

MONTGOMERY CANAL BUILT HERITAGE ASSESSMENT

RECOMMENDATIONS FOR HERITAGE REGISTER

1 Tyddyn Basin and warehouses.

At the end of the Guilsfield arm. These items may not be BW property, but they are an intrinsic part of the canal. Tyddyn Basin was intended largely for the timber trade, which was a very significant element of the canal's business. No buildings or handling devices seem to have been provided at timber wharves. The sides of the basin are pitched with dry stone.

Warehouse 1, red brick with a slate roof, probably dates from the time of construction, c1797. There is a loading door at water level in the gable end.

Warehouse 2 has a blue brick base with corrugated iron cladding above. The roof is segmental arched, not pitched, the one of two examples of this amongst the surviving warehouses. Warehouse 2 is very similar to others built by the canal management in rural locations in the late C19.

The basin and warehouses are substantially intact, and are good examples of the canal's buildings and character.



2 Boundary mark south of Brithdir aqueduct. Late C19 cast iron post marker, similar to the listed example at Wern. Should be included for the sake of completeness.



3 Rope guard near Abbey Lift Bridge. Wrought iron half-hoop, presumable intended to support the post and prevent ropes snagging on it. Similar to the device on the steps near the former inn at Frankton. Small working details of this kind are most valuable for maintaining the character of the canal.



4 Welshpool maintenance yard. This complex is particularly important because so much of it survives, and it would be a key feature if a conservation area were designated around Welshpool wharf.



5 Office/stable at Welshpool wharf. This building at the wharf entrance from Severn Street, first appears on the 1885 edition of the OS map. Its style and materials suggest a date in the last quarter of the C19. It may have served a number of purposes, but the left door is certainly a stable type. As so many buildings around the wharf have been demolished, it is important even minor ones should now be retained.



6 Welshpool mill remains. Although the mill remains are treated as one with the lock, the mill remains are of particular interest. The Montgomery canal was very unusual in supplying power water to several industrial sites, of which this is one. Its importance should be recognized.



7 Warehouses at Welshpool Wharf

This range of early C19 buildings is a major remnant of the wharf's built heritage. Where so much has been lost, its continued survival is particularly important. The history of this range is well documented, and illustrates several aspects of the canal's history. It will be a key feature of a canal wharf conservation area.



8 Shed north of bridge 137. This timber shed with corrugated iron roof is very similar to the recently restored example at Brithdir, and no doubt dates from the same period in the late C19. These minor buildings represent a particular phase in the canal's operation, and they should be recognized, particularly in view of their small numbers.



9 Crane base at Brithdir Lock. Stone block, recessed to fit cruciform cast iron base. Several crane bases remain along the canal, but this one is unusual in being sited alongside the lock chamber. This implies a very swift turnaround, or that there wasn't much traffic. It may date from the same time as the shed alongside it. Minor working details like this are important in preserving the canal's character as a working waterway.



Crane base

10 Wharf buildings south of bridge 128.

Without more research, it is not clear whether the corrugated iron building is part of the canal's own buildings, but it is likely that it is. This is a coal wharf with a few extra facilities. The canal had many minor wharves, and most of them have left little trace, so this example near Berriew is more important.



Wharf

11 Cottages and pumphouse at Newtown
These buildings are outside the area covered by the Built Heritage Survey. However, their importance in the history of the canal, and of Newtown itself, is



10-11 Lower Canal Road

so great that they should at least be cross-referenced. They are a major remnant of built heritage, and should be considered as part of a comprehensive conservation masterplan. If this is not done, their isolation may lead to their significance being lost.



Dolafon Terrace