

THE CLWYD-POWYS ARCHAEOLOGICAL TRUST

**Wrexham Industrial Estate Access Roads
Stage II Archaeological Study**

**ARCHAEOLOGICAL ASSESSMENT
SUPPLEMENTARY STATEMENT**

CPAT Report No 655a

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By R J Silvester
October 2004

Report for Capita Symonds Group Ltd

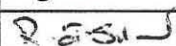
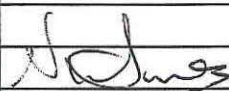
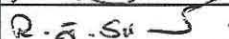
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CPAT Report Record

Report and status

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1 INTRODUCTION

- 1.1 In June 2003 the Contracting Section of the Clwyd-Powys Archaeological Trust (CPAT) completed a Stage One Archaeological Assessment of the several proposed alternative alignments of new access roads feeding the Wrexham Industrial Estate, which lies to the east of the town itself and between the arterial roads linking Wrexham to Nantwich (the A534) and to Whitchurch (the A525).
- 1.2 The assessment was prepared in accordance with the Department of Environment, Transport and Regions' *Design Manual for Roads and Bridges* Volume 11 Section 3 Part 2, Section 8/1 (1993) as it related to Wales, and the scope of the assessment was defined in a brief prepared by Ms K Kucharski of Wrexham Archaeology Service in her capacity as archaeological curator for the region.
- 1.3 The assessment area extended over about 1,220ha (12.2km²) of predominantly agricultural land to the east and south-east of Wrexham, and the report offered a preliminary statement of the archaeology of that area. However, because of the sensitivity of the development proposals it was not possible fully to conform to the requirements of a Stage I assessment as designated in the *Design Manual*, for the field element had to be omitted from the work programme and only a limited visual examination utilising public rights of way was attempted.
- 1.4 After the preliminary analysis for the Stage One Archaeological Assessment had been completed, the client identified the several possible route corridors for the new access roads and it was possible to consider the potential impact of each of these corridors on the archaeological resource as it was known from the desk-top assessment. The subsequent report, incorporating those route impacts, was distributed in June 2003 as CPAT Report No 542.
- 1.5 Twelve months later, in June 2004 CPAT Field Services were approached by Capita Symonds to conduct a further, Stage II Archaeological Assessment of a reduced number of route options.
- 1.6 Stage II of the *Design Manual for Roads and Bridges* Volume 11 Section 3 Part 2, Section 8/232-8/25 (1993) as it relates to Wales requires the development of the appraisal report, prior to going to public consultation, including detailed field survey of archaeological remains as necessary, and consultation by the Overseeing Department (*i.e.* Capita Symonds) with Cadw: Welsh Historic Monuments on the recommendations made in the report and the impact of the route options on the archaeological resource. In the case of the Wrexham Industrial Estate it has been possible to complete a field walkover to inform the assessment, but given that it could only be through that mechanism that detailed field survey requirements might be identified, these have been flagged solely as recommendations in this report.
- 1.7 The report (CPAT Report No 655) that followed adopted the standard layout of CPAT Field Services client reports and was submitted in August 2004.
- 1.8 In October 2004, CPAT was asked to examine the archaeological implications of one further option for the northern route of the access roads to the industrial estate. This supplementary statement assesses the new option and is seen as an appendix to the existing report. It in no way replaces the existing report, and should be consulted in conjunction with it, especially sections 3-5.

2 ROUTE OPTIONS AND POTENTIAL IMPACTS

- 2.1 Several route options have been proposed for the northern route and are listed below. Numbers appear in the supporting literature, together with the colours as given on Capita Symonds drawing 59697/RO/03 (Rev P1).

