their heritage significance. Finally, it considers the potential effects of the proposals upon this identified significance.

2.0 Context of Assessment and Identification of the Heritage Assets

Site Location

- 2.1 The site is centred upon NGR: SJ 25734 13068, sitting to the south of the canal and presently in use for the grazing of livestock, bounded by hedgerows and incorporating certain areas of trees.
- 2.2 The proposal relates to the construction of a reserve/body of water adjacent to the canal along with the soil arising from the excavation being used to create a landscaped contour to broadly reflect the existing boundaries to the site, altering the topography in question.

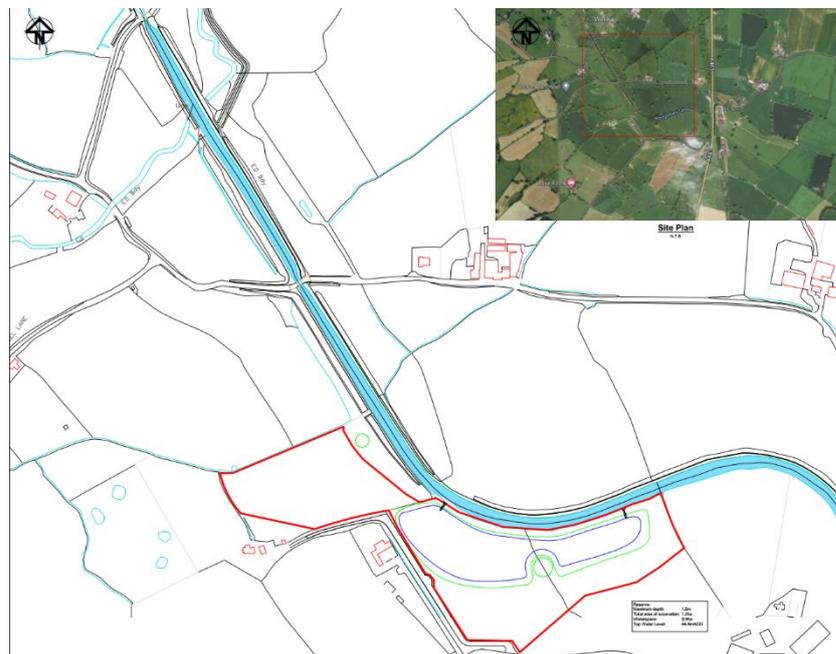


Figure 1 –Site Location Plan (Canal & River Trust)

Heritage Assets

Listed Buildings

- 2.3 The National Historic Assets of Wales online service was accessed on 5th April 2024 in order to identify which heritage assets had the potential to be affected by the proposals.
- 2.4 This confirmed that there are no listed structures within the application site, and whilst there are both bridges (Tan House Bridge and Bridge 109) and a lock (Bank Lock) within the wider vicinity of the site, these are located some distance away and thus the potential for setting to be affected must take note of the wider topography and intervening landscape and man-made features.
- 2.5 It is noted that the Archaeological DBA¹ completed for the site notes a listed building '*Barn with Horse Engine House at Bank Farm*' within Bank Farm to the east of the site, neither the National Historic Assets of Wales online service, nor Coflein system identify such a building.

Scheduled Ancient Monuments

- 2.6 The review of the portal has identified that there are no Scheduled Ancient Monuments with the potential to be affected by the proposals.

Conservation Areas

- 2.7 The site is not located within, or within the setting of, a conservation area.

¹ June 2023

Non-Designated Heritage Assets

- 2.8 Powys Council do not appear to maintain a formal list of Locally Listed Buildings. However, a review of the Coflein online resource suggests that there are no non-designated heritage assets with the potential to be affected by the proposals.
- 2.9 However, the Canal and River Trust through their internal appraisal processes consider that the Montgomery Canal corridor is of heritage significance in its own right and thus consider it to be a non-designated heritage asset.

3.0 Relevant Heritage Planning Policies and Guidance

- 3.1 The application proposals will require consideration against adopted national and local planning policy; this is outlined in brief below.

Statutory Duties

The Planning (Listed Buildings and Conservation Areas) Act 1990

- 3.2 The Planning (Listed Buildings and Conservation Areas) Act 1990 provides the overarching statutory framework, it notes within Section 66(1)

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.'

Historic Environment (Wales) Act (2016)

- 3.3 This makes changes to the UK legislation relating to the protection and management of the historic environment in Wales. It introduces measures for the positive management of change to the historic environment, such as requiring all applications for Listed Building Consent and for Conservation Area Consent to be accompanied by Heritage Impact Statements.

