



Industrie Cartarie Tronchetti

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**Industrie Cartarie Tronchetti (ICT) and Crag Hill Estates
(CHEL) Ltd**

Paper Mill Facility, Plot C

Airfields, Northern Gateway

Environmental Statement

Part 2 – Cultural Heritage Technical Paper 9

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I. Introduction

- I.1. The Paper has been prepared by BWB Consulting Ltd on behalf of Industrie Cartarie Tronchetti (ICT) UK Ltd and Crag Hill Estates Ltd ('the client'). It reports on the predicted effects of the scheme on the cultural heritage resource within the development area (the 'Application Site') and the wider study area. Details of the Proposed Development are given in Section 2 of the Project Description contained in the Environmental Statement (ES) Part I Report.
- I.2. The objective of this Paper is to identify the significance of effects on cultural heritage assets likely to arise from the construction, opening and operation of the Proposed Development.
- I.3. To assist with the preparation of this Paper a baseline study encompassing archaeology, built heritage and historic landscape has been undertaken. This involved the consultation of a number of sources including the Clwyd-Powys Regional Historic Environment Record (HER). The findings of the study form the basis of the cultural heritage baseline presented in this Paper.
- I.4. The baseline study has enabled and informed an assessment of the potential impacts and the effects that may occur from the Proposed Development upon the historic environment, including the archaeological resource and the built heritage. Where impacts do occur mitigation measures have been suggested where deemed appropriate in order to reduce and/or compensate for negative impacts.

2. Documents Consulted

- 2.1. This section provides a background to legislation and policy relevant to the Proposed Development in relation to the cultural heritage resource that may be present. National policy and legislation for the protection of designated and non-designated assets is summarized below.
- 2.2. Brief summaries are included of relevant adopted local planning policies and a summary of the relevant guidance published by the Welsh Assembly and CADW are also included.

Legislation and Policy

Legislation

- 2.3. The assessment has been undertaken in accordance with Planning Policy Wales, Edition 11, Chapter 6, Distinctive and Natural Places; The Historic Environment and the Standard and Guidance for Historic Environment Desk-Based Assessment published by the Chartered Institute for Archaeologists (CIfA 2014). The policy principles set out in the Flintshire County Council Unitary Development Plan (adopted 2011) have also been taken into account. The following outlines the policy on the Historic Environment.

Planning Policy Wales, Edition 11 Chapter 6 (2021)

- 2.4. This sets out the adopted policies with regards to the historic environment and planning. The policies also contain guidance for local authorities to consider when developing local plans, including the effect of the re-use or new developments on historic areas and buildings. The policies outline the Welsh Government's objectives to protect, manage and conserve the historic environment, and specifically to:
- Protect the Outstanding Universal Value of the World Heritage Sites;
 - Conserve archaeological remains, both for their own sake and their role in education, leisure and the economy;
 - Safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;
 - Preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous;

- Preserve the special interest of sites on the register of historic parks and gardens; and
- Protect areas on the register of historic landscapes in Wales. (124).

- 2.5. The duties of the Welsh Ministers to the historic environment of Wales are exercised through the Welsh Government's historic environment service (Cadw). Section 6.1 contains advice on development management policies for making informed decisions on any proposed developments that may impact the historic environment. If development is likely to impact archaeological remains, throughout the guidance, the need for early consultation between developers and planning authorities, plus the need for an archaeological assessment to be carried out early in the process is stressed.
- 2.6. The historic environment refers to all surviving physical remains of past human activity. The conservation of archaeological remains is a material consideration in determining a planning application. Where nationally important archaeological remains and their settings are likely to be affected by the Proposed Development, there should be a presumption in favour of their physical protection in situ. In cases involving less significant archaeological remains, local planning authorities will need to weigh the relative importance of the archaeological remains and their settings against other factors, including the need for the Proposed Development.
- 2.7. There should be a general presumption in favour for the preservation of Listed Buildings and their settings that may be affected by the Proposed Development. The primary material consideration is the statutory requirement to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest it possesses.
- 2.8. There should be a presumption in favour for the preservation or enhancement of the character or appearance of Conservation Areas or their setting.
- 2.9. PPW6 provides the national planning policy framework for the consideration of the historic environment and this is supplemented by guidance contained in Technical Advice Note 24: The Historic Environment and Cadw associated best practice guidance on the historic environment. PPW6 indicates that, in assessing proposed developments, any adverse impacts identified upon historic assets should be considered, with due weight attached to the nature

and extent of harm assessed, in the context of the wider planning benefits associated with the development.

Ancient Monuments and Archaeological Areas Act 1979

- 2.10. Scheduled Monuments are designated by the Welsh Ministers on the advice of Cadw as selective examples of nationally important archaeological remains. Under the terms of Part I Section 2 of the Ancient Monuments and Archaeological Areas Act 1979 it is an offence to damage, disturb or alter a Scheduled Monument either above or below ground without first obtaining permission from the Welsh Ministers. This Act does not allow for the protection of the setting of Scheduled Monuments.

Planning (Listed Buildings and Conservation Areas) Act 1990

- 2.11. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out a general duty for local planning authorities in respect of works affecting a listed building, to *“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.”*
- 2.12. Section 69 of the Act allows local planning authorities to designate conservation areas. These are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. Section 72 requires that, in the exercise of planning duties by an authority, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of conservation areas.

Local Planning Policy

Flintshire Unitary Development Plan (FUDP)

- 2.13. The current adopted development plan for Flintshire contains a number of relevant policies. Policy STR8 Built Environment seeks to protect the historic environment of the County but to also allow its sensitive regeneration. Policy HE6 seeks to protect Scheduled Ancient Monuments and other nationally important archaeological sites. Policy HE7 protects other sites of lesser archaeological significance whilst policy HE8 seeks to ensure that historic features are recorded as part of development proposals.
- 2.14. STR8 Built Environment states that the built environment of the County will be protected and enhanced in terms of:

- a. *the setting and integrity of the historic environment of the County, including listed buildings, conservation areas, archaeology and historic landscapes, parks and gardens; and*
- b. *the regeneration of areas through the sensitive improvement, renovation, and redevelopment of appropriate suitable brownfield land and buildings*

2.15. Policy HE2 of the FUDP, Development Affecting Listed Buildings and their Settings, states that:

- a. *Any development affecting listed buildings or their settings, including internal or external alterations or change of use will be permitted only where:*
- b. *There is no adverse effect on the building's special architectural or historic character and appearance and the setting of a listed building;*
- c. *It can demonstrate that the loss of, or damage to its historic fabric is unavoidable, has been minimized and that works which would result in the loss of, or which would conceal parts of a listed building, and which contribute to its interest, will be recorded by a photographic or drawn survey; and*
- d. *A change of use of a listed building or structure would increase the likelihood of the survival of the building and where alterations do not harm its character or special interest.*

2.16. Policy HE6, Scheduled Ancient Monuments and other Nationally Important Archaeological Sites, states that development that would remove, damage or obscure a Scheduled Ancient Monument or other nationally important archaeological site, or its setting, will not be permitted.

2.17. Policy HE7, Other Sites of Lesser Archaeological Significance, indicates that development that affects sites of either known or suspected local and / or regional archaeological interest and their settings will be permitted only where:

- a. *an archaeological assessment has been carried out, before a decision is made on the proposal, to the satisfaction of the Council which evaluates the intrinsic importance of the remains; and*
- b. *the need to retain the interest that has been identified is outweighed by the need for the proposed development.*

- c. *Where remains are affected but preservation in situ is not merited, excavations and / or recording must be carried out to the satisfaction of the Council in advance of development commencing.*

2.18. The Council has also adopted a series of Supplementary Planning Guidance Notes (SPGN) related to the consideration of proposals potentially affecting the historic environment. These are material considerations in determination of planning applications, to the extent they are consistent with nationally adopted policy.

2.19. SPGN6. Listed Buildings (2017) notes at paragraph 2.16, in respect of setting, that:

Protection of the listed building involves protecting its setting from development which would be harmful to its character and by enhancing this setting through the careful control of development. The setting may be limited to its immediate surroundings but could include land some distance from it, depending on local characteristics and circumstances. An individual judgement would have to be made in each case as to what comprises the building's setting.

2.20. SPGN28, Archaeology (2017) states, at paragraph 2.7, that the following should be considered in managing the archaeological resource:

- *Any damage or loss must be avoided unless there is an overriding need to cause such an outcome.*
- *There should be a good understanding of the resource, its value and its significance prior to any scheme being drawn up.*
- *There should be a balanced consideration of the above and whether it is capable of accommodating change.*
- *Where elements are being, or likely to be lost, there must be a detailed recording exercise undertaken of the information of future generations.*
- *The sites and information gathered should be used to educate, inform and provide interest to the general public.*

Flintshire Local Development Plan 2015-2030 (FLDP)

- 2.21. The FLDP Deposit Plan was published in 2019 and is currently at examination stage. Whilst it was anticipated that the emerging local plan would have been adopted, following the examination hearings in Spring 2021, the progression of the replacement development plan was suspended in mid-July 2021 due to the Inspector raising significant concerns about the soundness of the emerging plan. Therefore, whilst reference is made to the emerging plan policies within this Statement, it should be noted that the weight carried by these draft policies is appreciable lesser than the extant (adopted policies) pending the review and resumption of the examination.
- 2.22. Policy EN8, Historic Environment and Listed Buildings states that the County's buildings and features of special architectural and historic importance, and their settings, will be preserved. Policy EN9, Development in or Adjacent to Conservation Areas states that:
- *Development within or adjacent to a conservation area will only be permitted if it would preserve or enhance the character and appearance of the conservation area or its setting. New development in such locations must also be of a high standard of design, respond to the area's special characteristics, and pay particular regard to:*
 - *Important views, vistas, street scenes, roofscapes, trees, open spaces, gaps and other features that contribute to the character or appearance of the conservation area;*
 - *The retention of historically significant boundaries or other elements that contribute to the established form of development:*
 - *The relationship to existing buildings and spaces, and pattern of development:*
 - *Scale, height and massing, architectural design and detailing, the use of materials, boundary treatment, and public realm materials.*

Guidance Documents

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

2.23. Conservation Principles provides guidance on the assessment of potential development impact upon the significance, the sum of cultural heritage values, attributable to historic assets. In considering significance regard should be had to four, often inter-related, heritage values:

- *Evidential Value – surviving historic fabric, above or below ground, which helps understanding of how the historic asset was made, how it was used and how it has changed over time.*
- *Historical Value – the ability of a historic asset to illuminate particular aspects of the past.*
- *Aesthetic Value – the visual qualities of an assets which may result from conscious design and craftsmanship of from the fortuitous effect of change over time.*
- *Communal Value – historic assets may be cherished by people or communities that relate to them*

2.24. In considering changes to the historic environment, public authorities should give due importance to the heritage values of a site when considering the sustainability of proposals submitted to them.

2.25. **Planning Policy Wales, Technical Advice Note (TAN) 24: The Historic Environment (2017)**

2.26. TAN24 provides guidance on how the planning system should consider potential development impacts upon the historic environment and historic assets, both designated and non-designated which contribute to it. The historic environment is defined (paragraph 1.7 and as set out in Conservation Principles) as:

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged and deliberately planted or managed.

2.27. A historic asset is defined as (paragraph 1.7):

An identifiable component of the historic environment. It may consist of or be a combination of an archaeological site, a historic building or area, historic park and garden or a parcel of historic landscape. Nationally important historic assets will normally be designated.

2.28. TAN24 indicates that heritage impact assessments should be proportionate to the significance of the historic asset and to the degree of change proposed by the development. They should incorporate sufficient information to enable both the significance of the assets and the impact of change to be understood (paragraph 1.15).

2.29. In respect of potential development impacts upon the setting of historic assets, TAN24, at paragraph 1.25, states that:

The setting of an historic asset includes the surroundings in which it is understood, experienced, and appreciated embracing present and past relationships to the surrounding landscape. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. Setting is not a historic asset in its own right but has value derived from how different elements may contribute to the significance of a historic asset.

2.30. For any development within the setting of a historic assets TAN24 (paragraph 1.26) indicates that some of the factors to consider and weigh in an assessment should include:

- *The significance of the asset and the contribution the setting makes to that significance*
- *The prominence of the historic asset*
- *The expected lifespan of the proposed development.*
- *The extent of tree cover and its likely longevity*
- *Non-visual factors affecting the setting of the historic asset, such as Noise.*

Cadw: The Setting of Historic Assets in Wales (2017)

2.31. Guidance on the assessment of impacts upon the setting of historic assets is provided in best practice guidance, the Setting of Historic Assets in Wales (2017) produced by Cadw. This sets out a staged methodology for the assessment of development impacts within the setting of historic assets. These stages comprise:

Stage 1:

Identify the historic assets that might be affected by a proposed development change.

Stage 2:

Define and analyse the settings to understand how they contribute to the significance of the historic assets and, in particular, the ways in which the assets are understood, appreciated and experienced.

Stage 3:

Evaluate the potential impact of a proposed change or development on that significance.

Stage 4:

If necessary, consider options to mitigate or improve the potential impact of a proposed change or development on that significance.

- 2.32. This staged methodology, which encourages a narrative approach to assessment, is adopted in assessing impacts upon built historic assets within this Paper.

3. Consultations

3.1. In the case of this application, we have not undertaken a detailed Screening or Scoping Opinion Request to the Council. On this basis, Spawforths has sought to confirm with the Council by letter the information to be provided in the Environmental Statement, in accordance with Part 4 (13) of the EIA Regulations, to ensure the scope of the technical chapters and the methodology for assessing the significance of effects is robust. To enable the Council to consider this Spawforths enclosed the following plans and information:

- A Location Plan identifying “The Land”;
- A description of the nature and purpose of the development including a Character Area Plan;
- Topic/Technical Chapters of the ES based on the issues to be assessed; Methodology for the Assessment of Significant Effects in accordance with EIA Regulations;
- The cumulative impacts to be considered.

3.2. The Council subsequently confirmed that they accepted this approach and methodology including the range of environmental issues against which the proposals should be assessed as part of the Environmental Impact Assessment process; a copy of the Council letter confirming this is attached at Appendix 14 of the Part 1 Report of this ES.

3.3. Whilst a formal scoping opinion was not undertaken during the course of the preparation of the Cultural Heritage ES Technical Paper, the following statutory consultees have been consulted:

- Clwyd-Powys Archaeological Trust (CPAT);
- CPAT development control archaeologist; and
- Historic Environment Service (Cadw).

