

From: mark.walters@cpat.org.uk
Sent: 07 December 2022 12:18
To: Matthew Phillips
Subject: [DKIM:INVALID] Re: ENQ/2022/0328 Land off Francis Lane and Bryn Lane, Wrexham
Industrial Estate - Historic Environment Scoping Opinion

Dear Matthew

Thank you for the consultation on the scoping opinion for the EIA at this development site.

We note the content of 7.1 (Historic Environment) in the scope which includes the outline results of a completed DBA and geophysical survey.

We have received a copy of the geophysical survey report and we are in agreement that no significant anomalies other than a former ridge and furrow field system of medieval and post medieval date are present. There appear to be no earlier features than the field system in the results although to some extent the field system ridging will mask earlier features that may be present. Overall though the archaeological potential based on the geophysical results does seem to be low.

The key direct impact identified by the DBA would be the removal of any historic hedges. It is clear that most of the hedges surviving here formed part of a pre 1843 field system (7.1.13) and one also forms part of a historic township boundary (7.1.14). This is also supported by the geophysical survey which shows the degraded remains of a ridging system within former hedgerow boundaries across the whole development site. These hedges would therefore be classed as 'important' under the Hedgerow Removal Regulations 1997 under the cultural criteria. Every effort should therefore be made to retain the historic hedgerows within any future development layout and maintain them.

With regard to the WWII aircraft crash location (7.1.17 and 7.1.20) we contacted a local researcher who has completed extensive ground and documentary studies on aircraft crashes in the Wrexham area and he confirms that the crash was a US Curtis Tomahawk fighter plane AN892. This appears to have been a surface crash on the field with all of the remains being recovered and this was confirmed by an eyewitness who saw the plane being dismantled and

the fuselage being driven off-site. The potential for intact aircraft remains therefore seem low,
but a contingency should be built into the project for unexpected remains and the requirements of the Protection of Military Remains Act for licenced recovery of any remains that may be found.

We agree that the assessment of indirect effects on the built heritage can be scoped out of the EIA and that a HIA will be included. The HIA should use the Cadw guidance on Managing the Setting of Historic Assets in Wales (which includes a setting assessment methodology) as well as the Cadw Conservation Principles (2011) in reaching its conclusions.

We agree that the assessment of effects on below ground archaeology can be scoped out of the EIA and that a HIA will be included which addresses these impacts.

The above ground impacts to the historic hedgerows will need to be scoped into the assessment and included within a HIA. Mitigation must be stated where historic hedgerows may be impacted.

Best regards

Mark Walters

Mark Walters
Senior Planning Archaeologist / Uwch Archeolegydd Cynllunio
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Please note that I do not work Fridays

From: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>
Sent: 06 December 2022 17:24
To: Mark Walters <mark.walters@cpat.org.uk>
Subject: RE: ENQ/2022/0328

Mark,

Copy attached.

Regards

Matthew Phillips

Pennaeth Dros Dro'r Gwasanaeth Polisi Cynllunio/Interim Head of Service Planning Policy

Economi a Chynllunio/Economy and Planning

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From: Mark Walters <mark.walters@cpat.org.uk>

Sent: 06 December 2022 14:06

To: Matthew Phillips <Matthew.Phillips@wrexham.gov.uk>

Subject: [DKIM:INVALID] ENQ/2022/0328

Hi Matthew

Could you possibly send me the scoping report link again please that you sent on 15/11/22. I

have now received the geophysics report but in the interim the original consultation email has

vanished from Outlook so I cannot get back to the link to download the scope.

Many thanks

Mark Walters

Mark Walters

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