National Policy and Guidance

Planning Policy Wales Edition 12, February 2024

3.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars, and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

3.5 With regards to the conservation of the historic environment and relevant to this application, the Assembly Governments objectives are to:

‘safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;’

3.6 With specific regard to listed buildings;

‘6.1.10 There should be a general presumption in favour of the preservation or enhancement of a listed building and its setting, which might extend beyond its curtilage. For any development proposal affecting a listed building or its setting, the primary material consideration is the building, its setting or any features of special architectural or historic interest which it possesses.’

Technical Advice Note 24: The Historic Environment (May 2017)

3.7 The purpose of this TAN is to provide guidance on how the planning system considers the historic environment during decision making on planning and Listed Building (LBC) applications.

Managing Change to Listed Buildings in Wales (2017)

- 3.8 Managing Change to Listed Buildings in Wales supplements Planning Policy Wales and Technical Advice Note 24: The Historic Environment. Managing Change to Listed Buildings in Wales sets out general principles to consider when making changes to listed buildings.

Conservation Principles (2011)

- 3.9 This document provides a useful basis for completing an assessment on heritage significance and thus attaching value to the significance of a heritage asset. These are based around an understanding of an asset's evidential, historical, aesthetic or communal value. The aim of this document is to:

'In this document, Cadw, the historic environment division of the Welsh Assembly Government, sets out a logical approach for making decisions about all aspects of the historic environment. Conservation Principles will help reconcile the protection of the historic environment with the economic and social needs, and aspirations of the people who live in it.'

Local Policy and Supplementary Guidance:

Powys Local Development Plan 2011 – 2026

- 3.10 The Adopted Local Development Plan (2011 - 2026) is used by the Council to guide and manage development, providing a basis by which planning applications are determined and will be in place until March 2026.
- 3.11 The historic environment is noted as being a strategic resource/asset within Strategic Policy SP7, with the policy noting;

‘To safeguard strategic resources and assets in the County, development proposals must not have an unacceptable adverse impact on the resource or asset and its operation.’

3.12 The Local Development Plan notes;

‘4.2.77 The Historic Environment (Wales) Act 2016, Chapter 6 of PPW and TAN 24, along with Welsh Government/CADW best practice guidance, set out the legislation, policies and guidance to be applied in managing development and change of the historic environment in Wales. Many elements of the County’s historic environment are protected through national legislation and guidance, including Listed Buildings, Conservation Areas, and Scheduled Ancient Monuments, and as such do not require specific policies in the LDP. Developments affecting listed buildings and their settings will be judged for their effect on listed buildings and their settings, in line with national policy...’

3.13 In addition to the above, and of specific relevance to the application site and proposals Policy TD3 relates to the Montgomery Canal and Associated Development and notes;

‘Development proposals that support the restoration of the Montgomery Canal and preserve and enhance the role of the canal as a multifunctional resource, including off-line nature reserves and other appropriate canal-related development, will be supported.

Proposals for development that would adversely affect the canal’s scientific and conservation designations or prejudice its sensitive restoration will be opposed.’

3.14 The supporting text in relation to this policy also notes;

‘4.8.14 The canal represents a multifunctional resource that provides many opportunities for tourism, leisure, community heritage interpretation and nature conservation. Sympathetic restoration and use of the canal as a high value tourist

destination will contribute to sustainable economic development. It also benefits from many important and uniquely preserved structures and buildings, a number of which have listed building status. Major works are required in order to re-link the canal to the Shropshire section and return it to a navigable condition over its entire length to Frankton Locks which would link it to the Llangollen Canal in Shropshire and so join the national waterways network. To realise the potential benefits from full restoration, the Council supports the aim of the Montgomery Canal Partnership to re-open the Canal...'

Supplementary Planning Guidance Historic Environment (July 2021)

3.15 This guidance supplements the Historic Environment related policies of the Powys Local Development Plan and was prepared to assist decision-making on planning applications within the Powys LDP area.

3.16 With specific relevance to the application site, it notes;

'4.2.13 The Montgomery Canal is a significant feature within the landscape and within the social and historical development of the area. The route of the canal starts at it's junction with the Llangollen Canal at Lower Frankton in Shropshire, before crossing over the border into Powys to Llanymynech and then terminating at Newtown. The route of the canal is shown on the LDP's proposals maps. The sustainable sensitive restoration of the canal, working within the requirements of the canal's scientific and nature conservation designations, is being supported by the Council, as part of the Montgomery Canal Partnership project.'