Theme / Issue	Date	Consultee	Method	Summary of Discussion	Outcome / Output
Council Pre-application meeting	9th August 2021	Chris Rees-Jones – Flintshire County Council (FCC) Conservation Officer	Teams meeting	<p>Jim MacQueen (BWB Consulting) confirmed the scope of the Cultural Heritage ES Paper confirming that there will be a number of new archaeological and built heritage assets which will be assessed in addition to those previously considered as part of the assessment undertaken on the Pochin Goodman land. Chris Rees-Jones – FCC Conservation Officer confirmed that the scope of assessment was acceptable although he would like to ensure that the LVIA and Cultural Heritage Paper considers certain viewpoints which might have an impact on the setting of the adjacent heritage assets.</p>	BWB to liaise with Landscape architect where appropriate.
Archaeology	13 th August 2021	Mark Walters (Development Control Officer, Clwyd-Powys Archaeological Trust)	Phone Call	<p>Jim MacQueen and Mark Walters discussed the archaeological potential of the site. It was agreed that a geophysical survey of the site be undertaken in the first instance to identify any occupation/ settlement activity associated with the Roman artefacts found within the south-eastern part of the site.</p> <p>The pillboxes in close proximity to the site were discussed. Mark Walters outlined that detailed building recording of them has previously taken place.</p>	BWB commission a geophysical survey and agree the methodology through the provision of a specification.

Table 9.1: Summary of Consultations and Discussions

4. Methodology and Approach

- 4.1. The assessment has been undertaken in accordance with Planning Policy Wales, Edition 11, Chapter 6, Distinctive and Natural Places; The Historic Environment and the Standard and Guidance for Historic Environment Desk-Based Assessment published by the Chartered Institute for Archaeologists (CIfA 2014). Regard has also been had to relevant policy and guidance contained within the adopted Flintshire UDP, TAN24, Conservation Principles and Cadw guidance on the assessment of impacts upon the setting of historic assets.
- 4.2. The method used for assessing the potential effects of the Proposed Development on the heritage receptors conform to the regulatory framework set out in the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017. It considers the importance (significance) of each feature, and the likely impact (without mitigation) of the Proposed Development upon them, in order to appraise the potential effects of the Proposed Development (Significance of Effects).

Study Area

- 4.3. The search area used for this assessment was defined by a 1km buffer which extends around the Application Site. Designated assets beyond this were also considered where relevant to this Technical Paper. All assets identified have been assessed to fully determine the baseline conditions. A number of depositories were consulted during the preparation of the assessment including:
- Clwyd-Powys Regional Historic Environment Record (HER);
 - National Historic Assets of Wales;
 - Cadw and Local Planning Authority information for designated and non-designated sites;
 - Flintshire Record Office (Archives);
 - The Portable Antiquities Scheme (PAS) database;
 - Historic mapping including early Ordnance Survey maps; and
 - Appropriate documentary sources and archaeological journals.

- 4.4. The locations of the non-designated heritage assets detailed in Figure 9.1 was provided by the Clwyd-Powys Regional Historic Environment Record in points, polygons and linear form from their GIS Datasets. The reference number allocated to this data is **E6665**.
- 4.5. The assessment was supplemented by a site visit which assessed the proposed Site and the surrounding area and landscape to confirm and enhance the baseline assessment.

Receptors

- 4.6. The table below details the importance of the assets found within the site and study area. The importance (significance) of heritage assets is determined by professional judgement, guided by statutory and non-statutory designations, national and local policies, and archaeological research agendas. This list is, therefore, not definitive as some assets may exhibit qualities greater than their designation. In addition, the importance of some assets may be enhanced by their group value.

Designation	Receptors
International	None
National	None
Regional	Grade II Listed Office Building, Corus Steelworks (John Summers Headquarters Building) Grade II Listed Former Office Buildings, Shotton Steelworks Grade II Registered Parks and Garden Headquarters Buildings Garden and Forecourt Grade II Listed Queensferry, bascule bridge Grade II Listed Hawarden Bridge Grade II Listed Ferry Bank Farm Grade II Listed Old Marsh Farm Grade II Listed West Pair of Aircraft Hangers Grade II Listed South Pair of Aircraft Hangers Grade II Listed North Pair of Aircraft Hangers RAF Sealand, South Camp, Battle Headquarters RAF Sealand, North Camp, Geotechnical House – military headquarters (no longer extant) Queensferry (South Shotwick) Aircraft Acceptance Park, flying field (North) Shotwick Training Depot, flying field

County	Pilboxes (North) Shotwick Training Depot buildings (no longer extant) RAF Sealand, North Camp, buildings (no longer extant) RAF Sealand, South Camp, buildings (no longer extant) Queensferry (South Shotwick) Aircraft Acceptance Park, compass platform RAF Sealand aircraft railway crossings Sealand Rifle Range Sealand, Garden City, Welsh Road, St Andrew's Church Queensferry Hall, Garden Deeside, Garden City, Welsh Road, United Reformed Church Hawarden Bridge Steel Works / Shotton Steelworks Hawarden Bridge Iron Works Victoria Jubilee Bridge Aston Colliery tramway Queensferry Shipyard I
Borough / District	Sealand Bank Farm (Monument, no longer present) Dee Cottage farm Marsh Farm Old Marsh Farm Sealand, Garden City Queensferry Bridge Abutments Aston Railway Sealand railway station Hawarden Bridge railway station Landing stages and quays Queensferry jetty Ferry Inn Shotwick Embankment III Lower Kings Ferry Welsh Road milestone
Local/Neighbourhood	Marsh Farm well Sealand Bank Farm well Queen's Ferry Hotel, tank Birkenhead Junction, pavilion buildings Sealand, Stone Cottages Roman Brooch Roman Coin Roman Mount

Table 9.2: Receptors

Environmental Impacts

- 4.7. Once a level of importance has been assigned, the magnitude of impact from the development is assessed. Potential impacts are defined as a change resulting from the Proposed Development which affects a heritage asset. These impacts are considered in terms of being either adverse or beneficial and in terms of being direct, indirect or cumulative, constructional or operational. The assessment of impact will include consideration of a heritage asset's setting which will vary from case to case and cannot be generically defined. The magnitude of impact is assessed without reference to the sensitivity of the resource.
- 4.8. The following table details the criteria used to judge the impact (without mitigation) upon the receptors from proposed developments.

Magnitude	Environmental Impact
Major	Change to the whole asset or its setting, such that the resource is totally altered
Moderate	Change to most key elements of an asset or its setting, such that the resource is altered.
Minor	Changes to many key elements of an asset or its setting, such that the resource is clearly modified.
Negligible	Changes to key elements, such that the asset or its setting is slightly altered.
Neutral	Very minor changes to elements.

Table 9.3: Environmental Impacts

Significance of Effects

- 4.9. The significance of effect is determined using the significance matrix in Section 6 of the Environmental Statement Part I Report. This identifies the receptor level across the top of the matrix and the magnitude of environmental impact down the side and where they meet within the matrix identifies the significance of the effect.
- 4.10. The magnitude of impact will be cross-referenced with the importance of the asset in order to categorise the effect that is likely to result from the Proposed Development. A significant effect is classed as anything moderate and above.
- 4.11. Following the categorisation of effects using this methodology, further consideration of whether an effect is significant and requires mitigation is carried out using professional judgement. Account is taken of whether effects are considered to be positive or negative, permanent or temporary, direct or indirect, the duration and frequency of the effect and whether any secondary effects are caused.
- 4.12. Following the initial assessment of effects, mitigation may be considered to reduce the significance of any adverse effects. Mitigation is used to reduce or compensate for any adverse effects or to enhance positive effects. Re-assessing impact effects after mitigation allows the residual effect of an impact to be determined.
- 4.13. The significance of effect is determined using the significance matrix in Section 6 of the Environmental Statement Part I Report. This identifies the receptor level across the top of the matrix and the environmental impact down the west side of it.

Impact Prediction Confidence

- 4.14. It is also of value to attribute a level of confidence by which the predicted impact has been assessed. The criteria for these definitions are set out below:

Confidence Level	Description
High	The predicted impact is either certain i.e. a direct impact, or believed to be very likely to occur, based on reliable information or previous experience.
Low	The predicted impact and its levels are best estimates, generally derived from first principles of relevant theory and experience of the assessor. More information may be needed to improve confidence levels.

Table 9.4: Confidence Levels

5. Baseline Information

- 5.1. The baseline section details the heritage background to the application site and surrounding area. It incorporates an assessment of the historical development of the wider area from various sources including historic maps and aerial photographs. Where sites, find spots, or areas of interest are present, these are numbered and referred to in the text in bold and illustrated on Figures 9.1- 9.3, and assessed in this chapter, where relevant.
- 5.2. The baseline assessment examined the available sources to assess the heritage potential within the Site.
- 5.3. The Clywd-Powys Historic Environment Record (HER) has identified a number of archaeological sites and findspots within the area. These have either been recorded through aerial photographs, evaluation/mitigation or through chance discoveries or from historic records including Ordnance Survey maps and published and unpublished secondary source.

Statutory and non-statutory designations

- 5.4. No currently recorded designated historic assets fall within the site extent. Within the Study Area 10 designated assets are recorded. These include, to the south west of the site, the Grade II listed John Summers Headquarters Building – Former Corus Offices (**85247**) and later Former Office Buildings, Shotton Steelworks (**87629**). The former gardens of the Headquarters (**PGW (C) 77(FLT), 120865**) are included on the Cadw/ICOMOS Register of Landscapes, Parks and Gardens of Special Interest. A number of designated assets are identified at the edge of the Study Area. These include Ferry Bank Farm (**85249**), a Grade II listed building at the edge of the Study Area to the south east of the site and A494 and the North Pair of Aircraft Hangers (**24541**) to the north east. The latter forms part of an associated group of 3 pairs of First World War aircraft hangers (**24540, 24539**). These assets are included within the assessment set out below.
- 5.5. Other designated assets falling outside of the Study Area are located within the built-up area of Shotton to the south east. No development effects, given distancing and intervening built and landscape form, upon these assets are assessed.

- 5.6. The assessment has identified six non-designated historic assets within the Application Site and several others that lie within close proximity to it. The Site lies within the former aircraft acceptance park/flying field for RFC South.
- 5.7. On the site's western boundary lies a damaged embankment for flood defence constructed in 1833 (**34234**). Finally, a Roman brooch (**LVPL-0A04E2**), coin (**LVPL-IEA3BE**) and mount (**LVPL-IEE586**) were found in the eastern corner of the site in 2016.
- 5.8. Assets recorded in close proximity to the Site a damaged pillbox (**I23655**) c.35m to its south, a damaged structure believed to have been the battle headquarters for RAF Sealand (**I23543**) c.40m to its west and the site of a hangar constructed in c.1915 approximately 100m to its east.
- 5.9. A number of other assets are recorded within the 1km study area which are identified on Figures 9.1 - 9.3 and included in Appendix 9.1. These include 121 sites recorded on the HER database and 14 archaeological events.

Scheduled Monuments

- 5.10. There are no Scheduled Monument within the search area, the nearest are all located to the south of the Site and include Ewloe Castle (**FL002**), 3.5km to the south-west, Trueman's Hill motte (**FLO030**) and Hawarden Castle (**FLO16**) both located with Hawarden 3km to the south.
- 5.11. All three monuments are medieval castles and fortifications with Elowe built around 1257 by Llywelyn ap Gruffudd, Trueman's Hill forms the remains of a medieval motte and Hawarden Castle consists of a masonry castle built upon an earlier motte and bailey castle. The earlier castle was constructed by Hugh, Earl of Chester, with the masonry elements dating from c.1297.
- 5.12. No impacts are identified upon these Scheduled Monuments.

Registered Historic Parks and Gardens

- 5.13. To the west of the Site is the former office complex for the Shotton Steelworks part of which comprised the former recreational outdoor space/ garden for the office workers (**PGW (C)**)

77(FLT), 120865) which was laid out in the 1950s. This is completely overgrown and bears little reflection to its previous use which is due to its dilapidated and overgrown nature. The asset is included on the Cadw/ICOMOS Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales which suggests that it was designed, in part, by the landscape designer Sylvia Crowe.

5.14. In research undertaken by Peter de Figueiredo in 2017 (Proposed Demolition of 2 Buildings, Former Corus Offices, Shotton Point, Shotton, Deeside, CH5 1PY: Supplementary Heritage Statement) demonstrates that the recreational garden designated by Cadw is unlikely to have been designed by either Sylvia Crowe or Brenda Colvin. Colvin, a noted landscape architect and founder of the Landscape Institute, was cited by Cadw as the possible designer following indications that the garden was not attributable to Crowe.

5.15. Peter de Figueiredo's research confirmed that the layout of the access road, the visitor's car park and the grassed forecourt to the south-west of the two linked office buildings were designed by Brenda Colvin and constructed in 1958. The scheme also included a courtyard to the extension to the John Summers building which has since been demolished and a scheme for extensive tree planting across the steelworks site.

5.16. In conclusion de Figueiredo states that:

"Whilst it is now accepted by all parties that the existence of the garden influenced the layout of the two listed buildings, the claim made in the register entry that the garden and forecourt were designed to complement the office buildings around the forecourt is incorrect, since the garden was earlier, and was a different project from the forecourt."

Also:

"..... the association of the access road, car park and forecourt with Brenda Colvin gives that element of the landscape a slightly higher status. Conversely the absence of a designer for the garden reduces its value."

Listed Buildings and Conservation Areas

5.17. Located to the west of the Site is the former office complex for the Shotton Steelworks within which are a number of Designated Historic Assets. Prominent within this group is the Grade II Listed, former John Summers headquarters, recorded as the Office Building, Corus Steelworks, **(85247)**. Associated with this is a pair of linked office and support buildings constructed in the modernist style in around 1950, recorded as Former Office Buildings, Shotton Steelworks **(87629)** which are also designated at Grade II. Within this group are two buildings identified by the Council as 'Buildings of Local Interest' holding a degree of architectural or historic value in the local context. These comprise a two-storey former laboratory and office building constructed during the 1930s and a single-storey garage and boiler house dating to the 1950s. A number of these receptors were built in the 1950s. Currently some of the buildings are in a poor state, although it is acknowledged that The Enbarr Foundation (a non-profit community organisation) have taken on the Grade II Listed John Summers building with a plan to renovate it.