Black route	Common north-west part of Route Options: N1D, N2A and N7A
Blue route	Part of Route Option N1D
Green route	Part of Route Option N2A
Green & blue route	Part of Route Options N1D, N2A and N7A
Brown route	Part of Route Option N7A

- 2.2 The new proposal known as the Orange route adopts an alignment lying between the Blue and Green routes, running at its western end from the roundabout to the north-east of Tyn-twl Farm to the roundabout, south of Gourton Farm, at its eastern end. From the latter roundabout the new route then runs southwards adopting the existing option known above as the Green & Blue route.
- 2.3 For the purposes of this new assessment it is only the first stretch of the Orange route, running from west to east between the two aforementioned roundabouts that requires consideration. No new desk-top analysis or fieldwork is required, because of the proximity of the new route to the original routes.
- 2.4 As in the main report, impacts are defined according to a set of standardised terms. Included in the following lists are archaeological and historic sites and features that lie in the immediate environs of the route corridor. In part this is to allow, as before, for changing priorities as the current plans state that 'all junction and access arrangements are indicative at this stage and will be subject to change following further detailed design'.

2.5 Northern Access: Orange route

PRN	Name	Site type	Category	NGR	Impact
82620	Llan-y-pwll farm earthwork	Earthwork	E	SJ3706851809	Loss
82621	Gredington Arms quarry	Quarry	D	SJ36725194	Unaffected by current plan
82622	Keeper's Cottage	House	B	SJ3623351772	Loss
86003	Holt Road Smithy Well	Well	D	SJ3666151817	Loss ?
86004	Holt Road Milestone	Milestone	C	SJ3664551866	Unaffected by current plan
86005	Holt Road Well	Well	D	SJ3629551817	Loss
86023	Tyn-twl Farm aircraft wreck	Wreck	E	SJ3582051678	Unaffected by current plan
86029	Hugmore aircraft wreck I	Wreck	E	SJ3763852147	Unaffected by current plan
86030	Hugmore aircraft wreck II	Wreck	E	SJ3752652178	Unaffected by current plan
104467	Holt Road Smithy	Building	B	SJ3668051830	Unaffected by current plan

3 MITIGATION AND RECOMMENDATIONS

- 3.1 Mitigation strategies and recommendations fall under two headings, the specific (section 3.2) and the general (3.3). The former relate to those sites and features which have been detected through survey, and where we consider that some further stage of work is required before the commencement of site works. General recommendations relate to the currently unquantifiable potential of the archaeological resource.

3.2 Specific Mitigation Strategies

- 3.2.1 To inform this section of the report we have maintained the same table format as in section 2, as this is appropriate given the level of consistency in the recommended strategies. As a general guide it should be assumed that the suggested mitigation for Category A and most Category B sites would be *preservation in situ* (see the main report for an explanation). *Preservation by record* would usually be recommended for Category C and probably Category D sites, unless circumstances specific to a particular site dictated otherwise. Category E sites would require *evaluation*, as might some sites in higher categories, depending on the nature of the proposed impact. It should also be stressed at this stage that the archaeological curator might decide on his/her own recommendations.

3.2.3 Northern Access: Orange route

	Name	Site type	Category	Impact	Mitigation
82620	Llan-y-pwll farm earthwork	Earthwork	E	Loss	Evaluation
82621	Gredington Arms quarry	Quarry	D	Unaffected by current plan	Monitoring
82622	Keeper's Cottage	House	B	Loss	Preservation by record
86003	Holt Road Smithy Well	Well	D	Loss ?	Preservation by record as necessary
86004	Holt Road Milestone	Milestone	C	Unaffected by current plan	Monitoring
86005	Holt Road Well	Well	D	Loss	Preservation by record
86023	Tyn-twl Farm aircraft wreck	Wreck	E	Unaffected by current plan	Monitoring
104467	Holt Road Smithy	Building	B	Unaffected by current plan	Monitoring

- 3.2.4 Keeper's Cottage may be an example of a particular estate design, although which estate has not yet been determined. In general the implication of a Category B listing is that the feature in question should be preserved, but in this specific case such a course of action seems impossible given that its removal is fundamental to all the routes. Consequently, a full record is recommended, prior to demolition.

3.3 General Mitigation Strategies

3.3.1 These remain as stated in the main report and are not repeated here.