3.17 Further specific guidance relating to the Canal and its historic environment is included within Section 6.4 of the SPG.

4.0 Assessment of Significance

- 4.1 This section provides a brief assessment of the special architectural and historic interest of the listed buildings with the potential to have their setting by the proposals. This assessment process is guided by advice regarding the understanding and assessment of heritage values as held within Conservation Principles for the Sustainable Management of the Historic Environment in Wales².

Montgomery Canal

- 4.2 The Montgomery Canal is actually a combination of four separate canals; the first half mile, and then on into the Weston Arm, was originally intended as part of the main line from Chester to Shrewsbury, but this was never completed. Instead, the length became part of the Llanymynech Branch of the Ellesmere Canal, to serve the major limestone quarry and lime kilns at Llanymynech, the branch first opening in 1796.
- 4.3 From Carreghofa the canal passes into what was the original Montgomeryshire Canal, built with support from local landowners, essentially to further the development of their estates, rather than as a commercial proposition. This proceeded in parallel to the Ellesmere branch, opening eighteen months later, as far as Garthmyl.
- 4.4 However, as a result of funding difficulties the concluding section to Newtown was only opened twenty-two years later, in 1819, under the guise of a separate company, the Montgomeryshire Canal (Western Branch).
- 4.5 The canal traded steadily, with lime and limestone supplemented by timber and agricultural products. But by 1850 all the separate companies had agreed to join the Shropshire Union Railways and Canal Company.

² Conservation Principles for the Sustainable Management of the Historic Environment in Wales (March 2011)

- 4.6 Plans to convert sections of canal to railway never materialised, and the Montgomery Canal remained viable until the First World War, from when there was a gradual deterioration in maintenance, and steady decline in traffic.
- 4.7 A major bank burst near Frankton in 1936 finally led to the closure of the canal and on nationalisation in 1948 the Montgomery Canal became the responsibility of the British Transport Commission, replaced in 1963 by British Waterways Board, in turn re-organised as British Waterways in 1988 (later becoming the Canal and River Trust in 2012).
- 4.8 Finally in 1968 the canal was classed as a remainder waterway: *“to be dealt with in the most economical manner possible, consistent with the requirements of public health and the preservation of amenity and safety”*.
- 4.9 However, since this date, proposals for the restoration of the canal have been developed and implemented in parts with funding obtained from various sources over the years to complete restoration and rehabilitations of the canal and its structures. Most recently this has included support from both the Levelling Up Fund and also CADW which form the basis for this application.

Summary of Significance

- 4.10 CRT’s Statement of Significance notes that the Canal is of High Significance with 2 grade II* structures and 113 grade II listed structures, it summarises its significance as follows;
- John Dadford and brother Thomas Dadford the Younger engineers. Later Thomas Dadford the Elder. Josias Jessop and John Williams engineers for the Garthmyl – Newton section (c1815 – 19).

- Agricultural canal with strong links to limestone/lime industry. Canal runs from junction with Llangollen at Frankton, to north of Newtown and is undergoing restoration.
- Despite its dereliction the canal displays a wealth of significant heritage features, including locks with lobbies and cottages with ranges of rare outbuildings, including privies and pigsties. Many locks have distinctive iron paddle gearing with large cogwheels and there is further use of iron in small composite aqueducts and in the use of fish-bellied girders for bridge decks.
- Vyrnwy Aqueduct is the single largest significant structure on the canal, but there are good groups of structures and/or remains at Carreghorfa, Rednal, Belan, Welshpool and Llanymynech, which is a site of prime industrial archaeological importance. Many banks of lime kilns along the whole length of the canal.
- Quiet landscape of hamlets, farms and fields, very attractive in places.

Tan House Bridge

- 4.11 The entry on the statutory list is included below for information and identification purposes.

'Reference - 15439

Name – Tanhouse Bridge

History – c.1820-33, G Buck, Engineer.

Exterior – Stone coped brick abutments with blue engineering brick chamfered vertical corners. Applied iron strips to protect corners on towpath. Bridge of five fish-

bellied cast iron 'T'-joists with 170 x 40mm bottom flange, depth 210-280mm, the outer joist cast iron with pockets for timber guard rail, all bearing on stone padstones. Roadway carried on later corrugated iron between joists. Oval cast iron plate with bridge number affixed to abutment under bridge. Towpath revetted with special large cow-nosed blue engineering bricks by Tibbington Co. Tipton. [Staffs], probably set in 1880-1890 when canal was overhauled by the Shropshire Union Railways and Canal Co.