5.18. A number of other listed assets have been recorded within the Study Area and are listed in Table 9.5.

Reference	Name	Designation
85247	Office Building, Corus Steelworks (John Summers Headquarters Building)	Grade II Listed Building
87629	Former Office Buildings, Shotton Steelworks	Grade II Listed Building
PGW (C) 77(FLT), 120865	Headquarters Buildings Garden and Forecourt	Grade II Listed Registered Parks and Gardens
85250, 84399	Hawarden Bridge (Listed in Shotton and Sealand)	Grade II Listed Building
85251, 84433	Queensferry, bascule bridge (Listed in Shotton and Queensferry)	Grade II Listed Building
85249	Ferry Bank Farm	Grade II Listed Building
85248	Old Marsh Farm	Grade II Listed Building
24539	West Pair of Aircraft Hangers	Grade II Listed Building
24540	South Pair of Aircraft Hangers	Grade II Listed Building
24541	North Pair of Aircraft Hangers	Grade II Listed Building

Table 9.5: Designated Assets

Non-designated Assets and Sites within the Study Area

5.19. A total of 121 non-designated assets or recorded sites have been identified within the Study Area. A number of heritage assets lie within the wider study area around the Site including bridges, farms, WWII remains and the site of a 20th-century airfield and its defences, agricultural buildings, and local transport infrastructure. These have been catalogued below:

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
132227	(North) Shotwick Training Depot, compass platform	Compass platform	20 th century
121039	(North) Shotwick Training Depot, flying field	Military airfield	20 th century
24539	(North) Shotwick Training Depot, hangar II	Hangar	20 th century
24540	(North) Shotwick Training Depot, hangar III	Hangar	20 th century
132226	(North) Shotwick Training Depot, machine gun range	Firing range	20 th century
44420	(North) Shotwick Training Depot/RAF Sealand, North Camp	Military airfield	20 th century
120990	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 13	Office	20 th century
121005	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 18	Guardhouse	20 th century
121007	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 4/45	Shed	20 th century
121003	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 5/51	Storehouse	20 th century
120991	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 57	Lubricant and inflammable store	20 th century
121009	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 6/38	Power station	20 th century
121002	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 7/Unit 19, Jaguar House	Carpenters workshop	20 th century
121008	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 8/37	Metal workers workshop	20 th century
121011	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 9/33	Garage	20 th century
121010	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 9/34	Garage	20 th century
87848	Aston Colliery tramway	Tramway	19 th century
83028	Aston Quay landing stage I	Landing stage	19 th century
83029	Aston Quay landing stage III	Landing stage	19 th century
37789	Aston Railway	Railway	18 th – 19 th century

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
126505	Birkenhead Junction, pavilion	Pavilion	19 th century
126506	Birkenhead Junction, pavilion building I	Pavilion	19 th century
126507	Birkenhead Junction, pavilion building II	Pavilion	19 th century
121200	Blue Bridge pillbox	Pillbox	20 th century
59401	Corus Steelworks, office building	Office	20 th century
178125	Dee Cottage farm	Farm	Post-medieval
180497	Dee Cottage farm, farm building	Farm building	Post-medieval
132735	Deeside, Garden City, Welsh Road, United Reformed Church	Chapel	20 th century
83026	Ferry Inn	Public House	Post-medieval
34247	Garden City Landing Stage	Landing stage	19 th century
59406	Hawarden Bridge	Bridge	19 th century
59400	Hawarden Bridge	Bridge	19 th century
132486	Hawarden Bridge Iron Works	Iron works	19 th century
34257	Hawarden Bridge Pillbox I	Pillbox	20 th century
1001742	Hawarden Bridge railway station	Railway station	20 th century
132487	Hawarden Bridge Steel Works / Shotton Steelworks	Steel works	20 th century
34243	Lower Kings Ferry	Ferry crossing	Post-medieval
178126	Marsh Farm	Farm	Post-medieval
39758	Marsh Farm well	Well	Post-medieval
180522	Marsh Farm, farm building	Farm building	Post-medieval
59402	Old Marsh Farm	House	19 th century
121199	Queen's Ferry Hotel, tank	Storage tank	19 th – 20 th century
132228	Queensferry (South Shotwick) Aircraft Acceptance Park, compass platform	Compass platform	20 th century
121040	Queensferry (South Shotwick) Aircraft Acceptance Park, flying field	Military airfield	20 th century
44421	Queensferry (South Shotwick) Aircraft Acceptance Park/RAF Sealand, South Camp	Military airfield	20 th century
70825	Queensferry Airfield	Airfield	20 th century
24541	Queensferry Airfield, hangar	Hangar	20 th century
34268	Queensferry Bridge NE Abutment	Bridge	19 th century
34267	Queensferry Bridge SW Abutment	Bridge	19 th century
1001744	Queensferry Hall, garden	Garden	19 th century
87850	Queensferry jetty	Jetty	19 th century
87851	Queensferry landing stage II	Landing stage	19 th century
34256	Queensferry Pillbox	Pillbox	20 th century
34241	Queensferry Quay	Quay	19 th – 20 th century
83055	Queensferry Quay landing stage	Landing stage	19 th century

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
39811	Queensferry Shipyard I	Shipyard	18 th century
59397	Queensferry, bascule bridge	Bridge	20 th century
37875	RAF Sealand	Military airfield	20 th century
121196	RAF Sealand aircraft railway crossing	Level crossing	20 th century
129634	RAF Sealand railway crossing	Level crossing	20 th century
120997	RAF Sealand, North Camp, Building 17/35	Parachute store	20 th century
121013	RAF Sealand, North Camp, Building 19	Armoury	20 th century
121001	RAF Sealand, North Camp, Building 22	Workshop	20 th century
121014	RAF Sealand, North Camp, Building 243	Office	20 th century
121012	RAF Sealand, North Camp, Building 32	Test house	20 th century
121004	RAF Sealand, North Camp, Building 50	Canteen	20 th century
120996	RAF Sealand, North Camp, Building 52	Barracks	20 th century
120994	RAF Sealand, North Camp, Building 53	Barracks	20 th century
120995	RAF Sealand, North Camp, Building 54	Barracks	20 th century
120993	RAF Sealand, North Camp, Building 55	Barracks	20 th century
120992	RAF Sealand, North Camp, Building 56	Barracks	20 th century
121000	RAF Sealand, North Camp, building I	Shed	20 th century
121006	RAF Sealand, North Camp, building II	Latrine	20 th century
120998	RAF Sealand, North Camp, Geotechnical House (No 23/18)	Military headquarters	20 th century
85248	RAF Sealand, North Camp, hangar I	Hangar	20 th century
120999	RAF Sealand, North Camp, Hydroponic Corp (No 20)	Storehouse	20 th century
120857	RAF Sealand, perimeter track	Perimeter track	20 th century
121203	RAF Sealand, pillbox (sanger) I	Pillbox	20 th century
121205	RAF Sealand, pillbox (sanger) II	Pillbox	20 th century
85592	RAF Sealand, pillbox III	Pillbox	20 th century
123655	RAF Sealand, pillbox V	Pillbox	20 th century
123657	RAF Sealand, Sealand embankment, pillbox	Pillbox	20 th century
123543	RAF Sealand, South Camp, Battle Headquarters	Battle headquarters	20 th century
120787	RAF Sealand, South Camp, Building 167	Garage	20 th century
120786	RAF Sealand, South Camp, Building 60	Pump house	20 th century
120785	RAF Sealand, South Camp, Building 63	Generator house	20 th century
178123	Sealand Bank Farm	Farm	Post-medieval
39760	Sealand Bank Farm well	Well	Post-medieval
180516	Sealand Bank Farm, farm building	Farm building	Post-medieval
39759	Sealand Rifle Range	Firing range	19 th century
130865	Sealand, Garden City	Workers housing	20 th century
1001743	Sealand, Garden City, Welsh Road, St Andrew's Church	Church	Post-medieval

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
I42015	Sealand, Stone Cottages	Cottage	Post-medieval
I001740	Sealand, Welsh Road, Old Marsh Farm outbuildings	Farm building	Post-medieval
I20865	Shotton Steelworks Garden	Garden	20 th century
34263	Shotton Steelworks Landing Stage I	Landing stage	18 th – 19 th century
I23608	Shotton Steelworks, office building	Office	20 th century
34234	Shotwick Embankment III	Flood defence	19 th century
I20866	Victoria Jubilee Bridge	Bridge	19 th – 20 th century
I42014	Welsh Road Halt; Sealand railway station	Railway station	20 th century
37796	Welsh Road milestone	Milestone	Post-medieval
LVPL-0A04E2	Roman Brooch	Findspot	Roman
LVPL-1EA3BE	Roman Coin	Findspot	Roman
LVPL-1EE586	Roman Mount	Findspot	Roman

Table 9.6: Non-Designated Assets and Sites

- 5.20. In addition, two buildings of Local Interest, identified by the Council, are considered to be potentially affected by the Proposed Development. These both fall within the demise of the former Shotton steelworks building group and relate to a former office and laboratory building constructed during the 1930s and a single-storey garage and boiler house building dating to the 1930s.

Existing Baseline

- 5.21. The following section details the archaeological and historical background to the development area. The purpose of this is to provide context to the assessment of the Site.
- 5.22. The Site comprises an area of managed grassland and is relatively flat and open in character. The eastern section of the Site has been cleared as part of the wider development of the Airfields Northern Gateway scheme which was granted outline planning permission.
- 5.23. The Site currently comprises grassland which is flat with a group of trees along the north western boundary on the bank of Shotwick Brook. A hedge also runs along the western boundary. It was previously the RAF Sealand ‘South Camp’.
- 5.24. In terms of the Site geology, the Phase I Geoenvironmental Study undertaken in 2021 and appended to the Geology and Ground Conditions ES Technical Paper I confirm that BGS

records of a borehole located c. 10m southwest of the site boundary identified sand overlain by gravel. The Site is predominantly underlain by Tidal Flat Deposits – these are deposited on extensive nearly horizontal marshy land in the intertidal zone that is alternately covered and uncovered by the rise and fall of the tide. The site is relatively flat and historically is likely to have formed part of the Deeside estuary and historic boreholes in the area record significant depths of ‘sea sand’ adjacent to the site.

Archaeological Baseline and Historic Context

Prehistoric Period

- 5.25. No evidence relating to prehistoric activity is currently recorded within the site or within the study area. Prior to the reclamation of the landscape in the 18th century and the construction of the New Cut in 1737 the study area would have been a part of the tidal estuary of the River Dee (CPAT, 1997). This environment would most likely have been saltmarsh and would have been attractive to and exploited for hunting or fishing during the early prehistoric periods. Given this likely environment, it is unlikely to have been suitable for early settlement, which is more likely to have occurred along the higher, drier ground overlooking the former coastline.
- 5.26. The saltmarsh environment is believed to have formed from the Mesolithic period onwards, and it is possible that deposits dating from the earlier prehistoric periods may occur within the superficial deposit of tidal flat from the Quaternary Period across the site (British Geological Survey, 2019).
- 5.27. It was during the Iron Age, approximately 300BC, that sea levels reached their lowest point, although it is likely that the site was still within the intertidal zone of the River Dee. Potential for prehistoric archaeological remains to occur within the site is considered to be low and indeed outside of the study area, small prehistoric settlements have been recorded on surrounding higher ground at Chester (approximately 7km to the east) and Burton (approximately 8km to the north).
- 5.28. The wider area is considered to have formed part of the territory of the Deceangli tribe during the Iron Age period, although there is a dearth of evidence within the study area.

Romano British Period

- 5.29. The only recorded pieces of Roman evidence in the study area are the aforementioned findspots in the eastern corner of the site. These are a small copper alloy dolphin brooch dating to 75-175 AD (LVPL-0A04E2), a coin of Constantius II (337-61 AD) (LVPL-IEA3BE) and an incomplete copper alloy mount in the form of a bird (LVPL-IEE586).
- 5.30. Undated earthworks recorded at Queensferry 600m to the south have been interpreted by 19th-century antiquarians as the remains of a possible Roman fort, although a modern origin is thought to be more likely.
- 5.31. Settlement / occupation activity continued in the wider area in the Roman period with the excavations at Pentre Farm, Flint approximately 7km to the west of the site producing evidence for a farmstead and a sequence of Roman buildings which dated from the 1st century AD. Included within this was a bath house and bronze workshops. Found near to this site were a number of lead-smelting furnaces and a villa-type structure which could be associated with the settlement at Pentre Farm.
- 5.32. Roman activity in the region was centred on Chester (*Deva*), which was amongst the most important Roman military establishments in Britain, not least for providing the site for one of only three legionary fortresses to have had permanent occupation. The Chester fortress was established during the mid- to late AD 70s (LeQuesne 1999), although evidence from archaeological excavations (e.g. Mason 2000), and from the numismatic record, suggest at least some earlier Roman activity in Chester.
- 5.33. The presence of these remains testifies to the likely existence nearby of a Roman road between Chester and Caernarfon (66802: OA North 1999). The exact alignment of the road has not been determined, but it has been postulated to have taken a route followed by the modern A548 (Margary 1957, 348).

Medieval Period

- 5.34. Sources infer that by the medieval period the study area saw little activity other than for periodic pastoral use. As drainage of the land was undertaken in the post-medieval period the study area would have remained in the intertidal zone of the River Dee. By the 7th century, occupation and settlement activity was increasing in part attested to by the creation of villages including Shotton to the site's south.

- 5.35. From the 9th century, the Welsh coast saw influxes of Vikings from Ireland, but physical evidence is scant. There are no known remains from this period within the site or its immediate environs, and the potential for such remains to exist is considered to be low.
- 5.36. The Domesday Survey (AD 1086) records a number of settlements in the area with a number of documents referring to Shotton during the 13th century. The names 'Flint' and 'Flintshire' are referred to in sources dating to 1277 and 1284. Around this time the area became strategically important during Edward I's campaigns in North Wales (Williams, 1961) whose massive castle-building campaign gave a boost to the lead and coal-mining industries in the area, and especially during the period 1280 to 1290 (Hatcher, 1993). These industries continued to form an important element of the local economy throughout the medieval period.
- 5.37. Documents state that in the mid-13th century Roger de Montalt, justice of Chester and Lord of Mold and Hawarden Montalt, added Ewloe to his lordship, with Shotton now under the control of Ewloe Manor. Following Montalt's death in 1275, Ewloe and its lands fell into Crown ownership.

Post-medieval Period

- 5.38. By the post-medieval period agricultural activity continued in the area in part attested to by various historical documents and cartographic source. Other industries were recorded including coal mining, with coal mine shafts sunk around Shotton from the mid-16th century.
- 5.39. Between 1600 and 1650, several cottages were built in the area, on the edge of the Shotton Dee marshes, just above the high-water level. They are believed to have been the homes of fishermen and were single-storey buildings, originally with no windows, although these were added in later years. These 'Shore Cottages' had thatched roofs and consisted of only two rooms, each measuring 10ft by 12ft; the last surviving Shore Cottage was demolished around 1960 (OA North, 2007).
- 5.40. During this period the importance of the River Dee for navigation was growing, demonstrated by various schemes in the 17th century to improve it. Subsequently by 1733, an Act of Parliament was passed that allowed a new channel to be constructed through the salt marshes of the Dee Estuary. The course of the new channel consisted of a trench 8ft deep and 80ft wide, and the excavated material was used to create embankments. In April 1737, the River

Dee New Cut was completed, and immediately acted as a catalyst for the industrial development of the area, and new settlements such as Saltney, Sandycroft, Connah's Quay and Greenfield became established (OA North, 2007).

- 5.41. The continued dredging of the cut led to c. 2,000 acres of land becoming available for reclamation by 1744. Subsequently this led to the formation of the River Dee Company in 1740 who reclaimed large areas of land between the mid-18th-century and 1916. The task of reclaiming the land to the east of the canal was done by slowly pushing the sea back up the estuary and building banks from the new cut to the Chester side to reclaim the new land. These banks are known as polders such as the Shotwick Embankment on the site's western boundary (**34234**).
- 5.42. Queensferry shipyard, c.800m to the south of the site, developed after the construction of New Cut in 1737 (**39811**), a later yard was founded in 1908 by Abdela and Mitchell. Around 1885 Smith and Co. started building small iron vessels and barges on a site 250m west of the ferry, later moving to a site adjacent to the small inlet further to the east.
- 5.43. The reclamation of the land prompted new farms to be built. Sealand Bank Farm (**178123**), which lay approximately 330m to the south of the site, may possibly have been one of these farms.
- 5.44. The cutting of the channel led to the establishment of a number of industries in the period. Improvements in other modes of transport were the catalyst for further growth including the development of the Shotton Steelworks (**120865**, **123608**, **87629**) and the Hawarden Bridge Steel Works (**132487**) in the west of the study area, the latter of which was established by John Summers and Sons in 1896. The river was accessed by a number of landing stages, quays and jetties, such as the ones at Aston Quay (**83028**, **83029**), Garden City (**34247**), Queensferry (**87850**, **87851**, **83055** and **34241**) and Shotton (**34263**). The site of Lower Kings Ferry, 850m to the south-east of the site is recorded but there is no trace of the slipway or jetty (**34243**).
- 5.45. The site of Ferry Inn, a 19th-century public house, 800m to the south of the site was demolished when a modern bridge and flyover were constructed (**83026**). A concrete water tank, associated with the Queen's Ferry Hotel was initially thought to be a pillbox (**121199**).

- 5.46. A garden is depicted on 1899 OS map, 500m to the south of the Site. Its main elements on that map include a carriage drive, greenhouses, pond, parterres, fountain, sundial, possible flower beds, walk, orchard, folly, and conservatory (**1001744**).
- 5.47. The mid-19th-century saw an increase in rail traffic and better connections between Shotton and Chester and the north of England were established. There are two railway stations recorded in the study area. These are Hawarden Bridge Station, 750m to the west of the site (**1001742**) which is still open, and Sealand railway station, 800m to the north east of the site (**142014**). A tramway is shown 850m to the south of the Site on the 1871 OS map (**87848**), although there was no trace of the tramway visible on a site walkover in 1980.
- 5.48. The former Great Central Railway, subsequently the London & North Eastern Railway, to the immediate north of the site is now occupied by a cycle path, the Chester Millennium Greenway.
- 5.49. The Victoria Jubilee Bridge across the River Dee was constructed in 1899 but which within twenty years had insufficient capacity for the rapidly increasing volume of traffic. The bridge was replaced in 1924, although its stone abutments survive next to its replacement, 800m to the south of the site (**120866**).
- 5.50. By 1909, the Shotton Steelworks (**132487**) was the largest manufacturer of galvanised steel in the country, and probably the largest manufacturer of steel nail strips and sheets. The site then occupied 60 acres, and 10,000 acres of marshland had been purchased. Looking across the Dee from Shotton, the factory had the appearance of a town of small factories, and there were 26 tall chimney stacks. The workforce had reached 3000, and the weekly wage bill was £6000. The capacity of the factory was 160,000 tons of steel per annum. By 1915 output had increased to 240,000 tons, and a second steel plant was under construction. At its peak the works employed more than 13,000. In 1967 the steel industry was nationalized again and the Shotton Works became part of the Summers Division of the Scottish and Northwest Group of the British Steel Corporation (Chakravarty, 1981).
- 5.51. A new housing estate, Garden City, was built to the south east of the site and finished in 1915. The estate was served by the Garden City Congregational Chapel built in 1915 in the Arts and Crafts style with a gable-entry plan (**132735**). The church, recorded approximately 620m south-east of the site, appears to have been demolished as it is not recorded on historic Ordnance Survey maps; alternatively its location may have been incorrectly plotted.

- 5.52. RAF Sealand originated in 1914 as a small aerodrome and flying school, which was known originally as Queensferry Airfield. It was established by Thomas Dutton, an engineer from Sandycroft Engineering Works, who obtained a small area of grassland on the edge of the Dee estuary, incorporating the Application Site, and began a small flying school, constructing the machines on site. The aerodrome comprised a single timber shed to house about four aircraft, and this was raised on small piers and was accessible by means of a ramp in order to keep the building free from flood water (Ferguson, 1978).
- 5.53. The airfield was taken over by the Royal Flying Corps in November 1917 for the training of pilots, and became known as RFC South Shotwick (Pratt and Grant, 1998). The land to the south of the railway line, on what became known as the South Camp (**I23543**), was developed as an Aircraft Acceptance Park (**I21040**) and the northern field (now referred to as the East Camp) was home to aircraft such as Sopwith Pups, Camels, and Avro 504s. The three listed aircraft hangars on the eastern periphery of the study area (**24539**, **24540**, **24541**) were built in 1918 in the North Camp and could each accommodated up to 30 small aircraft.
- 5.54. The site continued in this use during the inter-war period and was expanded as the RAF requisitioned 224 acres of land on both sides of the railway at Old and New Marsh Farm. It was renamed RAF Sealand in 1924 to avoid confusion with another RAF field in Lincolnshire called Scopwick (Pratt and Grant, 1998). The site was remodeled in 1927 to provide improved accommodation for its growing population, and new buildings replaced those of timber. More buildings were erected in 1938, which were constructed to a standard RAF design, and included pill boxes (**I21200**, **34257**, **34258**, **34256** and **I23655**) barrack blocks, officer and sergeant's mess, sick quarters, and station headquarters.
- 5.55. Two aircraft railway crossings were present at this time approximately 320m and 700m to the north east of the site respectively (**I21196**, **I29634**). These allowed aircraft from the South Camp to use the North Camp runway, and sections of tarmac and crossing barriers are still present at the former.
- 5.56. RAF Sealand sustained an air raid in August 1940, which resulted in some bomb damage to the barrack blocks. In 1951, the airfield was taken over by the United States Air Force, who used it as a supply and storage base until 1957, when it was returned to the RAF. In 1966, the western side of the airfield site was sold to become the Deeside Industrial Park, and Sealand became a centre for repair and replacement for the whole of the RAF (Ferguson, 1978). In 2006, in response to a round of defense cuts announced in 2004, a decision was taken to cease

operations at RAF Sealand. Following a long period of dis-use, the buildings in the South camp were demolished in 2011. Sealand's ranges are still used for shooting, where cadets from the services come to either compete or practice shooting. The former military buildings at South Camp, to the east of the Site, have been demolished although were briefly assessed prior to their demolition.

Archaeological Survey

- 5.57. Fourteen archaeological events have been recorded in the study area including watching briefs, desk-based assessments, building recordings and evaluations. These are listed in Table 9.7 below and have been assessed as part of the Cultural Heritage ES Technical Paper to aid in the assessment of the site's archaeological potential.
- 5.58. In 1992 a desk-based assessment, a walk-over survey and an archaeological evaluation were undertaken on land approximately 950m to the south east of the site (**57911, 57912, 23605**). No archaeological features were identified.
- 5.59. A watching brief was carried out along the A494 c.900m to the east of the site in 2003 (**106569**). Little of archaeological significance was identified aside from the remains of a mid-19th century sandstone trackway and an articulated horse skeleton predating the mid-18th century.
- 5.60. A photographic survey was undertaken in 2005 (**129101**) for two aircraft hangars on the eastern periphery of the study area ahead of development. Photographic surveys were also undertaken for hangars c.750m to the north east of the site in 2010 (**129460, 129461**) and for the United Reformed Church (**129564**) and Church Hall (**129575**) c.740m to the south of the site in 2013 and 2014 respectively.
- 5.61. In 2011 a desk-based assessment of the former RAF Sealand site was undertaken as part of an Environmental Impact Assessment for a Proposed Development approximately 500m to the east of the site (**142008, 123640**). Several historic buildings, features and structures were identified on the land and in the surrounding area.
- 5.62. A historic building survey was carried out in 2017 (**169310**) in advance of development for three pillboxes at the former RAF Sealand airfield prior to their demolition. The pillboxes are located 35m to the south of the site (**123655**), 750m to the east (**121203**) and 740m to the

east (**121205**). They were erected in 1940 after the evacuation of British forces at Dunkirk and in response to the threat of invasion from Nazi Germany.

- 5.63. In 2018 a geophysical survey was carried out on land to the immediate east of the site (**166924**) which identified no anomalies of possible or probable archaeological character, with the features that were identified mostly reflecting agricultural activity. Several isolated and undetermined points showed strong positive responses, and 20 evaluation trenches were excavated here in September 2020 to try and identify whether there were any surviving remains of buildings formerly associated with the South Camp of RAF Sealand and Dutton's Flying School (**166865**). Aside from a patch of gravel hardcore and an area containing a posthole and ferrous debris in the east, no archaeological structures, deposits or artefactual evidence was identified.

HER Reference	Archaeological Intervention	Grid Reference
23605	A459 / A550 Deeside Park to Drome Corner, assessment 1992	SJ 33 69
57911	A459 / A550 Deeside Park to Drome Corner, desktop study 1992	SJ 33 69
57912	A459 / A550 Deeside Park to Drome Corner, walk-over survey 1992	SJ 33 69
106569	A494/A550 Deeside to Drome Corner road improvement scheme, watching brief 2003	SJ 33342 69760
129460	Deeside, Deeside Industrial Estate Unit 26 TJ's Skip Hire, 2010	SJ 33145 70156
129461	Deeside, Deeside Industrial Estate Unit 26 TJ's Skip Hire, 2010	SJ 33149 70149
129564	Deeside, Garden City, Welsh Road, United Reformed Church, 2013	SJ 32431 68875
129575	Garden City, Welsh Road, Church Hall, 2014	SJ 32431 68875
169310	Northern Gateway Development, RAF Sealand, Flintshire: Historic Building Survey, 2017	SJ 32297 69670
142008	Queensferry (South Shotwick) Aircraft Acceptance Park/RAF Sealand, South Camp, desk-based assessment 2011	SJ 32990 69830
123640	Queensferry (South Shotwick) Aircraft Acceptance Park/RAF Sealand, South Camp, environmental impact assessment 2011	SJ 32990 69830
129101	Sealand, Deeside Industrial Estate, Hangars No 12 & 13, 2005	SJ 33361 70191

HER Reference	Archaeological Intervention	Grid Reference
166865	Sealand, Welsh Road, RAF Sealand, south camp, evaluation, 2020	SJ 32490 69920
166924	Sealand, Welsh Road, RAF Sealand, south camp, geophysical survey, 2018	SJ 32490 69920

Table 9.7: Archaeological Interventions Recorded within the study area.

- 5.64. Archaeological surveys and works along the River Dee have predominantly tended to focus upon the remains dating to the post-medieval period. This included the transport infrastructure that would have fronted onto the River Dee, former housing and also the defensive infrastructures from World War Two such as the defended areas around RAF Sealand.
- 5.65. The lack of earlier periods is most likely to be the result of River Dee and the marshy nature of the land that site occupies.

Historic Landscape Characterisation

- 5.66. In Wales, LANDMAP is the formally adopted methodology for landscape assessment and is advocated by Planning Policy Wales. LANDMAP comprises five spatial datasets of information known as the Geological Landscape, Landscape Habitats, Visual & Sensory, Historic Landscape and Cultural Landscape.
- 5.67. Under the Landmap definitions for Wales the site itself is in the following landscape character areas:
- Historic landscape – FLNTHL743 – Shotton Mills; and
 - Cultural Landscape – FLNTCL007 – Shotton industrial complex.
- 5.68. The immediate landscape character for the site itself is predominantly agricultural land comprising a single field, absent internal boundaries, and open to the north, south and east. The former Shotton Steelworks building group is to south-west and consists of large abandoned brick buildings, overgrown, unmanaged landscape (including registered garden) and associated parking and road network.

- 5.69. Although now largely removed a former historical landscape is also considered to be relevant to this work. This forms part of the former RAF Sealand and the defensive infrastructure and landscape that would have existed around this former asset. The outlying pillboxes would have formed a network of defenses that would have been integrated and interdependent upon each other. Although largely removed, with the loss of the airfield and most of its infrastructure the pillboxes retain part of the former, albeit short lived, character of the area during the 20th century.
- 5.70. A map regression exercise has been completed for this Site. The earliest map reviewed is Charles Greenwood's Map of the north east circuit of the principality of Wales of 1834 (Figure 9.4). The Dee Estuary and *The Bog Sands* are shown to the immediate north west of the site, and the lines of embankments and flood defences can be seen in and around the site. The embankment to the west of the site is Shotwick Embankment (**34234**), which was constructed in 1833. Another embankment passed through the site with a north west-south east alignment.
- 5.71. The 1871 6-inch Ordnance Survey (OS) plan (Figure 9.5) shows the site in greater detail. Again, marshland is shown to the immediate west of the site and embankments lined its western and northern boundaries. The embankment is again shown passing through the site along with two field boundaries. Otherwise, the site appears to have been empty. Aside from the Rifle Range (**39759**) to the north and Sealand Bank Farm (**178123**) to the south, the land surrounding the site also appears to have been largely empty.
- 5.72. The 1900 6-inch OS plan (Figure 9.6) shows considerable change to the west of the site, as much of the former marshland had been reclaimed and built on. The Hawarden Bridge Iron Works (**132486**) and the Great Central Railway had both been built on this land, the latter of which now formed the site's northern boundary. Buildings appear on this map to the north of the site beyond the railway which are labelled *Marsh Farm* on later editions. Nothing appears to have changed within the site itself.
- 5.73. Little appears to have changed by the time the 1914 6-inch OS plan (Figure 9.7) was published, although a *Sheepwash* is labelled to the site's east suggesting an agricultural use of the land. Two buildings labelled *Summerfield* are shown approximately 150m to the east of the site, which were possibly later used by Thomas Dutton as part of his flying school (see above). Hawarden Bridge Steel Works to the south west of the site had expanded considerably.