Interior –

Reason for Designation - One of a number of ironwork structures added during engineering improvements to the canal in early C19.

Assessment of Significance

- 4.12 The asset potentially holds significance in several differing manners as laid out in the table below;

| | |
|---|---|
| Evidential Significance | The structure provides evidence of two forms of bridge construction and the manner in which the materiality of certain bridges along the canal was altered between their initial construction and later overhaul. The structure also evidences its simple utilitarian function and the wider engagement with the canal corridor. |
| Historical Significance | The historic significance of the structure relates to its historic function and relationship with the canal corridor including other structures associated with the canal construction and operation. |
| Aesthetic/Architectural Significance | The structure has a simple utilitarian aesthetic and overall architectural style, incorporating brick abutments and later iron deck and support, with such simplicity and materiality being comparatively common in such simple bridge structures. It is therefore the case that we conclude that its architectural and aesthetic significance relates more to its function and simplicity rather than the quality of its design. |
| Communal Significance | The structure has some communal significance due to its position along the canal corridor and thus association with other structures associated with the introduction and operation of the canal in the landscape. |
| Summary of Significance | The structure has limited significance, it evidences a simple 19 th century bridge with simple detailing/design from the start of that period but with later alterations and changes in materiality dating from the latter 19 th century. |

- 4.13 Taking note of the above and considering the varying areas of significance identified and also the grade II listed status of the structure it is concluded that the structure is of medium heritage significance.

Bridge 109 and Bank Lock

- 4.14 The entries on the statutory list are included below for information and identification purposes.

“Reference - 16739

Name – Bridge 109 over the Montgomeryshire Canal

History – The Montgomeryshire Canal was built as far as Garthmyl between 1794 and 1797, with John and Thomas Dadford as engineers. In the 1880's and 1890's, an extensive programme of work was carried out by the Shropshire Union Canal and Railway Company, and it is likely that the bridge was reconstructed at this time.

Exterior – Single arched bridge, with curved retaining walls continuing the line of the parapet to either side on E side, and short continuations of the parapet walls to the W. Red and blue brick throughout, with rounded blue brick copings, and rusticated pyramidal stone copings to the terminal piers at each end of the bridge and the E retaining walls.

Interior –

Reason for Designation - very good example of a later Montgomeryshire Canal bridge which survives virtually intact and forms part of a group with Bank Lock.

‘Reference - 16739

Name – Bank Lock

History – The Montgomeryshire Canal was built as far as Garthmyl between 1794-7, engineered by John and Thomas Dadford. Between 1819 and 1831, G.W.Buck was engineer to the Montgomeryshire Canal Eastern Branch, and introduced a distinctive system of lock ground-sluice control in 1831: these remain in situ at this lock. In the 1880's and 1890's, an extensive programme of repair was carried out by the Shropshire Union Canal and Railway Company, and it is likely that while the lock was part of the early engineering of the canal, it was substantially repaired or rebuilt in the later C19.

Exterior – Blue brick lined chamber with stone copings and timber gates. Cast-iron ground-sluice controls. There is a small blue brick hut on either side of the lock; curved red- brick retaining wall to platform above falling tow-path level to NE of lock.

Interior –

Reason for Designation - A good, well-preserved example of a typical Montgomeryshire Canal lock. Reference: Stephen Hughes, The Archaeology of the Montgomeryshire Canal, 1988, p24-5.'

Assessment of Significance

- 4.15 The assets potentially hold significance in several differing manners as laid out in the table below;

| | |
|--------------------------------|--|
| Evidential Significance | <p>The bridge provides evidence of a brick built canal bridge dating from the latter period of works completed to the canal in the late 19th century.</p> <p>Similarly, the lock evidences the latter 19th century reconstructions of structures associated with the canal, utilising brick. Also, of evidential significance with regards to the lock is the survival for interpretation of the distinctive form of paddle gear found on the Mongomery Canal still in situ at this lock.</p> <p>The structures both evidence the manner in which the materiality of</p> |
|--------------------------------|--|

| | |
|---|--|
| | certain structures along the canal was altered between their initial construction and later overhaul. The structures also evidences their simple utilitarian function and the wider engagement with the canal corridor. |
| Historical Significance | The historic significance of the structures relate to their historic function and relationship with the canal corridor including other structures associated with the canal construction and operation. |
| Aesthetic/Architectural Significance | The structures both have a simple utilitarian aesthetic and overall architectural style, illustrating their simple industrial functions, incorporating brickwork within their structures, with such simplicity and materiality being comparatively common in such simple canal infrastructure structures. It is therefore the case that we conclude that their architectural and aesthetic significance relates more to their function and simplicity rather than the quality of their design. |
| Communal Significance | The structures have some communal significance due to their position along the canal corridor and thus association with other structures associated with the introduction and operation of the canal in the landscape. |
| Summary of Significance | The structures has limited significance, they evidences simple 19 th century functional canal infrastructure with simple detailing/design that originates at the start of that period but with later alterations and changes in materiality dating from the latter 19 th century. |

- 4.16 Taking note of the above and considering the varying areas of significance identified and also the grade II listed status of the structure it is concluded that the structures are of medium heritage significance.