- 5.74. The 1938 6-inch OS plan (Figure 9.8) shows beginning of construction of the Garden City housing estate to the south east of the site.
- 5.75. An aerial photograph of the site taken in 1945 (Figure 9.9) shows the extent of the South Camp of RAF Sealand to the east of the site as well as the aircraft railway crossing (**121196**) which provided access to the North Camp runways. No field boundaries can be seen within the site itself, which appears to have been empty.

6. Alternatives Considered

- 6.1. A series of alternatives has been considered as part of the evolution of the proposed scheme which is set out in the ES Part I Report. The evolution of the scheme has taken account of potential impacts upon historic assets and sought to minimize negative effects. Specifically the High Bay Warehouse has been positioned at the rear of the site which would minimize the impact on the settings of the Grade II Listed John Summers building and protect key views over the river side.
- 6.2. The design style and material treatment to the buildings have now evolved to assimilate the buildings into the surroundings. The elevation treatment of the Proposed Development adopts a graduation colour in order to visually diminish height and horizontal banding to break up massing.

7. Potential Environmental Effects

- 7.1. The potential environmental impacts (without mitigation) resulting from development have been identified through an examination of the baseline conditions and the nature of the Proposed Development. Any comments made during pre-application consultation have been addressed and used to inform the assessment process.
- 7.2. The assessment has identified ten cultural heritage assets within, and lying in close proximity to the Site. Of the three sites within the boundary of the Site, it is considered that they will be subject to adverse, direct and permanent impacts, and with the remaining subject to indirect effects.

Construction Phase

- 7.3. Ground works and construction activities within the Application Site will not directly or indirectly impact on any World Heritage Sites, scheduled monuments or Registered Battlefields.

Archaeology

- 7.4. Construction activities will have a direct and permanent impact on buried archaeological remains within the application site.
- 7.5. Within the surrounding landscape there are further assets, but it is not considered that construction will have any direct impact upon them as they are located outside of the Site boundary.
- 7.6. There will be no impact upon the former RAF Sealand aircraft railway crossing (**121196**) to the northwest of the site, the remnants of tarmac and crossing remains will be retained.
- 7.7. A number of pillbox structures associated with the former airfield have been identified within the study area, though the majority of these will be free from impact due to distancing and lack of intervisibility from the site. However, three pillboxes (**123543**, **123655** and **123657**) are located within relatively close proximity to the site with uninterrupted views to their locations.

- 7.8. The pillbox located close to the southern Site boundary, and on the southern boundary of the former RAF Sealand South Camp flying field (**123655**), is low-lying and part below ground and currently partly obscured from view by trees and a low bank that surrounds the northern end of the structure. This asset will not be physically impacted upon by the Proposed Development; however, the introduction of new industrial built form will compromise the open semi-rural setting across the fields to the north and northwest toward the Sealand embankment.
- 7.9. The RAF Sealand, Sealand embankment, pillbox (**123657**) located to the northeast of the site is also low-lying and set into the rail embankment. It is obscured from view by the height of the embankment and tree and hedgerow line and will not be physically impacted. However, as with the previous pillbox, the pillbox will be subject to an indirect adverse effect as a result of the proposed change to its cultural setting.
- 7.10. A complex defense structure/pillbox, located to the immediate west of the Site, is thought to have been the Battle HQ for RAF Sealand. The structure is built through the Shotwick sea defence embankment III (**34234**). There has been an attempt at demolition and the entrance is quite overgrown (**123543**). Though the defence structure and embankment lie just outside the development boundary and will not be directly impacted, the development will affect the semi-rural setting of these structures. Similarly, the spatial visual relationship between these assets will be compromised by intervening development.
- 7.11. There is the potential for there to be unidentified archaeological assets within the Application Area. Of note, there is potential for Roman features to survive within the eastern corner of the site based on the finds of Roman artefacts (**LVPL-IEE586**, **LVPL-IEA3BE** and **LVPL-0A04E2**) in this locality.

Built Heritage

- 7.12. Having regard to those designated and non-designated historic assets identified in Tables 9.5 and 9.6 it is considered that construction stage impacts upon the setting of those built historic assets falling in closest proximity to the Site at Shotton Point to the south west include:
- John Summers Headquarters Building – Former Corus Offices (**59401**)
 - Linked Offices located to north west of John Summers Headquarters buildings (**123608**)

- Headquarters Buildings Garden and Forecourt (**PGW (C) 77(FLT), 120865**)
- Hawarden Bridge (**59400, 84399**)
- Office and Laboratory Building – Building of Local Interest
- Garage and Boiler House Building – Building of Local Interest

7.13. The Queensferry bascule bridge (**59397, 87852**) is situated to the south-east of the Site. Given distancing it is not considered that the Proposed Development will adversely impact upon the setting of the Bridge or its significant inter-relationship with the River Dee corridor and Hawarden Bridge crossing at Shotton Point.

7.14. The three associated, Grade II listed Aircraft Hangers (**24539, 24540, 24541**) are located around 600m to the north west of the Site within the Deeside Industrial Estate. Industrial development within the Estate has visually enclosed the hangers and this, along with the intervening embankment and recent Amazon warehousing development, screens the Site in views towards are from the assets. Construction activity associated with the Proposed Development will not impact upon visual setting and no effects are assessed.

7.15. Ferry Bank Farm (**85249**) and Old Marsh Farm (**85248**) are located around 1km to the east of the site and east of the A494. Given distancing and the extent of recent residential development to the west side of the A494, the Site has no significant inter-visibility with these assets and falls outside of setting. The Proposed Development will not impact upon the visual setting to these assets or upon significance during construction phases. As such, no effects are assessed.

7.16. Impacts upon the identified historic assets falling within the former Shotton Steelworks building group are assessed having regard to the best practice guidance, the Setting of Historic Assets in Wales (2017) and the staged methodology for the assessment of impacts within setting. This is set out below under the relevant headings.

Stage 1: Identify the historic assets that might be affected by a proposed change or development.

7.17. The Grade II Listed Office Building, Corus Steelworks (**85247**) is located to the north bank of the River Dee and to the south of the Site. It was constructed in 1907 to provide offices for the John Summers & Sons steelworks (later British Steel and Corus) which had been

established in 1896. The building is to designs by the architect James France, and constructed in red brick with yellow terracotta detailed with grey slate gambrel roof covering. It is in 2-storeys with basement and attic levels and the 7-bayed frontage is punctuated by a central 5-storey clock tower.

- 7.18. The building holds historic value in its role as the headquarters building for the John Summers and Son Steelworks was clearly sited, on land to the east of the operational works as a symbolic landmark of the business. The building holds a high level of architectural quality, emphasised by the central clock tower, the use of ornamental detailing and high-quality materials and the adoption of an Art Nouveau style.

- 7.19. The building has been vacant for a number of years and the condition of the retained fabric has diminished to some degree. Heritage values do however remain high in the national context.

- 7.20. The Former Office Buildings, Shotton Steelworks (**87629**) are located to the north-east of the earlier 1907 office building. They comprise two ranged 2-storey buildings with linking entrance wings constructed in a red/brown brick originally under a hipped roof but now with temporary roof covering. The building was listed, at Grade II, in 2011, for its special architectural interest which, according to the list description, drew influence from the Festival of Britain. The building provided office, canteen and workspace facilities.

- 7.21. The buildings are relatively simple in architectural presentation with no significant detailing or ornamentation. They are sited to the rear of the earlier headquarters building and were likely intended to remain subservient to it. The architect of the building is unknown. It is considered that the architectural value of the building is somewhat limited although exhibiting a typical post-modernist design which emerged following the Second World War. The buildings hold a degree of historic value in illustrating the development and expansion of the steelworks complex during the 20th century.

- 7.22. The Headquarters Buildings Garden and Forecourt (**PGW (C) 77(FLT), 120865**) is included on the Cadw Register of Landscapes, Parks and Gardens, listed at Grade II. Research undertaken by Peter de Figueiredo indicates that the garden and forecourt were laid out in a number of phases during the 1930s, 1940s and 1950s. They comprise a tree-lined drive to a rectangular forecourt, a garden area laid out to the north of the retained buildings and set at two levels along with ornamental planting, paving and terracing. The area included a pavilion,

bowling green, tennis court and putting green. The attribution of the Garden to Sylvia Crowe has been researched and discounted (de Figueiredo, 2017).

- 7.23. The condition of the garden and forecourt is now very poor with most of the garden structures and buildings now absent and areas of formal planting now lost. The structural layout of the forecourt and gardens does remain and the retained trees to the drive approach and bounding the forecourt are notable. Similarly, areas of terracing, walling and hedgerow evidence the original layout. The garden has historic value as part of the recreational spaces provided for workers although it does not appear to have been laid out in conjunction with the office buildings.
- 7.24. The Hawarden Bridge (**85350, 84399**) is a bow-string girder rail bridge constructed in 1887-89 to designs by Francis Fox for the Chester and Connah's Key Railway. The building at the time had the longest even hydraulic swing-span and the official opening ceremony was attended by W.E. Gladstone. The Howarden Bridge Iron Works were constructed to the north during the following decade and the rail line, via sidings at the Wrexham Junction, brought iron and later steel into the works complex. This bridge, constructed 1924-26, replaced the earlier Victoria Jubilee Bridge which had been built in 1899.
- 7.25. The Bridge holds historic value in its relationship to the infrastructure for the Iron Works and steelworks sites. Architectural value is illustrated through the engineering of the structure.
- 7.26. Two Buildings of Local Interest fall within the Shotton Point building group. The two-storey office and laboratory building, located to the east of the John Summers building is in a dark brick with grey slate roof. It adopts a classical design and was constructed during the 1930s. The garage and boiler building, located to the north of the linked office buildings, is single storey and built in a red brick likely during the 1950s. Whilst both buildings have a degree of historic interest and group value their architectural value is of low order and of poor aesthetic quality. As such heritage value is low.

Stage 2: Define and analyse the settings to understand how they contribute to the significance of the historic assets.

- 7.27. The John Summers Headquarters building (**59401**) was clearly sited and orientated to take advantage of the riverside location and comprises the principal building within the retained building group at Shotton Point. As illustrated by historic mapping, the building was initially

comparatively isolated with buildings and the garden and forecourt areas added, incrementally, during the 1930s, 1940s and 1950s. Later landscaping, notably the tree lined drive approach, has defined the setting of the building although was not part of the original layout.

- 7.28. The building is relatively prominent in approaches along the north and south banks of the River Dee in dynamic views from the east and west. The tower is a notable landmark in longer distance views with the building fabric being 'revealed' in shorter distance views, particularly along the north bank from the east where much of the building is screened by conifer tree belts flanking the former access approach to the building. These views are significant in illustrating the historic relationship of the building to the Dee corridor. The visual inter-relationship of the listed building with the later Shotton Steelworks office buildings (**87629**) to the east is of lower significance and is not obvious in external views into the site. The visual relationship with Hawarden Bridge (**85250, 84399**) to the west of high significance and illustrates the historic relationship of the buildings. The poor condition of forecourt and garden areas around the building tends to detract from significance although woodland boundary enclosure is a positive visual element and provides an attractive backdrop to the building in views from the south and along the River Dee corridor.
- 7.29. The poor condition and vacancy of the building, poor aesthetic condition of car parking areas and forecourts along with and extensive installation of security fencing detract from heritage value.
- 7.30. The later office buildings (**87629**) are located to the north-east of the 1907 building and are largely enclosed by associated buildings and woodland enclosure. The setting of the building is largely derived from the associative relationship with the John Summers headquarters building to the south and with former office and laboratory building, garage and boiler house buildings which date to the 1930s and 1950s respectively. These associated structures have been identified by the Council as Buildings of Local Interest. These inter-relationships are however not part of a formally planned site but rather illustrate incremental change through the 20th century as operations expanded. Whilst of historic interest the poor condition of garden and forecourt areas detract from the value of the buildings setting. The buildings themselves have limited visibility from the riverside or from the north given woodland enclosure.
- 7.31. The two Buildings of Local Interest are not prominent in views from the south given enclosure by built form and landscape/woodland boundaries. Their setting is largely defined by their historical functional relationship to the listed office buildings and associated garden land.

- 7.32. The retained buildings within the Shotton Point group contribute positively to the setting of the Registered Garden and parkland in illustrating the historic role and function of the recreational spaces for workers. The garden areas retain a strong visual enclosure through woodland and landscape planting, albeit in overgrown condition, and this holds significance in defining the extent of the historic boundary and in providing a degree of seclusion from the surrounding landscape.
- 7.33. The Hawarden Bridge (**85350, 84399**) is a prominent crossing point over the River Dee and has landmark qualities in long distance axial views along the north and south bank of the river (see LVIA viewpoints 9 and 14). The visual inter-relationship with the 1907 steelworks office building is strongly positive as is the relationship with the Queensferry Bascule Bridge (**85251, 84433**) which crosses the Dee to the south-east.
- 7.34. The historic setting to buildings has been much altered as is evidenced by Ordnance Survey (OS) mapping during the late 19th and 20th centuries. The 1899-1900 OS map shows the Hawarden Bridge Iron Works complex to the north of the Hawarden Bridge with two landing stages/wharfs on the north side of the River. The first office buildings, built in 1907, are shown on the 1911 OS map (1:2,500), sited with the clear intent to provide separation from the main complex to the north. The Works complex, now shown as a steel works has been substantially extended to the north with a range of new long buildings, chimneys, and reservoirs constructed and extensive areas of rail sidings laid out.
- 7.35. The access approaches to the office buildings from Farm Road are shown as constructed by the time of the 1954-63 OS map, which also shows the construction of the second office building. These access roads delineate the area of garden and recreational land around the buildings, including playing green, bowling green, tennis courts and ancillary building. Whilst these areas are now disused and in poor condition their structural arrangement remains legible and the planned woodland/tree enclosure form remains a significant element of setting to the historic assets.

Stage 3: Evaluate the potential impact of a proposed change or development on that significance.

- 7.36. Anticipated construction works will include:
- Earthmoving works to create development plateau, movement of plant and machinery.

- Excavation works to provide service connections.
- Phased construction of buildings/structures within the site, road infrastructure and boundary landscape treatments, including the presence of tower cranes and associated plant and machinery.
- Laying out of contractor compound, with temporary accommodation, car parking, storage areas and erection of security hoardings, temporary lighting standards and signage.

7.37. The Site falls outside of the visual setting of the historic assets at Shotton Point given the extent of woodland enclosure to the buildings and garden in aspects to the north and east. Historically the land comprising the Site has remained largely open and in agricultural use with no evidence of past functional relationship. Given this, it is considered that the Site makes a neutral contribution to the significance, within setting, of the assets identified.