5.0 Assessment of Proposals

Background

- 5.1 The proposal relates to the construction of a reserve/body of water adjacent to the canal along with the soil arising from the excavation being used to create a landscaped contour to broadly reflect the existing boundaries to the site, altering the topography in question.

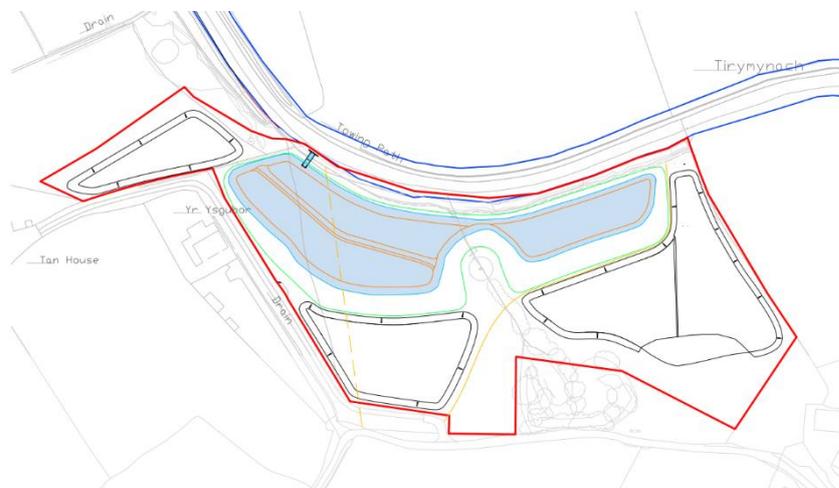


Figure 2 –Proposed Site Plan (Canal & River Trust)



Figure 3 –View of Site and Canal from South

Discussion

- 5.2 The purpose of this Statement is to consider the significance of the identified assets with the potential to be affected by the proposals and then consider the potential effects of the works upon that significance.

Designated Heritage Assets

- 5.3 A site visit was completed on 22nd March 2023, during this site visit it was noted that due to the existing topographical and landscape arrangements, along with the limited scope of the works and the screening of the assets provided by intervening landscape and man made features the works do not have the potential to detrimentally effect the setting of the identified assets.

Non-Designated Heritage Assets

- 5.4 The proposal and associated landscaping will be located adjacent to the canal corridor and thus has the potential to affect the significance of the canal corridor and associated infrastructure as a non-designated heritage asset.
- 5.5 In the case of the application site, the significance of the canal corridor relates purely to the canal itself, there is no associated physical infrastructure involved, thus the key relationship/effect to consider is the creation of a body of water adjacent to the existing canal. It is however likely that the topography in the vicinity of the canal has been affected by the cutting of the canal, this physical alteration to land forms providing part of the wider significance.
- 5.6 The present arrangement is of a man made canal passing through existing pasture, the proposals whilst creating an additional body of water, also include the remodelling of areas of land to facilitate the disposal of the spoil associated with the creation of the water space.

- 5.7 This relationship between water and surrounding landscape would remain little altered, with the overarching character of manmade water infrastructure within surrounding pasture land, modelled and formed due to the intervention of man would remain.
- 5.8 On this basis it is concluded that the effects upon the heritage significance of the non-designated heritage asset would be negligible and thus the overall effect on significance would be neutral/slight.

6.0 Conclusion

- 6.1 This Assessment identifies and assesses the significance of the heritage assets which have the potential to be affected by the development proposal. This process has been undertaken above, informed by best practice and the associated impacts of the proposals considered in detail.
- 6.2 Taking note of the assessment completed on site and summarised above, it is concluded that the works preserve the significance of the listed buildings, and thus fully accords with the requirements of Section 16(2) of the 1990 Act, along with the requirements of Planning Policy Wales, TAN 24 and adhering to Policies SP7 & TD3 of the Powys Local Development Plan 2011 – 2026, whilst also preserving the significance of the Montgomery Canal as a non-designated heritage asset.