7.38. Construction works will not directly impact upon the identified historic assets. Ground level operations will be screened by intervening landscaping and woodland, including boundaries defining the extent of the Registered garden and, in the case of the John Summers office building by intervening built form. The visual setting of Shotton Point buildings and garden and the Harwarden Bridge may be impact by the presence of tower cranes and during the construction phase as buildings heights although given distancing this impact will be minimal. Impact upon significant views towards the John Summers and Harwarden Bridge Listed Building from the south and in views along the River Dee River Corridor will not be directly affected and, given distancing, visual impact will be limited.

7.39. Overall, a short term, **Minor Adverse** impact, is predicted upon the John Summers Office Building, Corus Steelworks (**85247**) and the associated Registered Garden through visual impact upon setting from tower cranes and as building heights increase. Given distancing, and in the context of the wider development of the Northern Gateway site, visual impact will be contained and relatively limited.

7.40. Visual impact upon the Former Office Buildings, Shotton Steelworks (**87629**) and upon the locally listed buildings within the complex will be short term and **Negligible** given the visual enclosure of the buildings. Impact upon the Harwarden Bridge (**85250, 84399**) will be minimal having regard to the wider industrial setting to the structure and development will not

intervene directly into significant views of the Bridge along the River Dee corridor. A short-term **Negligible** impact is therefore assessed.

7.41. A summary of assessed impacts during the construction phase of the Development is set out in Table 9.8.

Nature of Impact	Receptor	Environmental Impact	Significance of Effect	Confidence Level
Effect on setting of RAF Sealand aircraft railway crossing (121196)	County	Minor Negative	Minor adverse	High
Effect on setting of RAF Sealand Pillbox V (123655)	County	Moderate Negative	Moderate Adverse	High
Effect on setting of RAF Sealand Embankment Pillbox (123657)	Borough	Moderate Negative	Moderate Adverse	High
Effect on setting of RAF Sealand (pillbox) (123543)	County	Minor Negative	Minor Adverse	High
Effect on setting of Shotwick Embankment III (34234)	County	Moderate Negative	Moderate Adverse	High
Loss of unknown archaeological assets	Borough	Moderate Negative	Moderate Adverse	Low
Impact upon the setting of the former John Summers Headquarters Building – Former Corus Offices (59401)	Regional	Minor Negative	Minor Adverse	High

Impact upon the setting of the Linked Office located to the north west of John Summers Headquarters buildings (87629)	Regional	Negligible	Negligible	High
Impact upon the setting of the Headquarters Buildings Garden and Forecourt (PGW (C) 77(FLT), 120865)	Regional	Minor Negative	Minor Adverse	High
Impact upon the setting of Buildings of Local Interest within the Shotton Point building group	Local	Negligible	Negligible	High
Impact upon the setting of the Hawarden Bridge (59400, 84399)	Regional	Negligible	Negligible	High

Table 9.8: Significance of Effect - Construction Phase

Operational Phase

- 7.42. The Proposed Development will be designed to limit impacts on the historic environment. Materials and layout have been carefully considered where feasible to limit any adverse impact and to enhance any receptors that will be affected. Landscape mitigation will also be incorporated to soften adverse impacts, where appropriate. These are detailed in ES Technical Paper 4.
- 7.43. Impacts during the operational phase are considered to be limited to the setting of some of the designated assets, principally those within the site of the former Shotton Steetworks to the south west. Due to the context of the Site, and taking into consideration the asset type

identified, it is considered that these impacts will be limited to those assets within close proximity to the Site. Landscaping and design will be carefully considered to preserve aspects of setting and landscape, where possible.

- 7.44. No Listed Buildings or Buildings of Local Interest fall within the site extent although a number fall in relatively close proximity and as such development will be anticipated to impact upon setting. The nature and extent of this impact is considered below.
- 7.45. Impacts upon the setting of a number of designated and non-designated historic assets are identified and are assessed having regard to Setting guidance produced by Cadw. Following the staged assessment methodology set out within the guidance those assets that might be affected by the Proposed Development have been identified (Stage 1) and the contribution made to their significance by setting (Stage 2) has been assessed in respect of prediction Construction Phase impacts. The Stage 3 assessment of development impact in respect of the Operation Phase is considered below:

Stage 3: Evaluate the potential impact of a proposed change or development on that significance.

- 7.46. As previously noted, it is considered that the Site falls outside of the visual setting to the associated group of three paired Aircraft Hangers (**24539, 24540, 24541**) to the north east of the Site, Ferry Bank Farm (**85249**) and Old Marsh Farm (**59402**) to the east and the Queensferry Bridge (**84433, 85251**) to the south west. The Proposed Development, given distancing and intervening built and landscape form, will have no significant visual impact upon the setting to these designated assets. No historic functional inter-relationship between the Site and these assets is evidenced and no impact upon experiential value is identified. As such, no environmental effects are identified.
- 7.47. The Site falls outside of the visual setting of the historic assets at Shotton Point given the extent of woodland enclosure to the buildings and garden in aspects to the north and east. Historically the land comprising the site has remained largely open and in agricultural use with no evidence of past functional relationship. Given this, it is considered that the Site makes a neutral contribution to the significance, within setting, of the assets at Shotton Point.
- 7.48. Whilst the Proposed Development will, to some degree, diminish the extent of historic openness to the assets at Shotton Point, the new buildings will be set around 500m to the north-west and be viewed as part of the wider Northern Gateway development. It should

also be noted that intervening land between the Site and Shotton Point, will be developed in the future and this will provide addition screening to the Proposed Development.

- 7.49. The Development will not directly impact, through physical interaction, upon the retained significance held within the fabric of the identified historic assets and the immediate setting of the office buildings and associated non-designated assets, defined by their visual inter-relationship and extent of the garden, forecourt and recreational space, will remain legible. Similarly, the significant visual inter-relationship between the Hawarden Bridge and the John Summers (Corus) office building, will not be impacted and views onto the principal façade of the latter will remain open in aspects from the south. The visual relationship of the Bridge with the River Dee corridor will not be significantly affected.
- 7.50. Visual impacts upon the setting of the other buildings falling to the north and east of the John Summer (Corus) buildings will be less pronounced given the extent of existing enclosure. It is also important to note that, historically, the Shotton Point buildings and structures, have been set with an industrial landscape with a far greater extent of built form and related transport infrastructure in the area and within longer distance views to the west. Impact upon the Registered garden and forecourt areas will be negligible given the historic functional role of the land, as recreational space, and the close inter-relationship with the building group. The development will not impact upon this visual relationship or remove any element which is considered to contribute positively to significance.
- 7.51. Overall, it is considered that the development will have a **Minor Adverse** impact upon the heritage values, within setting, of the Office Building, Corus Steelworks (**85247**) through loss of openness and the minor visual impact of the new development. Impact upon the Former Office Buildings, Shotton Steelworks (**87629**) and the associated Buildings of Local Interest will be **Negligible** having regard to the extent of historic enclosure and lesser extent of visual impact. Impact upon the Registered Headquarters Buildings Garden and Forecourt (**PGW (C) 77(FLT), 120865**) is assessed as **Minor Adverse**. This determination has regard to the historic openness of land to the north and east of the office buildings and garden areas.
- 7.52. Impacts upon the Hawarden Bridge (**84399, 85250**) are considered to be minimal having regard to past and current industrial land uses with the setting of the structure. The bridge remains set within a wider industrial landscape with views, particularly from the south-east, taking in industrial buildings and chimneys, former wharf structures, electricity pylons and associated rail infrastructure. The proposed development will not directly intervene into axial

views onto the bridge along the River Dee corridor and the visual inter-relationship with the Listed office Buildings will be maintained. As such impact is assessed as **Negligible**.

7.53. A summary of effects upon the identified historic assets is set out in Table 9.9, below.

Nature of Impact	Receptor	Environmental Impact	Significance of Effect	Confidence Level
Impact upon the setting of the former John Summers Headquarters Building – Former Corus Offices (59401)	Regional	Minor Negative	Minor Adverse	High
Impact upon the setting of the Linked Office located to the north west of John Summers Headquarters buildings (87629)	Regional	Negligible	Negligible	High
Impact upon the setting of the Headquarters Buildings Garden and Forecourt (PGW (C) 77(FLT), 120865)	Regional	Minor Negative	Minor Adverse	High
Impact upon the setting of Buildings of Local Interest within the Shotton Point building group	Local	Negligible	Negligible	High
Impact upon the setting of the Hawarden Bridge (59400, 84399)	Regional	Negligible	Negligible	High

Table 9.9: Significance of Effect - Operation Phase

7.54. As noted in paragraph 6.31 the Proposed Development, through design iteration and the consultation process, a number of measures have been adopted to mitigate impact upon the setting of the identified built heritage assets. These measures are discussed further in Section 8.

8. Proposed Mitigation

- 8.1. Much of the Mitigation on setting of the archaeological and historic assets can be addressed through landscaping and design to preserve aspects of setting and landscape, where possible.

Construction Phase

Archaeology

- 8.2. The assessment has identified ten non-designated historic assets and sites within and lying in close proximity to the Scheme Area.
- 8.3. The location of Roman findspots within the eastern corner of the Site boundary alludes to further potential for subsurface remains in those which have not previously been disturbed as is the case with the southeastern part of the Proposed Development area. Evaluation in the form of geophysical survey is proposed to determine the presence of any activity. The results of the survey will inform on any requirement for further evaluation e.g., targeted trial trenching.
- 8.4. Archaeological Sites: Section HE7 of The Flintshire Unitary Development Plan (2011) considers that archaeological sites of lesser significance (those without a statutory designation) that do not warrant preservation should be excavated and/ or recorded to the satisfaction of the Council in advance of development commencing. This would be undertaken as a condition of the planning application.
- 8.5. Of the remaining sites lying within close proximity to the Application Site but not extending to within it, none will be directly affected by the construction or the operational phase.

Built Heritage

- 8.6. Mitigation of the impacts upon the setting of built historic assets are considered as part of the Operational Phase assessment.

Operational Phase

- 8.7. With regard to the mitigation of potential impacts upon the designated and non-designated historic assets identified, given the scale of the proposed new buildings limited opportunities

through screening or landscape treatment can be identified. A number of measures have, however been adopted as part of the design iteration process and embedded in the design of the layout and are summarised as:

- The proposed 39.65m High Bay Warehouse building is located away from the Grade II Listed John Summers office building and adjacent heritage assets and is also positioned to the rear of the Site at the furthest point from the proposed and existing residential areas. This will seek to reduce the visual impact of the scale and massing of this tall warehouse relative to the sensitive receptors.
- To reduce any impact on the sensitive receptors and key views into the Site the design, style and materials have carefully been considered to limit any adverse impact on any receptors and assimilate the building into its surrounding environs. The proposed elevational treatment of the Proposed Development seeks to address the vertical scale of the HBW through the gradation of colour so that its height diminishes visually. Horizontal banding carves up the mass of the building without accentuating its scale and a colour palette has then been selected as a reflection of the environment and as such, seeks to soften the visual impact of the building on the existing landscape. This approach has proved successful to ICT's existing facilities across Europe.

9. Potential Residual Effects

- 9.1. The following outlines the residual effects of the development after mitigation. Mitigation proposals have been assigned to reduce the likelihood or severity of an effect and residual effects reduced accordingly. Mitigation does not remove the effect of the Proposed Development in its entirety.
- 9.2. The following describes the overall impact of the application site during construction and operation.

Potential Residual Effects – Construction Phase

- 9.3. The overall impact of the proposals on the cultural heritage resource during the temporary construction phase is highlighted in Table 9.10.

Nature of Impact	Receptor	Environmental Impact	Significance of Effect	Confidence Level	Mitigation	Residual Significance of Effect
Effect on setting of RAF Sealand aircraft railway crossing (121196)	County	Minor Negative	Minor adverse	High	None	Minor Adverse
Effect on setting of RAF Sealand Pillbox V (123655)	County	Moderate Negative	Moderate Adverse	High	Appropriate landscape to alleviate impact on its setting.	Minor Adverse
Effect on setting of RAF Sealand Embankment Pillbox (123657)	County	Minor Negative	Moderate Adverse	High	Appropriate landscape to alleviate impact on its setting.	Negligible
Effect on setting of RAF Sealand (pillbox) (123543)	County	Minor Negative	Minor Adverse	High	Appropriate landscape to alleviate impact on its setting.	Negligible

Effect on setting of Shotwick Embankment III (34234)	County	Moderate Negative	Moderate Adverse	High	Appropriate landscape to alleviate impact on its setting.	Minor Adverse
Loss of unknown archaeological assets	Borough	Moderate Negative	Moderate Adverse	Low	Archaeological Investigation	Negligible
Impact upon the setting of the former John Summers Headquarters Building – Former Corus Offices (59401)	Regional	Minor Negative	Minor Adverse	High	Construction Environmental Management Plan	Minor Adverse
Impact upon the setting of the Linked Office located to the north west of John Summers Headquarters buildings (87629)	Regional	Negligible	Negligible	High	N/A	Negligible
Impact upon the setting of the Headquarters Buildings Garden and Forecourt (PGW (C) 77(FLT), 120865)	Regional	Minor Negative	Minor Adverse	High	Construction Environmental Management Plan	Minor Adverse
Impact upon the setting of Buildings of Local Interest within the Shotton Point building group	Local	Negligible	Negligible	High	N/A	Negligible

Impact upon visual setting to Hawarden Bridge (59400, 84399)	Regional	Negligible	Negligible	High	N/A	Negligible
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Table 9.10: Residual Significance of Effect - Construction Phase

Potential Residual Effects – Operational Phase

- 9.4. The overall impact of the proposal in terms of the impacts on Cultural Heritage during the operational phase is highlighted in the table 9.11 below.

Nature of Impact	Receptor	Environmental Impact	Significance of Effect	Confidence Level	Mitigation	Residual Significance of Effect
Impact upon the setting of the former John Summers Headquarters Building – Former Corus Offices (59401)	Regional	Minor Negative	Minor Adverse	High	Proposed layout. Material treatment.	Minor Adverse
Impact upon the setting of the Linked Office located to the north west of John Summers Headquarters buildings (87629)	Regional	Negligible	Negligible	High	None	Negligible
Impact upon the setting of the Headquarters Buildings Garden and Forecourt (PGW (C) 77(FLT), 120865)	Regional	Minor Negative	Minor Adverse	High	None	Minor Adverse
Impact upon the setting of Buildings of Local Interest within the Shotton Point building group	Local	Negligible	Negligible	High	None	Negligible

Impact upon the setting of the Hawarden Bridge (59400, 84399)	Regional	Negligible	Negligible	High	None	Negligible
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Table 9.11: Residual Significance of Effect - Operation Phase

10. Additive Impacts (Cumulative Impacts and their Effects)

10.1. For the purposes of this ES we define the additive cumulative effects as:

‘Those that result from additive impacts (cumulative) caused by other existing and/or approved projects together with the project itself

10.2. The developments that are likely to have a cumulative impact when considered with the Proposed Development have been agreed with the Local Authority during the preparation of this ES (a full list is included within Section 9 of the ES Part I Report). The following table includes the agreed list of cumulative developments that have been assessed in respect of *Cultural Heritage*. These are also shown geographically on the plan included at **Appendix 13** of the ES Part I Report.

No.	Cumulative Development	Details	Status	Justification for Inclusion in Cumulative Assessment
I	<p>Airfields (former RAF Sealand) Site (Northern Gateway)</p> <p>LPA ref: 049320 and last varied S73 application LPA ref: 061125.</p> <p>Applicant: Crag Hill Estates Ltd.</p>	<p>Outline application for the redevelopment of a strategic brownfield site for an employment led mixed use development with new accesses and associated infrastructure including flood defences and landscaping.</p> <p>The Net Cumulative Development associated with the Airfields site after deducting the floor space (124,344m²) taken up by the Proposed ICT Paper Mill Facility (B2, B8, ancillary B1a) and operational Amazon development (ref: 060222) is as follows:</p> <p>Development comprises:</p> <p>Residential (C3): 689 units Retail (A1): 4,646m² Office (B1a): 6,533m² B2 /B8 Employment: 60,044m² Car Dealership (Sui generis): 7,779m²</p>	<p>LPA ref: 049320 Planning permission granted by Flintshire County Council in January 2013.</p> <p>The last varied S73 application was granted on the 26 April 2021 (ref: 061125) to remove conditions 26, 28, 30, 34 and 44 and vary condition 13.</p> <p>Development expected to come forward over the next 0-5 years.</p>	<p>Considering the existing industrial context of the immediate area with surrounding visual impacts, the additional effects of the Airfields Development on built heritage receptors is not considered to be no worse be any more significant than that identified for the Application Site.</p>

		Total net floorspace:689 units / 79,002m²		
2	<p>Former Corus Garden City Site (Northern Gateway)</p> <p>Applicant: PGNGL</p> <p>Outline (LPA ref: 054758) / S73 application (LPA ref: 059635)</p>	<p>Employment-led mixed-use development, incorporating Logistics and Technology Park (B1, B2, B8) with residential (C3), local retail centre (A1), hotel (C1), training and skills centre (C2, D1), new parkland; conversion of buildings, demolition of barns; and associated infrastructure comprising construction of accesses, roads, footpaths / cycle paths, earthworks and flood mitigation / drainage works at Northern Gateway, Land off Welsh Road, Deeside.</p> <p>Development comprises:</p> <p>Residential (C3): 770 units Retail (A1): 2500m² Office (B1a): 3300m² Light industrial uses (B1b, B1c): 7400m² Hotel Uses (C1): 3000m² Training and skills centre (C2, D1): 4000m² Logistics Park (B2, B8, ancillary B1a): 120000m² Total floorspace: 770 units / 140,200m²</p>	<p>Outline planning permission granted by Flintshire County Council in May 2014.</p> <p>The last permission to be granted under a S73 application was approved in June 2020 (ref: 059635) was for removal of conditions 6, 8, 11 and 32 and variation of conditions 7, 31, 36 and 44.</p> <p>Development expected to come forward over the next 0-10 years.</p>	<p>Considering the existing industrial context of the immediate area with surrounding visual impacts, the additional effects of the Former Corus Garden City Site on built heritage receptors is not considered to be no worse be any more significant than that identified for the Application Site.</p>

Table 9.12: Cumulative Development

- 10.3. Both Construction and Operational phases have been considered and the short, medium- and long-term impacts assessed.
- 10.4. There are a number of other developments within the vicinity of the Application Site. These include those currently under consideration and those committed or operational. Following a systematic screening process the only other development assessed for potential cumulative impacts is the Airfields development and reuse of the Former Corus Garden City Site.

Short Term

- 10.5. Construction associated with the Airfields and Former Corus Garden City mixed use development is ongoing and likely to take place within the next five to ten years. This will lead to an impact upon the setting of the pillboxes and the former airfield. Whilst the identified cumulative schemes will further erode the setting of identified heritage assets this is

considered to be no worse than the impact that will arise following development of the Application Site.

- 10.6. Development on the wider Airfields site will remove elements of the former defended landscape around the former RAF Sealand. Cumulatively both the Airfields and wider developments on the Former Corus Garden City site will remove an open landscape and inter-visibility between the pillboxes and remove their former context and setting.

Medium Term

- 10.7. Considering the existing industrial context of the immediate area with surrounding visual impacts, the additional effects of development on the wider Airfields site and the Former Corus Garden City site on built heritage receptors is not considered to be any more significant than that identified for the Application Site.

Long Term

The opening and operation of the Proposed Development and infrastructure, along with the development on the wider Airfields site and the Former Corus Garden City site, outlined above will have no additional impact on the identified archaeological and built heritage assets. Any long-term cumulative effect on the setting of these assets will be reduced by the maturing of the landscaping schemes.

11. Conclusion

- 11.1. It has been determined that there are a number of potential archaeological assets within the study area, some of which are recorded within the Site boundary. Those within the Site boundary relate to earlier findspots dating back to the Roman era. The level of impact on these assets will be reduced through appropriate evaluation and mitigation.
- 11.2. The three pillboxes located to the north, west and immediate south of the Site have some value and are representative of the former military landscape that has now largely been lost. These pillboxes form part of the defence of RAF Sealand and constitute a defended landscape that has been heavily eroded in the past few decades. Impact on the setting of these assets should be mitigated by landscaping. No further recording is anticipated as these assets have been subject to detailed building recording.
- 11.3. With mitigation measures in place the residual impacts to RAF Sealand Pillbox V (**123655**) and Shotwick Embankment III (**34234**) are considered to be **Minor Adverse**. The residual impact to the more distant RAF Sealand Embankment Pillbox (**123657**) is considered to be **Negligible**.
- 11.4. With mitigation measures in place the residual impacts upon the archaeological resource are considered to be **Negligible**.
- 11.5. With regard to built historic assets residual impacts of **Minor Adverse** are assessed upon the former office buildings to the Shotton Steelworks (**85247** and **87629**) and the associated Headquarters Buildings Garden and Forecourt (**120865**) to the south of the Site. These impacts will relate to minor impacts upon the openness to the Shotton Point buildings and the visual impact of the development.
- 11.6. No other significant effects are identified in respect to other built historic assets.
- 11.7. The Proposed Development will not impact, through physical interaction, upon the retained significance held within the fabric of the identified built historic assets identified. It will retain significant elements within setting which contribute positively to significance, including the immediate setting of the buildings defined by the associated Registered Garden land and key views onto the principal façade of the John Summers office building. Mitigation, through design and landscape treatment will minimise the extent and degree of adverse impacts,

- 11.8. In accordance with guidance set out with Chapter 6 of Planning Policy Wales the adverse impacts identified should be considered, with due weight attached to the nature and extent of harm assessed, in the context of the wider planning benefits associated with the Proposed Development. The benefits are set out with the Socio-Economic Technical Paper 6 of the ES and the supporting Planning Statement.

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13. Figures

Figures:

Figure 9.1: Plan showing the development site, the study area boundary and monuments

Figure 9.2: Plan showing the development site, the study area boundary and events

Figure 9.3: Plan showing the development site, the study area boundary, listed buildings and registered garden

Figure 9.4: Charles Greenwood's Map of the north east circuit of the principality of Wales (1834) [not to scale]

Figure 9.5: 1871 6-inch Ordnance Survey Map



- Notes
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

- Key
- Red Line Boundary
 - 1km Study Area
 - Monuments
 - Portable Antiquities Scheme Findspots

P01		24.08.21	FINAL ISSUE	MODEL	MA
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GATEWAY**

Drawing Title
**FIGURE 9.1 PLAN SHOWING
THE DEVELOPMENT SITE, THE
STUDY AREA BOUNDARY AND
MONUMENTS**

Drawn:	MAX DU BOIS-JONES	Reviewed:	MATTHEW ASTILL
BWB Ref:	LDP2370	Date:	24.08.21
		Scale@A3:	NTS

Drawing Status
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ICT19-BWB-ZZ-XX-RP-LH-0001	S2	P01



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Key

Red Line Boundary

1km Study Area

Events

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**FIGURE 9.2 PLAN SHOWING
THE DEVELOPMENT SITE, THE
STUDY AREA BOUNDARY AND
EVENTS**

Drawn:	MAX DU BOIS-JONES	Reviewed:	MATTHEW ASTILL
BWB Ref:	LDP2370	Date:	24.08.21
		Scale@A3:	NTS

Drawing Status

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Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
ICT19-BWB-ZZ-XX-RP-LH-0001	S2	P01



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 4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key

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Project Title
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Drawing Title
**FIGURE 9.3 PLAN SHOWING THE
DEVELOPMENT SITE, THE STUDY
AREA BOUNDARY, LISTED
BUILDINGS AND REGISTERED
GARDEN**

Drawn:	MAX DU BOIS-JONES	Reviewed:	MATTHEW ASTILL
BWB Ref:	LDP2370	Date:	24.08.21
		Scale:	A3: NTS

Drawing Status
FINAL

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
ICT19-BWB-ZZ-XX-RP-LH-0001	S2	P01



Figure 9.4: Charles Greenwood's Map of the north east circuit of the principality of Wales (1834) [not to scale]

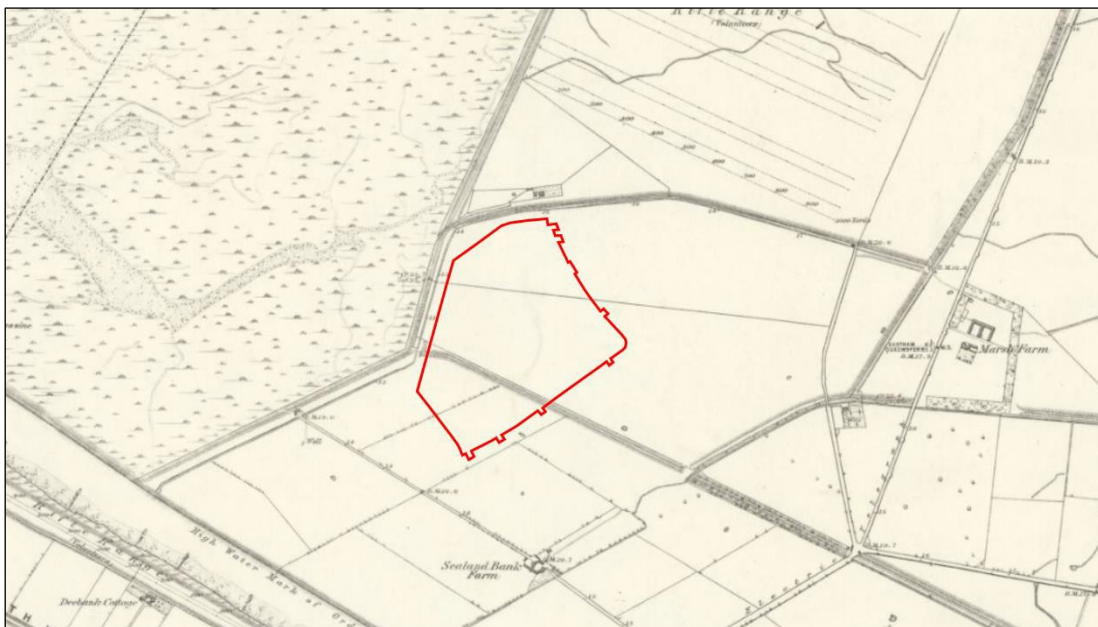


Figure 9.5: 1871 6-inch Ordnance Survey map

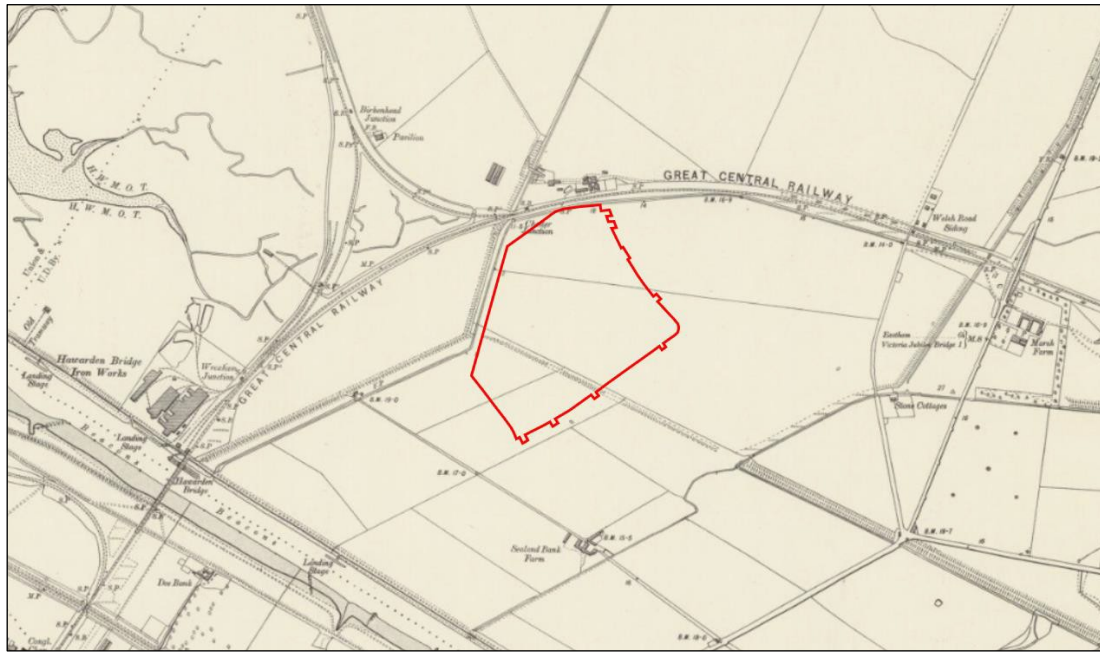


Figure 9.6: 1900 6-inch Ordnance Survey Map



Figure 9.7: 1914 6-inch Ordnance survey map

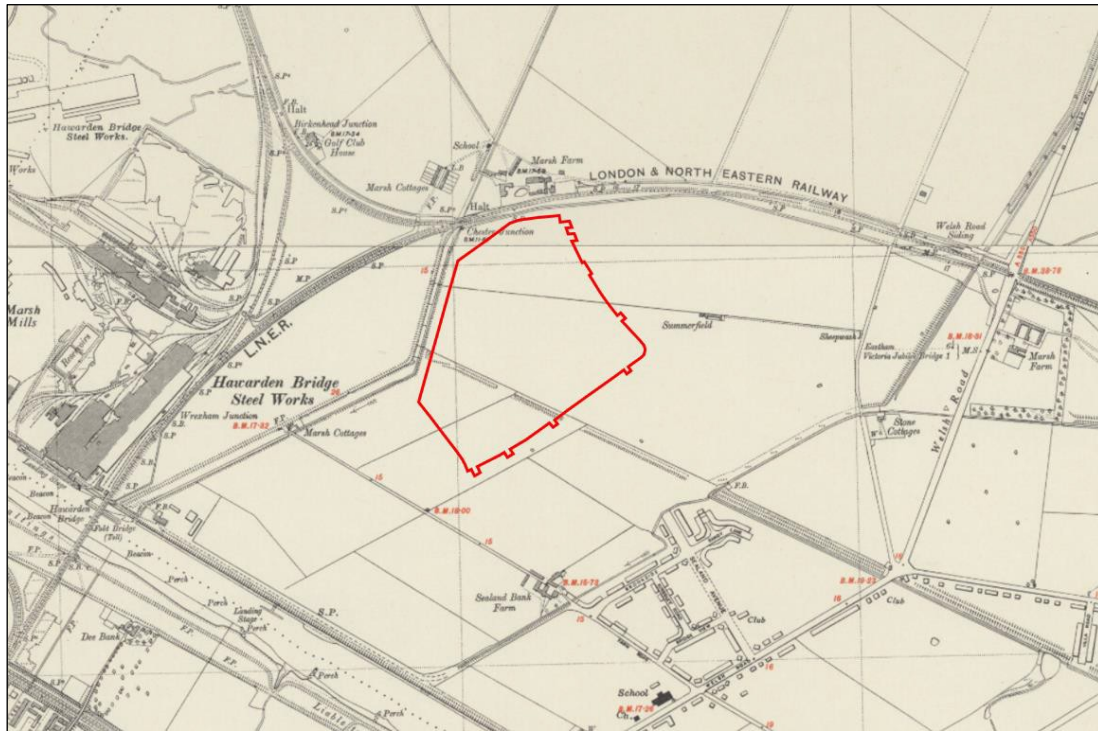


Figure 9.8: 1938 6-inch Ordnance survey map

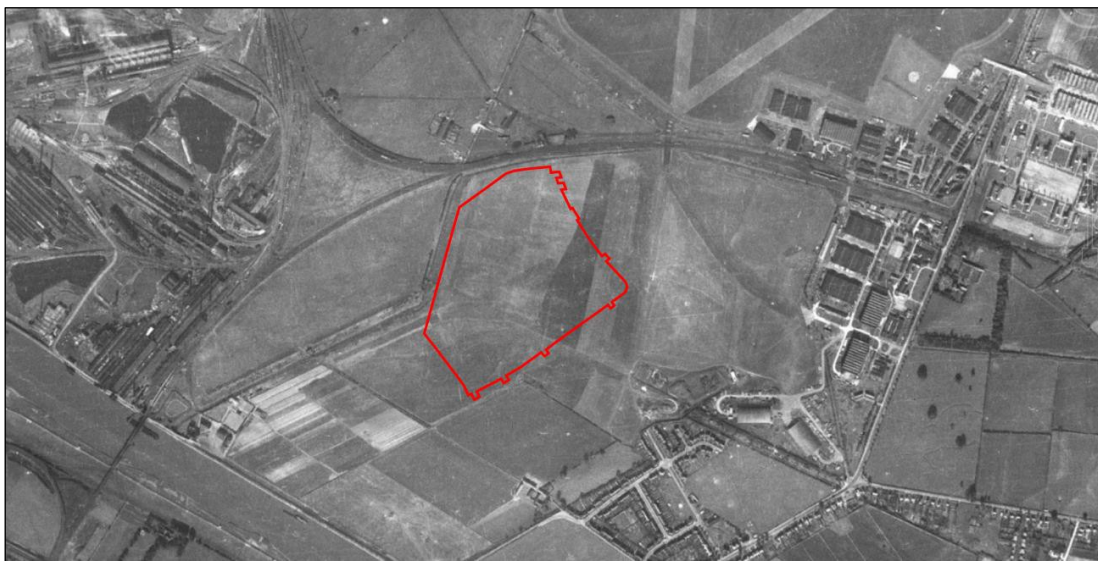


Figure 9.9: Aerial Photograph - Google Earth (1945).

I4. Appendices

Appendix 9.1

Appendix 9.1 Gazetteer of Cultural Heritage Assets

Non-Designated Heritage Assets

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
I32227	(North) Shotwick Training Depot, compass platform	Compass platform	20 th century
I21039	(North) Shotwick Training Depot, flying field	Military airfield	20 th century
85593	(North) Shotwick Training Depot, hangar II	Hangar	20 th century
85594	(North) Shotwick Training Depot, hangar III	Hangar	20 th century
I32226	(North) Shotwick Training Depot, machine gun range	Firing range	20 th century
44420	(North) Shotwick Training Depot/RAF Sealand, North Camp	Military airfield	20 th century
I20990	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 13	Office	20 th century
I21005	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 18	Guardhouse	20 th century
I21007	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 4/45	Shed	20 th century
I21003	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 5/51	Storehouse	20 th century
I20991	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 57	Lubricant and inflammable store	20 th century
I21009	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 6/38	Power station	20 th century
I21002	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 7/Unit 19, Jaguar House	Carpenters workshop	20 th century
I21008	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 8/37	Metal workers workshop	20 th century
I21011	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 9/33	Garage	20 th century
I21010	(North) Shotwick Training Depot/RAF Sealand, North Camp, Building 9/34	Garage	20 th century
87848	Aston Colliery tramway	Tramway	19 th century
83028	Aston Quay landing stage I	Landing stage	19 th century
83029	Aston Quay landing stage III	Landing stage	19 th century

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
37789	Aston Railway	Railway	18 th – 19 th century
126505	Birkenhead Junction, pavilion	Pavilion	19 th century
126506	Birkenhead Junction, pavilion building I	Pavilion	19 th century
126507	Birkenhead Junction, pavilion building II	Pavilion	19 th century
121200	Blue Bridge pillbox	Pillbox	20 th century
59401	Corus Steelworks, office building	Office	20 th century
178125	Dee Cottage farm	Farm	Post-medieval
180497	Dee Cottage farm, farm building	Farm building	Post-medieval
132735	Deeside, Garden City, Welsh Road, United Reformed Church	Chapel	20 th century
83026	Ferry Inn	Public House	Post-medieval
34247	Garden City Landing Stage	Landing stage	19 th century
59406	Hawarden Bridge	Bridge	19 th century
59400	Hawarden Bridge	Bridge	19 th century
132486	Hawarden Bridge Iron Works	Iron works	19 th century
34257	Hawarden Bridge Pillbox I	Pillbox	20 th century
1001742	Hawarden Bridge railway station	Railway station	20 th century
132487	Hawarden Bridge Steel Works / Shotton Steelworks	Steel works	20 th century
34243	Lower Kings Ferry	Ferry crossing	Post-medieval
178126	Marsh Farm	Farm	Post-medieval
39758	Marsh Farm well	Well	Post-medieval
180522	Marsh Farm, farm building	Farm building	Post-medieval
59402	Old Marsh Farm	House	19 th century
121199	Queen's Ferry Hotel, tank	Storage tank	19 th – 20 th century

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
132228	Queensferry (South Shotwick) Aircraft Acceptance Park, compass platform	Compass platform	20 th century
121040	Queensferry (South Shotwick) Aircraft Acceptance Park, flying field	Military airfield	20 th century
44421	Queensferry (South Shotwick) Aircraft Acceptance Park/RAF Sealand, South Camp	Military airfield	20 th century
70825	Queensferry Airfield	Airfield	20 th century
120882	Queensferry Airfield, hangar	Hangar	20 th century
34268	Queensferry Bridge NE Abutment	Bridge	19 th century
34267	Queensferry Bridge SW Abutment	Bridge	19 th century
1001744	Queensferry Hall, garden	Garden	19 th century
87850	Queensferry jetty	Jetty	19 th century
87851	Queensferry landing stage II	Landing stage	19 th century
34256	Queensferry Pillbox	Pillbox	20 th century
34241	Queensferry Quay	Quay	19 th – 20 th century
83055	Queensferry Quay landing stage	Landing stage	19 th century
39811	Queensferry Shipyard I	Shipyard	18 th century
59397	Queensferry, bascule bridge	Bridge	20 th century
37875	RAF Sealand	Military airfield	20 th century
121196	RAF Sealand aircraft railway crossing	Level crossing	20 th century
129634	RAF Sealand railway crossing	Level crossing	20 th century
120997	RAF Sealand, North Camp, Building 17/35	Parachute store	20 th century
121013	RAF Sealand, North Camp, Building 19	Armoury	20 th century
121001	RAF Sealand, North Camp, Building 22	Workshop	20 th century
121014	RAF Sealand, North Camp, Building 243	Office	20 th century
121012	RAF Sealand, North Camp, Building 32	Test house	20 th century
121004	RAF Sealand, North Camp, Building 50	Canteen	20 th century
120996	RAF Sealand, North Camp, Building 52	Barracks	20 th century
120994	RAF Sealand, North Camp, Building 53	Barracks	20 th century
120995	RAF Sealand, North Camp, Building 54	Barracks	20 th century

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
I20993	RAF Sealand, North Camp, Building 55	Barracks	20 th century
I20992	RAF Sealand, North Camp, Building 56	Barracks	20 th century
I21000	RAF Sealand, North Camp, building I	Shed	20 th century
I21006	RAF Sealand, North Camp, building II	Latrine	20 th century
I20998	RAF Sealand, North Camp, Geotechnical House (No 23/18)	Military headquarters	20 th century
85595	RAF Sealand, North Camp, hangar I	Hangar	20 th century
I20999	RAF Sealand, North Camp, Hydroponic Corp (No 20)	Storehouse	20 th century
I20857	RAF Sealand, perimeter track	Perimeter track	20 th century
I21203	RAF Sealand, pillbox (sangan) I	Pillbox	20 th century
I21205	RAF Sealand, pillbox (sangan) II	Pillbox	20 th century
85592	RAF Sealand, pillbox III	Pillbox	20 th century
I23655	RAF Sealand, pillbox V	Pillbox	20 th century
I23657	RAF Sealand, Sealand embankment, pillbox	Pillbox	20 th century
I23543	RAF Sealand, South Camp, Battle Headquarters	Battle headquarters	20 th century
I20787	RAF Sealand, South Camp, Building 167	Garage	20 th century
I20786	RAF Sealand, South Camp, Building 60	Pump house	20 th century
I20785	RAF Sealand, South Camp, Building 63	Generator house	20 th century
I78123	Sealand Bank Farm	Farm	Post-medieval
39760	Sealand Bank Farm well	Well	Post-medieval
I80516	Sealand Bank Farm, farm building	Farm building	Post-medieval
39759	Sealand Rifle Range	Firing range	19 th century
I30865	Sealand, Garden City	Workers housing	20 th century
I001743	Sealand, Garden City, Welsh Road, St Andrew's Church	Church	Post-medieval
I42015	Sealand, Stone Cottages	Cottage	Post-medieval
I001740	Sealand, Welsh Road, Old Marsh Farm outbuildings	Farm building	Post-medieval
I20865	Shotton Steelworks Garden	Garden	20 th century
34263	Shotton Steelworks Landing Stage I	Landing stage	18 th – 19 th century
I23608	Shotton Steelworks, office building	Office	20 th century

HER / NPRN / PAS ID Ref	Name	Monument Type	Period
34234	Shotwick Embankment III	Flood defence	19 th century
I20866	Victoria Jubilee Bridge	Bridge	19 th – 20 th century
I42014	Welsh Road Halt; Sealand railway station	Railway station	20 th century
37796	Welsh Road milestone	Milestone	Post-medieval
LVPL-0A04E2	Roman Brooch	Findspot	Roman
LVPL-IEA3BE	Roman Coin	Findspot	Roman
LVPL-IEE586	Roman Mount	Findspot	Roman

Designated Heritage Assets

Reference	Name	Designation
24539	West Pair of Aircraft Hangars	Grade II Listed Building
24540	South Pair of Aircraft Hangars	Grade II Listed Building
24541	North Pair of Aircraft Hangars	Grade II Listed Building
84399, 85250	Hawarden Bridge	Grade II Listed Building
84433, 85251	Bascule Bridge	Grade II Listed Building
85247	Office Building, Corus Steelworks	Grade II Listed Building
85248	Old Marsh Farm	Grade II Listed Building
85249	Ferry Bank Farm	Grade II Listed Building
87629	Former Office Buildings, Shotton Steelworks	Grade II Listed Building
PGW (C) 77(FLT), I20865	Shotton Steelworks Garden	Grade II Listed Registered Parks and Gardens

Archaeological Events

Reference	Name	Event Type
23605	A459 / A550 Deeside Park to Drome Corner, assessment 1992	Archaeological evaluation
57911	A459 / A550 Deeside Park to Drome Corner, desktop study 1992	Desk-based assessment
57912	A459 / A550 Deeside Park to Drome Corner, walk-over survey 1992	Walk-over survey

106569	A494/A550 Deeside to Drome Corner road improvement scheme,watching brief 2003	Watching brief
129460	Deeside, Deeside Industrial Estate Unit 26 TJ's Skip Hire, 2010	Photographic survey
129461	Deeside, Deeside Industrial Estate Unit 26 TJ's Skip Hire, 2010	Photographic survey
129564	Deeside, Garden City, Welsh Road, United Reformed Church, 2013	Photographic survey
129575	Garden City, Welsh Road, Church Hall, 2014	Photographic survey
169310	Northern Gateway Development, RAF Sealand, Flintshire: HistoricBuilding Survey, 2017	Building survey
142008	Queensferry (South Shotwick) Aircraft Acceptance Park/RAFSealand, South Camp, desk-based assessment 2011	Desk-based assessment
123640	Queensferry (South Shotwick) Aircraft Acceptance Park/RAF Sealand, South Camp, environmental impact assessment 2011	Environmental impact assessment
129101	Sealand, Deeside Industrial Estate, Hangars No 12 & 13, 2005	Photographic survey
166865	Sealand, Welsh Road, RAF Sealand, south camp, evaluation, 2020	Evaluation
166924	Sealand, Welsh Road, RAF Sealand, south camp, geophysical survey,2018	Geophysical survey